



Bellevue Planning Commission

Wednesday, November 12, 2014

6:30 to 9:30 p.m. ■ 1E-113

City Hall ■ 450 110th Ave. NE, Bellevue

Agenda

- | | |
|-----------|--|
| 6:30 p.m. | <ol style="list-style-type: none">1. Call to Order
<i>Aaron Laing, Chairperson</i>2. Roll Call3. Public Comment*
<i>Limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic</i>4. Approval of Agenda5. Communications from City Council, Community Council, Boards and Commissions6. Staff Reports
<i>Paul Inghram, Comprehensive Planning Manager</i> |
| 7:00 p.m. | <ol style="list-style-type: none">7. Public Hearing<ol style="list-style-type: none">A. Annual Comprehensive Plan amendments (Montvue Place)
Hear public comment regarding the proposed amendment
<i>Nicholas Matz, Senior Planner</i> |
| 7:30 p.m. | <ol style="list-style-type: none">8. Study Session<ol style="list-style-type: none">A. Annual Comprehensive Plan amendments (Montvue Place)
Deliberate and make a recommendation to Council
<i>Nicholas Matz, Senior Planner</i> |
| 7:45 p.m. | <ol style="list-style-type: none"><ol style="list-style-type: none">B. Comprehensive Plan Update
Continue review of draft updates, including a Southwest Bellevue policy amendment, subarea boundaries, Transportation Commission recommendations, and recap of previous reviews
<i>Paul Inghram, Comprehensive Planning Manager; Nicholas Matz, Senior Planner; Kevin McDonald, Senior Transportation Planner</i> |
| 9:15 p.m. | <ol style="list-style-type: none">9. Other Business10. Public Comment* - <i>Limited to 3 minutes per person</i>11. Draft Minutes Review<ul style="list-style-type: none">• June 25, 2014• July 9, 2014• July 30, 2014 |
| 9:30 p.m. | <ol style="list-style-type: none">12. Adjourn |

Pg. 1

Agenda times are approximate

Planning Commission members

Aaron Laing, Chair	Diane Tebelius
Michelle Hilhorst, Vice Chair	John deVadoss
John Carlson	Stephanie Walter
Jay Hamlin	

John Stokes, Council Liaison

Staff contact:

Paul Inghram 452-4070
Michelle Luce 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).



November 5, 2014

SUBJECT

November 12, 2014, Final Review public hearing on 2014 CPA Mountvue Place Comprehensive Plan Amendment (14-123964 AC)

STAFF CONTACT

Nicholas Matz AICP, Senior Planner nmatz@bellevuewa.gov 425-452-5371
Planning and Community Development

DIRECTION NEEDED FROM PLANNING COMMISSION

- X Action
- X Discussion
- X Information

On November 12, 2014, the Planning Commission is scheduled to hold a Final Review public hearing to consider the Mountvue Place CPA application and make a recommendation to City Council in accordance with LUC 20.30I.150. Staff will provide a brief review of the proposal and of the staff recommendation, to be followed by the public hearing and testimony. After the Planning Commission conducts the public hearing the Commission will be asked to deliberate and make a recommendation to Council. PCD staff is available to answer questions during Commission deliberations.

Draft motion language:

Move to recommended [approval/disproval] of the Mountvue Place Comprehensive Plan amendment to change the Comprehensive Plan designation from BelRed-Commercial/Residential (BR-CR) and BelRed-General Commercial (BR-GC) to all BelRed-Commercial/Residential on 4.67 acres at 14510 NE 20th St.

Following the Planning Commission's recommendation, the City Council will consider the proposal in December 2014.

BACKGROUND

The Planning Commission held a March 12, 2014, Study Session and a May 14, 2014, Threshold Review public hearing on the Mountvue Place CPA. Following the Commission's recommendation to include the proposal in the annual work program, the City Council directed the application for Final Review on September 8, 2014.

2014 COMPREHENSIVE PLAN AMENDMENT REVIEW BACKGROUND

The 2014 list of initiated applications has been established to consider amendments to the Comprehensive Plan. The city uses the list to consider proposals to amend the Comprehensive Plan. Such consideration is limited to an annual process under the state Growth Management Act (GMA):

Threshold Review

1. Planning Commission study sessions and public hearings to recommend whether initiated proposals should be considered for further review in the annual work program (May);
2. City Council action on Planning Commission recommendations to establish the annual work program (September);

Final Review

3. Planning Commission public hearing to consider and recommend on proposed Comprehensive Plan Amendment (November);
4. City Council action on Planning Commission recommendation (December).

STAFF RECOMMENDATION SUMMARY

The Final Review Decision Criteria for a proposed Comprehensive Plan Amendment are set forth in the Land Use Code in Section 20.30I.150. Based on the criteria, the Department of Planning and Community Development staff recommendation is to **approve** the proposed:

- Mountvue Place Comprehensive Plan amendment to change the Comprehensive Plan designation from BelRed-Commercial/Residential (BR-CR) and BelRed-General Commercial (BR-GC) to all BelRed-Commercial/Residential on 4.67 acres at 14510 NE 20th St.

The staff report is included as Attachment 1.

PUBLIC NOTICE, HEARING AND COMMENT

LUC 20.35.400 establishes the procedures for Process IV: City Council legislative actions. LUC 20.35.410 requires that the Planning Commission hold a public hearing on proposals reviewed through Process IV prior to making a recommendation to Council. LUC 20.35.430 states that any person may participate in the public hearing. At the time of the public hearing, the Commission is asked to make a motion to open the public hearing. Staff will provide a brief review of the proposal and the hearing will be open for public comment. Following any testimony, the Commission will be asked to make a motion to close the public hearing.

The application was introduced to the Planning Commission during study session on March 12, 2014. Notice of the Application was published in the Weekly Permit Bulletin on March 13, 2014, and mailed and posted as required by LUC 20.35.420. Notice of the May 14, 2014, Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on April 24, 2014, and included notice sent to parties of record. Notice of the November 12, 2014, Final

Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on October 23, 2014, and included notice sent to parties of record.

The city has received public comment letters. They are included in Attachment 2.

NEXT STEPS

1. Planning Commission study session and recommendation to City Council
2. Council action on the proposal (December 2014)

ATTACHMENTS

1. The Mountvue Place CPA staff report recommendation including site location, Subarea, and site aerial maps; and LUC 20.30I.150 CPA Final Review Decision Criteria
2. Public Comment received for Final Review

City of Bellevue



2014 Comprehensive Plan Amendments

Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

Planning Staff Report

DATE: October 23, 2014

TO: Bellevue Planning Commission

FROM: Nicholas Matz, Senior Planner 452-5371
nmatz@bellevuewa.gov

SUBJECT: Mountvue Place Comprehensive Plan Amendment (14-123964 AC)
November 12, 2014, Final Review Public Hearing (LUC 20.30IA.1.b)

I. PROPOSAL

This privately-initiated site-specific application would amend the map designation on this 4.67-acre site from BelRed-Commercial/Residential (BR-CR) and BelRed-General Commercial (BR-GC) to all BelRed-Commercial/Residential. The property is split by its current designations.. See Attachment 1 for a location map. The application was not recommended for geographic expansion.

Permit Number: 14 123945 AC
Subarea: BelRed
Address: 14510 NE 20th St
Applicant(s): Etsekson

II. STAFF RECOMMENDATION

This proposal satisfies the Decision Criteria for a Comprehensive Plan Amendment and **staff recommends approval of the Comprehensive Plan Amendment to:**

- amend the map designation on this 4.67-acre site from BelRed-Commercial/Residential (BR-CR) and BelRed-General Commercial (BR-GC) to all BelRed-Commercial/Residential.

III. BACKGROUND

The City Council directed the application for Final Review following Threshold Review of the privately-initiated Mountvue Place Comprehensive Plan Amendment (CPA) on September 8, 2014.

This site is located on NE 20th, west of the Fred Meyer and the intersection of NE 20th Ave NE and 148th Ave NE, and is developed with four buildings including various retail, office and storage warehouse land uses, according to the King County Assessor.

The applicant's stated purpose is to eliminate the split zoning so as to permit a unified development of the site under BelRed policy direction. This direction is to develop a sustainable urban development pattern that dramatically reshapes the future of the Bel-Red Subarea, while allowing the area to transition gracefully from its past.

During Threshold Review a majority of commissioners acknowledged that the split designation of the site—a historical result of subarea planning in this area to create clear district areas for commercial and warehouse uses—was unanticipated during the BelRed planning process and is inconsistent with the new impetus afforded by the BelRed Subarea intent for mixed use redevelopment.

If the CPA were adopted the BR-GC portion of the site—roughly the north one-third of the property-- could be rezoned to provide a unified development site for a mix of housing, retail, office and services envisioned by the BR-CR designation.

IV. DECISION CRITERIA

The Decision Criteria for a Comprehensive Plan Amendment 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 and other goals and policies of the City for urban growth and redevelopment. This includes Goal for the BelRed Subarea, to develop a sustainable urban development pattern that dramatically reshapes the future of the Subarea, while allowing the area to transition gracefully from its past.

BR-CR development intensities are anticipated at roughly half the intensities of the western BelRed districts, consistent with the purpose of the District:

Glossary Bel-Red-Commercial/Residential (Bel-Red-CR) *The purpose of the Bel-Red-CR Land Use District is to provide an area for a mix of housing, retail, office and services. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.*

Policy S-BR-2 *Promote a differentiated economic niche for BelRed, retaining many existing businesses while attracting new businesses in a form not found elsewhere in Bellevue. Take advantage of opportunities afforded by BelRed's strategic location between Downtown Bellevue and Redmond's Overlake employment center, as well as the opportunities brought about by light rail and high capacity transit coming through the area.*

Policy S-BR-5 *Develop land uses consistent with the BelRed Land Use Plan map.*

Policy S-BR-8 *Encourage mixed use development, promoting opportunities to live, work, shop and recreate within close proximity.*

Policy S-BR-40 Encourage a diversity of housing types, from high density, multistory housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units.

Mixed use retail/Housing Area Policy S-BR-94 Promote additional development of retail uses in these areas, together with mixed use development that incorporates housing.

Policy LU-4 Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.

Policy LU-13 Reduce the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate.

Growth Management Act

The proposal is consistent with GMA planning goals encouraging urban growth where adequate public facilities and services exist or can be provided in an efficient manner in specific areas, and by ensuring that those public facilities and services necessary to support development are adequate to serve the development at the time development is available for occupancy and use without decreasing current service levels below Bellevue standards.

Countywide Planning Policies

The Comprehensive Plan is consistent with the framework Countywide Planning Policies (CPP) for King County including critical areas, land use pattern, transportation, community character and open space, and contiguous and orderly development.

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. The applicant's stated purpose is to eliminate the split zoning so as to permit a unified development of the site under BelRed policy direction. This would advance implementation of the Bel-Red Subarea Plan.

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 proposal does address significantly changed conditions resulting from 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.

The split designation of this site was not identified during the BelRed planning process and it was not foreseen that the split site would prevent implementation of the BelRed Retail-Commercial district. The BelRed process did not specifically focus on the historical path whereby the site acquired its split zoning.

Historical amendments to the BelRed Subarea plan never treated the property consistently. The first adoption of the Bel-Red/Northup Subarea Plan in 1981 (Resolution 3646) showed the site as all General Commercial (GC). 1988 amendments (Resolution 5059/5060) appear to have split the boundary to create a Retail-Commercial (R-C) area in the eastern, narrowing part of the Subarea nearer to Fred Meyer. The 2009 BelRed Subarea Plan maintained the previously established designation boundary that splits the parcel.

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

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.

Using information provided by PCD about likely redevelopment of the site under the proposal, the Transportation Department estimates of trip generation concluded that an increase in trips as a result of rezoning and redevelopment would not create unacceptable traffic impacts at the site's access point. A separate concurrency analysis would be required with a development application.

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

The proposal demonstrates a public benefit by aligning with policies for urban growth areas redevelopment, and by clarifying the relationship between this site's designation and its evolving use. It therefore enhances the public health, safety and welfare of the city and its residents.

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 23, 2014.

VI. PUBLIC NOTICE AND COMMENT

The application was introduced to the Planning Commission during study session on March 12, 2014. Notice of the Application was published in the Weekly Permit Bulletin on March 13, 2014, and mailed and posted as required by LUC 20.35.420. Notice of the May 14, 2014, Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on April 24, 2014, and included notice sent to parties of record.

Public comment letters were submitted by the applicant. These are in Attachment 4.

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 2014

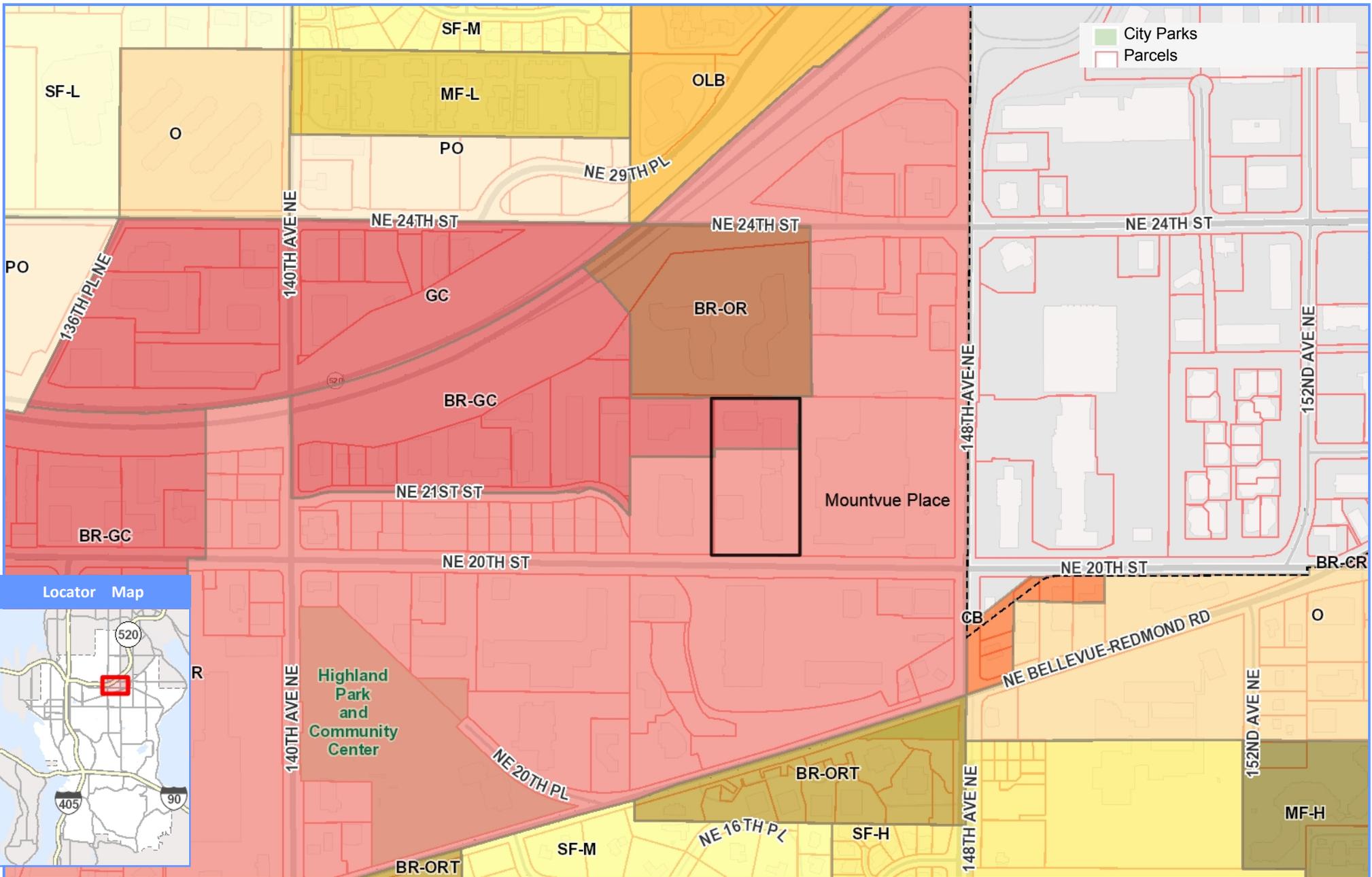
amendment to the Bellevue Comprehensive Plan was provided to state agencies on October 7, 2014, for review.

VII. NEXT STEPS

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

VIII. ATTACHMENTS

1. Location map
2. Final Review Decision Criteria
3. BelRed Subarea
4. Public comments





Mountvue Place CPA

0 504 1,008



Scale 1: 6,048 Feet



20.30I.150 Final review decision criteria

The Planning Commission may recommend and the City Council may adopt or adopt with modifications an amendment to the Comprehensive Plan if:

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

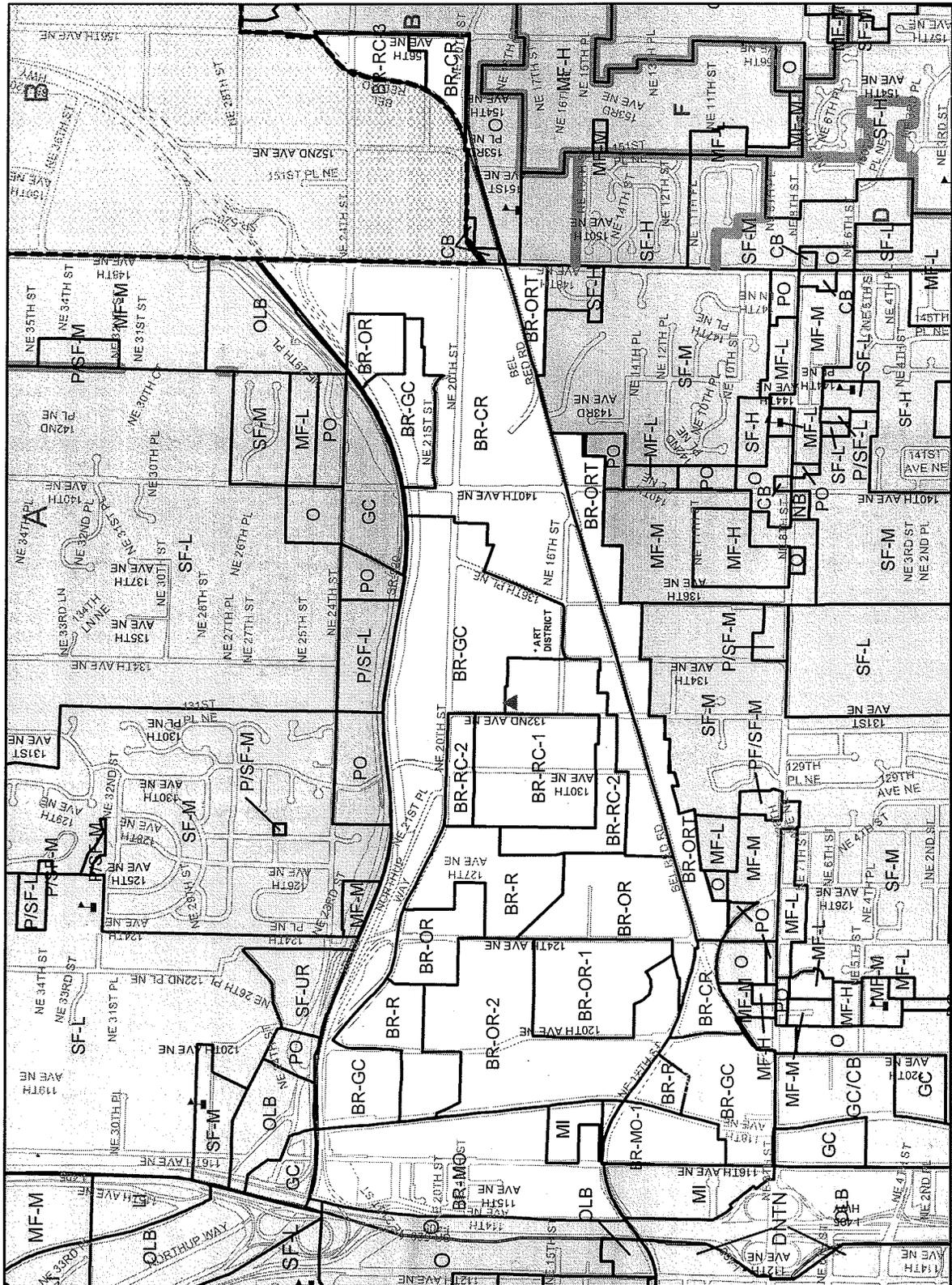
B. The following criteria have been met:

1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the City, the Countywide Planning Policies, the Growth Management Act and other applicable law; and
2. The proposed amendment addresses the interests and changed needs of the entire City as identified in its long-range planning and policy documents; and
3. 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 for the definition of “Significantly Changed Conditions;” and

Significantly Changed Conditions 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](#) LUC, Amendment and Review of the Comprehensive Plan.

4. 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
5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City.

(Ord. 5650, 1-3-06, § 2)



**Figure S-BR.1
Bel-Red Land Use Plan**

- BR-OR-1 Bel-Red Office/Residential Node 1
- BR-OR-2 Bel-Red Office/Residential Node 2
- BR-RC-1 Bel-Red Commercial Node 1
- BR-RC-2 Bel-Red Commercial Node 2
- BR-RC-3 Bel-Red Commercial Node 3
- BR-MO-1 Bel-Red Medical Office Node 1

- BR-OR Bel-Red Office/Residential
- BR-CR Bel-Red Commercial/Residential
- BR-R Bel-Red Residential
- BR-GC Bel-Red General Commercial
- BR-MO Bel-Red Medical Office
- BR-ORT Bel-Red Office/Residential Transition

MI Medical Institution

*This legend is specific
to the Bel-Red Subarea.*

- ▲ Fire Stations
- ▣ Public Schools
- ▬ Planning Districts
- ▬ Bellevue City Limits (2008)
- Lakes



Joseph W. Tovar
FAICP

October 13, 2014

Chairman Aaron Laing
Bellevue Planning Commission
450 110th Ave NE
Bellevue, WA 98001

Subject: Comprehensive Plan Amendment Application 14-123964 AC

Dear Chairman Laing and Planning Commissioners:

I represent Michele and Paul Etsekson, dba Active Investment Co., LLC. My clients are the owners of the property at 14510 NE 20th Street known as Mountvue Place. They have made application for the above-cited comprehensive plan amendment. Both my clients and I will be present at your public hearing to offer additional comment and would be pleased to answer any questions the Commissioners have.

The property is 4.67 acres in size and contains two single-story buildings and two two-story buildings housing a mix of retail, office, and service businesses. See Attachments A and B. All four buildings were built in the early 1980's and are served by surface level parking.. Access is from NE 20th Street, the site is level, served by all utilities, and there are no sensitive environmental features on the property or nearby. The property is bordered on the west by similarly developed low-rise retail, office and warehousing uses and on the east by Fred Meyer.

The Bel-Red Subarea Plan was adopted five years ago. The central Vision in the Subarea Plan is to transition away from the low-rise and exclusively commercial land use pattern of recent decades to a future pattern that is more urban in form, with a mix of uses including residential, and an increased pedestrian and transit orientation.

Although no specific design will be prepared until the requested zoning change is approved, my clients would like to develop their property with a new project to further implement the Subarea Plan Vision. They anticipate a mix of residential, retail, office, and restaurant uses.

The impediment to that happening is the fact that the property has split zoning. It is presently designated as Bel-Red-Commercial/Residential (BR-CR) on the southerly (i.e., street side) portion and Bel-Red-General Commercial (BR-GC) on the northerly (i.e., backside) portion. See Attachment C. The zoning map corresponds exactly to these designations of BR-CR and BR-CG. See Attachment D. The zoning line that splits this property in two does not correspond to any property line, lot line, easement line, topographic, or other physical feature.

Split zoning makes coordinated site planning and redevelopment of this property problematic.

The purpose of the proposed Comprehensive Plan Amendment and concurrent Rezone is to overcome that problem by consolidating the entire parcel with BR-CR zoning. This change will enable my clients to proceed with plans to replace the existing 35 year-old buildings with new development consistent with the Vision in the Bel-Red Subarea Plan.

The City’s decision at the final review is based on five specific criteria set forth at Section 20.301.150.B of the Land Use Code. We believe that this Comprehensive Plan Amendment application specifically meets each of these criteria as detailed below.

LUC 20.301.150.B Criterion 1

The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the City, the Countywide Planning Policies, the Growth Management Act and other applicable law.

A. The proposed amendment is consistent with the following Comprehensive Plan and other goals and policies of the City.

1. Comprehensive Plan policies:

Housing Policy HO-17: Encourage infill development on vacant or under-utilized sites that have adequate urban services and ensure that the infill is compatible with the surrounding neighborhoods.

Land Use Policy LU-9: Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within an already developed area. (Underlined emphasis added).

Comment: The Mountvue Place property is consistent with comprehensive plan policy HO-17 because it is an under-utilized site with access to transit and urban services. It could easily accommodate housing as part of a mixed-use project, which would be allowed in the BR-CR designation, but not the BR-GC designation. The amendment is consistent with LU-9 because the Bel-Red Subarea Plan, and the BR-CR designation both contemplate residential as a component of redevelopment in the entire area, virtually all of which is “already developed.”

2. Other goals and policies of the City – specifically the Bel-Red Subarea Plan

Bel-Red Subarea Vision

The Bel-Red corridor in 2030 will . . . transition gracefully over time, with existing businesses being accommodated while new types of development will occur as conditions warrant. Specifically, the area will be distinguished by the following attributes:

Vibrant, diverse and walkable neighborhoods: Bel-Red will contain a broad range of housing types to meet the needs of a diverse population of varied income levels. Neighborhoods will have a pedestrian friendly and walkable character, with convenient

access to shopping, jobs, and community amenities, and will also be well connected to the larger city and region. (Underlined emphasis added).

Comment: There is virtually no housing in the Bel-Red Subarea at this point, yet the Vision is very clear that it is to “transition gracefully overtime” to include “new types of development”. As noted above, a future mixed-use project on the Mountvue Place property would constitute a “new type of development” with “convenient access to shopping, jobs, and community amenities” such as the shops, restaurants and personal services along NE 20th Street and nearby.

POLICY S-BR-8. Encourage mixed-use development, promoting opportunities to live, work, shop, and recreate within close proximity.¹

HOUSING POLICY S-BR-40. Encourage a diversity of housing types, from high density, multi-story housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units.² (Underlined emphasis added).

Comment: The application is consistent with Policy S-BR-40 because there are dozens of shops, restaurants and personal service uses “within close proximity” of the Mountvue Place property. Per Housing Policy S-BR-40 “high density, multi-story housing” is encouraged in the “transit nodes” which the Subarea Plan describes further to the west. The emphasized phrase of the policy encourages “medium density housing outside [the] nodes,” which means lands such as the Mountvue Place site in the eastern portion of the Subarea.

B. The proposed amendment is consistent with the Countywide Planning Polices and the Growth Management Act.

Comment: The King County Countywide Planning Policies (CPPs) call for accommodating increased housing opportunities within urban centers such as Bellevue, increased jobs-housing balance within the urban growth area, and increased emphasis on transit-supported development.

Likewise, many GMA goals, on which both the CPPs and the City’s Comprehensive Plan are based, call for exactly the kind of development that my clients propose to undertake if this split-zoning impediment is removed. The following GMA planning goals at RCW 36.70A.020 are directly on point:

- (1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- (3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

¹ Bel-Red Subarea Plan, page 7.

² Bel-Red Subarea Plan, page 17.

(4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Criterion 1 is met.

LUC 20.301.150.B Criterion 2

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

Comment: The above-cited policies in the City’s comprehensive plan, specifically the most specific and recent provisions of the Bel-Red Subarea Plan, embody the city’s desire to “address the interests and changing needs of the entire community.” The amendment would facilitate the redevelopment of the Mountvue Place property with exactly the type of mixed-use, mid-rise project called for in the Bel-Red Subarea Plan.

Criterion 2 is met.

LUC 20.301.150.B Criterion 3

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 for the definition of “Significantly Changed Conditions”

Comment: On September 8, the City Council reviewed and agreed with the Planning Commission’s conclusion that the Mountvue Place CPA should advance to consideration. In so doing, the Council agreed that “significant change” has occurred since the Bel-Red Subarea Plan was last considered.

Criterion 3 is met.

LUC 20.301.150.B Criterion 4

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.

Comment: The subject property is very “suitable for development in general conformance with adjacent land use and the surrounding development patterns.” As noted above, the Bel-Red Subarea Plan contemplates a mix of uses and transition over time from the almost exclusive commercial land use pattern in the area to a mix of uses, including residential as well as commercial.

The development of the Mountvue Place property with a mix of residential and commercial uses in a mid-rise form will be compatible with the uses to the commercial uses to the west and east, and the office uses to the north. As shown in Attachment A, the property does not share

vehicular access with adjacent properties, and is insulated from neighboring properties by both existing vegetation and a topographic break.

The property location is well suited for a residential component as a part of future redevelopment. It is within a five-minute walk to dozens of retail shops, restaurants and services along NE 20th Street to the west, and south, to Fred Meyer and Sears to the east. Metro bus route 221 on 148th Ave NE, which connects to BRT service in NE 8th, and thence the region, is also within a short walk from the property.

Criterion 4 is met.

LUC 20.301.150.B Criterion 5

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City.

Comment: The above-cited policies in the comprehensive plan, specifically the most specific and recent provisions of the Bel-Red Subarea Plan, exist to enhance the public health, safety and welfare of the City. Because it would facilitate the redevelopment of the Mountvue Place property with exactly the type of mixed-use, mid-rise project called for in the Bel-Red Subarea Plan, the amendment demonstrates a public benefit.

Criterion 5 is met.

Thank you for your consideration. We urge your recommendation to the City Council that the Mountvue Place Comprehensive Plan Amendment be adopted.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Tovar', with a large, stylized flourish on the left side.

Joseph W. Tovar, FAICP
540 Dayton Street, #202
Edmonds, WA, 98020

Attachments

- “A” - Aerial perspective of the Mountvue Place property
- “B” - Photographs of Mountvue Place property
- “C” - Existing Bel-Red Subarea Plan in vicinity of Mountvue Place
- “D” - Existing Zoning map in vicinity of Mountvue Place

Attachment A – Aerial perspective of Mountvue Place



This view looks to the north. Mountvue Place property is 4.7 acres, now contains buildings A through D. Buildings A and B are two stories, buildings C and D are one story. All buildings are thirty-five years old. Access is via NE 20th Street.

Attachment B – Photographs of Mountvue Place



Mountvue Place

Two Story Building A

Restaurant, Retail, Offices - Images 1 & 2

Two Story Building B

Offices and services – Image 3

One story Building C

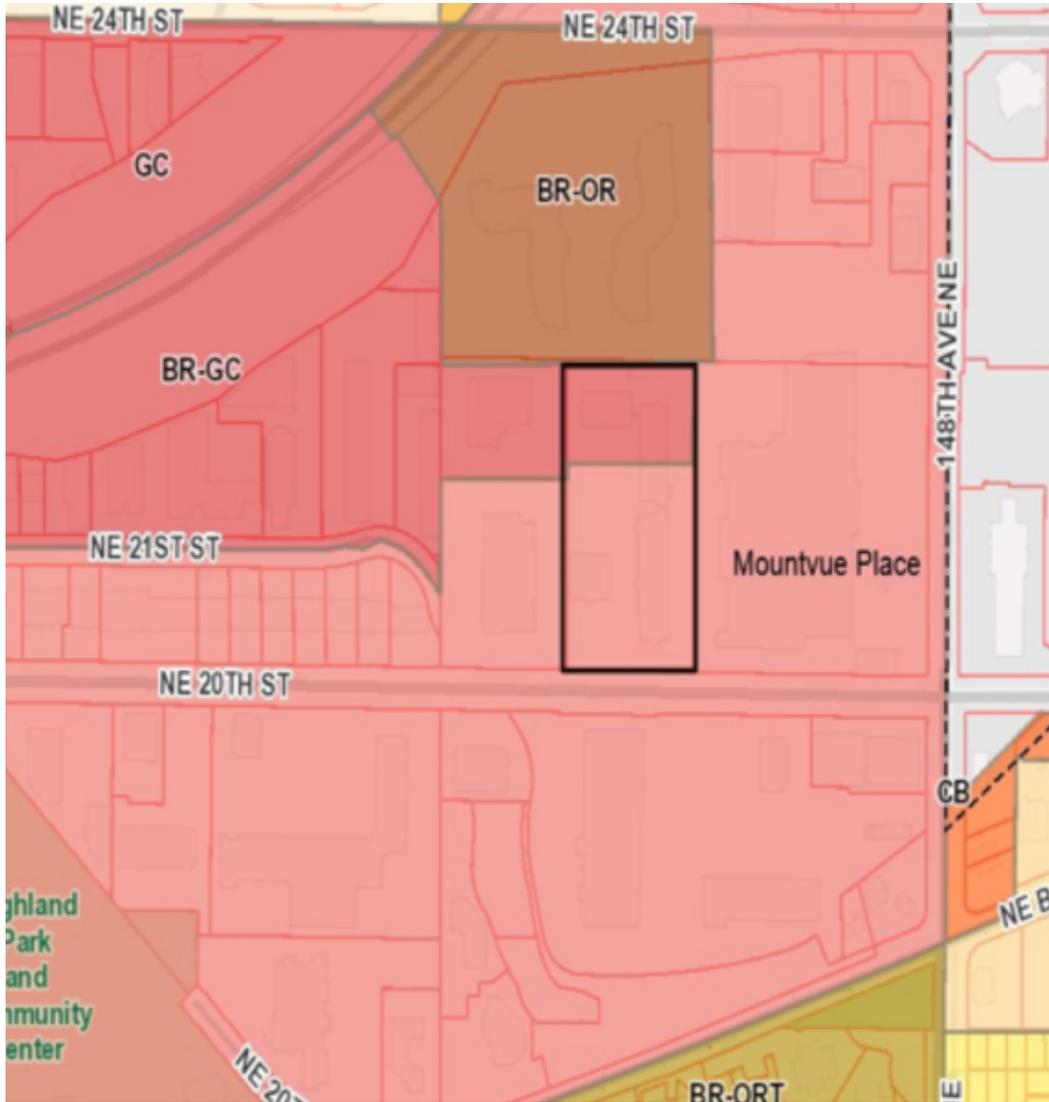
Retail – Image 4

One story Building D

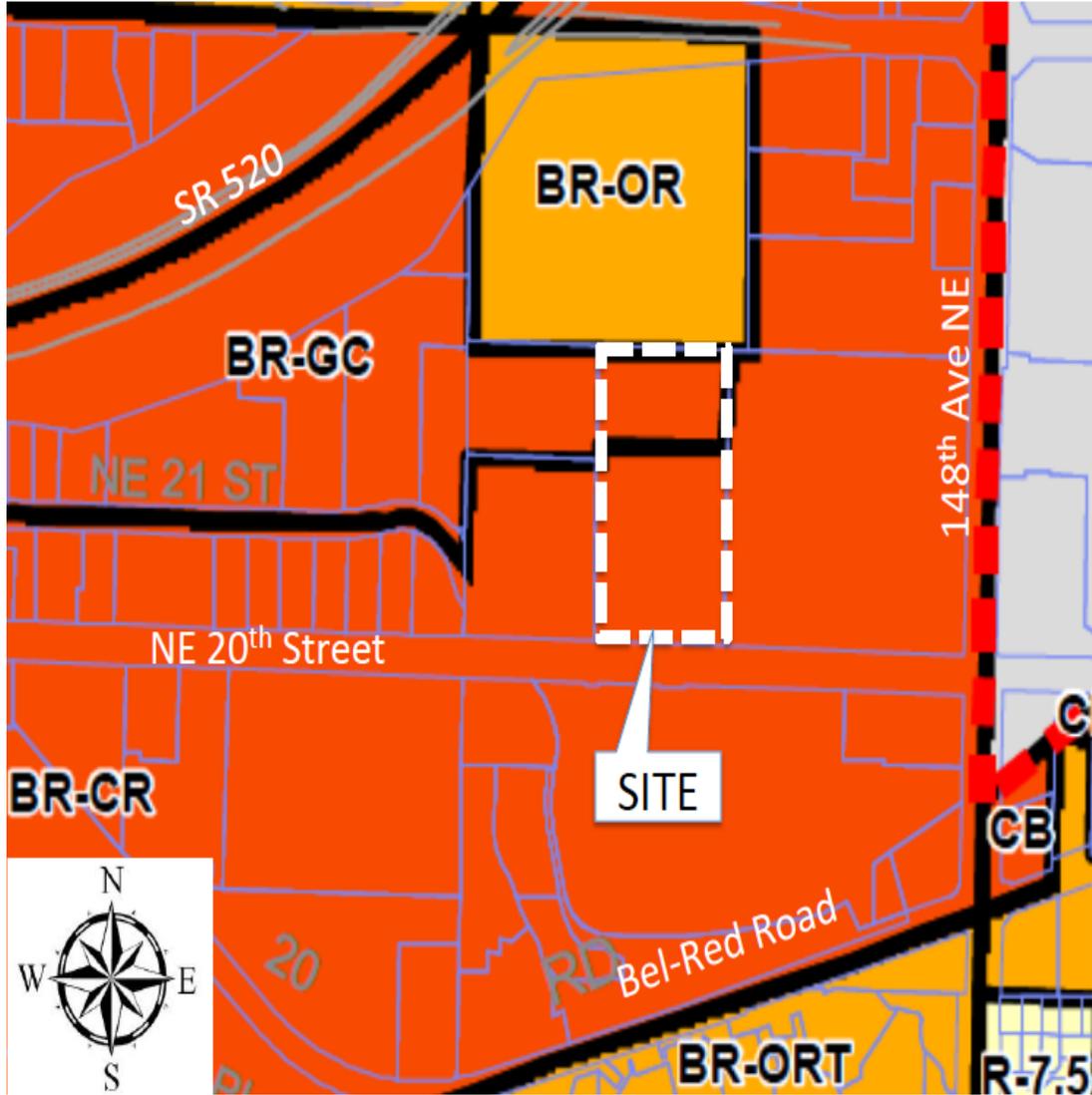
Food store, Pet Supplies – Images 5 & 6



Attachment C - Existing Bel-Red Subarea Plan in vicinity of Mountvue Place



Attachment D – Existing Zoning map in vicinity of Mountvue Place



Matz, Nicholas

From: Plummer David F. <pdf3@comcast.net>
Sent: Sunday, October 26, 2014 1:47 PM
To: Matz, Nicholas
Subject: Comments on Proposed Map Change, File No, 14-123964 AC

Hello Mr. Matz!

The proposed map change should be disapproved for the following reasons:

1. There are no changed circumstances, developments or City 'needs' on or near the site that would warrant the change in map designation shown in Figure S-BR.1 of the Bel-Red land use plan. The present buildings and uses have been in place for many years, with only modest exterior improvements.
2. The permitted and conditional-use developments permitted under current zoning (BR-CG and BR-CR) are virtually identical, thus allowing the owner/developer ample latitude to develop the property.
3. The maximum building height under BR-CR zoning can ply be achieved by participation in the Bel-Red FAR Amenity System (LUC 20.25D.090) and there is no assurance that any 'amenity' proposed by the property owner to achieve the 70-foot height would be acceptable to the City. Seventy-foot building heights along NE 20th should be discouraged as they will result in changing NE 20th into a boring 'tunnel' similar to the effect produced by the massive apartment buildings east of the Bel-Red road near 156th Ave. NE.
4. Retaining the present zoning helps to encourage development of different building heights, rather than visually boring uniform height buildings.
5. Traffic congestion east- and west-bound on NE 20th in the vicinity of this parcel is already congested during peak travel times. The addition of residential and retail developments at this location will add to this congestion; a traffic-impact analysis should definitely be required so that possible mitigation may be evaluated.
6. There are no conflicts between the present zoning and the myriad Bel-Red policies in the Bel-Red element of the Comprehensive Plan, and the current zoning is fully compatible with Bellevue land use policies S-BR-40, S-BR-94, LU-4, LU-13, the State Growth Management Act, because the current zoning allows the property owner wide choices in development opportunities.

Sincerely yours,

David Plummer

14414 NE 14th Place
Bellevue, WA 98007

October 31, 2014

ACTIVE INVESTMENT CO. LLC
14510 NE 20TH STREET - SUITE 205
BELLEVUE, WA 98007

Chair Aaron Laing
Bellevue Planning Commission
450 110th Ave. NE
Bellevue, WA 98009

Subject: Comprehensive Plan Amendment Application 14-123964 AC

Dear Chairman Laing and Bellevue Planning Commissioners:

My name is Michele Etsekson. I am the Lease Administrator and Property Manager for our family company, Active Investment Co., LLC. We are Commercial Real Estate Investors who own and manage our own properties. We are deeply involved in Bellevue's Real Estate Market and care about its future. Our company owns Mountvue Place, the subject property in this application for a Comprehensive Plan Amendment.

We support the BelRed Subarea Plan's vision, which calls for transitioning from the area's historical low-rise, single use land use pattern to a mid-rise, mixed-use district with a strong residential component. Our preliminary feasibility studies suggest the viability of a project for our property with a mix of retail, office and residential uses in new mid-rise buildings.

As you know from earlier review, about half of our property is designated as BR-CR, which allows residential as a component; however, the rest is designated as BR-GC, which does not. We would like to consolidate all of our property with the BR-CR designation to enable efficient and effective site planning and development. Approval of our CPA application, and subsequent rezoning, would remove this split-zoning impediment to the fulfillment of the City's Vision.

As detailed in the October 13, 2014 letter from Mr. Tovar, our land use consultant, we believe that our Application clearly meets the criteria set forth at LUC 20.301.150.B. The City's professional planning staff reached the same conclusion in their report to the Planning Commission dated October 23, 2014. In that same report, the City's Environmental Coordinator states that our Application will have no significant adverse impact upon the environment. We urge the Planning Commission to agree that the City's criteria have been met and ask you to forward a recommendation to the City Council that our Application be approved.

Both Mr. Tovar and I will be at your November 12th public hearing on this matter. We would be happy to answer your questions at that time.

Sincerely,

Michele Etsekson
Lease Administrator
Active Investment Co. LLC
14510 NE 20th Street - Suite 205 Bellevue, WA 98007



November 6, 2014

SUBJECT

Major Comprehensive Plan Update

STAFF CONTACT

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Transportation

DIRECTION NEEDED FROM PLANNING COMMISSION

- Action
- Discussion
- Information

The November 12, 2014, study session continues the update and review of the Bellevue Comprehensive Plan with a goal completing the major areas of review by the end of the year. This study session will look at a collection of items related to the update:

- Southwest Bellevue policy amendment
- Subarea Boundaries
- Transportation Commission recommendations
- Recap of Citizen Participation, Land Use, Housing, Capital Facilities, Utilities and Environment

No formal action is requested at this study session. The Commission is encouraged to review the enclosed draft changes. Comments on the draft policies at this stage will help staff prepare a draft Comprehensive Plan for the Commission's later review.

This packet provides a lot of information about various parts, some that have been previously reviewed. The Commission may choose to prioritize review of these individual parts in the way that works best for the study session.

BACKGROUND

The Planning Commission, the city's other boards and commissions and the staff are working to conduct a major update of the Comprehensive Plan, systematically reviewing individual policy

areas and reviewing a range of background information about how the community has changed. While the city makes limited amendments to the plan once a year, the last major update was adopted in 2004. During this update the Planning Commission has completed at least an initial review of policies for Citizen Participation, Land Use Housing, Capital Facilities, Utilities, Economic Development, Urban Design, and Environment. Other boards and commissions have reviewed all or parts of Capital Facilities, Utilities, Transportation, Parks, Recreation and Open Space, Human Services and Urban Design (art policies). The Planning Commission has also discussed approaches to updating the community vision statement, reviewed proposed subarea boundary changes.

The Commission's December 10 meeting could address these additional items and any follow up from this study session or other items identified by the Commission:

- **Glossary** – A number of various changes to the glossary of the plan to keep it current with the new draft.
- **2035 Vision statements**
- **Downtown Subarea Boundary**
- **Neighborhood element** – Council expressed interest in creating a new neighborhoods element. Staff will present a concept for adding that to the plan.
- **Community health** – An assessment of how the plan update responds to the issue of community health.
- **Other follow up** – Other issues identified for follow up or additional discussion, including recapping the direction for Urban Design and Economic Development

If initial review is completed on December 10, staff would proceed with developing a full draft plan for the Commission's further review after the first of the year. The full draft would allow the Commission to see the plan as whole and evaluate the integration of the individual sections. At that time, the city would conduct a new round of broader public engagement.

The state deadline for adoption of the Comprehensive Plan is June 30, 2015.

SOUTHWEST BELLEVUE POLICY AMENDMENT

Currently the Southwest Bellevue subarea of the Comprehensive Plan contains policy language (Policy S-SW-27) specific to the redevelopment of the historic Surrey Downs school site that requires vehicle access off of 112th Avenue SE.

Existing Policy:

POLICY S-SW-27. Limit vehicular access to 112th Avenue SE only for any non-single-family use of the Surrey Downs school site.

Attachment 1 provides discussion of the need to remove this policy. With the development of light rail, access to the park from 112th Avenue NE will be eliminated. While the park is anticipated to be redeveloped only with park uses, updates to the park master plan that have been developed with the community require removing this policy in order to proceed.

While review of the subarea plans is generally not within the scope of the Comprehensive Plan update, this amendment is timely due the need to update the Surrey Downs Park master plan. At the Council's and Planning Commission's direction, this single amendment

to the Southwest Bellevue Subarea Plan will be included with the overall Comprehensive Plan update without making other changes the Southwest Bellevue Subarea Plan, similar to the amendments proposed for the Eastgate area that are also being included with the update.

Staff could return on December 10, if the Commission would like additional information about the Surrey Downs Park master plan or other aspects of this change to the park.

SUBAREA BOUNDARIES

With the establishment of the work program for the 2014 Comprehensive Plan update the City Council identified a need to define a process to update Bellevue's subarea plans and the subarea boundaries. Council also directed review of two specific subarea boundary requests. The Planning Commission had an initial discussion of the subarea plans and potential new boundaries at its meeting on October 23, 2013. This study session is an opportunity for the Commission to review the two specific boundary requests in greater detail.

Council noted that the actual work and community process to update the individual subarea plans would require additional time and resources that would stretch beyond the Comprehensive Plan update work program. With this in mind, the City Council directed that subarea plans be updated following the update, based on an initial screening and with extensive community input to determine the prioritization of those updates.

In a number of cases the existing subarea boundaries have lost touch with the affiliations recognized by Bellevue residents. Comprehensive Planning and Neighborhood Outreach staff worked together to identify potential boundaries that better reflect current neighborhood groupings. As a starting point, these boundaries build from the Bellevue School District elementary school "catchment areas," a geography recognized by many residents, with and without children in the household. The boundaries are further refined to reflect "on the ground" realities, with input from an informal residents' focus group. These new boundaries are shown on Attachment 2. The City Council indicated support for realigning subarea plan boundaries consistent with this new neighborhood areas map where there would be a strategy to transition to the new boundaries as subarea plans are updated.

During the various public meetings that have been held as part of the update process, the city has heard a few public comments related to subarea boundaries.

- People in the Crossroads area have questioned the boundary between Crossroads and BelRed at 156th Avenue NE.
- The area on the east side of 156th Avenue NE that is proposed to change from Crossroads to Northeast Bellevue is also a question.
- Through the Downtown Livability update, questions about the southern Downtown boundary were raised, especially where the boundary bisects individual parcels. (Analysis of this boundary issue will be brought forward at the December meeting.)
- The western portion of the proposed Eastgate area was questions whether it should be in Factoria, Eastgate, or Woodridge.

156th Avenue NE/NE 24th Triangle

This portion of the BelRed Subarea—bounded by 156th Ave NE, NE 24th, Bel-Red Rd, and Northup (including the Angelo’s site and Trader Joes) —was changed from the Crossroads Subarea to BelRed at the time of the BelRed Subarea Plan adoption in 2009 after a multi-year planning effort to recognize the continuity of the BelRed area with Redmond’s Overlake Village area and to address the potential for development in proximity to the Overlake Village area in Redmond. Several community members request returning the triangle area on 156th Avenue NE from the BelRed Subarea to the Crossroads Subarea and restoring the zoning designations that existed prior to the BelRed planning effort. Analysis of this boundary area is provided in Attachment 3.

TRANSPORTATION COMMISSION RECOMMENDATIONS

The Transportation Commission has conducted a number of study sessions regarding the update of the Transportation Element and prepared a recommendation for policy amendments. This study session will review the significant policy amendments and changes to the tables and figures included in the Transportation Commission’s recommendation (See Attachment 4).

The Transportation Element provides policy direction to guide programs, priorities and investments that address local and regional transportation challenges. With 156 transportation policies and a significant amount of technical information, this is the largest chapter in the Comprehensive Plan. While most policies remain valid, the Commission worked to reduce redundancy by consolidating policies, where appropriate. The update addresses broad community changes, changes in the transportation system and the community’s mobility needs.

The Transportation Commission work spanned from initial scoping and review of Bellevue’s Best Ideas to substantive work and final recommendations on policies and mobility strategies. The Transportation Commission recommendation represents a comprehensive assessment of how the Transportation Element can position Bellevue to more fully embrace a multimodal approach to mobility and livability, and to influence regional decisions on highways and high-capacity transit. The Transportation Department worked with the Human Services Commission and the Bellevue Network on Aging on transportation policy related to those who have limited mobility. Their input is reflected in the Transportation Commission’s policy recommendations.

Staff will provide an overview of the Transportation Commission’s recommendation at the study session. The draft policies recommended by the Transportation and other boards and commissions will be incorporated into the full draft of the Comprehensive Plan for review as a consolidated whole, per the respective recommendations of each commission. A specific item or issue identified by the Planning Commission could be brought back for additional discussion.

RECAP OF PREVIOUS REVIEWS

The Planning Commission worked through policy-by-policy reviews of the chapters of the Comprehensive Plan, including those for Citizen Participation, Land Use, Housing, Capital Facilities, Utilities, Economic Development, Urban Design, and Environment. Tables showing the progression from the original policy to the Planning Commission’s direction are enclosed for:

- Citizen Participation
- Land Use

- Housing
- Capital Facilities
- Utilities
- Environment

Tables for the other chapters will be brought forward in December.

The policies for these chapters were thoroughly discussed during study sessions. However, some policies were identified for additional discussion or may warrant additional review and are pointed out here. The Planning Commission may want to identify other individual policies for additional discussion, that need more work or where more information is needed.

Citizen Participation Issues

- The Commission elected to largely retain the existing policies of the Citizen Participation element. One of the proposed policies is intended to establish city direction for master planning of large public projects. In the past the city's planning for larger projects has varied and there is a desire to provide greater assurance to neighborhoods. If not appropriate for the Citizen Participation chapter, would this policy work in the Land Use element or if redrafted?

Utilize a public involvement program, such as master planning, for large, complex public project to ensure community engagement and to provide a predictable review process.

Land Use Issues

- The Commission asked to see a revised proposal for LU-21 about neighborhood character. (Policy LU-21; Line 15 of the Land Use table.) Staff suggests a simplified policy that could read:

Support neighborhood efforts to maintain and enhance their character and appearance.

- For policy LU-26, the Commission asked to see a revised version that was significantly condensed. A revised draft is shown in the policy table at line 20:

Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity.

Utilities Issues

- The Commission asked to return to policy UT-39, regarding the undergrounding of electrical distribution lines, and a proposed new policy that would address telecommunication lines separately. This change in policy is discussed further below.

Allow new aerial telecommunication lines on existing systems provided that they are designed to address visual impacts and required to be placed underground at the time of undergrounding electrical distribution lines.

- The Commission also questioned the proposed new policy that would support advocating for state legislation to address the funding of undergrounding electrical power lines.

There was interest in making the policy more oriented toward its intended outcome. A proposed revised draft policy is:

Seek opportunities to mitigate the neighborhood impacts of deploying electrical and telecommunications infrastructure through new funding sources.

The Comprehensive Plan states, “While it is critically important to meet growing demand for electrical service and further develop the reliability of Bellevue’s electrical system, it is also important to ensure that new and expanding electrical facilities are sensitive to neighborhood character.” Policy UT-39 requires the undergrounding of new electrical and communication lines and existing lines when there is a change in intensity of use, such as a short plat. This policy is reflective of a long-standing community desire to work towards undergrounding of aerial lines as a means to address Utilities Element policy.

However, the current policy is seen as a hindrance to deployment of new telecommunication technologies. UT-39, which is focused on undergrounding of electrical lines, applies the same standard for telecommunication lines even though electrical lines are typically the controlling factor of whether and when to underground. Could the policy on undergrounding change to reflect an updated balance between encouraging access to high speed internet service and protecting neighborhood character?

Staff recommends decoupling telecommunications lines from the UT-39 policy to, 1) recognize that the undergrounding of telecommunication lines is a separate decision from undergrounding electrical distribution lines and, 2) to consider a number of policy changes to recognize both positive support for internet access while continuing to protect neighborhood quality.

The decision of how to pay for undergrounding involves many stakeholders. Recognizing this complex situation, staff also recommends the policy above that supports the city seeking new funding sources to address neighborhood impacts.

Environment Issues

- The Commission asked to add a stand-alone policy referencing the need to protect/restore tree canopy in the face of linear transportation (e.g. East Link) or other large infrastructure (e.g. Energize Eastside) projects. Potential policy language for this could be:

Work to minimize the impact to the city’s tree canopy and natural environment caused by linear transportation and infrastructure projects and to mitigate for losses, where impacts are unavoidable.

- In the review of Policy EN-82, regarding vehicle emissions, the Commission questioned whether the policy remained current even as the state vehicle emission control testing is anticipated to cease. Staff suggests that this policy could be removed.

~~*Support federal and state actions to reduce vehicle emissions through continued improvements in federal vehicle emission controls and state inspection and maintenance requirements, to include expansion to cover more vehicle classes and additional geographic area.*~~

- Policy EN-92 addresses noise abatement due traffic. The Commission asked to look at how to strengthen the policy to reduce the impacts of highway and arterial noise. A potential change for the policy could be:

Require new residential development to include traffic noise abatement design and materials where necessary, including the preservation of vegetation, to minimize noise impacts from arterials and freeways.

NEXT STEPS

The update process will continue with review of the Community Vision, glossary and a concept for a new Neighborhoods Element. Staff will also provide the Planning Commission with its review of the community health issue and follow up on other outstanding items, including some specific questions identified for the Urban Design and Economic Development elements. Our objective is to complete all of the initial reviews by the next meeting to guide the development of a complete draft Comprehensive Plan.

As the entire update is pulled together competing policies may be identified. To an extent, it is recognized that any comprehensive plan will have a dynamic tension between multiple goals and that it is appropriate to read the plan as a whole and to balance competing interests. However, there are times when it is appropriate to ensure consistency of terminology, approach or areas of policy direction across elements of the plan. Over the last year, the focus has been on reviewing individual components of the plan. As a complete draft is developed, staff will work to identify whether to recommend additional changes or additions to ensure that the plan works together as an integrated document.

The schedule below is approximate and it based on working to deliver a draft plan to the City Council ahead of the June 2015 deadline.

Fall/winter	Release of full draft plan and hold public hearing on staff recommendation
Winter	Planning Commission review of staff recommendation and recommend draft update to Council
June	Council action (state deadline: June 30, 2015)

ATTACHMENTS

1. Southwest Bellevue Subarea Plan Policy Amendment
2. New Neighborhood Areas Map
3. Crossroads/156th Avenue NE Subarea Boundary Analysis
4. Transportation Department Memo
 - 4.1 Transportation Commission Policy Recommendations
 - 4.2 Transportation Figures and Maps

ENCLOSED

1. Citizen Participation Policy Table
2. Land Use Policy Table
3. Housing Policy Table

4. Capital Facilities Policy Table
5. Utilities Policy Table
6. Environment Policy Table

Southwest Bellevue Subarea Plan Policy Amendment
Surrey Downs Park Access Policy S-SW-27

Currently the Southwest Bellevue subarea of the Comprehensive Plan contains policy language specific to the redevelopment of the historic Surrey Downs school site. This site has more recently been used as the King County Bellevue Court facility after its conversion from a school facility. In its current configuration, the site is developed with and used as both a park and a court. The site contains parking for both uses and is serviced with access from the east off of 112th Avenue SE. There is no vehicle access from the north, south, and west of the site. Under the current site configuration and under existing subarea Policy S-SW-27, if the property were redeveloped with a non-single family use, access would be required off of 112th Avenue SE and prohibited to the north, south, and west.

Existing Policy:

POLICY S-SW-27. Limit vehicular access to 112th Avenue SE only for any non-single-family use of the Surrey Downs school site.

As Sound Transit's East Link Light Rail project proceeds with design of segment E-320, the proposed rail alignment has been placed along the west edge of 112th Ave SE between the existing Surrey Downs/Bellevue Court site and the 112th Ave SE right of way. As part of the East Link project the King County Bellevue Court will be relocated, the park redesigned to accommodate the light rail project, and access will be eliminated along 112th Avenue SE. Following construction of light rail no access to 112th Avenue SE from the remaining park will be available.

Due to the change in context caused by the East Link Light Rail project, Policy S-SW-27 is made irrelevant as all future access from 112th Avenue NE is eliminated with the placement of the light rail alignment and associated infrastructure. To address this change, staff proposes removing Policy S-SW-27.

The effect of this change is minimized by city code requirements that redevelopment of the park include a master planning process to guide future development plans. Included in the master planning process is the objective of balancing community interest in the park facility with broader park programming efforts. The master planning process, which includes SEPA processing, evaluates the impact associated with future park redevelopment as it relates to the proposed level of intensity of park recreational planning and use. Also included is an analysis of transportation impacts and identification of mitigation measures intended to minimize impacts to the surrounding community from redevelopment.

In 2008 the Surrey Downs Park underwent a master planning process intended to outline future development plans for the park with a planned relocation of the King County Bellevue Court facilities. The scenarios considered in this master planning exercise and SEPA process included on the low intensity end a development scenario with no programmed space and limited parking. On the high intensity end a large programmed recreation facility was included with expanded parking. Under all scenarios access was to be taken from 112th Avenue SE. The master plan must be updated to reflect the elimination of this access option.

Following the design of Sound Transit's East Link project that will result in the closure of access to the Surrey Downs Park site from 112th Avenue SE, the Parks Department engaged the Surrey Downs community and revised the master plan accordingly. The current master plan under consideration includes vehicle access and a small parking lot off of SE 4th Street at the north side of the park at SE 4th Street. The deletion of policy S-SW-27 is necessary to complete filing the SEPA addendum necessary to complete the master plan update. The SEPA addendum will evaluate transportation impacts associated with redevelopment of the existing park with a low intensity neighborhood park. The higher intensity concepts considered through the previous master planning process are no longer feasible due to the changes in site access expected with the East Link Light Rail project.

As time progresses and the community's needs evolve, it is probable that the Surrey Downs Park will be redeveloped with recreational uses, including some program space. It is highly unlikely that the park site will be developed with anything other than a park use. Impacts associated with park redevelopment will be identified and mitigated through the development review process. Retention of Policy S-SW-27 would prevent updating the park master plan and is made obsolete with the construction of East Link Light Rail.

While review of the subarea plans is generally, not within the scope of the Comprehensive Plan update, this amendment is timely due the need to update the Surrey Downs Park master plan. At the Council's and Planning Commission's direction, this single amendment to the Southwest Bellevue Subarea Plan will be proposed to be included with the overall Comprehensive Plan update without making other changes the Southwest Bellevue Subarea Plan, similar to the limited updates proposed for the Eastgate area that are also being included with the update.

Potential Neighborhood Areas

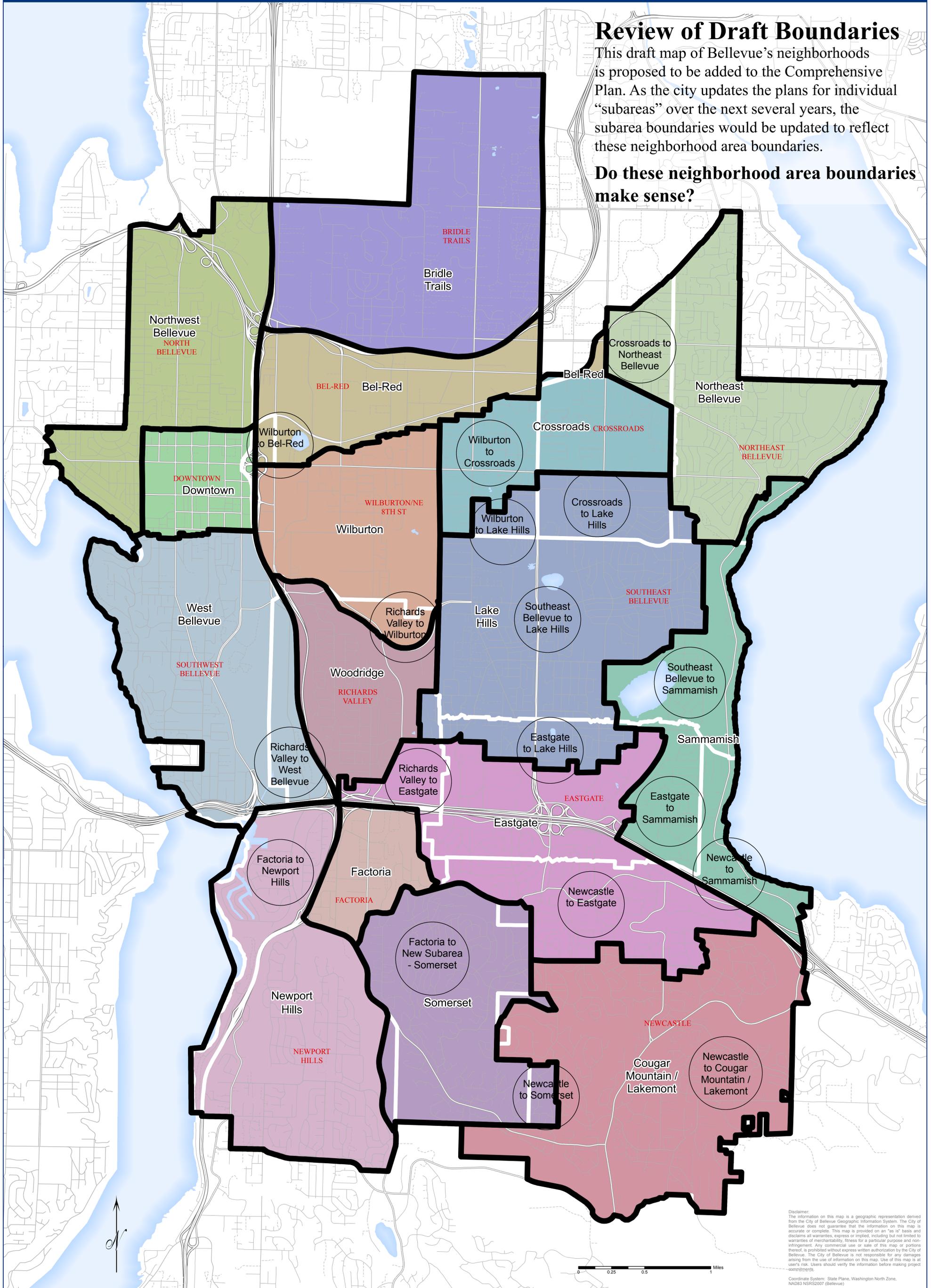
With Current Subarea Boundaries



Review of Draft Boundaries

This draft map of Bellevue's neighborhoods is proposed to be added to the Comprehensive Plan. As the city updates the plans for individual "subareas" over the next several years, the subarea boundaries would be updated to reflect these neighborhood area boundaries.

Do these neighborhood area boundaries make sense?



CROSSROADS/156TH AVENUE NE SUBAREA BOUNDARY ANALYSIS

Issue: *Should the “Triangle Area” on 156th Ave. (described below) be moved from the Bel-Red Subarea to the Crossroads Subarea, and should Land Use Code provisions for this area revert back to the conditions existing prior to the Bel-Red Plan?*

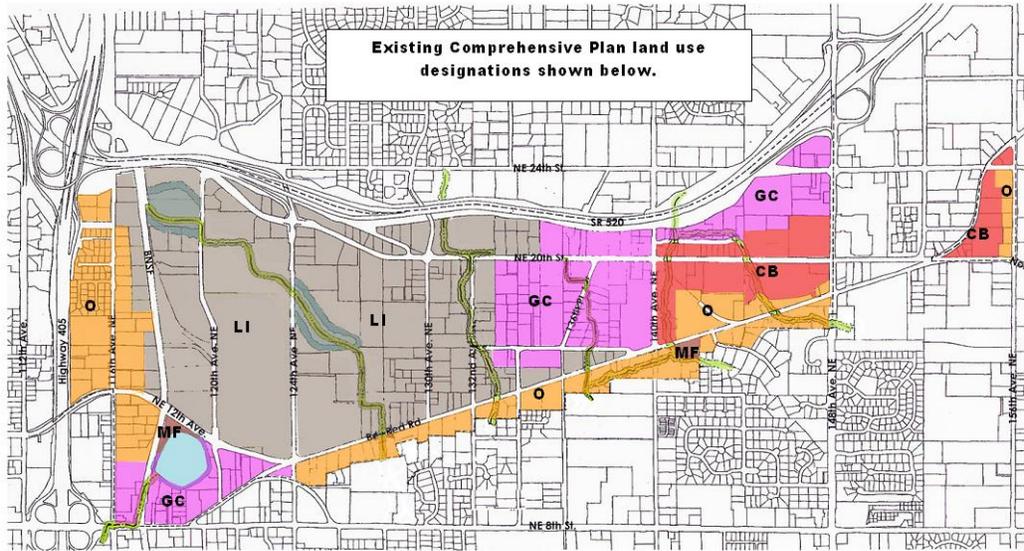
During the scoping process of the Comprehensive Plan update several community members requested returning the triangle area on 156th Avenue NE (where Trader Joe’s is located) from the BelRed Subarea to the Crossroads Subarea. They seek to restore the zoning designations that existed prior to the BelRed planning effort. The area bounded by Bel-Red Road, 156th Avenue NE and NE 20th Street had been part of the Crossroads Subarea and was changed to be part of the BelRed Subarea when the new BelRed Subarea Plan was adopted, in 2009, to recognize the continuity of the BelRed area with Redmond’s Overlake area and to address the potential for development in proximity to the Overlake Village light rail station.

During the East Link light rail planning process following the adoption of the BelRed plan, the Overlake Village light rail station was shifted northward from being adjacent to the old Group Health site to being next to SR-520. Some community members argue that the location of the light rail station further to the north makes the 156th Avenue triangle area less accessible to transit and therefore no longer appropriate for BelRed development intensities. They also expressed concern for traffic the development will generate and the heights and shape of development that may occur in the area. They ask that the zoning revert back to the Office and Community Business zoning designations that were in place prior to the BelRed plan.

Background

With the initiation of the BelRed project, Council established several principles, including the need for a long-term vision for the area. “The preferred vision resulting from this project should be long-term, ambitious, and rooted in reality, providing clear direction for the future of the Bel-Red area.” Council direction also was to look at how light rail planning could be an opportunity for the area and how to best protect surrounding neighborhoods.

The decision to include the 156th triangle area in the BelRed planning effort was made early on. Triangle area was included throughout the BelRed process, including as the Steering Committee looked at early land use alternatives and the city’s development of an Environmental Impact Statement for the BelRed plan. The triangle area had more in common with other parts of BelRed and Redmond’s Overlake area than areas to the south and east. It included a mix of commercial and vacant property already zoned for mixed use development. A transit station was anticipated, although not confirmed at the time, to be located somewhere near 152nd Avenue and NE 24th Street to serve Redmond’s Overlake Village area. By including the triangle area, it helped establish 156th Avenue as a clear boundary to the lower density areas to the east.



Map from the BelRed planning effort showing prior land use designations



Aerial image of the BelRed, Overlake and Crossroads areas

Redmond's Overlake Plan

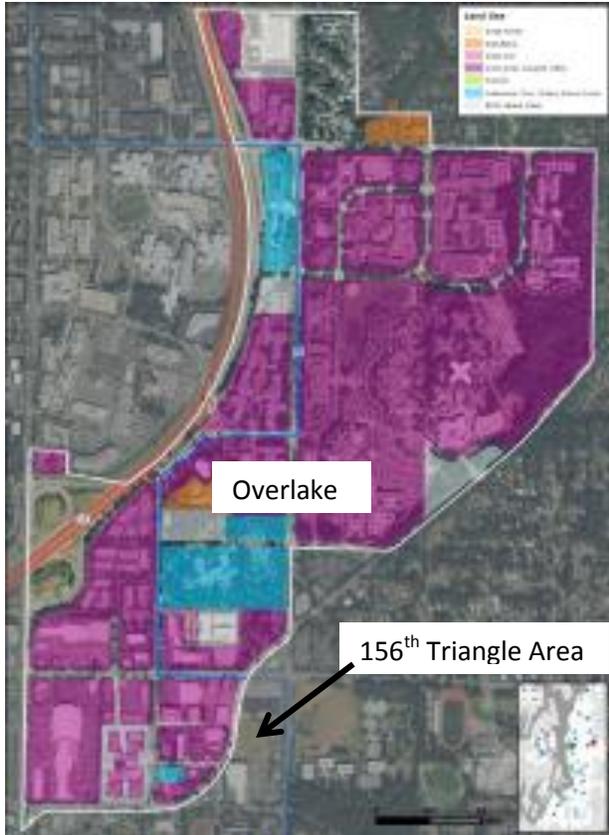
The inclusion of the 156th triangle area in BelRed relates to the surrounding land uses and plans for the area. On a Bellevue city map, the triangle area appears oddly detached from the rest of BelRed. However, when considering an aerial photo without regard to jurisdiction boundaries, the area appears as a continuation of commercial lands from the west with less in common with the greener landscapes to the east. Due to the nature of the Bellevue-Redmond boundary in this area, the triangle area curves around Redmond's Overlake area that includes commercial and office uses, such as Sears, Marshall's, and Office Depot.

Redmond conducted a number of planning efforts for the Overlake area beginning in the late 1990s. The Overlake subarea plan calls for a mix of office and residential uses with building heights of eight to twelve stories in the area just west of the 156th Avenue triangle and development intensities of up to 4.55 FAR. In 2007 the Overlake area was changed from a designated regional Manufacturing and Industrial Center to a Regional Growth Center, recognizing its mix of jobs, retail and housing. Additional planning work was conducted in the mid-2000s to consider future use of the former Group Health site.

More recently, Capstone has proceeded with plans for redevelopment of the 28-acre former Group Health site, now known as Esterra Park, with a mix of residential and office uses. Construction of the site is underway. Capstone calls its plan for Esterra Park to be an urban live-work campus with the added benefits of park and hotel components. The project is planned to ultimately include more than 1.2 million square feet of commercial space, more than 1,400 residential units, a 250-room hotel, all surrounding a new 2.7-acre park. Work on the first phase of the project, including three buildings, is underway.

Transit Service

With the voter approval of East Link (ST2) in 2008 a future light rail station was identified in the vicinity of 152nd Avenue NE and NE 26th Street. Redmond and Sound Transit conducted more detailed planning studies and reviewed multiple station alternatives. Ultimately, a station location was selected adjacent to SR-520, about 1000 feet north of the preliminary location. In 2011 the Metro Rapid Ride 'B' line was established connecting Downtown Bellevue and Downtown Redmond and serving the Overlake and Crossroads neighborhoods.



Map of designated Overlake Regional Growth Center



Artist sketch of planned Overlake Village area looking southwest from the planned light rail station at SR-520

Vision for the 156th Triangle in BelRed

During the BelRed planning process the vision for the 156th triangle area was for it to provide a blend of retail and housing that would make for a graceful edge to BelRed and create an appropriate transition to the lower intensity office/commercial and residential to the east. Ultimately, the BelRed Subarea Plan was adopted with a specific policy for the area:

Node at 156th Avenue NE, Near the Overlake Transit Station Location in Redmond
POLICY S-BR-89. Provide for a mix of housing and retail uses in this area. Potential heights may reach 70 feet in this area, with a limitation of 45 feet along 156th Avenue NE.

Discussion: This mixed use node is on the edge of Redmond's designated Overlake neighborhood, and is within the walkable area of the planned Overlake transit station at 152nd Avenue NE.

While Sound Transit had not selected the final location of the light rail stations at the time the BelRed plan was adopted, the BelRed zoning was designed with anticipation of four stations located near the hospitals, at 120th Avenue, at 130th Avenue, and in Overlake Village. The zoning intensities established for the triangle area support walkable access to the Overlake Village area and to the planned light rail station in the general vicinity along 152nd Avenue NE. The final locations for three of the four BelRed light rail stations (Hospital, 120th and Overlake) were adjusted during the East Link planning process following the adoption of the BelRed plan. The 120th station was moved somewhat north and placed in an open trench. The BelRed plan anticipated multiple locations for the Hospital station, which ended up located adjacent to Whole Foods.

Community Concerns during BelRed

During the BelRed planning process a number of community members expressed concerns about the 156th triangle area and several commenters objected to the idea of including it in the BelRed subarea. At that time, there were concerns expressed about the type of redevelopment that might occur in the triangle area and the potential impacts on the surrounding area. There were concerns about building heights, scale, neighborhood compatibility and views to the west from the Unigard Park site. These are largely the same concerns today.

The concerns about height, scale, views and neighborhood compatibility were looked at in detail by the Planning Commission during the BelRed planning process. Photo analysis of view impacts and traffic analysis of the overall plan were included in the BelRed EIS. The Commission's direction, which was ultimately adopted, sought to address a number of issues for the area while continuing to support appropriate redevelopment:

- A uniform zoning across the sites to resolve the previously split of Office and Community Business zoning

- A new Commercial Residential zoning that would allow for a similar mix of residential, retail and commercial uses as the prior zoning
- Height limits similar to the prior zoning (70 and 45 feet, compared to 60 and 45 feet) as opposed to the taller 125-150 foot heights allowed at the other BelRed nodes
- A building setback along 156th Avenue limiting heights to 45 feet, same as the previous O zone
- View corridor spacing between buildings to address community interest in western views, not previously required
- Design review and design guidelines to influence the quality of new development; general design review was required under the previous CB zoning, but with broad citywide guidelines that are not specific to BelRed
- Identification of a new future small park site in the triangle area

In addition to community interest in the triangle, a development company purchased an option for the Angelo's site and was engaged in the project throughout the BelRed planning process. Also, the OPUS development company teamed with Walgreens to explore a mixed use development project on the old Uwajimaya site (later abandoned due to the recession).

Changes Since 2009

Since the adoption of the BelRed plan, Uwajimaya moved from the triangle area to Wilburton, Trader Joe's moved just to the north and Walgreens completed a major improvement to the former Uwajimaya building.

As noted above, Sound Transit went through the East Link planning process to define the precise station locations. Redmond and Sound Transit conducted more detailed planning studies and selected a station location adjacent to SR-520, about 1000 feet north of the preliminary location. In 2011 the Metro Rapid Ride 'B' line was established connecting Downtown Bellevue and Downtown Redmond and locating a stop on 156th Avenue NE at the triangle area.

In 2014 Goodman RE received Master Development Plan and Design Review approval for development of residential and senior housing uses at the former Angelo's Nursery site. This project that includes about 480 housing units, is well under construction and is expected to open in 2015.



Goodman RE project illustration

The triangle area continues to receive development interest. In addition to the Goodman RE project, interest has been expressed for a mixed use project at the Sherwood shopping center site, the former site of Trader Joe's.

Option for Consideration

There are a number of options available for whether and how the triangle area could be addressed. In addition to the “bookends” of keeping it as is (no change), to the proposers’ recommendation to move it back to Crossroads, the table below explores a number of other options. Each options considers both a potential Comprehensive Plan change of the subarea boundaries as well as the subsequent zoning and/or code change that would correspond to the boundary change.

Options	Implications
<p>1. Maintain current BelRed subarea boundaries and BelRed zoning</p>	<ul style="list-style-type: none"> • Supports vision for area adopted after lengthy community process for BelRed • Allows development in a manner consistent with the recent GRE development • Provides appropriate transition to Redmond’s Overlake Village area to the west • Regulations require building stepback, view corridor, design review and other aspects that respond to community concerns • Consistent with the EIS and planning analysis completed for BelRed • Establishes clear 156th boundary between denser development to the west and lower intensity and residential neighborhoods to the east
<p>2. Change to Crossroads Subarea; maintain BelRed zoning</p>	<ul style="list-style-type: none"> • Rejoins BelRed “tail” area with adjacent Crossroads Subarea while keeping BelRed zoning • Would make Comprehensive Plan map look “right” without actually changing regulations • Maintains consistency of current BelRed zoning – including transition, stepback and view corridor provisions • Ensures new development follows same standards as recent development • Creates inconsistency between Comprehensive Plan and zoning • Raises questions about application of subarea policies – Would create a disconnect between Crossroads policies and BelRed zoning that may impact future development • BelRed policies would either no longer apply or a legislative fix would need to “point” to BelRed Subarea Plan for this portion of Crossroads

<p>3. Change to Crossroads Subarea; create new zoning and Code provisions specific to this area</p>	<ul style="list-style-type: none"> • Rejoins BelRed “tail” area with adjacent Crossroads Subarea • Could retain the benefits of the BelRed zoning and resolve the inconsistency between the subarea and zoning in #2 by creating new zoning that is specific to this area • Would require drafting brand new zoning sections • Would lack the subarea policies support of the BelRed plan – may need Comprehensive Plan updates to the Crossroads Subarea Plan • Would require a significant staff and Commission work and environmental analysis to draft new Land Use Code, with undefined benefits
<p>4. Change to Crossroads Subarea; restore combination of O and CB zoning</p>	<ul style="list-style-type: none"> • Rejoins BelRed “tail” area with adjacent Crossroads Subarea and restores previous zoning conditions as requested by some members of the community • Would return to splitting the area Office and CB • GRE development would become non-conforming • Redevelopment of other properties might be less likely due to older zoning and split across site • Views could be blocked even with low rise buildings – would no longer have view corridor provisions • BelRed design guidelines would no longer apply

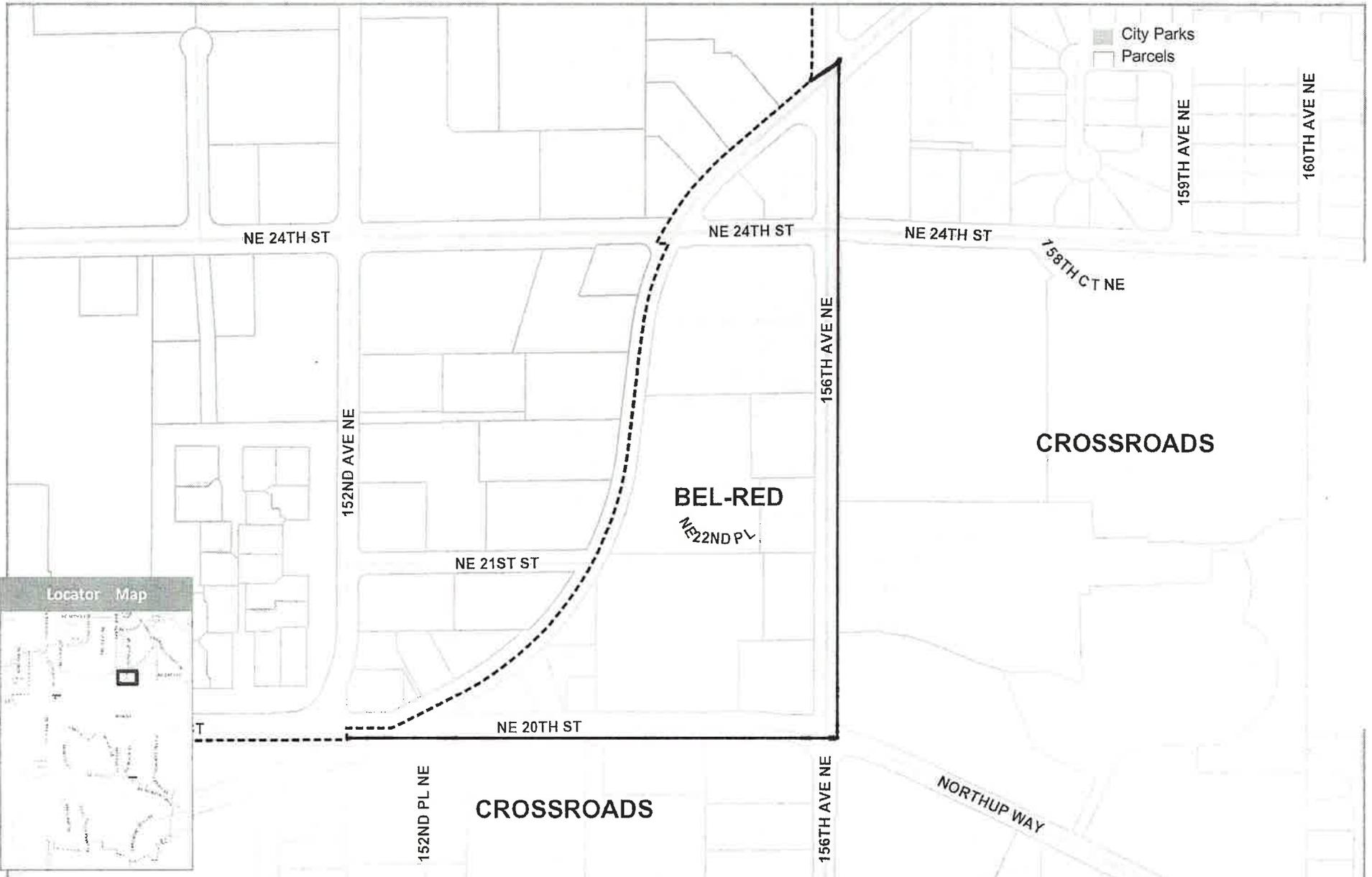
Recommendation

Staff recommends option 1. The BelRed designations were made through a lengthy public engagement process that included detailed analysis of impacts and an extensive number of Planning Commission meetings. Retaining the current BelRed subarea map and zoning designations responds to the issues raised by community through BelRed plan and code provisions that address views, heights, building design and the transition from west to east. While the older code may discourage redevelopment, the current BelRed code is likely to result in redevelopment that better addresses the design and character of the area. The light rail station location is modified from that originally anticipated; however it remains within the general vicinity of the triangle area. Regardless of station location, the triangle area is across the street from the planned, dense Overlake Village area and just south of the Esterra Park development. These new developments will provide neighborhoods amenities in close proximity to the 156th triangle area. The issues raised today are largely the same as those considered carefully during the BelRed process.

Option 4 would directly address the request by some members of the community. However, it would also result in a number of issues, create uncertainty for future

redevelopment and remove provisions that had been put in place to address community concerns, namely view corridor and design guidelines.

Option 3 might appear to be a preferred solution, returning the area to the Crossroads subarea to “fix” the map while creating zoning and code that is tailored to the specific objectives of the 156th triangle area. The map change would be relatively easy, although creating new zoning would require a significant effort, including community engagement, environmental, traffic and other studies, and a number of Planning Commission study sessions. What the benefits would be of all that work are unclear.



City Parks
Parcels

156th Ave. NE/NE 24th Triangle





DATE: November 4, 2014
TO: Bellevue Planning Commission
FROM: Kevin McDonald, AICP, Senior Transportation Planner, 452-4558
kmcdonald@bellevuewa.gov
SUBJECT: Transportation Element - Transportation Commission Recommendation

The Transportation Commission has prepared a recommendation for policy amendments to the Transportation Element. A briefing with the Planning Commission on November 12, 2014, will describe the significant policy amendments and changes to the tables and figures.

Transportation Element Update

The Transportation Element provides both broad and detailed policy direction to guide programs, priorities and investments that address local and regional transportation challenges. Since initial adoption in 1991, the Transportation Element has been a plan of accretion, with policies being added and inserted to address emerging issues. Most of the resulting 156 policies remain valid, however some policies have been fully implemented and others are redundant, both types are recommended to be repealed. Updated and recommended new policies make course corrections and adjustments that anticipate and address emerging mobility challenges.

- **Policy amendments reflect broad community changes and interests**
 - Demographic trends and forecasts for both population and employment suggest that transportation policy and investments must broadly address the mobility needs of a diverse community.
 - Mobility in Bellevue is increasingly about providing travel options. This evolution is reflected Transportation Element policy recommendations recognizing that a multimodal approach can provide access, improve public health, support economic development, sustain environmental values, enhance livability and promote equity.
- **Policy amendments address specific topics and issues**
 - Establish new policy to define and implement multimodal level-of-service standards and concurrency requirements, to develop metrics and monitor all modes of travel, and to consider and implement projects to ensure that mobility options are available along roadway corridors and within defined geographic areas (currently called and mapped as Mobility Management Areas).
 - Incorporate policy amendments and direction to develop a Transportation Master Plan that would catalog or reference adopted projects (through corridor plans, subarea

plans, modal plans, etc), prioritize mobility investments in accord with intended level-of-service for all modes, and describe phasing and integration approaches.

- Consolidate and amend transit policies according to the adopted Transit Master Plan (July 2014) and with the evolving state of high capacity transit to position Bellevue well for a future Sound Transit 3 ballot proposition.
- Describe the transportation system role in supporting land use and shaping livability.
- Refine transportation demand management strategies to reflect ongoing programs and mode share targets, and program management responsibility.
- Amendments to the Transportation Element will update maps, figures and technical data that support policy and include the basic requirements of the Growth Management Act and for certification by the Puget Sound Regional Council.
- Add new system intersections and adjust boundaries to Mobility Management Area 11 (Newcastle) to reassign some intersections to adjacent Mobility Management Areas. This recommendation reflects changed circumstances with respect to land development, completed roadway infrastructure projects, alignment of corridor travel patterns, and annexations/urban incorporations. The recommendation includes a name change from *Newcastle* to *SE Bellevue*.

Transportation Commission Policy Development

The Transportation Commission deliberated the Transportation Element within the agenda of at least 15 meetings, from initial scoping and review of Bellevue's Best Ideas, transitioning to substantive work and final recommendations on policies and mobility strategies, concluding with amendments to transportation technical materials such as maps, tables and figures.

Through in-depth policy discussions on emerging issues and a detailed review of policy language and transportation projects, the Transportation Commission recommendation represents a comprehensive assessment of how the Transportation Element can position Bellevue to more fully embrace a multimodal approach to mobility and livability, and to influence regional decisions on highways and high-capacity transit.

Transportation Department staff worked with the Human Services Commission and the Bellevue Network on Aging on transportation policy related to those who have limited mobility. Their input is reflected in Transportation Commission's Transportation Element policy recommendations.

Transportation Commission Policy Recommendations Considerations

The following items represent the significant changed circumstances, or trending conditions that the Transportation Commission considered in preparing policy amendments:

- East Link: A decision on the light rail alignment and station locations has been made. Policy recommendations reflect this decision and position Bellevue to play a role in securing high capacity transit funding through a future ST3 ballot proposition.
- Transit Master Plan: Council adopted the Transit Master Plan in July 2014. Transit policies in the Transportation Element are largely shaped by the work the Transportation Commission accomplished through the Transit Master Plan.
- Pedestrian and Bicycle Transportation Plan: This plan, also shepherded by the Transportation Commission, was adopted in 2009. Pedestrian and bicycle-related policies are incorporated in the Transportation Element.
- Downtown Transportation Plan: This planning process led by the Transportation Commission resulted in an approach to Downtown mobility that emphasizes enhancements for transit, pedestrians and bicycles, recognizing that the auto will continue to play a prominent role, but that the trend is toward improving mobility options, especially for commute trips. The Transportation Commission's recommendation was accepted by the City Council in October 2013, with Council direction to implement the plan through policies and projects. Several policies applicable to Downtown have found a city-wide application and are included in the Transportation Element.
- Multi-modal Level-of-Service and Concurrency: The Transportation Commission recommends policy direction to develop multi-modal metrics and standards, based on review of existing conditions, community interests, and best practices. A multimodal approach would diverge from the existing standard that explicitly defines level-of-service for vehicles, but for no other mode.
- Neighborhood Protection: The Transportation Commission recommends revamping policies to be more inclusive of a wider range of solutions to match the transportation-source problems identified in specific neighborhood settings, whether related to speeding, traffic volume, spillover parking, etc.
- Transportation Finance: Policy recommendations incorporate the full range of financing tools available for transportation capital projects.
- Greenhouse gas emission reductions from transportation sources: As part of a broad community strategy to reduce greenhouse gas emissions, transportation policies support mobility options that also enhance public health, neighborhood livability and the natural environment.
- Tables and Figures: Updates and amendments to the tables and figures in the Transportation Element depict existing conditions (updated from 2004 or earlier) and support amended policy.

ATTACHMENTS

- 5.1 Transportation Commission Transportation Element policy recommendation table
- 5.2 Transportation Element Tables and Figures

TC Recommendation – Transportation Element Policies Land Use

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Chapter Goals	<p>To maintain and enhance mobility for residents and businesses through the creation and maintenance of a balanced system of transportation alternatives that:</p> <ul style="list-style-type: none"> • Provides a wide range of travel choices; • Supports the land use vision of the city; • Protects our neighborhoods from adverse transportation impacts; • Reflects the regional role of the city in transportation issues; and • Reduces the overall dependency on automobiles throughout the city. 	Still valid		Edit	<p>To maintain and enhance mobility for <u>those who live, work, play and learn</u> residents and businesses through the creation and maintenance of <u>by building and maintaining a system of transportation alternatives</u> mobility options that:</p> <ul style="list-style-type: none"> • Provides a wide range of travel choices; • Supports the land use vision of the city; • Protects our neighborhoods from adverse <u>impacts from transportation sources</u> impacts; • Reflects the regional role of the city in transportation issues; and • <u>Reduces the overall dependence</u> ye on automobiles <u>throughout the city</u>; • <u>Promotes active transportation and healthy lifestyles</u>; and • <u>Reduces greenhouse gas emissions from transportation sources</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section Goals	<p>Transportation and Land Use</p> <ol style="list-style-type: none"> To implement a fully multi-modal transportation system that supports the land use vision of the Comprehensive Plan and the role of Downtown Bellevue as the Eastside urban center. To reduce the use of single-occupant vehicles, by creating a land use pattern that allows for shorter vehicular trips and the use of alternative travel options. 	Still valid		Edit	<p>Transportation and Land Use</p> <ol style="list-style-type: none"> To implement a fully multi-modal transportation system that supports the land use vision of the Comprehensive Plan and the role of Downtown Bellevue as the Eastside urban center. To reduce the use of single-occupant vehicles, by creating <u>with</u> a land use pattern that allows for shorter vehicular trips and the use of alternative travel options <u>several mobility options</u>.
TR-1	Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.	Still valid		Edit	Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision .
TR-2	Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.	Still valid	Move to a new Regional Coordination section.	Edit	Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that <u>support</u> carry out the city's <u>Comprehensive Plan</u> transportation and land use goals .

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-3	Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the areas with existing infrastructure capacity.	Still valid	Focus on transportation	Edit	<u>Direct transportation investments and service to</u> Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the areas with existing or planned transportation infrastructure capacity.
TR-4	Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes the following: 1. Intensity/density of land uses sufficient to support high capacity transit; 2. Mixed uses for both day and night activities; 3. Pedestrian emphasis; and 4. Alternatives to single-occupant vehicles.	Still valid	Insert concept of mobility options. Remove numbered descriptions of the characteristics of Downtown.	Edit	Ensure that <u>transportation infrastructure in downtown Bellevue and other activity centers, the major Urban Center of the Eastside, includes the following: supports walking and provides mobility options for all modes.</u> 1. Intensity/density of land uses sufficient to support high capacity transit; 2. Mixed uses for both day and night activities; 3. Pedestrian emphasis; and 4. Alternatives to single-occupant vehicles
TR-5	Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.	Time to go		Repeal	Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-6	Establish arterial level of service standards and other mobility targets in each area of the city in light of area-by-area development patterns and growth management objectives.	Still valid	Incorporate multimodal level of service as recommended by the Transportation Commission Need NEW multimodal LOS and Concurrency narrative and policies	Edit, mostly new policy	Establish arterial <u>multimodal</u> level of service standards and other mobility <u>measures and</u> targets in <u>for roadway corridors and in</u> each area of the city in light <u>consideration</u> of area-by-area-planned development patterns and <u>mobility options</u> growth management objectives .
TR-7	Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.	Still valid	Move to Capital Facilities Element or Land Use Element	Edit/move	Locate new community facilities near major <u>frequent</u> transit <u>network</u> routes and in areas convenient to pedestrians and bicyclists.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-8	<p>Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include:</p> <ol style="list-style-type: none"> 1. Orient the major building entries to the street and closer to transit stops; 2. Avoid constructing large surface parking areas between the building frontage and the street; 3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops; 4. Cluster major buildings within developments to improve pedestrian and transit access; 5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing; 6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces; 7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities; 8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use; 9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and 10. Encourage the availability of restrooms for public use. 	Still valid	<p>Substitute narrative text for all the policy bullets Urban Design Element or design guidelines</p>	Edit	<p>Incorporate transit-supportive and pedestrian-friendly-oriented design features in new development through the development review process. Examples include:</p> <ol style="list-style-type: none"> 1. Orient the major building entries to the street and closer to transit stops; 2. Avoid constructing large surface parking areas between the building frontage and the street; 3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops; 4. Cluster major buildings within developments to improve pedestrian and transit access; 5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing; 6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces; 7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities; 8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use; 9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and 10. Encourage the availability of restrooms for public use.

Transportation Element Goals and Policies	Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language	
			<p>Each of these points could be a stand-alone policy or could be narrative in Urban Design Element</p>	<p>New narrative, edited from TR-8 to support policy</p>	<p>Transit oriented and pedestrian friendly design features support active transportation. Transportation and land use decisions should incorporate the following principles;</p> <ul style="list-style-type: none"> • Orient the major building entries to the street and closer to transit stops; • Avoid constructing large surface parking areas between the building frontage and the street; • Provide pedestrian pathways that minimize walking distances to activities and to transit stops; • Cluster major buildings within developments for easy pedestrian and transit access; • Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for exceptional crosswalks, transit and ridesharing; • Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces; • Provide bicycle connections and secure bicycle parking and storage convenient to bicycle commuters, visitors and residents; • Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use; • Design transit access to serve developments, considering bus lanes, stops, and passenger shelters as part of project design; and • Encourage the availability of restrooms for public use.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-A			Incorporate non-point source pollution principle - Make low-impact development/natural drainage practices a preferred and commonly-used approach to transportation infrastructure development.	New	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-B				New	Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible.
Section	Roadway Network				
TR-35	Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.	Still valid	Move to Pedestrian and Bicycle section	Edit	Recognize the potential transportation and recreation uses under consideration for the BNSF Eastside R ail C orridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-36	<p>Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area:</p> <ol style="list-style-type: none"> 1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions: <ol style="list-style-type: none"> a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and b. Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve. 2. Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic. 	Still valid	Incorporate the notion of corridors and multimodal level of service	Edit	<p>Observe the following policy guidance lines in adopting and revising <u>vehicle</u> level of service standards by Mobility Management Area:</p> <ol style="list-style-type: none"> 1. Reflect the availability of alternative travel mobility options and; 2. Community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, livability, or economic vitality. For example, a higher level of allow more congestion is allowed in some areas of the city under the following conditions: <ol style="list-style-type: none"> a. In return for stronger emphasis on transit, walking, and other mobility options travel alternatives to the single-occupant vehicle, and b. Where the impacts of wider streets or intersections are judged to be worse than the congestion they are designed to solve. 3. Establish roadway vehicular multimodal levels of service standards adequate to ensure a functional transportation system prevent system failure and to protect residential neighborhoods from cut-through traffic.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-37	Review proposed developments and require mitigation of traffic impacts where necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.	Still valid		Edit	Review transportation system impacts of proposed developments and require appropriate mitigation of traffic impacts whereas necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.
TR-38	Require mitigation to provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.	Still valid		Edit	Require transportation system mitigation to offset the adverse impacts of development with regard to safety, access and neighborhoods. provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.
TR-39	Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.	Still valid	Include in new Regional Coordination section	Edit	Provide an arterial system, and encourage the state to provide a freeway system, that together permit support reasonable local and regional mobility and land use plans. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-40	Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies.	Still valid		Edit	Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies. Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.
TR-41	Classify city streets according to their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.	Still valid		Edit	Classify city streets according to their function, so that needed traffic mobility capacity may be preserved, and planned street improvements will be consistent with those functions
TR-42	Expand arterial capacities through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.	Still valid?	Include multimodal level of service and livability expectations	Edit	Expand arterial capacities capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood. through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.
TR-43	Provide sufficient arterial right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.	Still valid		Edit	Provide sufficient arterial right-of-way width to permit street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-44	Design arterials and streets to fit the character of the areas through which they pass.	Still valid		Edit	Design arterials and streets to fit the intended character of the areas through which they pass.
TR-45	Implement adopted concepts for gateway design and pedestrian safety enhancements included in the Urban Design Element and Southwest Bellevue Subarea Plan on Bellevue Way SE, between I-90 and 112 th Avenue SE.	Time to go	Redundant to other policy – refers to Urban Design Element and Southwest Bellevue Subarea Plan	Repeal	Implement adopted concepts for gateway design and pedestrian safety enhancements included in the Urban Design Element and Southwest Bellevue Subarea Plan on Bellevue Way SE, between I-90 and 112th Avenue SE.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-46	<p>Maintain and enhance safety for all users of the roadway network using measures such as the following:</p> <ol style="list-style-type: none"> 1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes; 2. Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs; 3. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic; 4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations; 5. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and 6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions. 	Still valid	This is a big catch-all policy that should be broken into policies dealing with design and enforcement	Edit and separate into individual policies based on the topic	<p>Maintain and enhance safety for all users of the roadway network. using measures such as the following:</p> <ol style="list-style-type: none"> 1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes; 2. Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs; 3. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic; 4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations; 5. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and 6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-A			Part of existing policy TR-46	New	Maintain an an accident collision reduction program to identify high accident collision locations in the city , evaluate potential alternative solutions <u>safety improvements</u> and implement recommended changes.
TR-B			Part of existing policy TR-46	New	Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce <u>the volume of</u> cut-through traffic.
TR-C			Part of existing policy TR-46	New	Improve the opportunities for pedestrians to safely cross streets at intersections and mid-block locations.
TR-D			Part of existing policy TR-46	New	Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels. and
TR-E			Part of existing policy TR-46	New	Minimize the number of driveways on all arterials to <u>improve the pedestrian environment and</u> reduce the potential for pedestrian and vehicle collisions.
TR-47	Minimize visual distractions, extraneous objects, and excessive clutter in circulation corridors.	Still valid		Retain	Minimize visual distractions, extraneous objects, and excessive clutter in circulation corridors <u>along arterials</u> .

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-48	Minimize the amount of through-traffic on local streets in residential areas.	Still valid	Redundant policy - Covered as a spin-off policy that originated in TR-46	Repeal	Minimize the amount of through-traffic on local streets in residential areas.
TR-49	Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR-520 that would adversely affect an adjacent residential neighborhood.	Still valid		Retain	Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR-520 that would adversely affect an an adjacent residential neighborhood <u>s</u> .

TC Recommendation – Transportation Element- Transportation Demand Management (TDM) Policies

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Transportation Demand Management				
TR-9	<p>Coordinate with other Eastside jurisdictions, the private sector, and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors:</p> <ol style="list-style-type: none"> 1. Parking; 2. Services to increase high-occupancy vehicle use; 3. Demand management program elements, including incentives; and 4. Reporting, monitoring, and performance evaluation standards. 	Still valid	Edit per TDM staff	Edit	<p>Coordinate with other Eastside jurisdictions, the private sector, educational institutions and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and that address the following factors:</p> <ol style="list-style-type: none"> 1. Parking; 2. Services to facilitate and increase high-occupancy vehicle the use of transit, carpooling, vanpooling, walking, bicycling, and alternative work schedules; 3. Other d Demand management program elements, including marketing, outreach and incentives; and 4. Reporting, monitoring, and performance evaluation standards.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-10	Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals for reducing use of single-occupant vehicles.	Still valid	Edit per TDM staff	Edit	Require large employers to implement a commute trip reduction program for employees, as mandated by the state Commute Trip Reduction Act law, and e- Evaluate program effectiveness every two years on a regular basis and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals for reducing use of single-occupant vehicles.
TR-A			New per TDM staff	New	Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-11	<p>Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as:</p> <ol style="list-style-type: none"> 1. Establish methods to charge for parking single-occupant vehicles; 2. Impose a parking tax, through state enabling legislation; and 3. Provide tax incentives and other credits to employers that eliminate employee parking subsidies. 	Still valid	Edit per TDM staff	Edit	<p>Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as:</p> <ol style="list-style-type: none"> 1. Ensuring that parking supply meets parking demand without encouraging drive-alone trips; 2. Establishing methods to charge for parking single-occupant vehicles; 23. Impose Imposing a parking tax, through state enabling legislation; and 34. Provide Providing tax incentives and other credits to employers that eliminate employee parking subsidies; and 5. Facilitating and encouraging employer cash-out programs for their employees.
TR-12	<p>Encourage employers to help reduce peak hour commute trips by facilitating employees use of telecommuting, flexible work hours, compressed work week schedules, and other scheduling options.</p>	Still valid	Edit per TDM staff	Edit	<p>Encourage employers to help reduce peak hour commute trips by facilitating employees' use of telecommuting telework, flexible work hours, compressed work week schedules, and other scheduling options.</p>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-13	Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.	Still valid		Retain	Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.
TR-14	<p>Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:</p> <ol style="list-style-type: none"> 1. Preferential parking for carpools and vanpools; 2. Special loading and unloading facilities for carpools and vanpools; 3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and 4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities. <p><i>Cross-reference: See Policy TR-8, concerning transit-supportive and pedestrian-friendly site design features. Also see Urban Design Element Policies UD-38 through 40, concerning sidewalks and trails.</i></p>	Still valid		Edit	<p><u>Promote use of travel options by requiring</u> Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles <u>travel options</u>, such as:</p> <ol style="list-style-type: none"> 1. Preferential parking for carpools and vanpools; 2. Special loading and unloading facilities for carpools and vanpools; 3. Transit <u>passenger</u> facilities, including comfortable bus stops and waiting areas <u>that may be integrated in the building design</u>, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and 4. <u>Secure and covered bicycle</u> parking, showers, secure storage facilities, lockers, and related facilities <u>to support bicycle commuting</u>.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-15	Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.	Still valid	Not needed in the Transportation Element, not specifically a TDM policy Move to Land Use Element	Retain/move	Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.
TR-16	Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.	Still valid	Not needed as TDM policy. Move to Land Use/Parking section	Edit/move	Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.
TR-17	Promote increased citizen awareness of travel alternatives available for midday as well as commute trips.	Still valid	Edit per TDM staff	Edit	Promote increased citizen awareness of travel alternatives available for midday as well as commute trips. Provide outreach and assistance to increase awareness and use of to driving alone for all types and purposes of trips
TR-18	Evaluate and promote a car-sharing program in Downtown Bellevue.	Still valid	Edit per TDM staff	Edit	Evaluate and promote facilitate a car-sharing and bike sharing programs in Downtown Bellevue.
TR-19	Support establishment of federal and state gasoline taxes to provide adequate funding for transportation improvements that keep pace with regional and community growth.	Still valid	Not needed as TDM policy. Move to Finance section	Edit/move	Support establishment of federal and state gasoline taxes and other funding measures to provide adequate funding for transportation improvements that keep pace with regional and community growth.
TR-20	Support federal tax policies which promote transit and ridesharing.	Still valid	Edit per TDM staff	Edit	Support federal and state tax policies which that promote transit use and ridesharing.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-B			Amended policy moved from the Downtown Transportation Plan	New policy	Support the Bellevue Transportation Management Association establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of demand management.
TR-C			New policy per TDM staff Note: Programs may include installing and maintaining an on-site transit information kiosk. Co-locate with other similar policies	New policy	Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drive-alone commute trips to the site.
TR-D			New policy per TDM staff	New policy	Establish targets for non-SOV commute trips, and periodically evaluate progress to these targets.

TC Recommendation– Transportation Element Policies - Mobility Management

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Mobility Management				
TR-21	Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.	Still valid	Incorporate Transportation Commission recommendation for a multimodal level of service standard that includes a corridor approach within reconfigured mobility management areas.	Edit	Manage the multimodal transportation system in a corridor approach within and across through the Mobility Management Areas shown in Figure TR.1 , the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.
TR-A			Multimodal level of service. New policy derived from TR-21	New policy	Define mobility management areas that reflect street patterns and connectivity, available mobility options, topography, development patterns, and land use objectives.
TR-B			Multimodal level of service	New policy	Utilize level of service standards for transportation corridors that reflect the range of available and intended mobility options.
TR-C			Multimodal concurrency	New policy	Utilize transportation concurrency standards that consider the available and intended mobility options for transportation corridors, mobility management areas and implementation and management priorities.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-22	Implement the level of service standards and other mobility targets for major transportation modes within each Mobility Management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.	Still valid	Policy direction to do what is needed to achieve the LOS standards. Also policy TR-22 contains two subjects – so split into two policies	Edit - split	Implement <u>and prioritize programs and projects transportation system improvements</u> to meet the level of service standards <u>and other mobility targets</u> for <u>major-all</u> transportation modes <u>along corridors and within each Mobility Management Areas, as shown in Table TR.1,</u> recognizing <u>the range of mobility needs of each corridor and mobility management area's needs as well as its relationships with other corridors and areas.</u> Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.
TR-D			Policy derived from TR-22	New policy	<u>Monitor the level of service for all modes and adjust programs and resources as necessary to achieve mobility objectives.</u>
TR-23	Coordinate improvements and operations among travel modes, providing connections between modes.	Still valid		Edit	Coordinate improvements and operations among travel modes, <u>and provide</u> ing connections between modes.
TR-24	Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.	Still valid	Policy contains two policies – so split into two. Reference applicable functional plans and/or Transportation Master Plan.	Edit-split	Incorporate pedestrian and bicycle facility improvements into roadway projects, <u>and in accordance with the Pedestrian and Bicycle Transportation Plan.</u>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-E				Edit - split	Incorporate transit/high-occupancy vehicle facility improvements where feasible in accordance with the Transit Master Plan and corridor studies.
TR-25	Provide for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the city, promoting both internal access and linkages with the rest of the city.	Still valid		Edit	Increase system connectivity for all modes by providing for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the city, promoting both internal access and linkages with the rest of the city.
TR-26	Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements particularly non-motorized improvements, and other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA).	Still valid		Edit	Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, d Designing, implementing, and maintaining transportation system improvements particularly non-motorized improvements, and other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA).
TR-27	Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.	Time to go	Refer to Transportation Master Plan for project guidance instead of all these separate sources	Repeal	Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-F			Introduce the Transportation Master Plan	New	Use the city's Transportation Master Plan to identify and prioritize the implementation of transportation system improvements.
TR-28	Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.	Still valid		Retain	Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.
TR-29	Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.	Still valid	Regional	Edit	Develop the transportation system in a manner that supports the regional land use and transportation vision presented adopted in Vision VISION 2020 2040 , Destination Transportation 2030-2040 and the Countywide Planning policies for King County.
TR-30	Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments	Still valid	Regional	Retain	Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments.
TR-31	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.	Still valid	Regional	Retain	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-32	Develop and implement strong inter-jurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.	Still valid	Regional	Edit	Develop and implement strong inter- jurisdictional <u>local</u> agreements for cooperative solutions to <u>for mutual</u> land use and transportation concerns <u>problems that cross the city border.</u>
TR-33	Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.	Time to go	Multijurisdictional MMAs no longer exist		Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.
TR-34	Require development within Bellevue to include mitigation for significant impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant impacts on Bellevue.	Still valid		Edit	Require development within Bellevue to include mitigation for significant <u>transportation</u> impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant <u>transportation</u> impacts on Bellevue.

TC Recommendation – Transportation Element Policies_ Roadway Network

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Roadway Network				
TR-35	Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.	Still valid	Move to Pedestrian and Bicycle section	Edit	Recognize the potential transportation and recreation uses under consideration for the BNSF Eastside Rail Corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-36	<p>Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area:</p> <ol style="list-style-type: none"> 1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions: <ol style="list-style-type: none"> a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and b. Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve. 2. Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic. <p><i>Cross-reference: See Table TR.1 for adopted standards.</i></p>	Still valid	Incorporate the notion of corridors and multimodal level of service	Edit	<p>Observe the following <u>policy guidance</u> lines in <u>adopting</u> and revising <u>vehicle</u> level of service standards by Mobility Management Area:</p> <ol style="list-style-type: none"> 1. Reflect the availability of <u>alternative travel mobility</u> options; 2. <u>and Consider</u> community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets <u>and cut-through traffic, livability,</u> or economic vitality. For example, <u>a higher level of</u> allow more congestion <u>is allowed</u> in some areas of the city under the following conditions: <ol style="list-style-type: none"> a. In return for stronger emphasis on transit, walking, <u>bicycling</u> and other <u>travel alternatives mobility options</u> to the single-occupant vehicle, and b. Where the impacts of wider streets <u>or intersections</u> are judged to be worse than the congestion they are designed to solve. 3. Establish <u>roadway multimodal</u> levels of service <u>standards</u> adequate to <u>prevent ensure a functional transportation</u> system failure and to protect residential neighborhoods from cut-through traffic.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-37	Review proposed developments and require mitigation of traffic impacts where necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.	Still valid		Edit	Review transportation system impacts of proposed developments and require appropriate mitigation of traffic impacts where as necessary. Prohibit development approval. If the proposed development will would cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless travel demand management or other transportation system improvements are should be provided to mitigate the transportation impacts.
TR-38	Require mitigation to provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.	Still valid		Edit	Require transportation system mitigation to offset the adverse impacts of development with regard to safety, access and neighborhoods. provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.
TR-39	Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.	Still valid	Include in new Regional Coordination section	Edit	Provide an arterial system, and encourage the state to provide a freeway system, that together permit support reasonable local and regional mobility and land use plans. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-40	Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies.	Still valid		Edit	Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies. Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.
TR-41	Classify city streets according to their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.	Still valid		Edit	Classify city streets according to their function, so that needed traffic mobility capacity may be preserved, and planned street improvements will be consistent with those functions.
TR-42	Expand arterial capacities through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.	Still valid	Include multimodal level of service and livability expectations	Edit	Expand arterial capacities capacity in consideration of the multimodal expectations and land use and livability factors for the corridor and neighborhood. through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.
TR-43	Provide sufficient arterial right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.	Still valid		Edit	Provide sufficiently wide arterial rights-of-way width to permit provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-44	Design arterials and streets to fit the character of the areas through which they pass.	Still valid		Edit	Design arterials and streets to fit the intended character of the areas through which they pass.
TR-45	Implement adopted concepts for gateway design and pedestrian safety enhancements included in the Urban Design Element and Southwest Bellevue Subarea Plan on Bellevue Way SE, between I-90 and 112 th Avenue SE.	Time to go	Redundant to other policy – refers to Urban Design Element and Southwest Bellevue Subarea Plan	Repeal	Implement adopted concepts for gateway design and pedestrian safety enhancements included in the Urban Design Element and Southwest Bellevue Subarea Plan on Bellevue Way SE, between I-90 and 112th Avenue SE.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-46	<p>Maintain and enhance safety for all users of the roadway network using measures such as the following:</p> <ol style="list-style-type: none"> 1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes; 2. Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs; 3. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic; 4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations; 5. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and 6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions. 	Still valid	This is a big catch-all policy that should be broken into policies dealing with design and enforcement	Edit and separate into individual policies based on the topic	<p>Maintain and enhance safety for all users of the roadway network. using measures such as the following:</p> <ol style="list-style-type: none"> 1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes; 2. Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs; 3. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic; 4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations; 5. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and 6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-A			Part of existing policy TR-46	New	Maintain an an accident collision reduction program to identify high accident collision locations in the city , evaluate potential alternative solutions <u>safety improvements</u> and implement recommended changes.;
TR-B			Part of existing policy TR-46	New	Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce <u>the volume of</u> cut-through traffic.;
TR-C			Part of existing policy TR-46	New	Improve the opportunities for pedestrians to safely cross streets at intersections and mid-block locations.;
TR-D			Part of existing policy TR-46	New	Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; <u>and</u>
TR-E			Part of existing policy TR-46	New	Minimize the number of driveways on all arterials to <u>improve the pedestrian environment and</u> reduce the potential for pedestrian and vehicle collisions.
TR-F			Moved from ETP-5		<u>Ensure that maintenance of the existing transportation system be given priority consideration.</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-47	Minimize visual distractions, extraneous objects, and excessive clutter in circulation corridors.	Still valid		Retain	Minimize visual distractions, extraneous objects, and excessive clutter in circulation corridors along arterials .
TR-48	Minimize the amount of through-traffic on local streets in residential areas.	Still valid	Redundant policy - Covered as a spin-off policy from TR-46 (TR-B)	Repeal	Minimize the amount of through-traffic on local streets in residential areas.
TR-49	Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR-520 that would adversely affect an adjacent residential neighborhood.	Still valid	Move to Neighborhood Protection section?	Retain	Ensure that city roadway improvements do not create a bypass for regional traffic that would adversely affect an adjacent residential neighborhoods.

TC Recommendation – Transportation Element Transit Policies

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Transit		Consolidate to one Transit section, with a subset of Light Rail best practices starting at TR-75-1		Transit
TR-50	Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities (See Figure TR.10).	Still valid	Transit Master Plan	Edit	Work with transit providers- and other partners to implement the Bellevue Transit Master Plan to ensure that transit is an easy and attractive travel option for those who live, work, visit, learn or do business in Bellevue local residents, employees, students, visitors, businesses and other users of regional facilities.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-51	<p>Work with transit providers to establish a hierarchy of transit services focused on three major elements:</p> <ol style="list-style-type: none"> 1. Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/ BCC, Factoria) 2. Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah) 3. Bellevue-Regional Connections (e.g. Seattle, south county) 	Still valid	Transit Master Plan	Edit	<p>Work with transit providers to establish <u>enhance</u> a hierarchy of <u>frequent</u> transit network services focused on three major elements that provides connections within <u>Bellevue, to the greater Eastside, and to regional destinations.</u> Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/ BCC, Factoria) Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah) Bellevue-Regional Connections (e.g. Seattle, south county)</p>
TR-52	<p>Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue.</p>	Still valid	<p>Transit Master Plan. See proposed new TR-B where this policy concept is incorporated</p>	Repeal	<p>Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue</p>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-53	Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.	Still valid	Covered in Transportation Demand Management policies	Repeal	Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.
TR-54	Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as: 1. Transit stations and centers; 2. Passenger shelters; 3. Park and ride lots; 4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities; 5. Pedestrian and bicycle facilities, including secure bicycle parking; 6. Pricing; 7. Kiosks and on-line information; and 8. Incentive programs.	Still valid	Transit Master Plan Pricing (#6) and Incentive programs (#8) covered in TDM policies Covered in TR-55	Edit	Work with transit providers to create, maintain, and enhance a system of <u>transit-</u> supportive facilities and systems <u>services amenities</u> such as: 1. Transit stations and centers; 2. Passenger shelters; 3. Park and ride lots; 4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities; 5. Pedestrian and bicycle facilities, including secure bicycle parking; 6. Pricing; 7. Kiosks, <u>electronic displays</u> and on-line information; and 8. Incentive programs.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-55	Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, office, and other types of development.	Still valid	Land use/transportation integration and collaboration with transit agencies and private sector	Edit	Work <u>Coordinate</u> with private developers and transit providers to integrate transit <u>passenger information and</u> facilities, and <u>pedestrian connections and weather protection</u> , and <u>bicycle connections access and parking</u> into residential, retail, manufacturing, office, and other types of <u>new</u> development <u>and redevelopment</u> .
TR-56	Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.	Still valid	See TR-55	Repeal	Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.
TR-57	Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.	Still valid	Covered in TR-55 and in Transportation Demand Management policies	Repeal	Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use
TR-58	Participate actively in efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements.	Still valid	Combine TR-58 & TR-60.	Edit	Participate actively in efforts to expand the regional transit system. Work to <u>E</u> nsure that Eastside transit services and facilities <u>in Bellevue and the Eastside</u> are high priorities for <u>regional</u> system <u>plans and</u> improvements <u>consistent with the Bellevue Transit Master Plan in Bellevue and the Eastside</u> .

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-59	Provide regional leadership for regional transit system planning efforts.	Still valid	Combined with TR-58	Repeal	
TR-60	Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.	Time to go	Policy refers to subarea equity model that was replaced with performance metrics, covered in TR-58, 59, 60. Ensure transit service supports intended land use	Edit	Secure a share of regional transit system facilities and service to support planned land use . priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.
TR-61	Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city's land use and mode split goals.	Still valid		Edit	Work with transit providers to maintain and expand direct and frequent and reliable regional bus transit routes service in Bellevue to support community needs , the city's land use plans and mode split share goals.
TR-62	Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to: 1. Intercept trips by single occupant vehicles closer to the trip origins; 2. Reduce traffic congestion; and 3. Reduce total vehicle miles traveled.	Still valid	Items 2 and 3 may or may not be accomplished by the citing of commuter parking facilities	Edit	Work with transit providers and the state to e Ensure that the regional frequent transit system network system includes commuter parking facilities park and ride lots that are located and managed to serve activity centers in the region and on the Eastside to i : 1. Intercept trips by single occupant vehicles closer to the trip origins; 2. Reduce traffic congestion; and 3. Reduce total vehicle miles traveled.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-63	Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.	Still valid	Covered in TR-62	Repeal	Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.
TR-64	Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.	Still valid	Combine w/TR-62	Repeal	Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.
TR-65	Work with transit providers and local property owners to develop new leased park and ride lots.	Still valid	Transit Master Plan priority Covered in TR 62	Repeal	Work with transit providers and local property owners to develop new leased park and ride lots.
TR-66	Work with the regional transit provider to ensure that transit system development occurs in accordance with the adopted Sound Transit long-range system map and plan (see Figure TR.10).	Still valid	Transit Master Plan Covered in TR-58	Repeal	Work with the regional transit providers to <u>integrate the Bellevue Transit Master Plan into their long range system plans.</u> ensure that transit system development occurs in accordance with the adopted Sound Transit long range system map and plan
TR-67	Identify and preserve necessary right-of-way for regional transit facilities.	Still valid		Edit	Identify and preserve necessary right-of-way for regional transit facilities.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-68	Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside.	Still valid	Concept embedded in the Transit Master Plan, Covered in TR-58	Repeal	Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside
TR-69	Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.	Still valid	Combined w/facilities in TR-55 and with Transportation Demand Management policies.	Repeal	Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-70	<p>Promote transit use and achieve land use objectives through transit system planning that includes consideration of:</p> <ol style="list-style-type: none"> 1. Land uses that support transit, including mixed use and night-time activities; 2. Transit-oriented development opportunities with the private and public sectors; 3. A safe and accessible pedestrian environment, with restrictions on auto access; 4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians; 5. Provisions for bicycles on transit vehicles; and 6. Access to regional destinations, including employment centers, residential concentrations, and major recreational facilities; and 7. Urban design and community character that support and facilitate transit use; and 8. Protecting nearby neighborhoods from undesirable impacts. 	Still valid	<p>Covered in the following: Land Use Element TR-51 TR-61 TR-B TR-F</p>	Repeal	<p>Promote transit use and achieve land use objectives through transit system planning that includes consideration of:</p> <ol style="list-style-type: none"> 1. Land uses that support transit, including mixed use and night-time activities; 2. Transit-oriented development opportunities with the private and public sectors; 3. A safe and accessible pedestrian environment, with restrictions on auto access; 4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians; 5. Provisions for bicycles at transit facilities; and 6. Access to regional destinations, including employment centers, dense residential neighborhoods concentrations, and major recreational facilities; and 7. Urban design and community character that support and facilitate transit use; and 8. Protecting nearby neighborhoods from undesirable impacts.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-71	Improve transit connections between downtown Bellevue and other designated urban centers.	Still valid	Transit Master Plan Covered in TR-51	Repeal	Improve transit connections between downtown Bellevue and other designated urban centers.
TR-72	Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.	Still valid	Combined with TR-58.	Repeal	Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.
TR-73	Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.	Still valid	A bit redundant to TR-51, but added emphasis to position Bellevue for ST3	Edit	Work with Sound Transit regional transit providers to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside and is commensurate with supports Bellevue's role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside cities and the region.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-74	Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.	Still valid	Consolidate with TR-73. Important for ensuring transit service and HCT expansion under ST3 benefits Bellevue.	Repeal	Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.
TR-75	Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.	Still valid	Incorporated in revised TR-75.3.	Repeal	Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service
TR-A			Transit Master Plan	New	Advocate for transit service enhancements paired with a city commitment to implement transit- supportive infrastructure.
TR-B			Transit Master Plan - Frequent Transit Network	New	Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-C			Transit Master Plan - Speed and Reliability	New	Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.
TR-D			Transit Master Plan - Pedestrian and Bicycle Access to Transit	New	Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods.
TR-E			Transit Master Plan - Transit Service and Facilities Funding Move to Finance	New	Secure funding to implement transit service and capital facilities.
TR-F			Reference to private transit operators	New	Work collaboratively with employer-based transit systems so that these systems can be integrated into the transit service planning within the city.

TC Recommendation – Transportation Element-(Light Rail) High Capacity Transit (HCT) Policies

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Light Rail Transit - General		Integrate light rail with policies on high capacity transit service		Light Rail Transit – High Capacity Transit General
TR-75.1	Develop a light rail system in collaboration with the regional transit provider that advances the City’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.	Still valid	Universal removal of “regional” in reference to transit providers	Edit	Develop a light rail HCT system in collaboration with the regional transit providers that advances the city’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and optimizes regional system performance.
TR-75.2	Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.	Still valid	Information in LRBP is becoming dated & could be outdated by next update. Reference “best practices” in a more generic sense to keep it current.	Edit	Use the Light Rail Best Practices Report, including City expectations of Sound Transit, Research and apply best practices of other cities and systems to guide city actions and advocacy in pursuit of the best community outcomes for developing and operating light rail high capacity transit in Bellevue .
TR-75.3	Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.	Still valid	Delete reference to LRT and regional transit provider to address all providers and transit services.	Edit	Develop and maintain a strong working relationship with the regional transit providers to ensure a collaborative effort to implement light rail HCT in Bellevue .

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.4	Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.		There will be additional planning (e.g. ST3) that should engage the public early and often in the planning. Consolidate with other Transportation policies about public engagement.	Edit	Provide ample opportunity for meaningful, <u>comprehensive public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit providers.</u> Members of the community should have opportunities throughout any light rail the planning and implementation process to help shape the ultimate configuration <u>and operation</u> of any <u>light rail HCT</u> system in Bellevue and throughout the Eastside.
Sub-section	Light Rail Transit – Routing and Alignment				

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.5	Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city's major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.	Still valid	Specific to East Link and light rail and may not be sufficient for future planning (e.g. ST3). Revise or consolidate with similar policies to address coordination with regional transit providers and serving specific areas of Bellevue (see TR-74). 1 st part of policy is addressed in TR-73 and others. Policy should be broadened to cover HCT rather than just LRT.	Edit	Work with the regional transit provider to provide reliable, high performance, attractive alternatives to single occupant vehicle travel by providing service to the city's major employment centers and residential areas. A <u>Ensure that light rail HCT should add</u> new travel capacity within its own right-of-way, rather than replace <u>ing</u> existing travel lane capacity, in order to maximize speed and reliability for light rail <u>HCT</u> while minimizing impacts to other modes.
TR-76.6	Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."	Still valid	Look ahead to ST3 to support transit service connections to Downtown Bellevue. Revise to be more generic about connecting downtown Bellevue or broaden language to be inclusive of what city would like to see in future extensions of all forms of future regional transit service.	Edit	Support plans by the regional transit providers to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."
TR-75.7	Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.	Still valid	This policy is redundant with TR-75.1 and can be repealed.	Repeal	Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.8	<p>Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by:</p> <ol style="list-style-type: none"> 1. optimizing ridership, system performance, and user convenience; 2. locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea; 3. addressing aesthetic concerns and promoting superior urban design integration, within the established urban context; 4. minimizing impacts on businesses and residents during construction; and 5. minimizing overall impacts of a light rail system on the operation of the downtown street network. 	Still valid	<p>Alignment language no longer valid. Revise or consolidate to maintain policy language about optimizing ridership, design and integration with existing uses in a way that applies to all stations.</p>	Edit	<p>Advocate for an alignment for <u>Plan and implement HCT service within downtown Bellevue in a manner</u> that advances the adopted land use vision for an urban downtown by:</p> <ol style="list-style-type: none"> 1. optimizing <u>Optimizing</u> ridership, system performance, and user convenience; 2. locating <u>Providing exceptional pedestrian and bicycle access to</u> stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea; 3. addressing aesthetic concerns and <u>P</u>romoting superior urban design integration, within the established urban context; 4. <u>M</u>inimizing impacts on businesses and residents during construction; and 5. <u>M</u>inimizing overall impacts of a light rail system on the operation of the downtown street network; <u>and</u> 6. <u>Protecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood.</u>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.9	Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by: <ol style="list-style-type: none"> protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood; minimizing impacts to wetlands and other natural resources; providing local access to the system for Bellevue neighborhoods; and optimizing ridership and user convenience. 	Still valid	Combine with TR-75.8 and consolidate bullets	Repeal	Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by: <ol style="list-style-type: none"> protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood; minimizing impacts to wetlands and other natural resources; providing local access to the system for Bellevue neighborhoods; and optimizing ridership and user convenience.
TR-75.10	Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.	Time to go	For Bel-Red, already completed. Covered by other policies that call for consistency with local land use plans.	Repeal	Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.
TR-75.11	Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.	Still valid	Consolidated with revised policy TR-75.9.	Repeal	Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.
Section	Light Rail Transit – Community Integration				Light Rail Transit – Community Integration

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.12	<p>Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following:</p> <ol style="list-style-type: none"> 1. Incorporating superior urban design, complementary building materials, and public art; and 2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings. 	Still valid	Consolidate with revised policies TR-75.13-14.	Edit	<p>Partner with the regional transit providers to <u>and work closely with neighborhoods, businesses and other stakeholders in the design of</u> transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities them as assets for into the community; This includes, but is not limited to the following <u>follows:</u></p> <ol style="list-style-type: none"> <u>1. Incorporate context sensitive design that considers incorporating neighborhood objectives and superior urban design;</u> <u>2. Integrate art, public spaces and other public amenities;</u> 1.3. Utilize durable, high-quality and complementary building materials; complementary building materials, and public art; and <u>4. Integrate substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings; and</u> <u>5. Protect sensitive land uses (e.g. residential, outdoor recreation, and commercial land uses) by minimizing and mitigating environmental, traffic and noise impacts.</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.13	Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.	Still valid	Consolidated with policy TR-75.12.	Repeal	Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design
TR-75.14	Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.	Still valid	Consolidated with revised policy TR-75.12.	Repeal	Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.15	<p>Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing:</p> <ol style="list-style-type: none"> 1. Access and linkages to the surrounding community; 2. A comfortable place to be, not just pass through; 3. A place that works for both large and small numbers of people; and 4. Design that encourages social interaction among people. 	Still valid		Edit	<p>Formulate and implement standards and guidelines that can be applied by the regional transit providers to create <u>transit</u> stations that are a-valued places in the community by providing:</p> <ol style="list-style-type: none"> 1. <u>Comfortable and safe a</u>Access and linkages to the surrounding community; 2. A comfortable place to be, not just pass through; 3. 2. A place<u>Space</u> that works is comfortable for both large and small numbers of people; and 4. 3. Design that encourages social interaction among people.
TR-75.16	<p>Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.</p>	Still valid		Edit	<p>Work with neighborhood groups, business owners, other stakeholders, and the regional transit providers to identify and fund <u>additional</u> improvements that can be constructed efficiently in conjunction with project construction <u>of transit projects</u>.</p>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.17	Protect Bellevue's residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.	Still valid	Consolidated with TR-75.12	Repeal	Protect Bellevue's residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.
TR-75.18	Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.	Still valid		Edit	Protect residential neighborhoods adjacent to light rail HCT facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with using techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.19	<p>Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that:</p> <ol style="list-style-type: none"> 1. Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit; 2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and 3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough). 	Still valid	Move to Land Use Element	Edit	<p>Ensure that any future land use <u>changes</u> that occurs around <u>HCT stations areas</u> are <u>is</u> consistent with the Comprehensive Plan land use vision for that area, recognizing that:</p> <ol style="list-style-type: none"> 1. <u>Transit may support more intense development around s</u> Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit; 2. <u>Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation <u>may be implemented</u></u> without changes to land use intensity; and 2-3. <u>Land use changes would be precluded in existing single family designations and environmentally sensitive areas</u> (e.g. south Bellevue, Mercer Slough).

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.20	Maintain and enhance the safety of Bellevue's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.	Still valid		Edit	Maintain and enhance the safety of Bellevue's streets when incorporating light rail HCT , through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
TR-75.21	Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while maintaining capacity for non-rail vehicle movements.	Still valid	Incorporate transit signal priority as an overall intelligent transportation systems policy not specific to high capacity transit. Currently TR- 40	Edit	Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail HCT operation and minimize delays support transit speed and reliability , while maintaining capacity for non-rail HCT vehicle movements other modes .
TR-75.22	Encourage quality design and construction in the light rail system, by: 1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and 2. Incorporating art, public spaces, and other features as community assets.	Still valid	Combined with TR-75.12.	Repeal	Encourage quality design and construction in the light rail system, by: 1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and 2. Incorporating art, public spaces, and other features as community assets.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.23	<p>Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include:</p> <ol style="list-style-type: none"> 1. Visibility of station platform from adjacent streets and parking; 2. Open and well-lighted pedestrian connections to parking and adjacent community; 3. Video surveillance on station platforms and trains; and 4. Establishing and enforcing a fare paid zone for station platforms. 	Still valid		Retain	<p>Coordinate with the regional transit providers to employ crime prevention principles in the design of light rail HCT stations, and use available technologies to deter crime. Examples include:</p> <ol style="list-style-type: none"> 1. <u>Design the station platform for visibility of station platform</u> from adjacent streets, <u>sidewalks</u>, and parking; 2. <u>Provide open and well-lighted pedestrian connections to sidewalks, parking and adjacent community;</u> 3. Video surveillance on station platforms and trains; and 4. Establishing and enforcing <u>enforce</u> a fare paid zone for station platforms.
TR-75.24	<p>Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.</p>	Still valid		Retain	<p>Develop <u>Ensure that</u> agreements with the regional transit providers to ensure <u>include elements to provide</u> long-term safety and security, operation and maintenance of stations.</p>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Sub-section	Light Rail Transit – System Access		These policies apply to all transit centers of a certain type or level of service within Bellevue.	-	Light Rail Transit – System Access
TR-75.25	<p>Develop and maintain a safe and convenient pedestrian network to light rail stations, through shared responsibility with the regional transit provider, that is intended to:</p> <ol style="list-style-type: none"> 1. Provide short, direct routes within a ten-minute walk; 2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximize safety for all pedestrians at street crossings; and 4. Give priority to pedestrian access and safety in station areas. 	Still valid	<p>Expand to include other major transit centers and stations with a high level of service by transit.</p> <p>Could broaden to cover transit in general and move to the Transit section.</p>	Edit	<p>Develop and maintain a safe and convenient pedestrian network <u>access</u> to light rail HCT stations, through shared responsibility with the regional transit providers, that is intended to:</p> <ol style="list-style-type: none"> 1. Provides <u>s</u> short, direct routes within a ten-minute walk; 2. Incorporate principles of universal design, i.e. designing <u>Designs</u> the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximizes <u>s</u> safety for all pedestrians at street crossings; and 4. Gives <u>s</u> priority to pedestrian access and safety in station areas.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.26	Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.	Still valid	Covered in TR-75.25	Repeal	Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs
TR-75.27	Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.	Still valid	This policy is redundant with overall transit policies (e.g. TR-50, 52, 62).	Repeal	Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available
TR-75.28	Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.	Still valid		Edit	Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit to transit, transit to pedestrian, transit to bicycle, and transit to pick up/drop off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.29	Develop and implement an integrated way-finding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.	Still valid	Definition of Universal Design for glossary: The principles of universal design anticipate a design for the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation.	Edit	Develop and implement, in conjunction with the regional transit providers an integrated way-finding system, that incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and uses multiple languages, to facilitate transit ridership in conjunction with the regional transit providers, to facilitate transit ridership by all users.
TR-75.30	Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.	Still valid	Integrate with overall transit policies	Edit	Evaluate proposed new park and ride facilities and expanded dition of existing park and ride facilities in Bellevue to serve light rail high capacity transit , for their effectiveness to serve the community and the light rail HCT system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.
Section	Light Rail Transit – Construction and Mitigation		This sub-section applies to all Transit projects, not just light rail.		Light Rail Transit – Construction and Mitigation

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.31	Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.	Still valid		Edit	Develop an interlocal <u>permit conditions and other</u> agreements with the regional transit providers to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.
TR-75.32	Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.	Still valid		Edit	Collaborate with the regional transit providers to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted <u>by construction</u> at one time and minimizes the time period of disruption.
TR-75.33	Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.	Still valid		Edit	Place a priority <u>ize on</u> the use of noise avoidance or absorption techniques over noise deflection for <u>from</u> residential uses when developing mitigation measures with the regional transit providers. Monitor the outcomes of these efforts and pursue adjustments with the regional transit providers to ensure continued effectiveness.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.34	Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.	Still valid		Edit	Develop and implement an early and ongoing program with the regional transit providers to provide assistance to residents and businesses affected to address adverse impacts of by construction.
TR-75.35	Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.	Still valid		Edit	Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit providers, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.

TC Recommendations – Transportation Element_Ped-Bike, Neighborhoods & Other Sections (June 12, 2014)

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Pedestrian and Bicycle Transportation System				
TR-76	Promote and facilitate the effective use of non-motorized transportation.	Still valid		Edit	Promote and facilitate the effective use of non-motorized transportation <u>walking and bicycling</u> .
TR-77	Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.	Still valid	Convert to term “mobility option”	Edit	Consider <u>Incorporate</u> pedestrians and bicycles facilities along with other travel modes <u>mobility options</u> in all aspects of planning , developing <u>and maintaining</u> the transportation system.
TR-78	Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.	Time to go	Covered in TR-79 as amended Safe – TR-79.1 Connective – TR-79.4	Repeal	Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-79	<p>Assign high priority to pedestrian and bicycle projects that:</p> <ol style="list-style-type: none"> 1. Address safety issues; 2. Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing and commercial areas; 3. Provide accessible linkages to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities or trails; 5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; 6. Conform to and are consistent with Bellevue's roadway classification system; and 7. Serve concentrations of residents with special accessibility needs. 	Still valid		Edit	<p>Assign high priority to <u>Implement the</u> Pedestrian and Bicycle <u>Transportation Plan</u> and prioritize projects that:</p> <ol style="list-style-type: none"> 1. Address safety issues; 2. Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, commercial areas and concentrations of higher density housing neighborhoods and commercial areas; 3. Provide accessible linkages to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities or trails; 5. Provide system connectivity or provide connections to the existing portions of the system to d <u>Develop primary north-south or east-west bicycle routes through the city;</u> 6. <u>Improve multimodal level of service along travel corridors;</u> Conform to and are consistent with Bellevue's roadway classification system; and 7. Serve concentrations of residents <u>with who have</u> special accessibility needs.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-80	Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.	Still valid	Covered in TR-79	Repeal	Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park and ride lots and bus stops.
TR-81	Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.	Still valid	Covered in TR-79	Repeal	Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan
TR-82	Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.	Still valid	Covered adequately in amended TR-83	Repeal	Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.
TR-83	Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.	Still valid		Edit	Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate. sidewalks pedestrian and bicycle facilities in accordance with current standards . Periodically review standards for maintenance and repair and revise as appropriate.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-84	Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.	Still valid		Edit	Secure <u>Obtain</u> sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan <u>and the Land Use Code</u> through the development review process.
TR-85	Coordinate the planning, design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors, such as the Lake Washington Loop system, continue into neighboring jurisdictions.	Still valid	Include description of regional system in narrative – Lake Washington Loop, Eastside Rail Corridor, I-90 Trail, SR 520 trail, Mountains to Sound Greenway	Edit	Coordinate <u>with neighboring jurisdictions</u> the planning, design and construction of pedestrian and bicycle facilities with other agencies where City of corridors that pass through Bellevue corridors, <u>Bellevue as part of a regional system.</u> such as the Lake Washington Loop system, continue into neighboring jurisdictions.
TR-86	Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.	Still valid		Edit	Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street <u>pedestrian or bicycle facility</u> walkway or bikeway.

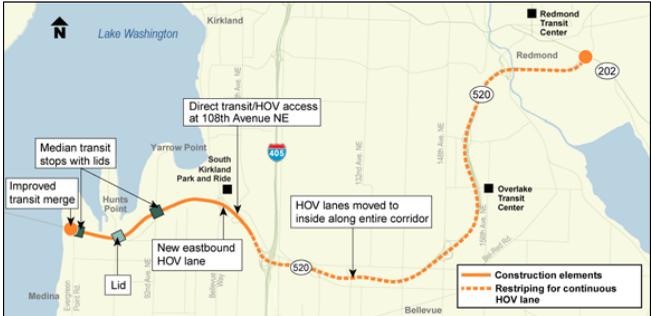
Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-87	Develop an effective “share the road/share the trail” concept for pedestrian and bicycle education programs for the motorized and non-motorized public.	Still valid		Edit	<p>Develop and implement a effective “share the road/share the trail” concept for pedestrian and bicycle education programs for the motorized and non-motorized public.</p> <p>Promote a share the road/share the trail message through education and information programs.</p>
TR-88	Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.	Still valid		Edit	<p>Recognize Consider the health benefits and environmental benefits importance of walking, jogging, and bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities in pedestrian and bicycle project design and funding.</p>
TR-A			Eastside Rail Corridor policy. Note in narrative that the Eastside Rail Corridor Regional Advisory Council is comprised of corridor owners and charged with planning for mobility and economic development use and as a potential component of ST-3.	New	<p>Promote and support the design, development and use of the Eastside Rail Corridor as a regional pedestrian and bicycle multimodal mobility facility.</p>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-B	Existing policy TR-35 Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.		Change from BNSF to Eastside Rail Corridor policy and prioritize preserving the opportunity for multimodal use	New to this section	Preserve the opportunity for multi-modal transportation use and access Recognize the transportation and recreation uses under consideration for the BNSF rail corridor Eastside Rail Corridor when considering public and private improvements projects adjacent to and across the corridor, and preserve the opportunity for future multi-modal transportation use and access.
TR-C			Bike sharing policy extracted from policy TR-94	New	Support establishment and operation of a bicycle sharing program in Bellevue.
Section	State Highways/Corridors				
TR-89	Work with state and regional agencies to improve freeway-to-freeway access.	Still valid	Support and advocacy	Edit	Support and advocate for Work with state and regional agencies to improve d freeway-to-freeway access.
TR-90	Support completion of the regional HOV system. Work with state and regional agencies to improve HOV access to the freeway system and freeway-to-freeway HOV linkages at I-405/SR 520, I-405/I-90 and I-5/SR-520.	Still valid		Edit	Support and advocate for the completion of the regional HOV system, including Work with state and regional agencies to improve HOV access to the freeway system and freeway-to-freeway HOV linkages at I-405/SR 520, I-405/I-90 and I-5/SR-520.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-91	Encourage enhanced access and improved freeway interchanges to serve downtown Bellevue and other key activity centers.	Still valid		Edit	Encourage the Washington State Department of Transportation to enhance freeway access and improved freeway interchanges to serve downtown Bellevue, Wiburton, Bel-Red, Eastgate and Factoria and other key activity centers.
TR-92	Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways.	Still valid		Retain	Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways
TR-93	Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.	Still valid		Edit	Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.
TR-94	Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.	Still valid but Time to go	Project types embedded in this policy are covered within other TR policies.	Repeal	Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-95	Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.	Time to go	Design decision made: Alternative R8-A I-90 Two-Way Transit and HOV Operations. The center roadway runs westbound in the mornings and eastbound in the evenings. High occupancy vehicles traveling eastbound in the mornings and westbound in the evenings must use general-purpose lanes. This project will add HOV lanes for 24-hour use in both directions.	Repeal	Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.
TR-96	Support High Capacity Transit (HCT) facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.	Still valid	I -90 west is covered with ST-2 implementation of East link, I-90 east plus potential new HCT of I-405 and SR 520 would be part of ST-3	Edit	Support High Capacity Transit (HCT) facilities and service on I-90, I-405 , and SR- 520, with service to that will accommodate anticipated transit demand ridership in Downtown Bellevue included as an integral part of each option.
TR-97	Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.	Still valid	Still a work in progress	Retain	Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-98	Work with state agencies to include non-motorized facilities when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and SR-520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge, and completing the connection between the bridge and the existing non-motorized trail).	Still valid	Specifically referencing the completion of the 520 Trail is included in TR-100	Edit	Work with state agencies to Support including inge non-motorized facilities for pedestrians and bicycles when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and SR-520. (including non-motorized facilities on a replacement for the Evergreen Point floating bridge, and completing the connection between the bridge and the existing non-motorized trail).
TR-99	Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation.	Time to go	Acknowledged in Figure TR-13. Highways of Statewide Significance	Repeal	Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-100	Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.	Still valid	<p>Project under construction in two parts:</p> <p>I-5 to Medina: Bridge Replacement and HOV Project will replace the interchanges and roadway between I-5 in Seattle and the eastern end of the floating bridge.</p>  <p>Medina to SR 202: Eastside Transit and HOV Project: The Eastside Transit and HOV Project will complete and improve the 8.8-mile HOV system from Evergreen Point Road to the SR 202 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction.</p>	Edit	<p>Actively participate in the planning, design and construction of the SR-520 bridge replacement and HOV project Eastside Transit and HOV Project. Evaluate access needs in the SR-520 corridor on SR-520, including the recommended new interchange improvements on-ramp at Bellevue Way NE 124th Avenue NE and the completion of the 520 Trail.</p> 

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Freight Mobility				
TR-101	Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.	Still valid		Retain	Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.
TR-102	Require that new private development provide for freight loading and unloading on-site rather than on the public right-of-way.	Still valid		Retain	Require that new private development provides for freight loading and unloading on-site rather than on the public right-of-way.
TR-D			Recommendation from Downtown Transportation Plan to accommodate curbside deliveries to the benefit of residents and small businesses, expand to citywide.	New	Provide for curbside space to accommodate parcel delivery and loading through the development review process.
Section	Air Quality		Coordinate with and/or move to Environmental Element.		
TR-111	Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.	Still valid		Retain	Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-E			<p>Policy on climate change to reduce transportation-source contributions to greenhouse gas emissions.</p> <p>Environmental Element policy recommendation:</p> <p><i>Establish a citywide target and take positive actions to reduce greenhouse gas emissions such as increasing tree canopy, reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.</i></p>	New policy	<p>Support means to reduce transportation-source greenhouse gas emissions through the implementation of mobility options and technologies.</p>
TR-F	Electric Vehicle Charging Stations		<p>Referral from Downtown Transportation Plan and Downtown Livability Initiative, citywide application</p>	New policy	<p>Provide on-street, curbside spaces for the exclusive use of electric vehicle charging stations where on-street parking is allowed.</p>
Section	Noise		<p>Coordinate with and/or move to Environmental Element.</p>		
TR-112	<p>Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.</p>			Edit	<p>Consider physical design treatments for arterials to reduce traffic noise in residential neighborhoods before a major street construction program is implemented.</p>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Neighborhood Protection				
TR-113	Balance interests associated with arterial widening and cut-through traffic, including neighborhood protection and competing city needs, at the transportation planning stage, where it is appropriate to make long-range facility and program decisions	Time to go	Policy suggests that arterial widening will create cut-through traffic or that arterial widening will increase capacity thus limiting the amount of vehicles using neighborhood streets (the connection to increased capacity resulting in increased demand is well-documented). Intent of this policy is reiterated in subsequent policies.	Repeal	Balance interests associated with arterial widening and cut through traffic, including neighborhood protection and competing city needs, at the transportation planning stage, where it is appropriate to make long-range facility and program decisions
TR-114	Advocate for state-funded freeway expansion and multi-modal improvements that may reduce the need to widen arterials to ease congestion.	Time to go	Covered in State Highways/Corridors Section. Existing policy is based on the premise that wider arterials ease congestion. Assumptions about freeway expansion reducing the need to widen arterials, let alone protecting neighborhoods may be dated.	Repeal	Advocate for state-funded freeway expansion and multi-modal improvements that may reduce the need to widen arterials to ease congestion.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-115	<p>Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures:</p> <ol style="list-style-type: none"> 1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and 2. Design new residential streets to discourage cut-through traffic, while providing for connectivity. <p><i>Cross-reference: See Policies TR-48 and TR-49.</i></p>	Still valid	Policy options to include reference to adequately funded neighborhood traffic safety program to ensure all neighborhood protection policies can be sufficiently upheld.	Edit	<p>Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures:</p> <p>1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and</p> <p>2. Design new residential streets to discourage cut-through traffic, while providing for connectivity</p> <p><u>Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.</u></p>
TR-G			New policy extracted from TR-115		Design <u>or retrofit</u> residential streets to discourage cut-through traffic, while providing for connectivity.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-116	Consider neighborhood traffic conditions in prioritizing planned capacity improvements.	Still valid	Existing policy does not connect with the gamut of projects that may impact neighborhoods. Policy language is recommended to be strengthened to and ensure that neighborhood protection is embedded and at least considered throughout the lifecycle of any project.	Edit	Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases in prioritizing planned capacity improvements.
TR-117	Evaluate neighborhood impacts as part of corridor and subarea transportation studies.	Still valid		Retain	Evaluate neighborhood impacts as part of corridor and subarea transportation studies.
TR-118	Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.	Still valid	Move to Environmental Element (or other element) as the edited policy pertains to all road projects, presumably, not just tied to neighborhood protection.	Edit	Avoid, minimize or mitigate significant adverse impacts to air quality, noise, light/glare and other significant, adverse elements of the environmental impacts in planning and implementing of proposed transportation projects on adjacent neighborhoods.
TR-119	Minimize spillover parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.	Still valid	Incorporate references to spillover parking around transit facilities and Park and Ride lots.	Edit	Minimize spillover parking from commercial areas, parks, and other facilities encroaching on into residential neighborhoods, through residential parking zones and other measures.

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-120	Develop and implement an arterial street plan, addressing the nature and conditions of collector arterials, and guidelines for designing these streets to be compatible with the abutting uses to the greatest extent possible.	Still valid	Move to the 'Roadways' section	Edit	Develop and implement an arterial street plan, addressing the nature and conditions of collector arterials, and establishing guidelines for the designing of these streets to be compatible with the abutting uses to the greatest extent possible.
TR-121	Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.	Still valid	Need to define "reasonable limits"	Retain	Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.
TR-H			New policy to allow for repurposing the right-of-way along a corridor to optimize person throughput – consistent with multimodal level of service policy recommendation. Move to appropriate section as it is no longer a policy focused on Neighborhood Protection.	New policy	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.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-I			Recognizes that neighborhood traffic safety projects should not be intended to solely reduce vehicle speeds, for example (even in an outcome is improved pedestrian experience) but can also actively enhance the experience for other roadway users/	New policy	Balance the needs of all roadway users when designing and building neighborhood traffic safety projects.

Policy by policy analysis – Transportation Element Finance Policies V1.0 4/22/14 (ATTACHMENT 2)

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section	Finance		Move policies to Capital Facilities Element		
TR-103	Maintain financing capability to meet the city's adopted Mobility Targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including: 1. The citywide community; 2. Existing businesses; and 3. New development.		Specific stakeholder (property owners) , per TR Finance staff	Edit	Maintain financing capability to meet the city's adopted Mobility Targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including: 1. The citywide community; 2. Existing businesses <u>and property owners</u> ; and 3. New development.
TR-104	Support state action that will increase the local share of the state gas tax.		There is a broader context than just the state gas tax, per TR Finance staff	Edit	Support state action that will increase the local share of the state gas tax. <u>Support state legislation that preserves or increases state-shared revenues (e.g., gas tax) and retains and develops programs and local authorities (e.g., Public Works Trust Fund, Transportation Improvement Board, motor vehicle excise taxes, transportation benefit districts, etc.) that benefit and support the state, regional, and local transportation system.</u>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-105	Aggressively seek state and federal funds for transportation capital, maintenance, operational, service, and demand-oriented improvements.		Per TR Finance staff	Edit	Aggressively <u>Seek</u> state and federal funds for transportation capital, maintenance, <u>and</u> operational, sal, service, and demand-oriented <u>improvements.</u>
TR-106	Balance funding to achieve scheduled progress on Mobility Targets for all modes within the Mobility Management Areas, by using results from monitoring the targets to prioritize transportation facility and service investments. <i>Cross-reference: See Policy TR-21 and Table TR.1, Area Mobility Targets.</i>		Emphasize that funding for multimodal transportation projects can help achieve level of service standards.		Balance funding to achieve scheduled progress on Mobility <u>mobility Targets</u> targets/level of <u>service standards</u> for all modes within the Mobility <u>mobility Management</u> management <u>Areas</u> areas , by using results from monitoring the targets/ <u>level of service</u> to prioritize transportation facility and service investments.
TR-107	Provide adequate transportation funding to prevent intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action.		Focus on maintaining adopted level of service standards for corridors and/or mobility management areas, per TR Finance staff	Edit	Provide adequate transportation funding to <u>ensure that adopted level of service standards are met</u> intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible <u>action.</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-108	<p>Take one of the following actions if transportation funding falls short of meeting the city's adopted Mobility Targets over the long term and methods of obtaining more revenue have been exhausted:</p> <ol style="list-style-type: none"> 1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate at a tolerable level; 2. Review and adjust the Mobility Targets to accept lower standards for traffic conditions. 	Still valid	Introduce the concept of multimodal metrics	Edit	<p>Take one of the following actions if transportation funding falls short of meeting the city's adopted <u>adopted level of service standards</u> Mobility Targets over the long term and methods of obtaining more revenue have been exhausted:</p> <ol style="list-style-type: none"> 1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate at a tolerable <u>within adopted levels of service</u>; 2. Review and adjust the Mobility Targets <u>level of service standards</u> to accept lower standards for traffic conditions 3. <u>Reallocate capital resources to implement mobility options that maintain or enhance level of service.</u>

Transportation Element Goals and Policies		Still valid or time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-109	Use Local Improvement Districts (LIDs) for funding transportation improvements only in exceptional circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the city would otherwise provide.	Still valid	There is a broader "Special Benefit" context than just LIDs	Edit	Use Local Improvement Districts (LIDs) for funding transportation improvements only in exceptional circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the city would otherwise provide. Use statutorily authorized funding mechanisms available to local governments that are based on the special benefits received by property owners to fund transportation improvements. (e.g.: Local Improvement Districts , Latecomer Agreements, and Special Benefit Offsets).
TR-110	Support joint projects, including the contribution of city matching funds, with adjoining cities, unincorporated King County, the transit providers, or the state, where such partnerships may help establish or accelerate a project beneficial to the city.	Still valid		Edit	Support joint projects, including the contribution of city matching funds, with adjoining cities, unincorporated King County, the transit providers, or the state, where such partnerships may help establish or accelerate a projects beneficial to the city.

Commute Mode Split Targets

All Non-Drive-Along Modes				
Including transit, carpool, walk, bicycle, worked at home*				
Area	MMA #	MMA Name	2012 Existing	2035 Target
Regional Center (Workers)	3	Downtown	29%	65%
Citywide (Workers)	N/A	N/A	26%	40%
Citywide (Residents)	N/A	N/A	34%	45%

New correction to table: For Citywide (Residents) 2012 Existing figure revised to 34% (previously it showed 35%, owing to a rounding error).

Sources:

2012 Existing:

U.S. Census Bureau, Journey to Work, all modes except "Car, truck, or van - drove alone."

Downtown (Workers): Census Transportation Planning Package based on data from the 2006-2010 American Community Survey 5-year estimates for census tracts 238.03 and 238.04.

Citywide (Workers) and Citywide (Residents): American Community Survey 2010-2012 3-year estimates.

2035 Target:

Rounded values, derived from City of Bellevue travel demand model forecast for average daily commute trips by motorized modes, with adjustment to include nonmotorized and work from home modes (proportion for these modes assumed to be same as in existing surveys).

*Transit includes public transit and private commuter buses.

Replaces rightmost column of Comp plan: Table TR.1 Area Mobility Targets, Bellevue Comprehensive Plan Transportation Element, p.176

Vehicular Level-of-Service (LOS) Categories

LOS Categories	Average Vehicular Volume-to-Capacity Ratios	Description (Subjective Impression of Driver)
LOS A	Less than or equal to 0.600	Highest driver comfort. Little delay. Free flow.
LOS B	0.601 - 0.70	High degree of driver comfort. Little delay.
LOS C	0.701 - 0.80	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
LOS D	LOS D+ (High D) 0.801 - 0.85	Some driver frustration. Efficient traffic operation.
	LOS D- (Low D) 0.851 - 0.90	Increased driver frustration. Long cycle length.
LOS E	LOS E+ (High E) 0.901 - 0.95	Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.
	LOS E- (Low E) 0.951 - 1.00	At capacity. High level of congestion. High level of driver frustration.
LOS F	Greater than or equal to 1.001	Breakdown flow. Excessive delays.

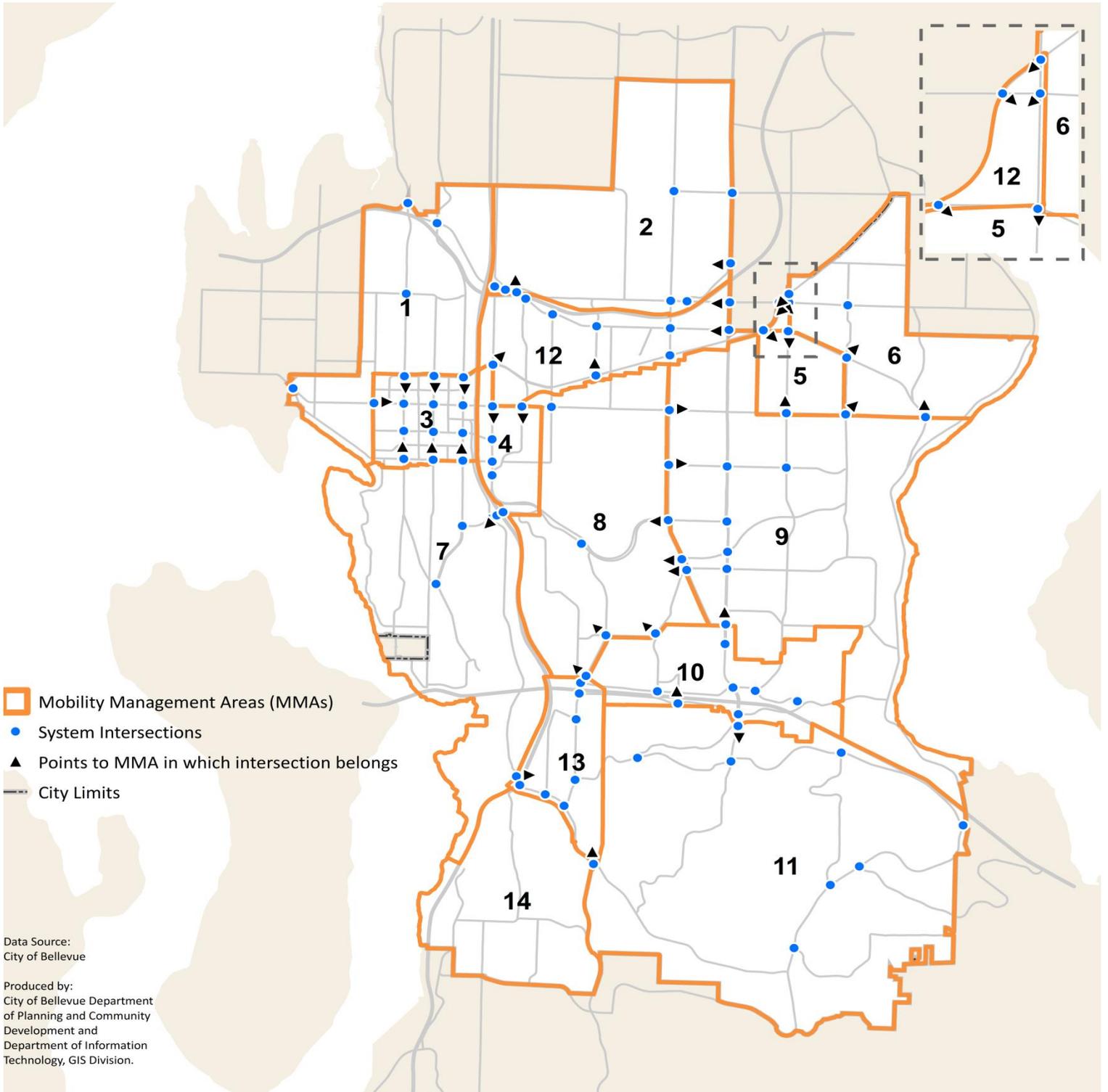
Intersection Vehicular Level of Service (LOS) Standards

Motor Vehicle Based Standards									
Based on existing 2-hour PM peak average counts									
Area Hierarchical Type	Mobility Management Area (MMA)		Standards				2012 Existing		
	MMA#	MMA Name	LOS Standard (Volume/Capacity Ratio)	LOS	System Intersections	Congestion Allowance	Average V/C Ratio	LOS	No of Intersections Over the Standard
Regional Center	3	Downtown	0.95	E+	13	9	0.70	B	1
Mixed Commercial-Residential Area	12	Bel-Red	0.95	E+	15	7	0.65	B	0
Mixed Commercial-Residential Area	13	Factoria	0.95	E+	8	5	0.79	C	1
Mixed Commercial-Residential Area	4	Wilburton	0.90	D-	5	3	0.78	C	0
Mixed Commercial-Residential Area	5	Crossroads	0.90	D-	3	2	0.63	B	0
Mixed Commercial-Residential Area	10	Eastgate	0.90	D-	8	4	0.68	B	0
Residential Group 1	1	North Bellevue	0.85	D+	4	3	0.46	A	0
Residential Group 1	7	South Bellevue	0.85	D+	5	4	0.55	A	0
Residential Group 1	8	Richards Valley	0.85	D+	9	5	0.61	A	0
Residential Group 1	9	East Bellevue	0.85	D+	9	5	0.72	B	0
Residential Group 2	2	Bridle Trails	0.80	C	8	4	0.60	B	1
Residential Group 2	6	North-East Bellevue	0.80	C	4	2	0.63	A	0
Residential Group 2	11	South-East Bellevue	0.80	C	6	3	0.54	B	1
Residential Group 2	14	Newport Hills	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Total				97	56			4

Notes: MMA 14 Newport Hills has no signalized intersections.

Assumes modified MMA boundaries and intersections per Transportation Commission, January 2014. MMA 11 was previously named "Newcastle"

Replaces Comp plan: Table TR.1 Area Mobility Targets, Bellevue Comprehensive Plan Transportation Element, p.176



MMA Total Trips

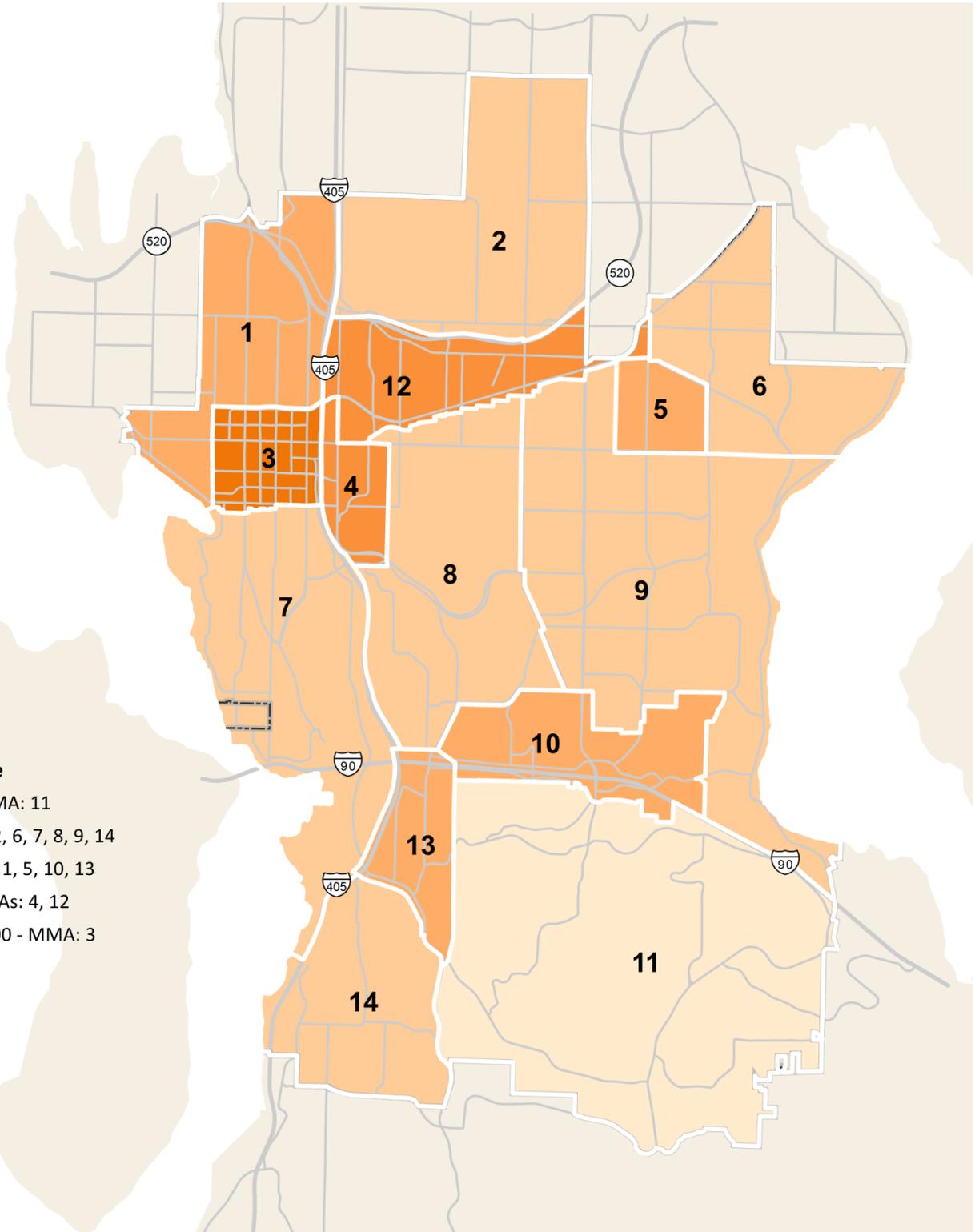
1	110,000
2	82,000
3	853,000
4	142,000
5	91,000
6	63,000
7	103,000
8	80,000
9	177,000
10	168,000
11	102,000
12	387,000
13	124,000
14	57,000

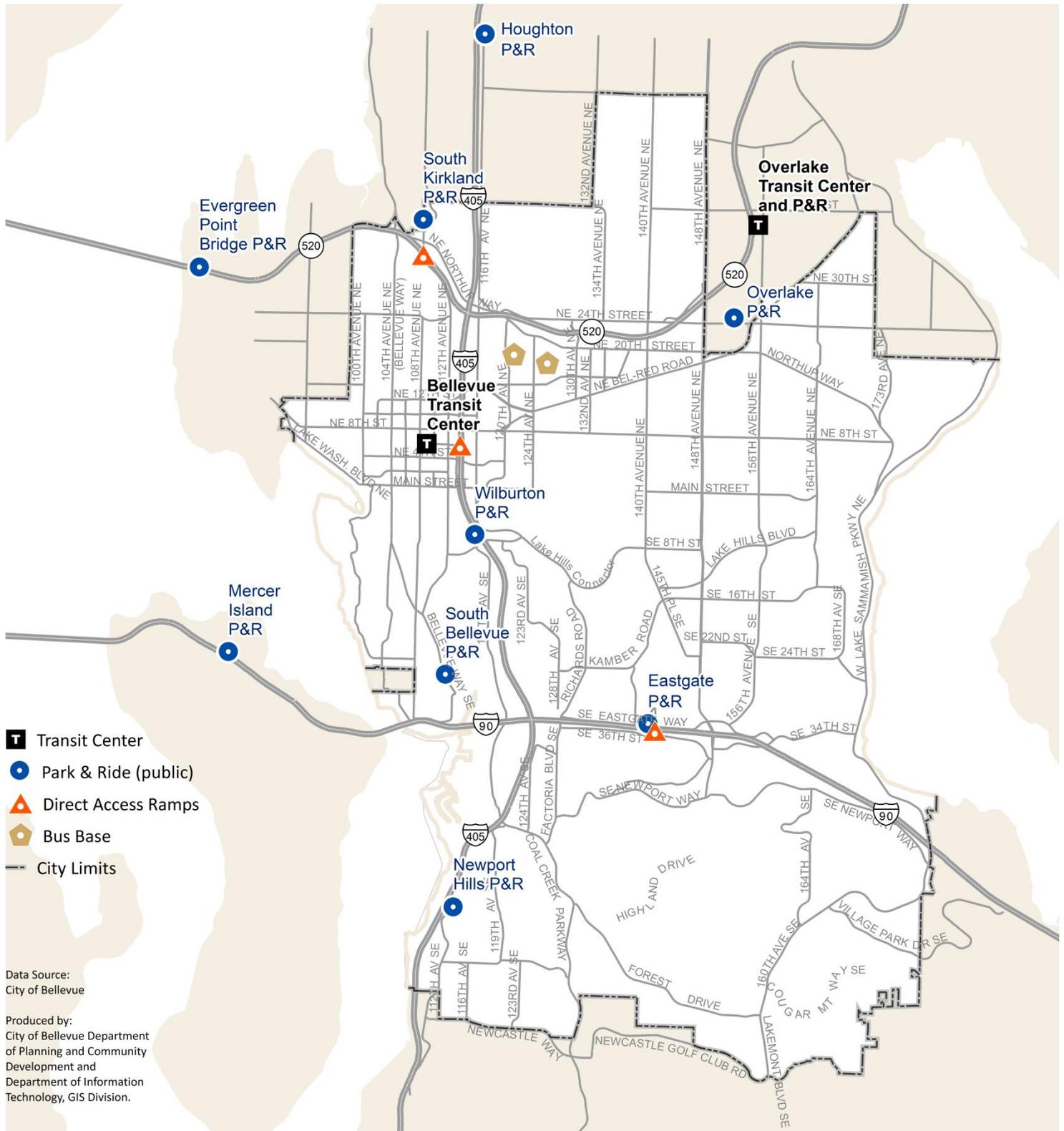
Person Trips per Acre

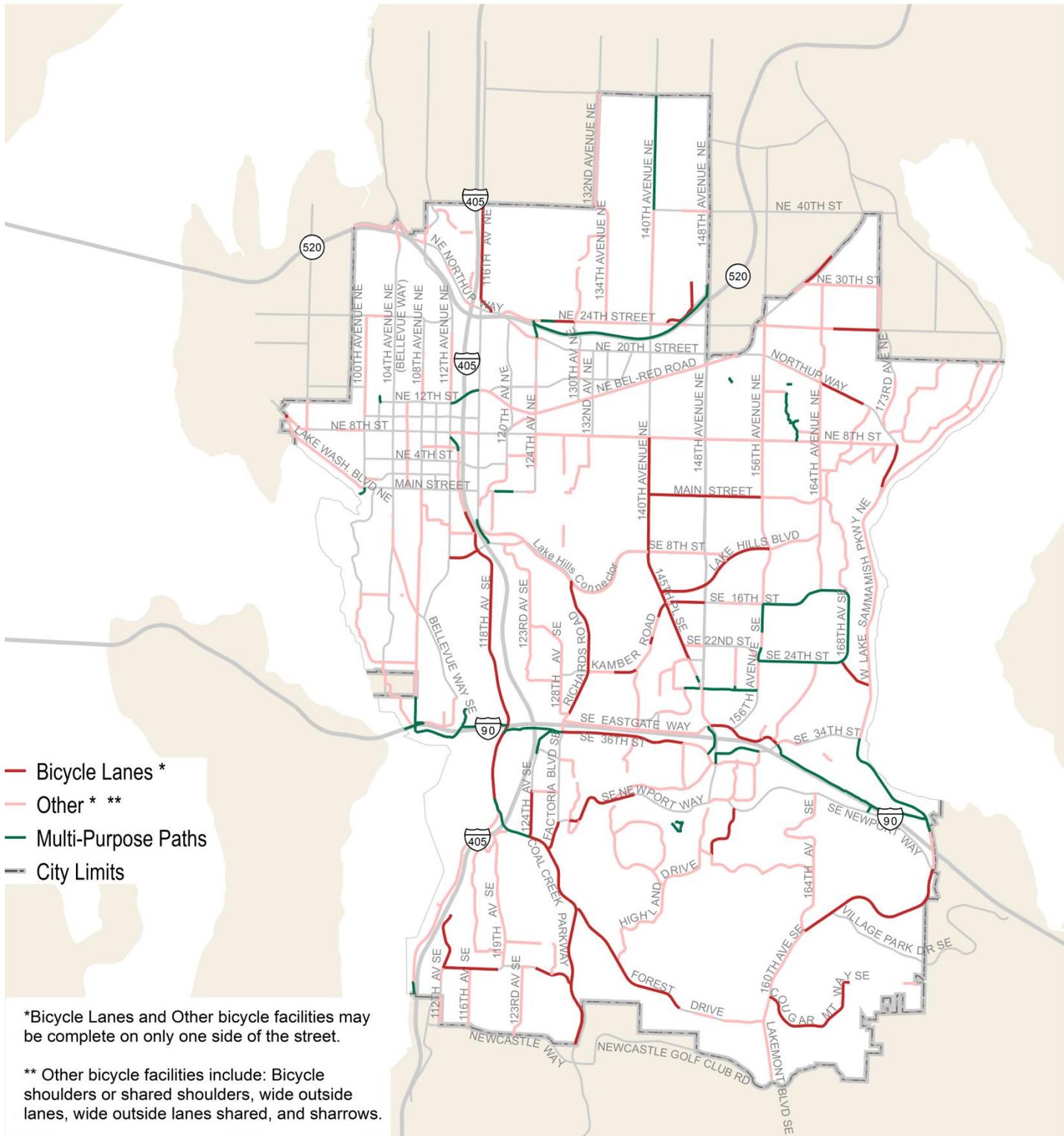
- Less than 25 - MMA: 11
 - 26 - 75 - MMAs: 2, 6, 7, 8, 9, 14
 - 76 - 400 - MMAs: 1, 5, 10, 13
 - 401 - 1,400 - MMAs: 4, 12
 - Greater than 1,400 - MMA: 3
- City Limits

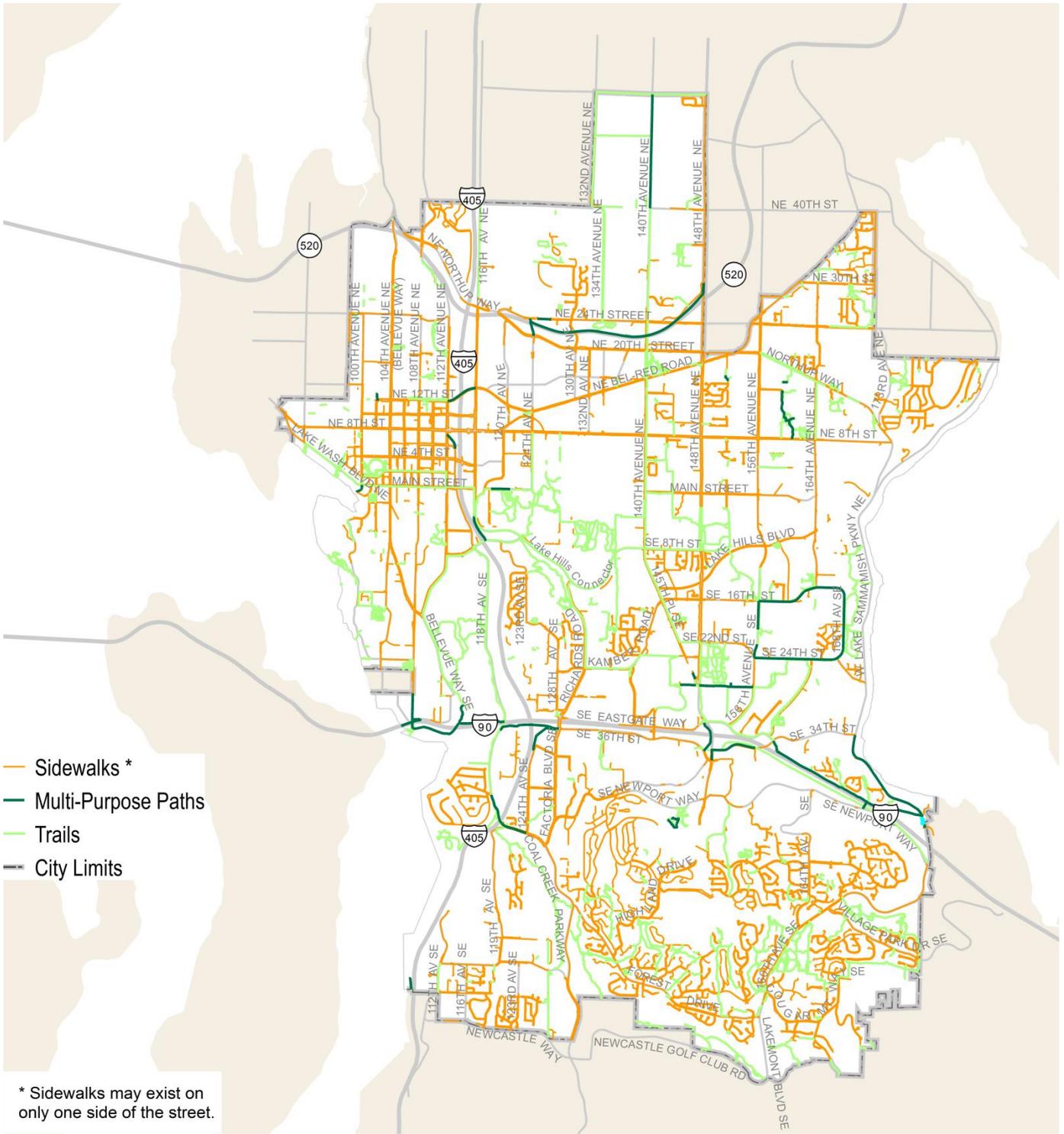
Data Source:
City of Bellevue

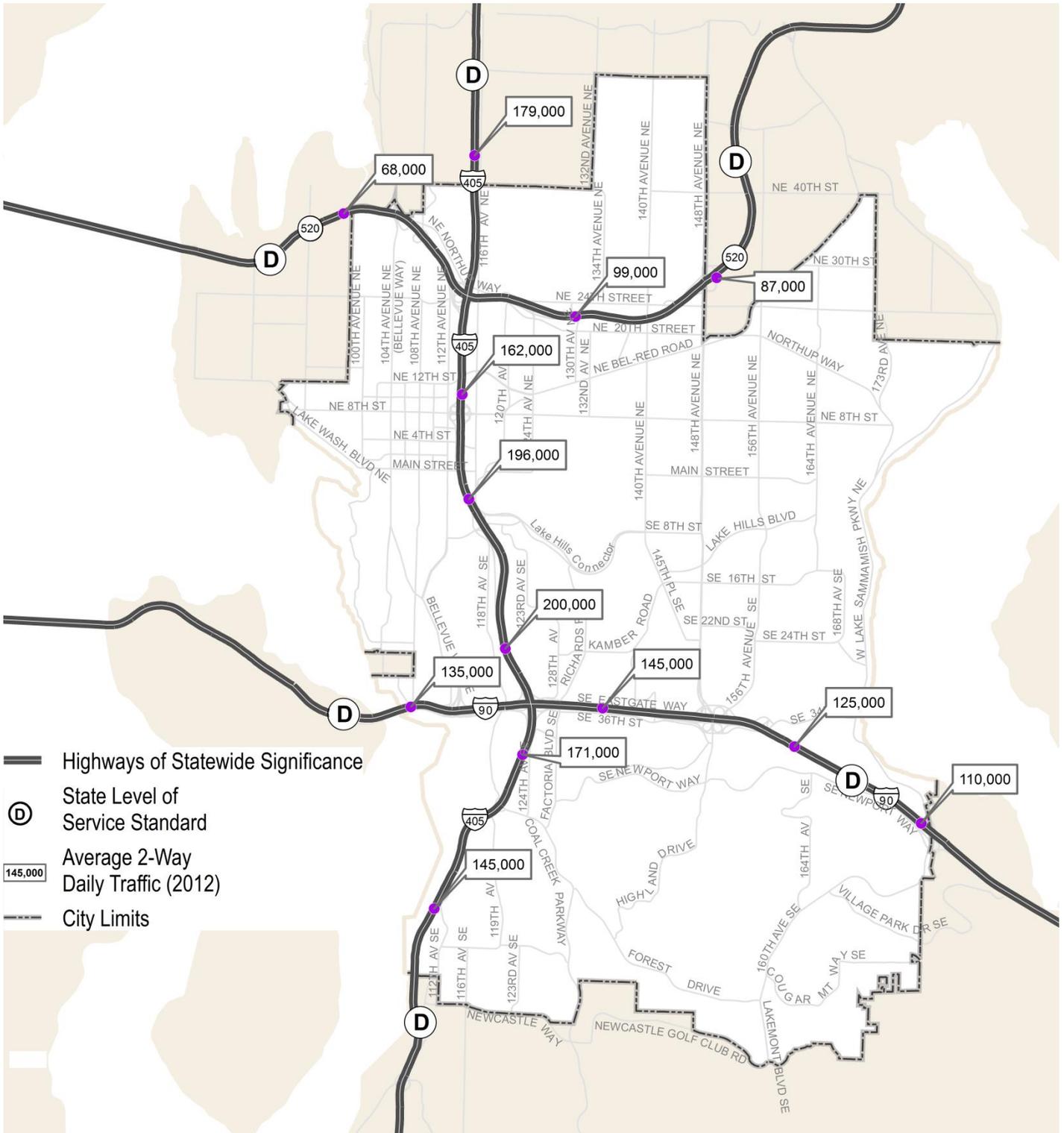
Produced by:
City of Bellevue Department
of Planning and Community
Development and
Department of Information
Technology, GIS Division.

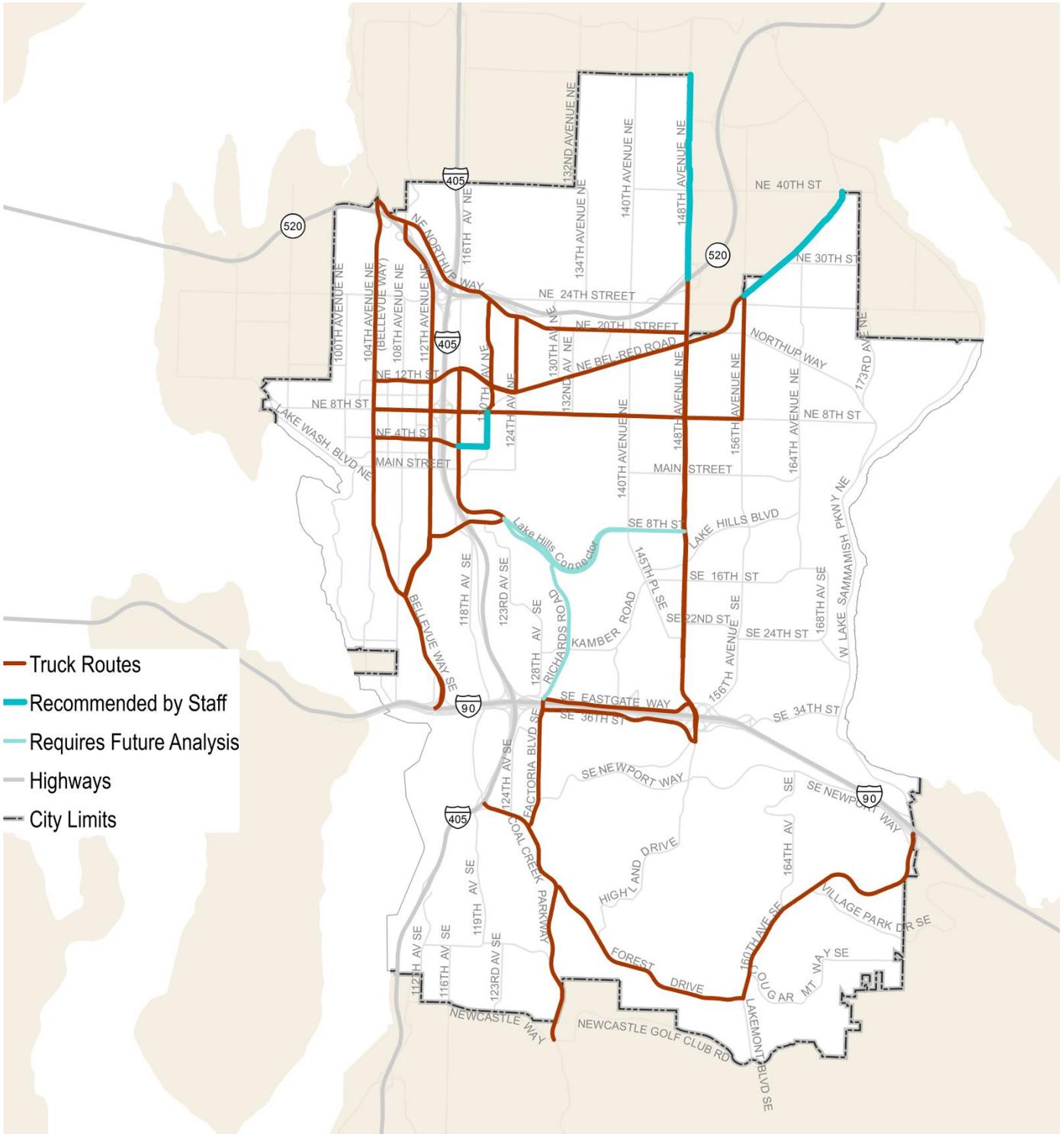












- Truck Routes
- Recommended by Staff
- Requires Future Analysis
- Highways
- City Limits



Planning Commission Schedule

November 12, 2014

The Bellevue Planning Commission meets Wednesdays as needed, typically two or three times per 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 425-452-6868. Agenda and meeting materials are posted the Monday prior to the meeting date on the city's website at:

<http://www.bellevuewa.gov/planning-commission-agendas-2014.htm>

<u>Date</u>	<u>Tentative Agenda Topics</u>
Nov 18	<ul style="list-style-type: none">• Annual Retreat
Dec 10	<ul style="list-style-type: none">• Comprehensive Plan Update

Upcoming 2015 Dates for Planning Commission Meetings

Jan 14	Jun 10
Jan 28	Jun 24
Feb 11	July 8
Feb 25	July 22
Mar 11	Sept 9
Mar 25	Sept 23
Apr 8	Oct 14
Apr 22	Oct 28
May 13	Nov 11
May 27	Dec 9

October 27,2014

To: Bellevue City Council and Planning Commission

Subject: 2035 Vision for Electrical and Communication Lines

It is requested that the Council and Planning Commission consider requiring both Electrical and Communication Lines to be below ground by 2035.

Why do we want to do this? We no longer want to be in the dark and we desire better reliability with available new technologies and affordable undergrounding.

Currently, approximately 50% of these lines are underground in Bellevue. If we can do it for 50 % of Bellevue we certainly need to be equitable and find an affordable path for the rest of Bellevue. Other Cities and States have plans to increase reliability through undergrounding -- California, Washington DC and New Jersey to mention a few.

We no longer need to be in the dark when the wind blows.

We have two cities now, one without poles and wires, and the other with poles and wires. Let us begin a planning process to upgrade all neighborhoods to the same reliability standards. Available new technology including grid batteries and undergrounding is the way to go and this is the time to begin that process. The economic loss is too great when we are in the dark.

Norm Hansen, Bridle Trails, 425-861-7333

Inghram, Paul

From: SEsayian@aol.com
Sent: Monday, November 03, 2014 10:21 PM
To: Miyake, Brad; Lee, Conrad; Robertson, Jennifer S.; Chelminiak, John; Robinson, Lynne; Stokes, John; Wallace, Kevin R; Balducci, Claudia; PlanningCommission
Subject: Delay Energize Eastside Until We Get The Facts

Dear Bellevue City Council Members,

PSE's Energize Eastside project was identified as the "greatest threat to neighborhood character" by more than 92 neighborhood leaders at the City's October 7th Neighborhood Leadership Gathering. As our elected officials, we hope you are paying attention to what our neighborhood leaders are saying.

Delay Energize Eastside until we know all the facts. Don't let PSE improve their bottom line at the expense of our beautiful city. Pursue alternative 21st Century energy solutions that are better for the environment and that are being adopted by other cities across the country.

Sincerely,

Sam Esayian

4601 135th Avenue, SE

Bellevue, WA 98006

Tel: 425.641.5609

E-mail: SEsayian@aol.com

Inghram, Paul

From: KEsayian@aol.com
Sent: Sunday, November 02, 2014 9:23 AM
To: Miyake, Brad; Lee, Conrad; Robertson, Jennifer S.; Chelminiak, John; Robinson, Lynne; Stokes, John; Wallace, Kevin R; Balducci, Claudia; PlanningCommission
Subject: Please represent neighborhoods in Energize Eastside project

Dear Bellevue City Council Members,

PSE's Energize Eastside project was identified as the "greatest threat to neighborhood character" by more than 92 neighborhood leaders at the City's October 7th Neighborhood Leadership Gathering. As our elected officials, we hope you are paying attention to what our neighborhood leaders are saying.

Delay Energize Eastside until we know all the facts. Don't let PSE improve their bottom line at the expense of our beautiful city. Pursue alternative 21st Century energy solutions that are better for the environment and that are being adopted by other cities across the country.

Sincerely,

Karen Esayian

4601 135th Ave SE

Bellevue, WA 98006

Stringing Up Bellevue

It is happening now! New Puget Sound Energy (PSE) 100 foot poles and wires appearing on NE 24th and 156 Ave. NE and next, up to 80 foot poles along NE 8th and along 148th Ave. for a total of 2.5 miles. This route currently has all underground utilities. Nine miles of up to 135 foot poles is being proposed for PSE's New 230,000 Volt Transmission Line through Bellevue neighborhoods. See CENSE.org (Coalition of Eastside Neighborhoods for Sensible Energy) for details.

What can we do? Convince the city council to advocate now for a different 2035 Vision and find a path to new technology including the increased reliability of undergrounding. Other areas of the country are finding affordable means to accomplish this now. A National survey by Costco recently resulted in 82 % in favor of requiring utilities to bury power lines. New methods of undergrounding insert lines in a plastic tube to facilitate maintenance.

Why is this difficult? Existing Washington State Laws have tariffs that present huge economic barriers. Currently, property owners along the line must pay for all undergrounding even though it can benefit many others. In the case of the 230,000 Volt Transmission Line about 1500 property owners would be required to pay for the benefit of the 1.1 million PSE customers. We need to be equitable!

Consider joining CENSE.ORG (Coalition of Eastside Neighborhoods for Sensible Energy) to help bring about needed change.

Norm Hansen, Bridle Trails

Robert Hsueh & Dr. Martha Hsueh
PO Box 675
Mercer Island, WA 98040
206-236-9913
Email: mernllc@hotmail.com

October 23rd, 2014

Bellevue City Planning Commission Hal Ferris
PO Box 90012
450 110th AVE NE
Bellevue, WA 98009

Re: Bel-Red BRMO zoning look-back

Dear Mr. Ferris,

We are writing with frustration in regards to delay in Bellevue City's Bel-Red Corridor BRMO zone 5-year look-back plan as it was planned for July 2014 but is still not on the Planning Committee's schedule. Your Planning Staff do not have a clue on when it will be on the agenda.

We are the owners of two side-by-side properties in the Bel-Red Corridor BRMO zone since early 1990s, shortly after zoning change. As investors, we understand the market is greatly affected by timing, policies and people. We applaud the City of Bellevue to rise amidst recession with much force because Bellevue had progressive policies to encourage development and public transportation in certain areas. Bellevue's tie with China is also evident as the influx of wealth from China is showing in the city's many corners. New buildings are coming up everywhere but there is none in the Bel-Red BRMO zone because its zoning is not up-to-date. The insufficient FAR in Bel-Red BRMO zone is demonstrated by single-level residence-converted offices as the FAR (Floor Area Ratio) has hindered its renewal.

BRMO zone is next to downtown and the medical facilities which is the prime location for retirement or hospitality related businesses. Many developers are interested in building such facilities here but the current FAR does not support such construction. Being a local Chinese real estate investor, we had been approached by several Chinese development/investment groups seeking information to build in BRMO zone. However, they were discouraged by Bellevue's lack of interest in moving forward increasing BRMO zone's FAR and have put their money in Seattle. Their latest investment near Seattle Center for more than \$4 billion is a loss to the City of Bellevue.

Please resume Bel-Red BRMO zoning 5-year look-back ASAP to correct the deficiency. A FAR of 4.0 will bring investment money back into this area which means long-term income for the city and employments. In addition, loosening other regulations to encourage retirement or hospitality industry may signal welcome to investment groups. Make Bel-Red BRMO revitalization your legacy for the City of Bellevue. We hope you and your colleagues will bring Bel-Red Corridor BRMO zone 5-year look-back on the agenda immediately.

Sincerely Yours,



Robert Hsueh / Martha Hsueh

Inghram, Paul

From: dana@davisinvestors.com
Sent: Friday, October 31, 2014 10:45 AM
To: Council; Balducci, Claudia; Wallace, Kevin R; Chelminiak, John; Lee, Conrad; Robertson, Jennifer S.; Robinson, Lynne; Stokes, John
Cc: Matz, Nicholas; Inghram, Paul; PlanningCommission
Subject: RE: BRMO ZONING ON 21ST ST MEDICAL DENTAL FLOOR AREA RATIO

Dear Council and Planning Commission Members,

I am a property owner on NE 21st St off of 116th and am writing to follow-up to see if there is a new hearing date set to revise the BMRO FAR ratio from 1 to 4?

Currently the BRMO zone is the only zone in the Bell-Red Corridor that has a Floor Area Ratio (FAR) maximum of one which, in essence, prohibits development in that zone. It is right next to the freeway and 99% of the uses in that zone are medical/dental, daycares, and professional offices. The height limit (of 70 feet) in the zone led us to believe that it was a perfect fit and ripe for development, but when we took a closer look, we simply could not get it to pencil-out with the FAR restricted to 1.0. The FAR of 1.0 precludes development as the existing structures have more value than the land under that scenario.

Thank you for scheduling this back on the agenda to discuss it in more detail. I am happy to offer more insight, if needed.

Truly,
Dana Kapela
11417 and 11401 NE 21st St, Bellevue 98004

From: dana@davisinvestors.com
Sent: Wednesday, October 22, 2014 10:23 AM
To: 'council@bellevuewa.gov'; 'cbalducci@bellevuewa.gov'; 'krwallace@bellevuewa.gov'; 'jchelminiak@bellevuewa.gov'; 'clee@bellevuewa.gov'; 'j.robertson@bellevuewa.gov'; 'lrobinson@bellevuewa.gov'; 'jstokes@bellevuewa.gov'
Subject: BRMO ZONING ON 21ST ST MEDICAL DENTAL AREA

Dear City Council Members,

I am a Bellevue resident and business owner. I own property on NE 21st Street within the BRMO zoning. It has been my understanding there was a scheduled Bel-Red zoning look back in July that did not take place. I am writing for a couple of reasons. First to find out when the look back is scheduled. Can you please update me ? Second, I would like you to specifically point out what I believe to be a disconnect in the zoning height limit and the current FAR of 1.0 in the BRMO.

The height limit (of 70 feet) in the zone led us to believe that it was a perfect fit and ripe for development. But when we took a closer look, we could simply not get the economics to work with the FAR restricted to 1.0. The FAR of 1.0 precludes development as the existing structures have more value than the land under that scenario.

It is my opinion that by raising the FAR to more sensible level of 2.0 – 4.0 we would be able to seriously consider a redevelopment of the property . I hope the City Council will look to raise the FAR up to a level that is more compatible with the 70-foot height limit and encourage a redevelopment though the entire zone.

Truly,

Dana Kapela

Davis Investors & Management
6619-132nd Ave NE #270
Kirkland, WA. 98033
Office: 425/881-4499
Fax: 425/881-9049
email: dana@davisinvestors.com

Inghram, Paul

From: Robin Bentley <birdnest425@comcast.net>
Sent: Tuesday, November 04, 2014 2:54 PM
To: PlanningCommission
Cc: Luce, Michelle
Subject: Paul Kirk House/park in Newport Hills/Lake Heights
Attachments: Kirk House packet.zip

Last Thursday I arrived at City Hall for what I thought was going to be a Planning Commission Meeting--turns out there were five Thursdays in October and I arrived on the fifth rather than the fourth Thursday!

I am forwarding materials that I was hoping to present that evening in the hopes that Planning Commission can take a look, starting with the attached "Kirk House packet" and the Intro to Paul Kirk document that it contains. This was the suggestion from some very helpful staffers who were in the building at the time.

I was encouraged by Michelle Hilhorst and Aaron Laing who gave a wonderful presentation to our Newport Hills Community Club the previous week to make you aware of 1. Lack of parks in our neighborhood 2. Potential for a zoning change to a residential lot to provide a one acre neighborhood park/cultural center.

I am corresponding with both Parks and City Council on this as well.

Thanks for your time,

Robin Bentley
Newport Hills Community Club
Special Projects Coordinator

The Facts on the ground in Newport Hills/Lake Heights:

Introduction to Paul Kirk

In 1955 one of the most famous architects the northwest has ever produced designed a house right here in Newport Hills/Lake Heights His name is Paul Hayden Kirk and he was also the architect who designed the Bellevue Botanical Garden Visitor Center, formerly known as the Shorts House. In addition, he designed many libraries, medical clinics, churches and countless residences on both sides of Lake Washington.

The house:

.99 acre between Factoria and Newport Hills Business District

The Newport Hills/Lake Heights house is a stunningly simple two-bedroom residence with a central solarium/courtyard garden. Dramatically situated on the edge of a ravine it shares with its neighbors in Lake Heights it is hidden from street view behind a large laurel hedge.

Empty since 2007. Was on the market, owner died suddenly without relatives or a will out of state. Flash forward seven years and the evidence of neglect can be seen everywhere. It's become the target of break-ins, vandalism, and is at great risk of structural damage during winter storms. Despite that, Julie Koler of KC Historic Preservation office says its "remarkably intact."

The Bank:

Someone padlocked the door and paid the taxes this year. Ocwen is so backed up with calls from mortgagees their phone message simply says: "Try back at a later time."

Connections to adjacent neighborhoods:

Important link to rest of neighborhood

Need for community project

Business District is failing

We need a “third space”—no place for meetings: gathering space

Pride in the neighborhood of something special

A later phase could include:

Non-motorized transport to important centers of Factoria, Newport High, NH Elementary and NH Business district: it could provide the missing link needed for more shoppers from outside the neighborhood to patronize our local merchants.

Mid-Century Modern:

Kirk is becoming very well-known

Annual tour focus this year

Mid-century modern is huge: I would like it to become a meeting place for community members and a resource center for both lovers of mid-century modern

Beautiful little jewel-box of a house, perfect for hosting meetings and exhibits. It deserves to be rescued.

Lawrence W Cheek in an article this year in the Seattle Times named more of his buildings than any others as worth saving. In Youtube terms, he’s hot hot hot.

Environmental link to Coal Creek, Mercer Slough, Newcastle Beach:

magnet for environmental learning.

Critical slope?

Preservation of tree canopy

The City:

So much development going on in Bellevue

No historic preservation presence in Bellevue

Zoning is R5 (could be as many as 5 houses here)—want this changed to park designation

Currently there are no breaches of Code Compliance and though the house is clearly abandoned and has been partied in it isn't perceived as a nuisance. Maintenance crews show up to maintain traffic sight lines on the curved road by trimming the laurel hedges.

Subarea plan: Protecting residential neighborhoods providing pedestrian links between commercial, residential and park areas, preserving natural areas to enhance wildlife habitat and acquiring open spaces for parks.

Parks need in Newport Hills

In 2003 a 16.73 acre park was designated in Lake Heights: we don't have one—where did it go?

In 2010 our 4.4 neighborhood park was converted to turf athletic fields.

1.67 acres of Coal Creek trails are accessible only on 60th (a mile and half away on the other side of Newport Hills). You can't park to access the trailhead on 119th in Lake Heights. Provide parking in future plans? If we looked in terms of forging real linkages between what parks we do have and may have in the future the whole would be greater than the sum of its parts. The open space of Coal Creek Park is actually a trail on a steep slope which is strenuous and frankly a bit daunting for women who don't like to hike alone (most women).

See map for more info on relative park acreage.

Tyler property won't be on board til 2017. This house is much cheaper: Tyler cost 1.6 million in 2010. Without a structure.

Somerset has 91 acres of Community Park and 7 acres of Neighborhood Park and 5 acres of mini-park. Our mini-park is ½ acre and really doesn't get used much, to my knowledge. The pipeline is used far more.

The plan: Put together a board including people from the architecture, historic preservation, real estate, environmental and neighborhood outreach arenas to work toward a goal of saving this valuable treasure and provide a gathering space for residents. A further goal would be to house exhibits on mid-century modern architecture and invite the general public to visit our neighborhood and learn more about what makes houses like this one truly unique. Icing on the cake would be to preserve the one acre property as an environmental learning center with access to the wonders of the ravine which runs the length of our neighborhood and links from the Elementary School to the Lake Washington pathway and Newport High.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

June 25, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Tebelius, Commissioners Carlson, Hamlin, Hilhorst, Laing, deVadoss, Walter

COMMISSIONERS ABSENT: None

COUNCIL LIAISON: Councilmember Stokes

STAFF PRESENT: Paul Inghram, Erika Conkling, Department of Planning and Community Development; Catherine Drews, Department of Development Services, Jim Montgomery, Police Department

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

Upon the call of the roll, all Commissioners were present.

New Commissioner Stephanie Walter was introduced. Commissioner Walter said she resides in the Spiritwood neighborhood and works in the field of healthcare finance.

3. PUBLIC COMMENT

Mr. Blaise Bouchand, 1950 130th Avenue NE, owner of Maison de France, spoke regarding the recreational marijuana business set to open at 1817 130th Avenue NE. He indicated he was speaking on behalf of Blue Sky church, 1720 130th Avenue NE, and Gaude Construction as well as himself. The letter he read into the record from the church stated that it is hard to believe the issue of allowing a recreational marijuana dealer to so close to the church is even being entertained. The church has a large number of children and youth, but also nearby is the Little Gym and Girl Scouts, uses that serve children. It is clearly not healthful to the community. People from the medical marijuana establishment have already been selling their product right behind the church building, right outside the youth room doors, to buyers who do not attend the church. The issue has been reported to the police as a recurring problem. Selling marijuana and increasing drug use will only cause problems and deteriorate the wonderful plans Bellevue has made. The letter he read into the record from Gaude Construction stated that the company was not aware of the existence of a recreational marijuana retailer on 130th Avenue NE. The construction company office houses many items, such as computers and power tools, that can

easily be sold for quick cash to support drug users. The office and vehicles have been hit in the past. All businesses in the area will in fact be targets for drug users who need a quick \$50 to get their high. Speaking for himself, he said several business owners on 130th Avenue NE are concerned and opposed to the opening of a recreational marijuana drug dealer on that street. There are public health and safety issues at stake. The Commission should make its recommendations accordingly and wisely to the City Council.

Chair Tebelius asked Mr. Bouchand what he would like to see done with the interim ordinance that is in place and which will remain so until October. Mr. Bouchand said the city could forbid recreational marijuana uses from locating within 1000 feet of uses that involve children. He said his preference would be to simply ban the use in Bellevue like 50 other cities in the state have done. That would reduce the city's liability risks and would mean less work for the police department.

Answering a question asked by Commissioner Carlson, Mr. Bouchand said the list of uses that cater to children in the immediate area of the proposed recreational marijuana retailer include the Little Gym, Girl Scouts, and the Blue Sky church. There is also a park and viewpoint nearby.

Ms. Teri Olson with Unique Art Glass, 1830 130th Avenue NE, said her business is located directly across from the proposed marijuana retail outlet. She noted her opposition to allowing the marijuana business to locate there. In Colorado lawmakers are looking at banning certain types of edible marijuana to protect children who cannot tell the difference between cookies and brownies that have and do not have marijuana. It is just a bad idea all around to allow a marijuana retail store so close to businesses that cater to children, and it is not a good fit with the other businesses along 130th Avenue NE.

Mr. Fred Charb, 1840 130th Avenue NE, Suite 7, objected to the proposed recreational marijuana shop slated to be located across the street from his chiropractic office, about 400 feet away. He said the Washington State Liquor Control Board recommended that all recreational marijuana shops be located in former liquor store locations, which the 130th Avenue NE location is not. The city ordinance in place requires recreational marijuana shops to be located a minimum of 1000 feet from certain facilities that cater to children; the front door of the Little Gym is located in a direct line of sight from the proposed retail use and about 300 feet away, the GungFu martial arts studio across the parking lot from his business has students as young as four, and the Blue Sky church is located down the street and approximately 600 feet from the proposed marijuana retail shop. Colorado law is similar to the law in Washington, and in Colorado there recently have been numerous robberies and burglaries involving medical marijuana stores in the Denver area. The proposed 130th Avenue NE retailer will also be a target and will put the entire neighborhood at risk. The Commission was asked to not allow a recreational marijuana shop to be located as proposed; it should be located in a former state liquor store.

Ms. Ann Lampman, 3806 130th Avenue NE, said she has worked as a commercial real estate broker on the Eastside for almost 20 years. She said during the last year she has received numerous calls from entrepreneurs wanting to locate a recreational marijuana shop in commercial areas on the Eastside. In every single case, her landlord clients have refused to entertain the notion of allowing such a business in their buildings or complexes. In three cases clients surveyed their other tenants about allowing the use and each time all of the tenants opposed allowing the use in their building or business park. Several tenants indicated they would not renew their leases should such a use be allowed. Recreational marijuana shops could

be a threat to occupancy rates. She said her home is just up the street from the recreational marijuana business proposed to locate on 130th Avenue NE. The arterial is heavily used by children during the school year all the way down to NE 24th Street. Many eyes are on Bellevue right now. The city has the chance to get it right or to get it wrong. One way to get it right would be to allow businesses to have a say in where marijuana retailers are allowed to locate by establishing drug free zones.

Commissioner Carlson said it is possible that when Initiative 502 was on the ballot, many of the tenants that were surveyed may have voted in favor. The City Council has taken the position that because the majority of people in Bellevue voted to make it legal for people to possess and use marijuana recreationally in the privacy of their homes, the city should feel obligated to allow for the retail distribution of the product. The curious thing is that when it comes down to it, those who would be affected by the use are generally opposed to it. He suggested it is entirely compatible and intellectually consistent to support the legal right of the people to possess and use marijuana while saying the product should not be allowed to be sold in Bellevue. Ms. Lampman allowed that while the majority of those voting supported the initiative, it was a minority of voters who showed up to vote. To fully understand where the majority stands, it would be necessary to survey all registered voters in the city. She stated that while the Commission has no say over what people do in the privacy of their own homes, it certainly has a voice in saying where uses and businesses are allowed to locate.

Mr. Chris McAboy, 1817 130th Avenue NE, spoke representing The Novel Tree, the retail marijuana business under discussion. He noted that previous speakers had referred to his business as a drug dealer, which by common definition is an unlicensed person selling illegal drugs. He clarified that the business is in the process of being licensed by the state, all plans have been submitted to the city of Bellevue, a lease has been signed, and all systems are going pending the proposed Land Use Code amendment addressing recreational marijuana. He noted his support for the regulations based on the recommendations of staff. There are arguments in play at the federal level about the legality of marijuana. The US Attorney General has issued a statement that essentially says that so long as the states abide by set terms the federal government cares about, they will not interfere. Currently marijuana is completely illegal in only 21 states. The Novel Tree will be a heavily taxed business. Marijuana users are not junkies and allowing the use will not turn Bellevue into a city of junkies. Surveys indicate that while 40 percent have tried marijuana, only ten percent actually use it. He noted that the issue of edible marijuana products was addressed earlier in the day by the Liquor Control Board and a rule change has been put into place that states the packaging for all edibles must be approved by the Board. The Board wants to make sure no packaging will resemble kids candies or treats, and that all such products will be sized as individual servings. Heavy security measures will be put in place at The Novel Tree to ensure no on-site consumption and to prevent crime. The truth is that pot shops in Denver are not being robbed or burglarized and the crime rates there dropped by nearly five percent. The direct neighbors to The Novel Tree, while initially opposed, are now on board and supportive. The most dangerous thing about cannabis is prohibitions against it which only fuel the black market. The location on 130th Avenue NE is about as far away from parks and schools as one can get in Bellevue, and nearly every corridor in every city is used by kids. Based on the state regulations, recreation centers are defined as supervised centers that provide a broad range of activities or events intended primarily for use by persons under 21 years of age, owned and/or managed by a charitable non-profit organization, city, county, state or federal government. The site on 130th Avenue NE is primarily industrial with such things as wholesale distribution centers, a brewing company and auto uses.

4. APPROVAL OF AGENDA

A motion to amend the agenda by eliminating item 7C, and to approve the agenda as amended, was made by Commissioner Laing. The motion was seconded by Commissioner Carlson and it carried unanimously.

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

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram took a moment to welcome Commissioner Walter. He also urged the Commissioners to review the Item 7C materials and Comprehensive Plan update schedule. He noted that the Council was recently provided with an update and will receive a more detailed check-in with the Council in September while the Commission's process will still be under way. The Council will take the opportunity to identify any specific concerns for the Commission to address ahead of formulating its final recommendation.

Mr. Inghram reported that the Council also recently addressed the fact that members from the Horizon View plat have asked for a rezone from R-3.5 to R-2.5. The Council agreed to move forward with that rezone process so it has been added to the Commission's schedule.

7. STUDY SESSION

A. Land Use Code Amendments to Address Recreational Marijuana

Legal Planner Catherine Drews provided the Commissioners with copies of the emergency rule adopted earlier in the day by the Liquor Control Board addressing the edible marijuana issues.

Police Chief Jim Montgomery explained that over the years the term "zero tolerance" has been used in association with enforcing drug laws. He said the term would seem to imply that no one will be able to get away with anything, but of course that will never be the case. The department has been in contact with colleagues in Colorado, particularly in Denver, Lakewood, Colorado Springs and Boulder, given the notion that they hit the ground first and were further along. That, however, has not turned out to be the case. Most of those cities imposed and have continued with a moratorium, though Denver and Boulder are somewhat ahead of Bellevue. Denver has taken hands-off approach and as a result have experienced a significant increase in certain types of crimes in the neighborhoods where marijuana sales are occurring. That has not been the case in Boulder where the police department says there has not been an increase in crimes; they contribute that result largely to the fact that they put together a fairly aggressive campaign, something Bellevue is likely to emulate.

Continuing, Chief Montgomery said for the short term, Bellevue intends to dedicate a portion of a police staff person's time to get out into the business and residential neighborhoods to make sure everyone has a point of contact. The owners of marijuana retail sales businesses will also be contacted to make sure they understand the rules and all expectations. The police will also be collaborating with the Liquor Control Board which largely has the say-so with regard to governing the retail sales establishments. As a result of the position taken by the federal government with respect to banking, the retail stores will be expected to operate largely on cash only. How that will play out relative to making the stores targets for robberies and the like is not

known but will need to be considered; certainly the retailers will need to take special precautions. Chief Montgomery said he does not anticipate a significant problem with people buying product and openly using it in the parking lot, but a significant police presence will be assigned to discourage such activities. Where such activities are observed, the individuals involved will be cited and prosecuted.

Several cities in Colorado, even some that have moratoriums in place, have dedicated a full-time equivalent police person to spearhead their efforts. The same approach likely will be taken in Bellevue. If it becomes apparent, however, that the approach represents a significant drain on resources, the anticipation is that a conversation with the City Manager will be required to discuss the best use of staff.

Chief Montgomery stressed the need to have everyone on the same page relative to what the voters have actually approved. He showed the Commissioners how much a single ounce of marijuana is. He then said the big issue is marijuana-infused products, including liquid products, and showed the Commissioners brownies that included 16 ounces of marijuana, the amount that can be legally possessed. The liquid product can be infused into virtually anything that is edible and the THC level is up to ten times more potent as the leaves. In addition to legally being able to possess 16 ounces of solid product, it is also legal to possess up to 72 ounces of liquid marijuana-infused product. With marijuana-infused products, there will be no way for consumers to know the potency rate. The liquid product can also be added to leaf marijuana and smoked, significantly elevating the potency.

Commissioner Carlson asked if marijuana-related problems would be less likely, more likely or as likely to occur if Bellevue were to have no retail sales outlets at all. Chief Montgomery said it would be speculative to say. As mobile as the society is, it is likely people would drive to where they could buy products. Proximity certainly makes it more convenient for people to obtain the products. The concerns about locating retail outlets close to schools are absolutely legitimate. Having distance requirements will help but will not completely solve the problems of kids obtaining products.

Commissioner Laing noted that according to the new rule from the Liquor Control Board marijuana-infused products that are designed to be especially appealing to children are prohibited. The list of things that are especially appealing to children includes cookies, brownies and rice crispy treats. Chief Montgomery said it was his understanding that such products will not be allowed to be sold off the shelf at retail establishments. Of particular concern to the police and fire departments is what is the improper use of those products. In fairness, retailers have no control over how their products are used.

Commissioner Laing said the Commission heard during public comment from a potential marijuana retail outlet operator who discussed security measures, most of which are required by the state. The question is why so many security measures will be needed at all if the retail establishments will not impose public health, safety or welfare threats different from any retail establishment selling liquor. Chief Montgomery said only time will tell if the required extra security will be enough. Banks have security measures in place in part to reduce the likelihood of nefarious activities. Banks are not immune from such crimes, and retail marijuana sales establishments will not be either. Both certainly may be attractive targets both when open and closed, so it makes sense extra measures are required. The police department is certainly glad to see the security requirements.

Commissioner deVadoss asked Chief Montgomery what counsel he would give the Commission given the limit of the Commission's mandate and the concerns expressed by the public. Chief Montgomery said the same question asked a few months or a year down the road would be more easily answered. Bellevue hoped to be able to garner some advice from the experience of cities in Colorado, but most of them are not that much farther ahead. Experience certainly was gained from having state liquor stores and the Liquor Control Board certainly has covered all the bases to the best of their knowledge. It is too early to know whether or not 1000 feet of separation from uses such as churches, schools and daycare centers is sufficient or needed at all. A group comprised of representatives from police, fire, code enforcement, parks, the city attorney's office and the Liquor Control Board has been put together and charged with working collaboratively in sharing information and in reaching out to other jurisdictions. As possible tweaks to existing codes are identified, they will be pushed forward through the proper channels.

Commissioner deVadoss asked if plans have been made to conduct outreach to the youth in Bellevue. Chief Montgomery said Bellevue is blessed by having school resource officers in most of the schools. They will have reaching out to students and their parents high on their list of things to do.

Commissioner Laing said one of the issues the Commission is wrestling with is drawing a distinction between parks or other uses that are privately owned and parks and uses that are publicly owned. He asked if there should be a difference between the way the city regulates the dispersion criteria relative to public or private facilities that are for all intents and purposes the same. Chief Montgomery answered that he did not believe from a law enforcement perspective that the distance requirements will make much of a difference, particularly in such instances. The Commission and the Council will need to sort through that issue. The police will act in all cases of folks misbehaving whether the behavior occurs on public or private land that is open to the public.

Commissioner Hilhorst asked what zoning districts allow recreational marijuana retail outlets in Colorado. Chief Montgomery said he did not have that information but could get it.

Chair Tebelius asked how many cities in the state will be allowing retail recreational marijuana stores. Chief Montgomery said his department has not surveyed that.

Answering a question asked by Commissioner Carlson, Chief Montgomery said he had not met with the Council as a whole to discuss the issues or to provide input. He said his aim is to remain as neutral as possible about the issue.

Chair Tebelius recognized city attorney Lori Riordin. Ms. Riordin allowed that her office will be responsible for enforcement.

Chief Montgomery was thanked for his insights and observations.

Ms. Drews said the Council has not given the Commission direction to consider a ban. The Council has looked at that issue and has decided not to move forward with a moratorium. She sought from the Commission direction to prepare a draft ordinance for consideration and to schedule a public hearing, preferably for July 30. That would allow for getting the permanent regulations in place before the interim regulations expire on October 21.

With regard to the comment made during petitions and communications about the preference for

locating recreational marijuana retail outlets in previous state liquor store facilities, Ms. Drews said the Liquor Control Board held that approach up as a model. Jurisdictions are being very careful with that notion, however, because alcohol stores are allowed in the Neighborhood Business zone and the Council has made a conscious decision not to allow any marijuana operations in residential areas.

Commissioner Walter noted from the staff memo that churches are not necessarily called out because they are primarily located in residential areas. Ms. Drews said the majority of churches in Bellevue are located in single family zones and therefore are without the scope of the marijuana uses. There are, however, churches in Bel-Red, Factoria and the downtown. If separation requirements were to be drafted to include churches, retail marijuana uses could be barred from all areas in the city in direct opposition to the direction given by the Council to balance the protection of neighborhoods without creating an all-out ban.

With regard to hours of operation, Chair Tebelius noted that the state allows the retail sale of recreational marijuana to occur between the hours of 8:00 a.m. and 12:00 a.m., and said the staff proposal was for the city to be consistent with state law.

Commissioner Carlson reiterated his preference to ban completely the sale of recreational marijuana in the city of Bellevue.

The consensus was that the hours of operation in Bellevue should match those allowed under state law.

With regard to the separation requirements, Chair Tebelius pointed out that the Liquor Control Board rules require no less than 1000 feet from certain uses. Ms. Drews clarified that the Liquor Control Board has no separation requirement for liquor sales, though there is a notification requirement to all schools, churches and the like within 500 feet. She said the recommendation of staff was to have the city's separation requirement match that required by the state for recreational marijuana sales. She said the Commission could also consider recommending that retail marijuana operations be monitored to determine if adjustments to the separation distances are warranted. The attention of the Commissioners was called to two maps, one showing the quarter-mile and half-mile radii around every high school in the city, and one showing the quarter-mile radii around every grade and middle school in the city.

Chair Tebelius asked how many applications for recreational marijuana sales have been submitted and approved for Bellevue. Ms. Drews said to date the Liquor Control Board has issued a letter of approval to a single producer, otherwise there have been no applications approved by the Liquor Control Board for operations in Bellevue. The state will allow four retail stores in Bellevue, and the city will permit the siting of them only in accord with the Land Use Code regulations, which includes a 1000-foot separation distance between them to avoid clustering and the de facto creation of a marijuana district.

Commissioner Laing said two things characterize Bellevue: that it is a city in a park, and that it has a great school system. While there is insufficient information to say 1000 feet is better or worse than some other distance, the default position should be to increase the separation to a quarter mile for the two things that best characterize what the community is all about until such time as there is sufficient operating experience to make a more informed decision. A 1320-foot requirement would not impact the Novel Tree site. In fact the only site it would impact would be the Par 4 Investments site to the south of Main Street.

Commissioner Hamlin pointed that including parks in the larger separation could potentially eliminate all potential sites.

A motion to increase the separation requirement for schools, both public and private, to one-quarter mile was made by Commissioner Laing.

Mr. Inghram cautioned against making decisions based on motions for items that have not yet been subjected to a public hearing. Commissioner Carlson suggested that nothing gives direction better than a motion.

The motion was seconded by Commissioner Carlson. The motion carried 5-2, with Commissioners Hamlin and deVadoss voting no.

A motion to increase the park separation to 1320 feet was made by Commissioner Laing.

Ms. Drews commented that for ease of administration and enforcement purposes the separation requirements should be the same.

Commissioner Laing withdrew the motion.

Chair Tebelius said she would not object to increasing the separation distance so long as all of the specific uses called out in the staff memo were included and treated the same.

A motion to increase to a quarter mile the separation distance for playgrounds, recreation centers, childcare centers, public parks, public transit, libraries and game arcades was made by Chair Tebelius. The motion was seconded by Commissioner Hilhorst.

Commissioner Hilhorst said it would be helpful to have staff map the areas that would still allow locating a recreational marijuana retail establishment. Councilmember Stokes concurred and suggested there should also be a logical rationale determined.

The motion carried 5-2, with Commissioners Hamlin and deVadoss voting no.

Chair Tebelius stressed that the Commission has been given clear direction from the Council not to establish rules that will effectively ban all retail marijuana sales in the city. If the mapping exercise shows the effect of the motion will be just that, the Commission will need to reconsider.

On the question of whether or not additional uses should be recommended for separation, Chair Tebelius suggested that schools and parks whether private or public should be treated the same.

Commissioner Laing said he felt strongly that the separation requirement should apply to churches and private parks. He agreed parks and schools, whether private or public, should be treated the same. If there is a valid police power reason for regulating the proximity of retail marijuana establishments to a public park, the same reason exists for a private park. The default position should be to require separation from the uses. If going forward the evidence shows the separation is not needed, the separation requirement can be either reduced or eliminated.

Chair Tebelius pointed out the statement of staff that if a separation of 1000 feet is required for all religious facilities, the result will be an effective ban on all marijuana uses from nearly all

areas of the city. Commissioner Laing said he would like to see all religious facilities mapped as well.

Commissioner Carlson suggested that if the public makes no distinction between public and private parks, the city should not either in requiring separation.

Ms. Drews said the public/private park discussion arose in relation to Vasa Park, which is a privately-owned park. With regard to the Bel-Red area, an incentive system is in place that will allow developers to add floor area to their projects by providing park space. All park space thus created will be dedicated to the city and become public parks. Developers choosing to include park space without using the incentive system are free to choose if they want the park dedicated to the city or retained as private.

Commissioner Walter agreed that where there is no distinction made between the use of a private and public park, they should be treated the same. She questioned, however, whether the city actually has a full listing of all private parks in the city, and that could make enforcement of the separation requirement difficult if not impossible. Exactly what constitutes a park is also not spelled out.

Commissioner Laing said it has been his experience that jurisdictions like to require open space and pocket parks, but they also like the idea of not having to pay to maintain them. Developers are often required to create what amounts to private parks and to record easements making them open to the public, while the homeowners association is required to provide all maintenance and upkeep. It would be disingenuous to draw a distinction between those parks and public parks from a police power perspective.

A motion to treat the same all parks open to the public by simply referring to parks in the separation requirement was made by Commissioner Laing. The motion was seconded Commissioner Hilhorst and it carried 6-1, with Commissioner Hamlin voting no.

Chair Tebelius said she had not heard any motion regarding religious facilities and facilities for children and would move forward unless a motion was made.

Chair Tebelius asked for comment on the notion of recommending elimination of the downtown perimeter design district for recreational marijuana retail uses. Ms. Drews said the proposal initially was made by Commissioner Laing. She explained that the purpose of the district is to provide transition between the more intense downtown uses and the residential uses in the areas that border the downtown. The only place where recreational marijuana would be allowed would be on the south end of the district. As a design district, development in it requires a higher level of review focused on design, but not on uses.

Commissioner Laing said he had two reasons for proposing the elimination of the perimeter districts. First, the districts provide a transition function between the higher intensity downtown and the lower intensity single family neighborhoods surrounding the downtown. Second, during the Downtown Livability Initiative CAC meetings, the Committee heard from the Bellevue School District and community citizens that in time it is likely there will be a school located in the downtown.

Commissioner Hamlin pointed out that there is potential for residential and school uses in all areas, including Bel-Red, so the same argument could be applied. He said he did not buy the

argument in the first place.

Commissioner Carlson asked if the Bellevue Downtown Association or the Chamber of Commerce has weighed in on the issue. Ms. Drews allowed that in three public hearings before the Council on the marijuana interim regulations neither organization has offered any comment.

Commissioner deVadoss said the Council has been very clear about what it wants the Commission to do. The Commission can move the pieces around all it wants, but the Council has already made a decision. He agreed the argument for disallowing recreational marijuana uses in the perimeter districts could be made of other land use districts.

Commissioner Carlson noted that recreational marijuana retailers will be the only businesses selling a product that is illegal under federal law. Ms. Drews agreed that new territory is being charted. Councilmember Stokes said the Council considered that fact but concluded it was not a basis on which to make decisions.

Commissioner Hilhorst asked what would happen if the perimeter districts do allow recreational marijuana sale, a retailer chooses to locate there, and then a school gets built in the downtown within the required separation distance. Ms. Drews said the retailer would be grandfathered in.

A motion to exclude the Downtown Perimeter A design district from the table of downtown districts that allow recreational marijuana sales was made by Commissioner Laing. The motion was seconded by Commissioner Carlson and the motion carried 4-3, with Commissioners Hamlin, Carlson and Walter voting no.

Commissioner Tebelius noted that staff has recommended that administrative condition use permits for recreational marijuana uses should not be required.

Commissioner deVadoss commented that because recreational marijuana sales is a gray area and involved unchartered territories, and because the state has acknowledged that there may be special issues associated with the businesses, it makes sense to utilize the conditional use permit process. The conditional use permit exists to allow for placing conditions on uses to mitigate the impacts of the use. It may very well be that compliance with all state regulations will be sufficient to mitigate the impacts, but if a process is not put in place up front that looks at potentially adding mitigation above and beyond strict compliance with state law, the city will lose the opportunity. Churches, parks and a variety of other uses are required to obtain a conditional use permit.

Answering a question asked by Commissioner Hamlin, Ms. Drews said the city uses the conditional use permit process where impacts and compatibility issues are not fully known. The conditional use process is the highest level of review the city does and the decision is appealable to the Council. Between the rigorous state law, the interim city regulations, and what is known about how retail uses operate, the staff believes the conditional use approach is not warranted. Mr. Inghram added that the type of things typically addressed through the conditional use process include traffic, parking and landscaping. Churches are required to obtain a conditional use permit because they are often located in single family neighborhoods. Under the interim regulations, recreational marijuana outlets are allowed outright, although a building permit must be obtained for all tenant improvements. It is a change of use so the building permit undergoes land use review where conditions can be imposed. Mr. Inghram clarified that from a land use perspective recreational marijuana retail outlets are just another retail operation, and other retail

uses are not required to obtain a conditional use permit.

Commissioner Walter pointed out that there are some key difference between most retail uses and the recreational marijuana use. The recreational marijuana uses are cash only, require a much higher level of security, and are limited in total number, which may trigger increased traffic for each of the outlets.

Commissioner Hamlin asked if in fact the recreational marijuana uses will be cash only. From the audience, Mr. McAbey explained that his business has a banking account and will be able to accept debit and credit cards.

Mr. Inghram noted that banks house lots of cash and extra security but as a use they are not required to obtain a conditional use permit for that reason alone.

Commissioner Laing commented that there may be things in the state regulations that are incompatible with the land use district requirements. Recreational marijuana uses will, for instance, be required to have a certain amount of transparency and window glazing that will not necessarily constitute pedestrian-oriented frontage. Ms. Drews allowed that anyone seeking to establish the use in the downtown will have to meet all the requirements of the Land Use Code in the same way all other retail uses there must. Commissioner Laing pointed out that one of the requirements of the city's code relative to the perimeter design districts is that retail uses cannot have tinted windows that prevent pedestrians from looking in. The Council has raised questions as well that could be addressed through the administrative conditional use process.

A motion to require recreational marijuana uses to obtain an administrative conditional use permit was made by Commissioner Laing. The motion was seconded by Commissioner Hilhorst and the motion carried 6-1, with Commissioner Hamlin voting no.

Councilmember Stokes said the Council has consistently said the city has an obligation to allow for recreational marijuana sales while protecting the community. To that end it would be helpful to know what Boulder has done differently from Denver. He voiced concern over applying special rules to a private business entrepreneurs that are not applied to others. The extra hoops the entrepreneurs must jump through will create barriers for those who are only seeking to do what is legal to do.

Chair Tebelius asked whether the Planning Commission is ready to hold a public hearing on the topic. Mr. Inghram encouraged the Commission to hold the public hearing as scheduled. The city can update the interim ordinance with the proposed changes. The Commission is under no obligation to reach a final decision immediately following the public hearing, and if a follow-up study session is needed one could be scheduled.

There was agreement to conduct the public hearing on July 30.

****BREAK****

A motion to amend the agenda to move item 9, Other Business, election of chair and vice-chair, to follow item 7A was made by Commissioner Hilhorst. The motion was seconded by Commissioner deVadoss and it carried unanimously.

9. OTHER BUSINESS

A. Election of Chair and Vice-Chair

Commissioner Carlson nominated Commissioner Laing to serve as chair.

There were no other nominations.

The nomination of Commissioner Laing to serve as chair carried unanimously.

Chair Tebelius handed the gavel to Commissioner Laing.

Commissioner Tebelius nominated Commissioner Hilhorst to serve as Vice-Chair.

There were no other nominations.

The nomination of Commissioner Hilhorst to serve as Vice-Chair carried unanimously.

7. STUDY SESSION (Continued)

B. Eastgate/I-90 Related Subarea Plan Amendments

Answering a question asked by Chair Tebelius, Senior Planner Erika Conkling explained that the Eastgate/I-90 CAC did not specify changes to the Eastgate subarea plan. The Eastgate subarea plan has not been changed for 20 years or so and there certainly are some things in it that no longer apply. In particular, the recommended approach toward land use in the subarea plan is inconsistent with the vision of the CAC. The staff memo outlines minimum number of changes necessary to effect the CAC's plan; none of the proposed changes are unnecessary.

Ms. Conkling asked the Commissioners to consider during the discussion whether or not the proposed changes capture the recommendations and implement the vision of the CAC. She noted that at the previous meeting the focus was on policies specific to the three subareas but pointed out that some policies cross subarea lines, including those relating to the Mountains To Sound Greenway. Policies are therefore included in both the Eastgate and Factoria subareas focused on developing the trail with pleasant, safe and non-motorized facilities that provide local and regional connections.

Chair Laing asked Commissioner Hamlin and Councilmember Stokes, both of whom served on the Eastgate/I-90 CAC, if anything in the memo was inconsistent with the recommendation of the CAC. Commissioner Hamlin said the only thing that stood out to him was the additional work related to the Factoria subarea. He allowed that while the proposal fits with the spirit of what the CAC intended, it goes beyond the CAC's actual recommendation. Councilmember Stokes agreed with Commissioner Hamlin and said nothing in the packet substantially changes the recommendation of the CAC.

Commissioner Tebelius called attention to Policy S-EG-LU1 and suggested the word "compact" is not necessary and should not be used, and proposed leaving out the reference to greater height and intensity. The policy should call for focusing Eastgate growth into a mixed use center adjacent to the Eastgate transit center.

Councilmember Stokes said the CAC purposely discussed increasing heights in the area near the

transit center. Developers and others addressed the CAC and supported the notion. Commissioner Hamlin added that the CAC held the view that the area is the right choice for greater height and intensity given its proximity to good transit and Bellevue College. He pointed out that the 15-member CAC, comprised of local community members, was in agreement with the final plan.

Commissioner Tebelius called attention to Policy S-EG-LU2 and said she did not support using the term "main street," and pointed out that the specific mixed use center mentioned is not identified. Ms. Conkling said the reference is to the mixed use center adjacent to the transit center. She agreed to include a modifier to make it clearer.

Commissioner Hamlin added that the CAC had not used the term "main street" but did talk about pedestrian access.

There was agreement to have the policy refer to a pedestrian-oriented street.

Commissioner Tebelius asked if Policy S-EG-1 also refers to the area near the transit center. Ms. Conkling said the policy is existing but is proposed to be modified. The policy speaks to the location of Eastgate as having good transportation access, but in the existing plan the reference is only to freeway access. The language revision is intended to link land use to more forms of transportation.

Chair Laing noted that he had previously suggested using throughout the document the phrase multimodal mobility instead of referring specifically to freeway access, transit service and non-motorized transportation alternatives, except where the reference is to a single form of transportation.

Councilmember Stokes suggested that somewhere in the document it should be spelled out clearly exactly what multimodal means.

Mr. Inghram allowed that generally using the word "multimodal" makes sense. However, the original intent of Policy S-EG-1 was to recognize the inherent advantage the subarea has by virtue having access to the I-90 freeway. He suggested making sure the policy language is less generic by specifically referencing freeway access, the park and ride, and the Mountains To Sound Greenway trail. The Commissioners concurred.

Commissioner Tebelius asked why Lake Sammamish was not listed in Policy S-EG-4. Ms. Conkling said the existing policy calls for protecting Phantom Lake and the intent of the proposed change is to make the language stronger and clearer.

Commissioner Hamlin said the Phantom Lake folks closely tracked the work of the CAC and provided a great deal of testimony. Lake Sammamish is outside the study area, though that does not mean it is unaffected. Commissioner Tebelius said there is runoff from the area into Lake Sammamish. Commissioner Hamlin said he did not recall that issue coming up but would not oppose adding a reference to Lake Sammamish and Lake Washington. There was agreement to include those lakes in the policy.

Answering a question asked by Commissioner Tebelius regarding Policy S-EG-ND-1, Ms. Conkling said the specific recommendation is to consider the transfer of development rights (TDRs). She said it was her understanding that the notion came from the Mountains To Sound

Greenway Trust as a way of preserving resource lands outside of urban areas. Staff are currently undertaking an economic analysis on TDRs so "consider" and "if feasible" are used to couch the issue as broadly as possible. Commissioner Tebelius suggested eliminating the policy altogether. If the Council decides it wants to move ahead with TDRs, the specific policy language will not be necessary to make it happen.

Commissioner Hamlin said the CAC did discuss the TDR issue. He agreed, however, that the policy could be deleted. Councilmember Stokes confirmed that the Council is discussing the issue of TDRs separate from the Eastgate/I-90 recommendation.

There was agreement to remove the policy.

Commissioner Tebelius called attention to the staff comment regarding the proposed deletion of policies S-EG-5 and S-EG-6 and asked who determined that the segregation of uses supported by the policies had led to the current auto-oriented development that is no longer an attractive environment for employees. Ms. Conkling said the major change comes from the vision as a whole. Policy S-EG-5 calls for consolidating retail and commercial development into the Community Business and General Commercial boundaries, which is directly opposed to the CAC's vision for the subarea, which calls for commercial and retail uses mixed in with the office areas.

Mr. Inghram said the proposal is to create a new set of land use designations. The currently policy language would be inconsistent with putting commercial and retail uses in any new district that gets created.

With regard to Policy S-EG-10, Commissioner Tebelius allowed that while housing may be appropriate, the word "encourage" is not.

Councilmember Stokes pointed out that the discussion on that point was large at the CAC level. Commissioner Hamlin agreed and noted that the sentiment of the CAC was to encourage multifamily housing.

Chair Laing proposed striking "as a primary means of travel" from Policy S-EG-9.

Commissioner Tebelius asked what the idea is behind Policy S-EG-12. Ms. Conkling said if a project at the development review stage can make the case for having reduced parking by virtue of the fact that parking can be accommodated on-site or by leveraging transit, consideration should be given to reducing the parking requirements.

Chair Laing said his preference was to strike Policy S-EG-12 altogether given that it addresses a zoning level or design review level regulation. Project-related demand can always be accommodated on-site and in fact every developer is required to do just that. The policy is not appropriate at the subarea plan level.

Councilmember Stokes suggested using the far more general language of the second sentence of staff comment CoB14 for the policy instead. Chair Laing said that would make sense.

Chair Laing said Policy S-EG-14 is another policy in which use of the term "multimodal mobility" should be used in place of calling out a variety of transportation modes.

Answering a question asked by Commissioner Tebelius regarding Policy S-EG-T-1, Commissioner Hamlin said the CAC was very specific about the issue. Traffic in the area is horrendous and part of the answer is addressing the state-controlled entrances to the freeway. The policy language as proposed does a good job of capturing the view held by the CAC that relieving the congestion created by vehicles entering and existing I-90 is critical. The city cannot tell the state what to do so the word "collaborate" is used.

There was agreement not to change the language of the policy.

With regard to Policy S-EG-15, Commissioner Tebelius asked why the policy is needed at all. Commissioner Hamlin said the policy is aimed at getting people to think about alternatives to cars for getting around. There was agreement to retain the policy.

Turning to Policy S-EG-18, Commissioner Tebelius said she has never warmed to use of the term "sense of place." Commissioner Hamlin agreed that the policy as drafted is not clear. What the CAC wanted was policy language aimed at leveraging the Mountains To Sound Greenway. Councilmember Stokes added that the CAC was focused on wanting to see Eastgate turned into a true gateway into the city.

Mr. Inghram proposed simply deleting the "sense of place" phrase from the draft policy. There was agreement to go in that direction.

Answering a question asked by Commissioner Tebelius, Commissioner Hamlin said it was his understanding that Policy S-EG-CD-1 is focused on the transit-oriented development area of the subarea. Ms. Conkling said in fact the policy is not limited just to that area, though it could be. The idea is that design review should be used for every new building that goes in. The type of in-fill development likely to happen in the corridor will involve the land currently used for surface parking; there likely will be much less surface parking along with some structured parking. Design review is very helpful in those situations.

Mr. Inghram said in order to support a code a requirement for design review, it will be necessary to include policy language in the Comprehensive Plan highlighting the need for design review.

Commissioner Hamlin said comment CoB23 captures what the CAC talked about relative to an incentive system. He said the issue of incentives came up several times.

Chair Laing said he continues to have a concern regarding for form-based codes and incentive systems in that they can be used as tools for mischief. Form-based codes are highly prescriptive. The Council should not tie its hands relative to how it chooses to implement the Comprehensive Plan. It is not necessary to specifically mention form-based codes or design review for the city to choose to adopt either, or even an incentive system. However, if the policy language is included in the Comprehensive Plan, it becomes the way the Council must act. There are a variety of tools cities can use to get to the same place. He recommended against including policy language specifically directing the city to apply design review. He suggested the policy should be redrafted to allow for or consider design review.

Mr. Inghram allowed that the policy language could be written in accord with the suggestion of Chair Laing. He noted that the run-on of items is intended to capture what the CAC talked about, which was that when design review is done, the design features spelled out in the draft policy should be looked for.

Councilmember Stokes said the Council will be looking for any redevelopment in Eastgate to involve more than just boxes. The policy is intended to serve as a heads-up for developers about what the city would like to see.

A motion to extend the meeting by 15 minutes was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin and it carried unanimously.

Commissioner Tebelius observed that Policy S-EG-22 is very specific as drafted. Ms. Conkling said the language of the policy comes from the section of the vision that talks about design and fitting into the city's larger idea of a city in a park. Specifically, the Mountains To Sound Greenway is more than just a trail, it is a theme around which to organize. The specific examples spelled out in the policy are examples of ideas that come from the greenway. The existing policy simply encourages the preservation of sufficient natural vegetation to assure amenable views.

Commissioner Hamlin agreed that the policy could be written to be less prescriptive.

Councilmember Stokes suggested, and the Commissioners agreed, that the policy should be rewritten using the more descriptive language used in comment CoB26.

Chair Laing proposed striking "by applying design guidelines" from Policy S-EG-26 to avoid being prescriptive. There was agreement to do that.

Commissioner Tebelius questioned the need to include support for public art in Policy S-EG-28. Ms. Conkling said the list of items in the policy, including public art, includes things that could be included as part of the incentive system. Mr. Inghram added that the policy focus is on art that is part of a development. Art is an element that helps to create a sense of place.

Commissioner Tebelius said she did not understand use of the term "place-making" as used in Policy S-EG-CD-2. Staff agreed to take another look at the language in an effort to simplify it.

Commissioner Tebelius said she also did not understand the intent of Policy S-EG-CD-3. Ms. Conkling said the policy essentially encourages auto dealers to embrace the greening of the corridor. Absent a development permit requiring a land use review, any measures auto dealers take to follow the policy will be discretionary.

Chair Laing questioned the need to include the policy at all.

Commissioner Hamlin said the policy involves a bit of a stretch. What the CAC wanted to do was support the auto dealers that are in Eastgate.

Councilmember Stokes added that there are those in the community who do not want the existing auto dealers to expand. The request by an auto dealer to be allowed to locate on 148th Avenue SE encountered a lot of pushback and the preferred approach was to avoid having rows of autos facing the street by having the dealer utilize a garage.

Chair Laing said at the Planning Commission level the use table was amended requiring auto dealers to go through design review.

Ms. Conkling allowed that auto dealers will be subject to the umbrella policy calling for a general greening of the corridor, obviating the need for Policy S-EG-CD-3.

With regard to Policy S-EG-CI-1, Chair Laing proposed replacing "development partnerships" with "coordinate." He also suggested replacing "regional transit agencies" with "regional agencies" to increase the scope of the policy.

Answering a question asked by Commissioner Tebelius regarding Policy S-EG-35, Mr. Inghram explained that there are three single family zoning classifications, Single Family-Low, Single Family-Medium and Single Family-High. The Single Family-High referenced in the policy would be R-4 or R-5. He noted that the policy already exists and there is no call to change it, even though using policy language to indicate what color to paint the land use map is not the normal approach. Ms. Conkling added that the site in question is in fact outside of the Eastgate/I-90 study area.

Commissioner Tebelius referred back to Policy S-EG-P-1 and voiced concern about including issues relating to health. She suggested the city should not be in the business of telling its citizens they need to be healthy.

Commissioner Hamlin suggested the policy could leave off everything after the word "subarea." The Commissioners concurred.

Answering a question asked by Commissioner Tebelius, Ms. Conkling noted that Policy S-EG-D2-4 is also in the Factoria subarea. The policy is intended to support the potential for an incentive system. She said staff took direction from the Commission's previous study to redraft the policy to be less specific and to use the word "consider" in place of "develop."

Councilmember Stokes said the language of comment CoB49 could work very well as the policy.

Commissioner Hilhorst asked if Policy S-EG-D2-2 is really needed given that the same sentiment is expressed in other policies. Ms. Conkling agreed the policy language is very similar to other policy language.

Councilmember Stokes said the intent of the CAC was to indicate its desire to see a mixed use area between Bellevue College and I-90.

Chair Laing pointed out that the city will not in fact be the developer so the word "encourage" should be used in place of "develop."

Chair Laing said his preference for Policy S-EG-D2-3 would be to have it read "Retain neighborhood-serving commercial uses through flexible zoning." Councilmember Stokes agreed the draft policy is somewhat prescriptive and limiting.

8. COMMITTEE REPORTS - None

10. PUBLIC COMMENT - None

11. DRAFT MINUTES REVIEW

A. May 14, 2014

B. May 28, 2014

Action to approve the minutes was not taken.

12. NEXT PLANNING COMMISSION MEETING

A. July 9, 2014

13. ADJOURN

A motion to adjourn was made by Commissioner Hilhorst. The motion was seconded by Commissioner Hamlin and it carried unanimously.

Chair Laing adjourned the meeting at 10:20 p.m.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

July 9, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Laing, Commissioners Hamlin, Tebelius, Walter

COMMISSIONERS ABSENT: Commissioners Carlson, Hilhorst, DeVadoss

COUNCIL LIAISON: Councilmember Stokes

STAFF PRESENT: Paul Inghram, Scott MacDonald, Andrew Kidde,
Department of Planning and Community Development;

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

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

3. PUBLIC COMMENT

Ms. Irene Fernandz, 1705 146th Avenue SE, thanked the city's code compliance staff along with Principal Planner Mike Bergstrom and Land Use Director Carol Helland for the new draft of permanent regulations for controlling single-room rentals in single family neighborhoods. She said she and her neighbors had read the draft and were pleased with the new definition of rooming houses and the statement that rooming houses will not be allowed in single family neighborhoods but will be allowed in multifamily and mixed use land use districts.

Mr. David Payter, 1614 144th Avenue SE, supported the comments made by Ms. Fernandz and praised the draft language, especially the restrictions on rooming houses to multifamily and mixed use. Clearly city staff have heard the testimony from the public regarding the impacts single-room rentals have on single family neighborhoods.

Mr. Steve Kasner, 1015 145th Place SE, welcomed Commissioner Walter to the Planning Commission. He noted that he had worked with her as a neighborhood activist. He said the Comprehensive Plan should be the controlling document and neighborhoods should be what they are intended to be. He thanked the Commissioners for their hard work.

Mr. Ron Merck, 14824 SE 18th Place, highlighted the comment made that the administrative conditional use must be consistent with the Comprehensive Plan. He noted that after suggesting

to staff that the application for a single family home that eventually will turn into an assisted living was not consistent with the Comprehensive, he was told by staff that they do not pay any attention to the Comprehensive Plan. He said he found that quite disturbing. An awful lot of time is spent talking about the Comprehensive Plan and the staff comment was out of sync. He referred to the provision for amortization of certain legally established uses and leases that do not conform to the permanent regulations and said he would like to know who controls the amortizations and how. He said he would like to know what constitutes proof of familial relationships. He said he also would like clarification of what is meant by allowing the rental of an entire dwelling to a self-identified group, all unrelated, or some combination of related/unrelated persons.

Comprehensive Planning Manager Paul Inghram explained that where a state law requires the city to do something, which is the case with adult family homes, Comprehensive Plan policy direction can be overruled. Chair Laing added that generally speaking, permitting activity involves compliance with the underlying zoning and design guidelines; to the extent there is a conflict between the zoning or the design guidelines and the Comprehensive Plan, which there should not be, the zoning or the design guidelines trump the Comprehensive Plan.

Ms. Kathleen Bell, 1409 159th Avenue SE, voiced concern over how the single-room rental ordinance would apply to someone with a large house choosing to have a non-romantic roommate who might from time to time invite someone over. She said she does not want to live in fear that her neighbors will start monitoring all activities at her home and report her. Home ownership should afford some rights, privileges and freedoms.

Ms. Meredith Robinson, 3070 124th Avenue NE, said she had just earlier in the day heard about the single-room rental issue. She said she is the owner of a six-bedroom house and recently took on a couple of tenants to help make ends meet. She said she registered with the city and will be paying the business and occupation tax to the city on the tenant income. She said she is a single mother with a special needs child whose access to special education services is predicated on her Bellevue address. There are probably other women in similar circumstances in the city who face the economic reality of rising rents. Employers are bringing in people from out of the area to fill the available jobs and those people will need to find housing. It is reasonable to expect the city impose reasonable regulations and to tax the income generated from single-room rentals, and it is reasonable for the city to direct the property owner to accommodate tenant parking. The city should not, however, put limits on the number of persons who can occupy a house without first knowing how many rooms and bathrooms the house has.

Commissioner Tebelius asked Ms. Robinson if her intent is to rent out each of her six bedrooms. Ms. Robinson replied that she would like to have three tenants. She said in addition to six bedrooms her house has four bathrooms. Two of the bedrooms are in basic mother-in-law apartments.

4. APPROVAL OF AGENDA

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

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

6. STAFF REPORTS

Mr. Inghram reported that at its meeting on July 7 the City Council adopted the Transit Master Plan. They recognized the Planning Commission for its work on the plan.

7. STUDY SESSION

A. Single Family Rental Housing Code Amendments

Mr. Bergstrom said the comments made by the public make it clear that there are all manner of different living situations with different combinations of people occurring in the city. He reminded the Commissioners that the proposed code amendments deal only with the issue of individual-room rentals where the property owner is not present. Property owners who want to rent out a couple of rooms in their houses are free to do so provided they live in the room; the practice is called a boarding house and up to two rooms can be rented out, parking must be made available, and a home occupation permit is required.

Mr. Bergstrom noted that the Council will be conducting a public hearing on August 4 to extend the interim regulations for a six-month period. Once the permanent regulations go into effect, the interim regulations will be repealed. The interim regulations limits the number of unrelated persons from six to four within the definition of family. The interim regulations allow more than four unrelated persons to share a house provided they operate as a functionally equivalent family. The draft ordinance that was before the Commission on May 28 retained the limit of four unrelated persons but dropped the functionally equivalent concept and proposed adding high-occupancy dwelling allowing five or more unrelated persons through an administrative conditional use permit.

Continuing, Mr. Bergstrom commented that based on feedback from the Commission and the community the determination was made to take a step back and determine what the permanent regulations are intended to accomplish relative to single-room rentals, which the new draft refers to as rooming houses. A definition of family is included in the new draft ordinance that allows a maximum of six persons unless all of them are related; the current code defines family as any number of related persons plus up to X of unrelated persons, and the family is counted as one toward the maximum. The problem with that is that any one of the unrelated persons could have people who are related to them and they would only be counted as one, resulting in a large accumulation of persons that in theory would only count as four or so. Under the proposal, a family of eight could not add in another unrelated person because the limit of six has been exceeded. The proposal places no restrictions on traditional families renting homes. Self-defined groups of unrelated individuals are limited in the proposal to a maximum of six persons operating under a single lease and living together as a single housekeeping unit. The draft also includes a definition for single housekeeping unit.

Under the current regulations, property owners are permitted to rent out one or two rooms as a bed and breakfast or boarding house, provided the property owner occupies the house. No changes are proposed to those standards or to the process for allowing them, which is a home occupation permit, which by definition is a business operated in a home. The draft defines a rooming house as a non owner-occupied dwelling that is rented to individuals on an individual room basis. The standards applied to the use are similar to those applied to the high-occupancy dwelling that was outlined in the previous draft, including not allowing them in multifamily and mixed use districts only, except that the downtown area is excluded given that the use must also

be located in freestanding single family dwellings, of which there are very few in the downtown. Rooming houses as defined are subject to a maximum number of rooms and/or people. The draft allows the use through an administrative conditional use permit, and revises the definitions for bed and breakfast and boarding house to reflect owner occupancy, and rooming house is excluded from those terms. The draft also revises the definition of family to mean six persons total unless all are related; discards the functional equivalent concept; creates a new definition for single housekeeping unit; and provides for amortization of legally established uses that do not conform to the proposed regulations.

Mr. Bergstrom noted that allowing the rooming house use only in single family dwellings in multifamily or mixed use districts will drastically reduce the number of opportunities. The draft sets a limit on the number of rooms that can be rented out and the number of persons rooms can be rented to, and dictates that all rooms rented must be legally established bedrooms. A local owner, landlord or registered agent must be identified. Legal on-site parking must be provided equal to the number of bedrooms rented. The draft includes provisions for exterior property maintenance and refuse collection.

Commissioner Hamlin asked why the draft should require a local owner when neither the landlord or registered agent would need to be. Mr. Bergstrom said the underlying notion is that there needs to be a responsible party that is readily findable. The name of the owner, landlord or registered agent will be attached to the administrative conditional use permit and will become the responsible party in the event of a land use violation. He clarified that the intent is for the responsible party to be local whether it be the property owner, the landlord or a registered agent. Commissioner Hamlin suggested rewording that section to make that point clearer.

Mr. Bergstrom said as part of the administrative conditional use review the city can impose conditions to address impacts on the residential character of the neighborhood or the cumulative impacts in relation to other city approved rooming houses.

Chair Laing asked how the requirements for a local owner, landlord or registered agent differ from the requirements for an apartment complex. Mr. Bergstrom said there is no such requirement for apartment developments.

Answering a question asked by Commissioner Tebelius, Mr. Bergstrom said the key to the new draft ordinance is that the rooming house use would no longer be allowed in single family districts. However, because even in multifamily and mixed use districts the use can have impacts, the associated restrictions and requirements are necessary.

Commissioner Walter noted that she has been active in the Spiritwood neighborhood on the single-room rental issue. She said while she came to the Commission with a particular view regarding the issue, she can be completely impartial with regard to the overall issue. Chair Laing thanked Commissioner Walter for disclosing that fact.

Commissioner Hamlin commented that the new draft regulations generally are on the right track. He said they are somewhat simpler. He said he was not completely clear as to how the current violations in the single family areas will be addressed. He said his preference would be to set the limits at four rooms and five persons to allow for the possibility of a couple renting a single room. He agreed there should be a registration and permitting process.

Commissioner Walter agreed that the proposed regulations generally take the right approach.

She called attention to section 20.20.700.B in Attachment A and suggested the word "may" should be replaced with "shall" or "will." The other Commissioners concurred.

Commissioner Walter asked if staff had any concerns about testing family relationships. Mr. Bergstrom said the term related as used in the draft refers to marriage, adoption or blood. In the case of an enforcement action, the city would need to ask for proof. Mr. Inghram said the filing of a complaint by a member of the public would trigger some level of investigation aimed at determining if there is some level of reasonable cause to proceed with enforcement.

Answering a question asked by Commissioner Walter, Mr. Bergstrom said remodeling work requires permits, and that is the stage the city checks to make sure all proposed work will meet current codes. Under the code, all bedrooms must have windows of a certain size, must have closets, and must have their own access.

Commissioner Walter said if including a requirement for an administrative conditional use permit, which takes up to six months to process, means people will just find ways to operate until getting caught, the requirement should be left out. She said something like the home occupancy permit, which is far less onerous, would be better.

Commissioner Tebelius said the proposed regulations are getting very close to where they need to be. She noted especially her support of limiting rooming houses to multifamily and mixed use districts. The maximum number of rooms and unrelated occupants should be four. She asked if there is a permitting process other than administrative conditional use that would allow the city to gather all the needed information from the applicant but in a shorter period of time. Mr. Bergstrom said there is no such permitting process in place; one would have to be created. The home occupation permit would not work in instances where the home is not owner occupied, and the criteria for home occupation uses are much different.

Councilmember Stokes asked if staff had any information about the number of homeowners in the city who currently rent out a room or two. Mr. Bergstrom said the city does not have any reliable information in that regard. Technically, those who choose to take in a student for a quarter should register as a boarding house and obtain a home occupation permit, but enforcement would be by complaint only and there has never been such a complaint filed. Councilmember Stokes asked what the cost of obtaining an administrative conditional use is for the applicant. Mr. Bergstrom said the applicant must put down deposits that add up to about \$3000; staff time is billed against the deposit and the amounts not used are refunded.

Chair Laing praised the staff for the exceptional materials and presentation. He agreed the draft is moving in the right direction and said he was particularly impressed with the definition of rooming house and the notion of not allowing them in single family districts. In order to avoid some of the gaming, however, the rooming house definition should include a reference to a non owner-occupied dwelling unit that is subject to multiple leases. With regard to the maximum number of occupants, he said he liked the notion of limiting it to the number of bedrooms plus one given that it would not be inconceivable that a couple might want to rent a single room. Referring to section 20.20.700 A he suggested all references to "will" and "may" should be changed to "should," and paragraphs one through three should simply be part of the definition or footnotes describing the use.

He suggested that in place of requiring the onerous administrative conditional use process it would be better to incorporate the various restrictions and allow the use outright.

Commissioner Tebelius asked how that approach would address the need to collect contact person information. Chair Laing suggested it should be possible to obtain that information outside of the administrative conditional use process. Conditional use is more of a process than anything else; the city could simply elect to allow the uses outright provided a list of specific criteria are met and the results would be the same. At the end of the day, an ordinance is not needed for those who are technically breaking the letter of the law but who are not causing any problems. There is a lack of accountability. The complaints that have been registered have not been predicated on having six unrelated persons sharing a home but rather because of what those people have done.

Commissioner Tebelius suggested the same argument could be made about those who are cooking meth: their actions do not matter to anyone until they blow up the house.

Mr. Inghram agreed that many of the criteria listed in the draft could be written as standards applicable to a permitted use, or they could be written to be conditions to be fulfilled through the administrative conditional use.

Commissioner Hamlin said his preference would be for a less onerous process provided all identified issues can be addressed. The other Commissioners concurred.

There also was consensus around the notion of limiting the number of rooms to four and the total number of occupants to one.

Chair Laing asked if there is a need to be careful in drafting the rooming house definition to certain the use will not be confused with group homes. Mr. Bergstrom said the bed and breakfast and boarding house definitions are clear in that they do not include rooming houses. Where the protected classes come into play is in the definition of family, which has been defined. As such it is not necessary to say a rooming house is also not a boarding house, a fraternity or an adult family home.

There was consensus to schedule the issue for public hearing on September 10.

B. Comprehensive Plan Update

Mr. Inghram briefly reviewed the work to date done to update the Comprehensive Plan.

Assistant Planner Scott MacDonald noted that the Commission had previously directed staff to review the policies in the Urban Design Element with a focus on extracting their general intent and redrafting them to be simpler and broader. He sought feedback on the draft policy language and identification of those areas in need a more effort.

Mr. MacDonald said the Urban Design Element is intended to define the citywide character and to guide the design of both public and private development. It also supports the arts and arts programs in the city as well as historic preservation. The element should respond to the evolution of the city as it grows from being a bedroom community to having a top-notch downtown to having a full city landscape with growing mixed use areas with a new emphasis on the pedestrian experience. There is a desire to elevate the arts policies and house them in a separate section. There has also been discussion regarding changing the name of the element to something like Community Character to better reflect its intent.

Mr. Inghram pointed out that one of Bellevue's longstanding vision points has been being the arts and culture center of the Eastside. The Urban Design Element is the part of the Comprehensive Plan that speaks to that notion, but it tends to get lost in the name of the element and the element's primary function of serving as the design review guide. Creating a new and separate chapter for arts and culture would certainly allow those policies to stand on their own. Urban design and the arts certainly work together and should possibly be housed together in the Comprehensive Plan as they are currently, but there should be recognition that the Urban Design Element is about more than just building design.

Commissioner Hamlin said he liked the idea of changing the name of the element to community character. It is less of a planning title.

Commissioner Walter suggested that community character as a title could be taken to mean just about anything. She said something like community design would be more appropriate.

Commissioner Tebelius said she knows what urban design means but not what community character means at first blush. She said her preference would be to retain the current title for the element.

Chair Laing voiced his preference for community design over urban design. The word urban connotes the downtown more than the city as a whole. The vast majority of the city would not fall under the definition of urban.

Mr. MacDonald referred to the table in the packet and pointed out that it included a number of new policies, including policies that address solar panels and their role in the design and construction of buildings; various environmental policies that address things such as green roofs and green walls; blank walls from the perspective of the pedestrian experience; and arts and arts programs.

Mr. Inghram explained that blank walls are permitted in areas where buildings can be constructed immediately adjacent to each other. However, some policy direction is needed relative to the design of blank walls to assure they will have some design character.

The Commissioners worked their way through the policy matrix line by line. With regard to line 2, Policy UD-19, Commissioner Tebelius argued against using the word "enhance," and for retaining the language of the current policy.

Commissioner Hamlin noted his support for the proposed language that includes the word "enhance."

Mr. Inghram asked if it would be better to include language clarifying that it is the city working to enhance the tree canopy. Commissioner Tebelius said she could accept that approach in that the onus would be on the city rather than individual property owners.

Commissioner Walter questioned why the language was changed from referencing preserving trees to preserving the tree canopy. Mr. Inghram explained that over the last few years the focus has changed from focusing on individual trees to preserving the cumulative effect of the tree canopy. Commissioner Walter commented that trees planted down a boulevard do not constitute a tree canopy. The tree canopy is only one facet of preserving trees.

Chair Laing voiced support for the suggestion of Mr. Inghram to make it clear enhancement efforts will be done by the city.

There was agreement to retain the current policy language.

With regard to line 3, Policy UD-20, Commissioner Walter noted that since the policy is intended to replace line 4, Policy UD-22, the word "encourage" should be changed to "foster and value." There was consensus to make that change.

Commenting on line 6, Policy UD-24, Commissioner Tebelius suggested the city has already taken aggressive steps to protect waterfronts and make them more accessible to the public through the Shoreline Master Program and the critical areas ordinance. She proposed deleting the policy.

Commissioner Hamlin agreed the language is a bit strong and agreed it could be eliminated. Chair Laing and Commissioner Walter concurred as well.

Commissioner Tebelius reiterated that "sense of place" is not an easily understood term. She asked if it refers to meeting places and the like. Mr. MacDonald said it refers more to general identity and unique attributes. Mr. Inghram said the original policy language was focused on entry designs, such as gateways to neighborhoods. Over the last decade or so, however, the focus has changed to elements other than entry signs and the proposed language seeks to broaden the intent to promoting a sense of identity for neighborhoods.

Commissioner Hamlin suggested the proposed policy language is broadened to the point of losing the original focus.

Commissioner Tebelius noted that the current language calls out signs and landscaping in keeping with the character of the neighborhoods. Mr. MacDonald suggested the current policy limits the applications neighborhoods and designers can come up with to just those two elements, whereas the broader language proposed could include public art, light standards and other elements.

Commissioner Hamlin commented that the updated language should retain a tie to residential identity. As drafted the language can be interpreted to be much broader.

Mr. Inghram said the revised language primarily seeks to get rid of the "such as" statement. The current language is really about incorporating entry designs for residential neighborhoods. The proposed draft language seeks to broaden the policy to make it clear that it is all about neighborhood identity. He allowed that staff could take another stab at blending the old and the new together in a way that retains the original intent. The Commissioners agreed to direct staff to do that.

Chair Laing argued in favor of including the word "enhance" in line 9, Policy UD-63. The cities corridors have been largely denuded of vegetation and some enhancement is needed. There was agreement to make the change and to also substitute the word "landscape" for "vegetation."

With regard to line 11, Policy UD-66, Commissioner Walter suggested the proposed language is too vague. She agreed with the need to delete "especially those that are older" but held that the

proposed language is not specific enough.

Mr. MacDonald suggested the phrase "in need" allows for flexibility and for being more site specific. Chair Laing argued against use of "in need" to avoid the negative connotation of identifying neighborhoods as being in need. He suggested going with the proposed language absent "in need."

Commissioners Tebelius and Walter proposed retaining the current policy without the phrase "especially those that are older." Mr. Inghram asked if their recommendation included retaining the "such as" statement to provide clarity. Commissioner Walter said that would be her preference because it might benefit those reading the policy.

Chair Laing commented that examples were included in the packet showing how the policies will ultimately be formatted. He said he found the information to be very helpful, particularly the example of who images will be incorporated with the text. He suggested the format argues in favor of shorter policy statements. Commissioner Tebelius pointed out, however, that from a legal standpoint it is all about the words and any images that get incorporated will not really matter.

There was agreement to adopt the suggestion made by Commissioners Tebelius and Walter.

Focusing on line 13, Policy UD-69, Chair Laing suggested that as worded one could conclude it references the impacts of views, building scale and land use. Mr. MacDonald said that was the intent and proposed clarifying that by having the last part of the policy read "considering the through-traffic, view, building scale and land use impacts."

Commissioner Walter asked if the policy should be broadened to include all of the city's commercial and mixed use centers rather than just the downtown. Mr. MacDonald pointed out that the downtown is unique in that it faces circumstances the other commercial and mixed use areas do not. As such it is not always necessary to fold in references to all commercial and mixed use areas wherever the downtown is mentioned. Commissioner Walter argued that in fact the plans for the city include some robust commercial and mixed use areas that should have the same harmonious flow with adjacent neighborhoods as the downtown has. There was agreement to revise the policy to read "develop a functional and attractive Downtown and other mixed use centers...."

Chair Laing proposed adding the word "safe" to line 14, Policy UD-73 to have it read "enhance and support a safe, active, connected and functional...." There was agreement to make the change.

Turning to item line 15, New-1, Commissioner Tebelius questioned whether the city should be involved in encouraging art and arts programs that create understanding and respect among the city's diverse population.

Commissioner Hamlin commented that diversity is both good and healthy and the policy language honors that fact. Encouraging art and arts programs that create respect is certainly a legitimate thing for the city to be involved in.

Mr. Inghram noted the Commission had previously had discussions about diversity and its increasing social relevance in the community. The discussions have centered on how to

encourage and support diversity in a healthy way and not in a way that mandates or sets quotas. The policy does not dictate that the city will fund all art programs but rather calls for encouraging them as a way of addressing diversity.

Commissioner Walter suggested that line 16, Policy UD-36, is very similar to New-1, but would be differentiated if the word "culture" were added to New-1.

Commissioner Tebelius observed that none of the policies are aimed at encouraging art and arts programs that celebrate the American culture. Commissioner Walter commented that art certainly is a good way to bring cultures together. The city's diversity is changing and participating in arts and culture activities brings people together and helps them understand one another, and that certainly is a role the city should play.

Chair Laing suggested "support" and "encourage" are two different concepts. He said for the city to encourage art and arts programming would be different from saying the city should support them. He agreed with Commissioner Walter that the city should be encouraging art and arts programs but said he would avoid using "support" like in New-2 in that it could imply funding on the part of the city.

Commissioner Hamlin indicated his support for policies New-1 and Policy UD-36 as proposed.

There was agreement to revise the language of proposed New-1 to read "...the city's culturally diverse population."

Chair Laing called for replacing "support" with "encourage" in line 17, New-2 and line 18, New-3.

Commissioner Tebelius said she did not understand what New-3 even means. Mr. MacDonald said it is intended to broaden support for arts programs beyond just the entry level to include all skill levels. Mr. Inghram added that the target of the policy is arts education, which is different from the purchase and installation of public art. Giving people the opportunity to engage in arts education is common in the city in the school districts, in the Bellevue Youth Theatre, and in the community centers. Commissioner Tebelius said in her opinion the city should not be in the business of providing art education.

There was consensus to change "support" to "encourage."

Commissioner Tebelius commented that the line 19, Policy UD-35, line 20, Policy UD-37, and line 21, New-4, all seem repetitive. She said her desire not to see the city involved in arts programming or education extended to the three policies. With regard to New-4 specifically, she argued against singling out one group of people to support, namely artists and arts groups. There are people in all manner of work categories, including lawyers and accountants, that are struggling but there are no policies aimed at supporting them. Mr. Inghram allowed that the general notion of supporting art and arts programming is a competitive theme running through the policies in the arts and culture section. Each specific policy, however, is intended to cover the facets of the city's art program that is addressed by the Bellevue Arts Commission. The Arts Commission actively and on an annual basis supports artists and arts groups in the city.

Commissioner Tebelius argued against using the word "expand" in line Policy UD-37, and against supporting a variety of artwork in public places as outlined in Policy UD-35. She noted

that nothing is said about what the art is, who will pay for it, and where it should be sited.

Commissioner Hamlin said the word "support" does not automatically translate into "mandate." He voiced his support for Policy UD-35, Policy UD-37 and New-4 as proposed. Commissioner Walter agreed and added that "support" does not always mean financial support.

Mr. Inghram pointed out that the policies are focused on the arts program that is in place. The program is endorsed by the City Council and has been for many years, and the Council has shown no inclination toward doing away with the program. The Commission can make its own recommendation, but it should be remembered that the City Council supports and funds the program that supports public art, supports buying art to expand the public art collection, and supports artists and arts groups.

Chair Laing indicated his support for the proposed language of Policy UD-37. He said his preference with regard to Policy UD-35 would be to strike out "to build community and transform the character of a place from the ordinary to the special" as unnecessary.

Commissioner Tebelius asked staff to explain line 24, New-5. Mr. MacDonald said the creation of iconic visual reference points is tantamount to creating places that are easily recognizable. The pond in Downtown Park and Compass Plaza are both iconic visual reference points.

Chair Laing said it was his belief that the iconic visual reference points will sometimes be created by the city and sometimes by private development. He proposed revising the policy to read "Encourage the creation of iconic visual reference points...."

Commissioner Walter suggested the notion of building design avoiding stark spaces should be utilized in one of the policies. Mr. MacDonald commented that it could be easily incorporated into line 22, Policy UD-1. There was agreement to do that.

Answering a question asked by Commissioners Tebelius and Walter about why the reference to water had been deleted from line 28, Policy UD-13, Mr. MacDonald said the intent was to broaden the tools available to designers and to avoid just focusing on water.

With regard to line 29, Policy UD-21, Commissioner Walter suggested replacing "promote" with "invite," "encourage," "welcome," "beckon" or "allow."

Chair Laing proposed rewording the policy to read "Integrate high-quality inviting public and semi-public open spaces into major development." Mr. MacDonald suggested the term "major development" is relatively vague and difficult to accurately define. Chair Laing commented that projects of a sufficient scale can absorb including publicly accessible open spaces; not all development can do that. One way to address the issue would be to replace "integrate" with "encourage."

There was consensus to word Policy UD-21 to read "Encourage the integration of high-quality and semi-public open spaces into major development that invite people to use them."

Chair Laing proposed having line 32, Policy UD-8, read "Integrate rooftop mechanical equipment screening with building architecture." The Commissioners agreed.

With regard to line 33, New-6, Commissioner Walter noted that because solar panels are a new

technology the word "foster" should be used in places of "encourage." She said fostering can be achieved through training, education and promotional materials. Mr. Inghram added that the city is set to launch a solarize Bellevue campaign that is aimed at fostering the use of solar.

Chair Laing questioned what "other environmental technologies" as used in New-6 means. Mr. Inghram said solar panels and green roofs were not issues ten years ago. It is likely that in the future there will be new techniques come along that the city will want to encourage people to do, but those techniques cannot be spelled out because no one knows yet what they are. Chair Laing proposed referring to them as "other renewable energy technologies." Commissioner Tebelius said she would prefer to use "energy efficient technologies" and the Commissioners accepted her suggestion.

With regard to line 34, New-7, Commissioner Walter expressed concern about the aesthetics of green roofs with concrete and glass. They need to be well designed. She said she would prefer to see the policy deleted. At the very least the policy should encourage aesthetically pleasing green roofs in keeping with the character of the building.

Chair Laing said it has been his experience that green roofs are massively expensive and do not reduce heating and cooling costs. They can be successful in slowing the rate of runoff from buildings. He said he would be happy to see the policy deleted.

Commissioner Hamlin indicated his support for the policy.

Mr. MacDonald observed that beyond the technology and the costs and their ability to reduce runoff, green roofs offer benefits for building tenants and improves the view for tenants of nearby buildings. A green wall adds a great deal of interest to the pedestrian experience.

Chair Laing said he could accept having the policy read "Encourage green roofs and green walls where they may enhance the character of Bellevue as a city in a park." There was consensus to accept the suggestion.

Chair Laing suggested the word "provide" should be replaced with "encourage," and the word "viewable" should be replaced with "visible" in line 35, New-8. He said there are instances where it would make no sense at all to gussy it up because the building next door will also have a blank wall.

Chair Laing commented that the draft language in line 37, Policy UD-11, is going in the wrong direction in terms of keeping things at the policy level. He also suggested the term "rain cover" would be broader as "weather protection."

Commissioner Hamlin said he would be okay with "encourage" but said he saw no need to change "rain cover." He pointed out that such changes would take the policy back very nearly to where it is currently.

Chair Laing proposed having the policy read "Encourage both weather protection and access to sunlight in pedestrian areas using architectural elements." The Commissioners concurred.

Commissioner Walter suggested changing the first part of line 38, Policy UD-39, to read "Include clearly visible and accessible walkways...." The Commissioners agreed to make the change.

With regard to line 39, Policy UD-9, Commissioner Hamlin highlighted the issue of service docks that can be seen from public areas. He said they are often ugly and should be added to the policy as something for which the visual impact should be reduced. There was agreement the policy should read "Reduce the visual impact of parking lots, parking structures and loading docks to public areas...."

Commenting on line 40, Policy UD-12, Commissioner Walter suggested that excessive glare from building glass should also be minimized. Mr. Inghram agreed to raise the issue with some of the architects on staff if the notion could be added to the policy without effectively banning glass buildings.

With regard to line 46, Policy UD-70, Commissioner Tebelius asked what the reason was for the change in language given that in essence the proposed policy language is the same as the existing policy language. Mr. MacDonald said policies are supposed to lead with an action word. Additionally, he said the policy has been broadened to include urban design elements. Mr. Inghram said any time a single family neighborhood is adjacent to a commercial area, the commercial area must provide a 20-foot landscape buffer. The same is true in the downtown in the perimeter districts. The requirements are an outgrowth of the policy. Commissioner Tebelius accepted the proposed language change.

Chair Laing pointed out that "through connections" should read "through-block connections" in line 47, Policy UD-72. There was agreement to make the change.

Commissioner Tebelius asked what impact line 48, Policy UD-74, has had. Mr. Inghram said as a matter of policy the city does not allow signs on the upper parts of buildings, though there have been specific exceptions allowed. He said the intent of the proposed policy language is to clean up the wording more than to change the policy direction. He allowed, however, that a change in focus aimed at limiting signs and ensuring design compatibility rather than discouraging them would be in order.

Commissioner Hamlin agreed the focus should be on limiting rather than discouraging in the policy language.

Commissioner Walter suggested the use of bright colors in signs would hurt the skyline and should not be allowed. Chair Laing noted that the design guidelines require signs to be below the top of buildings. Mr. Inghram added that there are also lighting limitations on signs.

There was agreement that the policy should in fact be housed in the signs and wayfinding section.

Commissioner Tebelius asked if the focus of line 59, New-10, is on all buildings and homes. Mr. Inghram said it probably is. The city provides educational materials to homeowners and builders. He allowed that "encourage" could be used in place of "promote" and the Commissioners concurred.

With regard to line 66, Policy UD-33, Commissioner Hamlin commented that in many public spaces there is a bad wind effect. It is really bad at the transit center. He suggested that as public spaces are created consideration should be given to wind effect. Mr. Inghram allowed that there may be a way to include the issue in Policy UD-33.

Chair Laing agreed and suggested the problem is such that it would warrant a standalone policy addressing it.

Addressing line 70, Policy UD-38, Commissioner Tebelius commented that nothing is worse than running on cement. She asked if asphalt sidewalks could be considered instead of concrete. Along SE 26th Street everything from the pine trees falls on the cement sidewalk and gets blown into the street from where it washes into the gutters and flows out into the lake. Porous asphalt or some way to capture the runoff debris would improve things greatly. Mr. MacDonald added that the roots of street trees often conflict concrete sidewalks by pushing them up in a search for water. He said the city has given notice to proceed with a study aimed at developing a toolkit of options to address and solve those issues.

Mr. Inghram suggested the issue of porous asphalt or other approaches would better serve as a policy separate from Policy UD-38. He said he would take the issue back to staff for suggestions of how to address it.

There was agreement to use the word "walkways" in place of "circulation" in line 76, Policy UD-43.

A motion to extend the meeting by 15 minutes was made by Commissioner Hamlin. The motion was seconded by Commissioner Tebelius and it carried unanimously.

With regard to line 82, Policy UD-49, Chair Laing said he would like to see non-motorized trails added to the list. The Commissioners agreed.

Chair Laing said he also would like to see a policy included that addresses operation and maintenance facilities. Mr. Inghram made note of the suggestion and proposed holding the issue in the wings for a few days to see how things play out.

****BREAK****

Mediation program manager Andrew Kidde said in the course of working to update the Citizen Engagement Element he reviewed the programs in place in other cities, but found that none of them have their participation elements front and center. He noted the name change from Citizen Participation Element to indicate more active involvement. The current element is very focused on planning and land use; while an important area for citizens to be engaged in, it is not the only one by any means. The desire is to have citizens engaged in everything the city does so the first section of the draft element maps out policies that are about the city as a whole.

Mr. Kidde said over the years he has found that many citizens do not know exactly what functions Bellevue plays. New Policy CE-1 is aimed at emphasizing the importance of informing Bellevue residents about the city's operations, budget allocations, services and policies. On the flip side, Policy CE-2 is focused on learning from residents through surveys and outreach about their perceptions of the city, its performance, budget priorities, taxation, and how the information is used to improve services to the community.

Continuing, Mr. Kidde explained that policies CE-3 through CE-6 all have an element of dealing with diversity. Citizen involvement is always complicated where there are wide diversities involved. Some of the issues have to do with access and the provision of translation and

interpretation services. The work to translate all city documents and to provide interpretation services at every city meeting in each of the myriads of languages spoken by Bellevue residents would clearly be cost prohibitive. There are, however, there are large groups of people speaking languages such as Korean, Chinese, Russian and Spanish and resources could be and often is focused on those groups.

A motion to extend the meeting by ten minutes was made by Commissioner Hamlin. The motion was seconded by Commissioner Tebelius and it carried unanimously.

Commissioner Hamlin said he had only a few suggested wording change to the policies and would provide them in writing to staff.

With regard to Policy CE-3, Commissioner Walter suggested changing "populations with limited English language ability" to "populations with limited language ability" in order to include sign language. She also proposed adding to Policy CE-5 all the school districts in Bellevue and Bellevue College. Chair Laing suggested a broad reference to educational organizations.

Commissioner Tebelius expressed the view that the current Citizen Participation Element is fine. She said she could see no reason to include the proposed new policies given that the focus of each is already encompassed in the existing policies. She indicated, however, that if the desire of the Commission is to include the new policies, she would want to take the time to focus on each one and seek an explanation of why each is needed.

Chair Laing suggested that several of the policies could be significantly shortened.

Mr. Kidde reiterated that the existing policies are primarily focused on planning and land use. There are in fact many other functions the city undertakes and as a result there are many other opportunities for citizen involvement. The city as a whole will benefit from policies that will guide behavior in terms of engaging the population. Mr. Inghram added that each of the new policies addresses a facet that is not addressed in the current policies.

Commissioner Tebelius asked if the staff would do any of what is outlined in the new policies if the new policies were not included in the element. Mr. Inghram said the city would still regulate development and build roads if there were no Comprehensive Plan policies in place. The argument can be made, however, that those actions can be carried out better and more efficiently because there are policies providing guidance.

8. OTHER BUSINESS - None
9. PUBLIC COMMENT - None
10. DRAFT MINUTES REVIEW
 - A. May 14, 2014

Commissioner Tebelius called attention to page 15 of the minutes and noted that the motion relative to the Bellevue Technology Center Comprehensive Plan amendment failed on a 2-2 vote without indicating which Commissioners voted for and which voted against. She said it was her recollection that she and Commissioner DeVadoss voted for the motion, and Commissioners Hamlin and Laing voted against the motion.

A motion to approve the minutes as amended was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin and it carried without dissent; Commissioner Walter abstained from voting.

B. May 28, 2014

Commissioner Tebelius submitted to staff the comments she had made about retiring Commissioner Hal Ferris and asked to have them included in the minutes on page 5.

A motion to approve the minutes as amended was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin and it carried without dissent; Commissioner Walter abstained from voting.

C. June 11, 2014

A motion to approve the minutes was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin and it carried unanimously.

11. NEXT PLANNING COMMISSION MEETING

A. July 23, 2014

12. ADJOURNMENT

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

Chair Laing adjourned the meeting at 10:10 p.m.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

July 30, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Laing, Commissioners Carlson, Hamlin, Hilhorst, Tebelius, deVadoss, Walter

COMMISSIONERS ABSENT: None

COUNCIL LIAISON: Councilmember Stokes

STAFF PRESENT: Paul Inghram, Nicholas Matz, Carol Helland, Department of Planning and Community Development; Catherine Drews, Department of Development Services

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

A. OPMA AND PRA TRAINING

The Commissioners Laing, Hamlin, Hilhorst, Tebelius, deVadoss, and Walter receiving training regarding the Open Public Meetings Act and the Public Records Act from 5:30 p.m. to 6:25 p.m.

1. CALL TO ORDER

The meeting was called to order at 6:37 p.m. by Chair Laing who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present.

3. PUBLIC COMMENT

Mr. Steve Kasner, 1015 145th Place SE, noted that at a previous Commission meeting the comment was made that there is no need to enhance the tree canopy. He stressed that every decision the Commission makes, especially decisions about the tree canopy, will affect the city for years to come. There should be no attempt to seek out and implement the lowest common denominator or the easiest way out. The Commission should listen carefully to the staff and seek to fully understand the issues.

Mr. Ian Morison, an attorney with McCullough Hill Leary, 701 5th Avenue, Seattle, spoke on behalf of the applicant for the Bellevue Technology Center Comprehensive Plan amendment. He said the site is generally known as the Unigard site, the 46-acre campus at 156th Avenue NE and NE 24th Street. The applicant is bringing forward a Comprehensive Plan amendment that in essence seeks to start a conversation. The current development was created in the early 1970s as

the headquarters campus for Unigard under a planned unit development (PUD). The last phase of the development was completed in the 1990s. In essence the site has zoning that has been static for over 40 years. The policy in the Crossroads subarea section of the Comprehensive Plan that allows office as a conditional use has been in place for more than 25 years. A conversation about the future of the Crossroads subarea, particularly where it abuts the Bel-Red subarea, is needed. When the site was developed the SR-520 extension did not even exist, and numerous other changes have occurred in the intervening years. The site has a .16 FAR, while just across 156th Avenue NE FARs as high as 5.0 are allowed. The property owner has reached out to stakeholders in the local community and by certified letter they politely but firmly indicated they have no interest in having that conversation. While respecting their position, the time is right to initiate a conversation about the long-range vision for the site. If the proposed amendment is docketed, a more detailed conversation will ensue.

Commissioner Carlson asked Mr. Morison what his client would like to see on the Bellevue Technology Center site. Mr. Morison stressed that there is no proposed design and no new proposed uses on the table. The desire is simply to start a conversation to talk about potential future uses that would be neighborhood and context sensitive.

Mr. Edward McDonald, 15936 NE 27th Place, said he has lived in the Sherwood Forest community for 30 years, raised his family there and retired there. He said he had participated in all of the land use planning regarding the Unigard property during those 30 years. The PUD for the site was developed with the community, the developer and the city working together. The document remains contemporary, not a relic of the past. It represents an agreement that defines the full use of the property. The community made concessions and agreed to the PUD with the understanding that it was a permanent agreement. The old farm would have been residential homes if it were not for Unigard and the PUD. A deal is a deal and it would be wrong to vacate the PUD. Every new owner of the Unigard property has wanted to push development and vacate the PUD. The Commission should respect and honor the agreement that was meant to be a contract. The current strategic plan should be retained given that it is not broken. Development within the strategic Bel-Red plan should be encouraged. The decision should be made that 156th Avenue NE is a clear red line protecting the residential community from highrise developers and ad hoc requests for expansion.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

Mr. Ken Clark, 14860 SE 51st Street, said the Horizon View A neighborhood in which he lives was annexed into the city in 2012 along with Hilltop and Horizon View C. The zoning changes negotiated in Hilltop and Horizon View C came to the attention of the Horizon View A residents after a short plat application was filed in the neighborhood, which primarily has large lots. The short plat sought to divide a lot that is only 130 feet wide. The result will be the introduction of houses to the neighborhood that are completely out of character and out of scope. A meeting was called at which the prospective developer presented his plan. There was a huge turnout and of the 59 responses made to date, none have been in favor. The neighborhood is united in wanting to see its zoning downgraded to R-2.5. Horizon View A when platted instituted CC&Rs that required renewal every few years, but through what appears to be an oversight the restrictions lapsed some 30 years ago. Initially the maximum height was 22 feet and setbacks of 15 feet on each side were required. The houses in the short plat that is working toward approval will have only five-foot setbacks and will put two houses on a lot that is only 130 feet wide. That will be completely out of character with the neighborhood. The Commission was asked to

see the equitableness of allowing the downzone. The neighborhood has engaged Thorpe and Associates to represent it.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

Dr. Russ Paravecchio, 2495 158th Place NE, said he obtained from the city a summary of the land use actions concerning the Unigard site that represented a 28-year tug-o-war between office development capacity and the retention of natural features on the site and the surrounding neighborhoods. The document summarizes the actions chronologically from 1972 to 2000. It should be recognized as a striking fact that the community has had to defend itself from a variety of actions designed to change the ability of the Unigard site to development beyond what the community agreed to. The community's focus has always been on preserving and protecting safety, property values, and in no small or exaggerated way their constitutional right to pursue happiness. Changes of an impacting nature should only be entertained in the community wants it, not just because they are being nagged to death. Only the community's wish to change the status quo matters. The fact is that the community does not want change that will result in further transgression past the buffer zone into the neighborhood and all the negatives that would bring with it, including decreased property values, the loss of open space and trees, and increased traffic.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

Ms. Gail Toney, 1910 160th Avenue NE, said she is a member of the Bellwood East community directly east of the Bellevue Technology Center site. The community remains concerned about potential traffic congestion, environmental and safety issues as highlighted at the May 14 Commission meeting. At that meeting Jack McCullough representing the Bellevue Technology Center property owner indicated that they had reached out to the neighborhoods with an invitation to sit down and talk about a vision for the site. The only neighborhood that was contacted, however, was Sherwood Forest. More communities than just Sherwood Forest would be impacted by any changes to the site. Mr. McCullough also stated that the policy governing the site is a relic and that a 21st Century conversation is needed about what should be allowed on the site. It can only be assumed that in the 21st Century all open areas will be developed; air quality will be diminished due to a lack of trees filtering the air; and family time will be eroded due to sitting in cars on congested streets trying to get home. The fact is there have already been numerous conversations as the property has changed hands. A firm PUD is in place and it should be honored. The current property owner, KBS Realty Advisors, is headquartered in Newport Beach, California. Their website does not give the impression of a company with a desire to be a long-term community partner and to keep the best interests of the community in mind. If further development is allowed, the long-term citizens of the community will be left behind to deal with the aftermath. Bellevue is a French word meaning beautiful view, but sadly the city's beautiful views are being eroded and destroyed bit by bit and plot by plot. The once beautiful views of downtown Seattle, sunsets and the Olympic Mountains have been obliterated by the enormous buildings going up on the former Angelo's Nursery site. Once development occurs there is no going back. The Commission should keep in mind the citizens who have lived in and supported the community for many years; they are the ones with a real interest in the community. The Bellevue Technology Center proposal should be rejected.

Chair Laing noted for the record a large number of hands raised in support of the comments

made.

Ms. Michelle Neithaumer, 15897 Northup Way, spoke as president of the Foxborough Homeowners Association. She explained that Foxborough is a community of 60-plus townhomes. The Association has very strict covenants in place, including a rule against renting. Every purchaser is informed about the rules, and if they do not like them they do not buy in the community. The same thing should be said for the Unigard property. The property owner knew what the rules were when the site was purchased but is now seeking to change them. The issue is not about having a conversation, it is about making a profit. There are over 400 commercial properties for rent in the greater Bellevue area; there are vacant buildings that are being vandalized. The Angelo's property sat vacant for quite some time and it saw vandalism. Top Food and Drugs has been vacant for more than a year. A look at a map reveals that 156th Avenue NE is a line drawn between residential and commercial properties. It should be kept that way.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

Mr. Bruce Whitaker, 1924 160th Avenue NE, agreed with the comments made by Ms. Toney. He provided the Commission with copies of a map showing that the east property line of the Bellevue Technology Center is his west property line. He also shared with the Commission a photo of what he sees out his back window looking toward the Bellevue Technology Center site; he pointed out that nothing of the development can be seen because of the buffer of trees. He said his concerns relative to the tree buffer are with the south, east and the north areas of the site. He said 20 years ago when he purchased his property he looked very carefully at the PUD documents and talked to the then-owner of Unigard and was convinced the PUD was ironclad. The agreement in place should not be changed.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

Mr. John Harrow, 2431 161st Avenue NE, said he has lived in the Sherwood Forest community for 28 years and currently serves as vice president of the Sherwood Forest Community Club. He concurred with the statements made by Dr. Parvecchio and Mr. McDonald. He thanked the community members who have taken the time to follow the issue and attend the meetings. The intent of the PUD as a transition area when initially adopted in 1972 by the City Council is as valid currently as it was then, possibly even more so considering the increases in traffic and noise to the west of 156th Avenue NE. The Commission was urged to follow the recommendation of the staff not to include the proposal in the annual Comprehensive Plan amendment work program.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

Mr. Manuel Solis, 2447 161st Avenue NE, said the new owner of the Unigard site are arguing that it has been 20 years since an agreement was reached not to develop the property and to retain the buffer zone between it and the residential areas. That argument is a perfect example of why the threshold needs to be kept in place. Even though many years have passed, things are working exactly as designed. It would be ludicrous to make the same argument about portions of Central Park in New York, that it has been many years since the park was built and that a

conversation should be had about making changes that will result in more development. The Commissioners were urged to follow the recommendation of the staff to not include the proposed amendment in the annual Comprehensive Plan amendment work program.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

Mr. John Emmel, 15849 Northup Way, said he lives directly across the street from the Unigard property. He allowed that while his knowledge of urban planning is limited, he is an expert when it comes to living in Crossroads. Anyone who passes through the Crossroads area during the noon hour or during the morning and evening commutes is aware of the horrible congestion. A plan has been developed for the Bel-Red subarea that will result in many new residences and businesses. The Madison House on 156th Avenue NE is under construction and it will add 109 housing units to the mix. The Bel-Red Apartments redevelopment is under way with about 250 housing units. Further congestion should not be triggered by allowing development of the Unigard property.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

Mr. Greg Rosalini, 15011 SE 51st Street, said his home is in the Horizon View A development. He said he serves as president of the Horizon View Citizens Association. He agreed with the comments made by Mr. Clark and said no one has opposed the proposed rezone.

Chair Laing noted for the record a large number of hands raised in support of the comments made.

4. APPROVAL OF AGENDA

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

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

Councilmember Stokes commended the public for the crispness and depth of the comments made. He said he hoped the Commission would be able to work through the issues expeditiously while giving them due consideration.

6. STAFF REPORTS - None

7. STUDY SESSION

A. Horizon View Areawide Rezone Proposal

There was consensus on the part of the Commissioners in support of scheduling a public hearing on September 10.

B. Annual Comprehensive Plan Amendments - Bellevue Technology Center

Comprehensive Planning Manager Paul Inghram reminded the Commissioners that a public hearing on the topic was held on May 15. A vote was taken by the Commission at that meeting but the 2-2 tie vote means that there was no decision or recommendation by the Commission. He sought from the Commission a specific recommendation either for or against the proposal.

Commissioner Tebelius noted that the motion made by Commissioner DeVadoss to recommend no further consideration of the Bellevue Technology Center Comprehensive Plan amendment application failed because of the tie vote. She observed, however, that the same motion could be made again.

Chair Laing said according to Roberts Rules of Order, anyone can make a motion to renew a motion previously made. He added that absent having a motion on the floor there would be no further discussion of the issue.

A motion to accept the recommendation of staff not to include the Bellevue Technology Center proposal in the 2014 Comprehensive Plan amendments work program was made by Commissioner Tebelius. The motion was seconded by Commissioner Hilhorst.

Commissioner Walter voiced support for the recommendation of staff. She said she carefully read over all of the materials and could find no compelling argument for moving the proposal forward.

Commissioner Carlson commented that any time actions are taken to deviate from the Comprehensive Plan, there should be a compelling and justifiable reason for doing so. In the case of the Bellevue Technology Center there are no changed circumstances that warrant revising the Comprehensive Plan. The argument made by Mr. McDonald that a deal is a deal and that there are many commercial properties, both in Bellevue and in the area where the Bellevue Technology Center is located, was right on point. An argument simply cannot be made that commercial development should be allowed in an area where it is clearly not wanted, especially given that other commercial properties are in want of lessees. He voiced his support for the staff recommendation.

Commissioner Hilhorst agreed with Commissioners Walter and Carlson. The owners of the residential properties surrounding the Bellevue Technology Center site purchased their homes with an understanding of the agreement that is in place, and the new owner of the Bellevue Technology Center clearly understand the limitations that are in place. If approved and the property is allowed to redevelop, there will be no opportunity to turn the clock back. A natural barrier has been retained because of the agreement and it should be preserved at all costs.

Commissioner DeVadoss noted that he lives near the Bellevue Technology Center property. He said he could see no compelling reason to change the deal that is in place.

Commissioner Hamlin commented that while he was sympathetic with those who have addressed the Commission, the fact remains that none of the discussion has focused on the threshold review. What it really comes down to is whether or not there have been significantly changed circumstances sufficient to meet the threshold. There have indeed been changed conditions in the surrounding areas, though the rate and timing of the growth that has taken place was anticipated by the city. However, previous to the Bel-Red rezone, the property across the street on the west side of 156th Avenue NE was zoned Community Business; it has since been rezoned to BR-RCS and BR-CR with building heights of up to 70 feet. It can easily be argued that that is

a significantly changed condition which the developer of the property across the street is taking advantage of. The significantly changed condition meets the threshold review criteria and the Comprehensive Plan amendment should be carried forward to the 2014 Comprehensive Plan amendment package.

Commissioner Tebelius agreed with the statement made by staff at the May 14 meeting that the development activity occurring on the old Angelo's site was contemplated at the time of the Bel-Red planning effort. The decision of the city at the time was to make sure not to include the area to the east of 156th Avenue NE. Nothing has changed that would suggest reconsideration that position. She said she would vote in favor of the motion.

The motion carried 5-1, with Commissioner Hamlin voting against. Chair Laing abstained.

Chair Laing pointed out that the Chair may vote in the case of a tie. He indicated, however, that in previous discussions he had agreed with the position taken by Commissioner Hamlin. At the threshold review stage, the merits of a particular proposal are not at issue; the question at the threshold review stage is whether or not the criteria are met. He concurred with Commissioner Hamlin that in fact the criteria had been met. For the benefit of the audience, however, he stressed that the Commission's action represents only a recommendation to the City Council which ultimately will make the decision of whether or not to include the amendment in the work plan.

Mr. Inghram said the issue could be before the Council the first week of September.

8. PUBLIC HEARING

A. Land Use Code Amendment to Address Recreational Marijuana

Chair Laing asked if any reason existed why the Commission could not make changes to either Option A or Option B and make a recommendation based on those changes. Legal Planner Catherine Drews allowed the Commission could do that under the broad notice that was published.

Mr. Inghram reminded the Commissioners that under state law retail recreational marijuana stores are not permitted to locate within a 1000 feet of various uses. He shared with the Commission maps highlighting the land use districts where retail marijuana stores and production and processing operations could be located under the interim regulations adopted by the Council; the impact of increasing the state separation requirement from 1,000 feet to 1320 feet; and the impact of including private parks and religious institutions to the mix of uses requiring separation from recreational marijuana uses.

Ms. Drews commented that two retailers applied to locate in the downtown, but with the establishment of the first near 106th Avenue NE and Main Street, the second was ruled out because of the 1,000 separation requirement between marijuana retail outlets.

Chair Laing noted that four possible retail locations and three possible production and processing sites were shown on the maps and asked if any of the sites were eliminated by the direction given by the Commission on June 25. Ms. Drews said two of the three production and processing sites east of Richards Road and both north and south of SE 30th Street would be ruled out by increasing the separation requirement to 1,320 feet.

Commissioner Carlson asked what production and processing uses entail and how large they can be. Ms. Drews said they are limited by the state relative to canopy production. There are three different tiers, with the smallest being 1000 square feet of canopy. A producer actually grows the plants while a processor takes the final product and readies it for sale, which can include making extracts. Every time marijuana is handled there is a 25 percent excise tax. The state allows entities to act as both producer and processor and to pay only a single excise fee. The Light Industrial zone is the only zone in the city where agricultural processing is allowed.

Commissioner Carlson asked why the city would even allow for the growing and processing of an agricultural product that is illegal under federal law. Ms. Drews said the Council made a policy decision to allow the use. Chair Laing said the question is well taken but is beyond the scope of what the Commission has been tasked with addressing.

Chair Laing noted that the state has set a limit of four on the number of recreational marijuana retailers in Bellevue and asked if the state has also set a limit on the number of production and processing facilities that can locate in the city. Ms. Drews allowed that the state has chosen not to limit production and processing facilities in the same way it has set limits on retail operations. However, the number of available Light Industrial parcels in the city is limited and that fact will serve as a limiting factor. The three production and processing facilities in the Richards Road area are licensed and two of them are operating. If made nonconforming under the permanent ordinance, the use would be grandfathered and allowed to continue even if sold to another state-licensed producer/processor.

Commissioner Carlson asked if the City Council intended for the city to become a major wholesale processing center for marijuana. Councilmember Stokes said the use is allowed under the interim ordinance. When the interim ordinance was adopted, the Council was aware that the opportunities to locate producers in the city would be limited. The Council was also aware that the number of recreational marijuana retailers would be limited.

Answering a question asked by Commissioner Tebelius, Ms. Drews noted that of the four retail licensees, two have submitted building permit applications to the city for processing; one is on Main Street between Bellevue Way and 110th Avenue NE, and one is on 130th Avenue NE to the south of Northup Way. One retailer is looking for a new location and the fourth has not been heard from.

Commissioner Carlson asked how many recreational marijuana retailers were currently operating in the city. Ms. Drews allowed that there were none but indicated that within 90 days there could be as many as two. To date only one retailer has the permits required by both the state and the city.

Commissioner Carlson asked if the Commission would be within its scope to declare support for a moratorium on any additional retail or production and processing facilities in the city. Chair Laing suggested the Council would not have placed the issue on the Commission's plate seeking a recommendation if it was simply asking for a rubber stamp of what the Council has already done. Implicit in the Council's asking the Commission to provide a recommendation is the idea that the interim regulations are not what the final regulations will be. The Council has, however, provided parameters and orienting principles for the Commission to operate under, and among them is the clear principle that an outright moratorium or ban is not acceptable. The Commission has been asked to look at a Bellevue-specific approach, but it would be inconsistent

with the direction handed down by the Council to come up with a de facto or otherwise effective moratorium.

Councilmember Stokes said the Council did not send the matter to the Commission seeking a wholesale revision of the interim ordinance. The Council addressed the matter twice and each time entertained a 5-2 vote in favor; that is not going to change. The Council has been clear about wanting to implement the will of the voters in a way that is consistent with state law and in the best way possible from a public safety standpoint. To develop rules that will effectively ban retail recreational marijuana sales would be going against the Council direction. The information received from the police chief was very helpful. If there are issues about signage or how the stores should operate, the Commission should address them in a Bellevue-specific way.

Commissioner Carlson commented that what the people of Bellevue voted for was that residents in the privacy of their own homes should be allowed to use marijuana. Similarly the residents of Bellevue would probably agree that people have the right to view hardcore pornography in the privacy of their own homes, but they might feel very differently about an X-rated bookstore down the block. He said it was his guess that those who voted to allow for the use of marijuana behind closed doors might think differently about having a marijuana store down the block.

Chair Laing urged the Commissioners to save their questions and discussion until after the public hearing.

Answering a question asked by Commissioner Tebelius, Ms. Drews said the Commission asked staff to take a look at increasing the separation distance from 1000 feet to 1320 feet, or one-quarter mile; that was done and the increased distance is indicated on the maps. The Commission also asked staff to include parks, particularly private parks, in the distance separation calculations; that was done using data available in the city's GIS system and is reflected on the maps. The staff was also asked to look at prohibiting recreational marijuana stores from subdistrict A of the perimeter design district in the downtown; that also was done and is reflected on the maps. The staff was directed to look at using the administrative conditional use permit process, which also was done. The Commission also asked the staff to map religious institutions as uses for which there should be a distance separation requirement; that was done and the results included on a separate map.

Ms. Drews said given the June 25 direction from the Commission, the staff identified a clustering of potential retail locations in the Wilburton and Bel-Red areas. The increased distance separation and the inclusion of private parks means there is no ability for the city to locate stores in the northeast and southeast portions of the city.

Chair Laing observed that while the sites along 156th Avenue NE were lost, there still would be a dispersion of the uses under the Commission's June 25 direction, though there would be fewer total parcels.

Commissioner Tebelius asked if under state law the city could limit the total number of retail stores. Ms. Drews said local jurisdictions are not preempted under the state statute from doing so.

Commissioner Hamlin asked if including parks and grandfathering the producer/processors would be acceptable to the City Council. Ms. Drews said she could not speak to what the City Council might agree to but allowed that grandfathering uses is consistent with how the city

treats current uses under the code that become nonconforming. Commissioner Hamlin asked if ruling out the possibility of adding new uses to that area should be perceived as an issue. Mr. Inghram answered that the options available to the Commission were to allow new producer/processors within the allowed spaces; seek to somehow freeze the status quo; and to seek disallowing the uses altogether. In the end it comes down to a question of policy.

Councilmember Stokes said generally the policy position of the Council is not to be more restrictive than state law. To act in a more restrictive manner would need to be predicated on a strong rationale, particularly where the result would be a narrowing of opportunities or potential.

Commissioner deVadoss asked if the separation requirement applies to recreational marijuana retail stores as well as to retail alcohol sales stores. Ms. Drews said it does not and that retail marijuana and alcohol stores could be located proximate to each other.

Commissioner deVadoss asked if modeling could be done to determine the expected number of retail marijuana stores required to prevent an influx of consumers coming in from elsewhere. Mr. Inghram said that is essentially what the state has tried to do. The limits set by the state on retail licenses are based on a population distribution model. That model concluded that four stores would be appropriate for Bellevue. Ms. Drews said the I-502 webpage on the Liquor Control Board site includes a white paper outlining how the conclusions were reached.

Commissioner deVadoss said he favored requiring a separation between marijuana retail stores and stores that sell alcohol. Councilmember Stokes said that requirement could effectively rule out all locations for siting a recreational marijuana retail store in Bellevue.

Answering a question asked by Commissioner Tebelius, Ms. Drews said the separation requirement does not apply to producer/processor uses. There are limited Light Industrial zoned parcels in Bellevue and that alone will serve as a limiting factor. Councilmember Stokes added that the Council did not include in the interim ordinance the separation requirement for producers and processors but did limit the use to the Light Industrial zone, which was seen as the most appropriate place for the use.

Commissioner Carlson suggested that any zoning changes that might be recommended by the Commission will be essentially fruitless unless accompanied by a recommendation on a maximum number of retail outlets to be allowed in the city.

Chair Laing called attention to paragraph E in Option A and asked why staff was proposing to strike it. Ms. Drews said the paragraph was proposed to be removed because it was included in paragraph D. The requirement for all producers, processors and retailers to comply with all applicable state ordinances, standards and codes is in the interim ordinance and serves as the starting point for the permanent ordinance.

Chair Laing asked if anyone from the city has talked to the Bellevue School District about the proposal to locate a recreational marijuana retailer four blocks north of Bellevue High School. Councilmember Stokes said the school district is aware of it. Ms. Drews reported that police department representatives will be traveling with city staff to Denver and Boulder in about a week to meet with law enforcement agencies and to visit retail facilities to get a better idea of what some of the impacts are.

A motion to open the public hearing was made by Commissioner Tebelius. The motion was

seconded by Commissioner Hilhorst and it carried unanimously.

Dr. Fred Charb, 14150 NE 20th Street, Suite 7, said his office is located approximately 300 feet from the front door of where The Novel Tree recreational marijuana retail store intends to locate. He asked if the business is already approved to be operational; Ms. Drews allowed that the use is still under consideration by the state but has submitted a building permit to the city. Dr. Charb noted that a notice posted to the door of the building in which the use intends to locate indicates the business will be opening soon. He added that the sign makes it clear the use will be selling cannabis products. Ms. Drews said the use has open permits and if there is an issue with signage it will be dealt with before a temporary certificate of occupancy will be issued. Dr. Charb said he addressed the Commission on June 25 regarding the issue of safety relative to businesses that deal largely on a cash and carry basis. Local merchants are concerned about armed robberies and thefts occurring at the use. As proposed, the use will be located 300 feet away from a martial arts studio the Little Gym, 600 feet from the Blue Sky church, and just under 300 feet from a Girl Scouts administrative center, all of which are frequented by children. Chief Montgomery's presentation on June 25 about the impact of product being sold was very good. Most people have the conception that people will go to recreational marijuana retail stores to purchase leaf marijuana to be rolled into a cigarette and smoked, but the fact is the stores will also handle the extracted product. Just two weeks before his presentation the Bellevue fire department had to respond to six persons in need of resuscitation after using marijuana extract products. In Denver there was an issue where a person having consumed one and a half marijuana cookies walked off the top of a tall building. A moratorium should be placed on the non-leaf products until further studies can be done by the state.

Ms. Teri Olsen, 1830 130th Avenue NE, said she and her husband operate the small business Unique Art Glass, directly across the street from the proposed pot store. A retail marijuana store will not be a good fit for the business neighborhood. Most of the local business focus on home improvement, though there is also a gas station and a couple of restaurants. None of the businesses are open late into the evening. She said her residence is in Cherry Crest near the pocket park that is only about three blocks from the proposed pot store on 130th Avenue NE. The park includes a basketball court and a tennis court and there are kids there all the time, including teens on bicycles.

Ms. Terra Martin, 18707 SE Newport Way, Issaquah, spoke representing Green Theory, the dba for Par 4 Investments. She said she is one of the store managers and also the founder of a local non-profit for breast cancer. She said she had breast cancer at the age of 28 and that got her involved with medicinal marijuana. If a child can tell that a store is a recreational marijuana retail establishment, then the store is not in compliance with the city's ordinance. Green Theory understands the importance of safety and following the laws, and believes children should be educated as to the use of marijuana. The product should be kept out of the reach of children. Bellevue High School recently held an assembly focused on the sale of marijuana in the city of Bellevue; information about side effects was shared along with what will happen to minors who choose to go into a retail marijuana business. The store owner will automatically be in violation of state and local laws should a minor walk into their store. Green Theory will be developing outreach programs aimed at educating and providing safety for children, and will work with the police department on risk management programs. Cannabis commerce is a business opportunity and a community responsibility. The community can be assured that Green Theory will adhere to all relevant laws and regulations, will restrict access to minors, and will run a safe, secure and discreet operation. The business will contribute to the local economy and will set aside a portion of its revenues for local philanthropies. Green Theory is dedicated to setting the highest

standards in Washington cannabis retail.

Ms. Kim Lillian, 1813 130th Avenue NE, said she owns Restaurant Design and Sales, directly in between the proposed Novel Tree and the currently operating Hemp and Cannabis Foundation. She said her business will certainly not benefit from having two cannabis operations as neighbors and would prefer not to see cannabis legalized. City code limits signs for cannabis businesses to no larger than 11 square feet, but the sign for the Novel Tree is larger than that and an enforcement action may be necessary. There are also going to be parking issues given the projected amount of volume the store is expected to see, and lighting issues during the evening hours, all of which is going to have to be addressed by the city. The way things are shaping up it appears the city is creating a sort of red light district for cannabis uses that centers on the 130th Avenue NE area.

Mr. Mike Griffith, 13419 NE 37th Place, said he has lived in Bellevue his entire life and is a principal at Par 4 Investments. He noted that the business has worked very hard over the last few months to obtain a license from the state Liquor Control Board, and has been working with the city to obtain the necessary permits. Par 4 Investments is one of the few entrants that met all of the requirements for Bellevue. It owns the site, intends to provide adequate capital to run the business in a compliant manner, and has no criminal history. The desire is to run the business in a professional manner and to observe all applicable rules of the state and the city of Bellevue. John and Debbie Bacon, also principals of Par 4 Investments, have operated the Bacon Family Foundation for two decades and partners with United Way and supports four organizations on the Eastside that focus on children: Hopelink, Bellevue Boys and Girls Club, Jubilee Reach, and the Bellevue Schools Foundation. The Bacons raised their children in Bellevue and just as their kids did their grandkids are attending Bellevue schools. They are very concerned about kids and the need to educate them with regard to prevention. The vision for the store is to have a safe and secure environment that complies with all the rules. Every step will be taken to avoid conflicts.

Answering a question asked by Commissioner Carlson, Mr. Griffith said under the state rules no person under the age of 21 is allowed to even enter the premises. Accordingly, people must be screened before they enter the store.

Mr. Matthias Reebe, 1830 130th Avenue NE, spoke as co-owner of the Salt Mine Arium. He said the business was opened two years ago and at that time experienced how difficult it is to open a business. He said the business also serves children and having The Novel Tree located nearby is not a good idea for the reasons cited by other speakers who have businesses along 130th Avenue NE. The cannabis store will not be a good fit with the plans Bellevue has for the Bel-Red area.

Ms. Annette Reebe, 1830 130th Avenue NE, agreed with her husband.

Chair Laing noted for the record that a number of persons had raised their hands in support of the comments made by the owners of businesses along 130th Avenue NE.

Mr. Blaise Bouchand, 1950 130th Avenue NE, spoke as owner of Maison de France. He said the recreational marijuana store at 1817 130th Avenue NE does not meet the I-502 code. The proposed location is within 1000 feet of the Girl Scouts of America office that includes a recreational center; a martial arts academy that caters to children and young teens; The Little Gym, a training center for children aged two to ten; a science preschool for children aged three to five; Blue Sky Church, which operates children and youth programs; and the Hemp and

Cannabis Foundation, an existing medical marijuana business. The question is why a recreational marijuana reseller would be allowed to locate there. Bellevue is facing a legacy issue, and the Commission is responsible for not trashing the health of the city.

Answering a question asked by Chair Laing, Mr. Inghram said it was his understanding that the Hemp and Cannabis Foundation located on 130th Avenue NE provides consulting and prescriptions but does not sell or dispense marijuana.

An attempt was made to contact Ms. Sandy Dryling by telephone to allow her to provide testimony. The attempt was unsuccessful but Chair Laing asked to have the record reflect Ms. Dryling's opposition to allowing the recreational marijuana retail store on 130th Avenue NE.

Mr. Bouchand read into the record a statement from Greg Katz, vice president of administration, facilities and risk management for BECU, in which he noted that BECU has two ATMs located in the 130th Avenue NE area accessible 24 hours per day by the general public. BECU is very concerned about the safety of its members and the general public relative to the opening of a recreational marijuana retail store in the area, something which could lead to an increase in crime.

Chair Laing noted for the record that several hands were raised in support of Mr. Bouchand's testimony.

Commissioner Carlson asked if the 1000-foot rules includes medical marijuana dispensaries. Chair Laing explained that it does not under the interim ordinance as adopted, though it does include collective gardens. Ms. Drews clarified that medical marijuana dispensaries are not allowed in the city. Collective gardens are allowed in certain areas only and the separation rule applies to them.

Ms. Aching Wood, 12422 NE 7th Place, voiced concern about allowing the drug store to locate on 130th Avenue NE so close to residential neighborhoods. She said her daughter attended The Little Gym when young and also took dance classes in the area. The notion that the drug store owners will be teaching children in the schools about marijuana will be misleading. Kids are being told that they cannot use the product when they are young and that they will be able to use it when they are older, but they are not being told how it will hurt their bodies. Those looking to open retail stores to sell marijuana want to make money, and they will be making money from drug users. The sale of marijuana in Bellevue will not be good for the community.

Chair Laing noted that several hands were raised in support of the comments made.

Ms. Brenda Jones, co-owner of the Academy of Kempo Martial Arts, 1950 130th Avenue NE, said while personally against allowing the sale of marijuana in the city, it is a moot point. In deciding where the use should be allowed the Commission has looked parks and churches, but it should also look at businesses that cater to children. Kempo Martial Arts has been in operation for ten years and The Little Gym has been going for a very long time as well, and there are a number of children in and out of those businesses every day. Allowing a recreational marijuana retailer to locate there is inappropriate.

Mr. Chris McAboy, owner and founder of The Novel Tree, 1817 130th Avenue NE, noted that in 1999 there was a general scare that as the year 2000 rolled in all computers would cease functioning and there would be a general shutdown. None of that came about, however. Now

there are voices raised against the legal sale of recreational marijuana and they are saying all manner of bad things will happen. None of the claims, however, will come true. The arguments raised by the businesses located along 130th Avenue NE that cater to children are arbitrary and capricious because they do not fit the state definitions. The picture of the basketball hoop at the Girl Scouts facility that was submitted to the Commission is actually located in a striped parking lot. The Novel Tree has received its permits from the city, and the sign was approved by the city, but if in fact it does not meet the requirements it will be removed. The Novel Tree has complied with all state and local regulations to date and fully intends to continue doing so. The projections show the business will generate between \$100,000 and \$300,000 in tax revenues for the city. The fear mongering being carried out by the 130th Avenue NE business owners amounts to discrimination against a single business; they are not calling for an outright ban on the sale of marijuana in Bellevue, they are only arguing against allowing a single store to be located near their businesses. Ten to fifteen percent of the population will anonymously admit to using marijuana. Up to 50 percent of the population has actually tried it and have not become junkies as a result; those who do not like it cease using it. Marijuana is not an addictive product. All applicable laws will be followed, including those requiring a high degree of security measures to be taken.

Mr. Chuck Right, a member representative of the Blue Sky Church, 1720 130th Avenue NE, noted that the church is within 300 feet of the proposed location for The Novel Tree. He expressed the objection of the church to allowing a recreational marijuana retailer on the 130th Avenue NE corridor. The church has been in its current location for ten years and recently purchased its building. There are 500-plus members who are currently meeting at Lincoln Cinema while renovations are carried out to expand the facility. The anticipation is that in the coming years the church will be serving a thousand members. The demographics of the church are geared largely toward young families and college students. There have been abuses reported to the police department about apparent sales transactions and persons smoking marijuana around the church facility. The use could contribute to an erosion of the corridor. While the use is permitted by the city, it is inappropriate for 130th Avenue NE given all the youth activities that occur there. The church has chosen to commit to the community and the hope is that the Commission will make a similar commitment to the 130th Avenue NE community. With regard to the proposed separation requirement of 1320 feet, it was noted that the new 130th light rail station will be within that buffer sphere; that alone should represent a compelling argument against allowing the use on 130th Avenue NE.

Chair Laing noted for the record that about a dozen hands were raised in support of Mr. Right's comments.

Answering a question asked by Chair Laing, Ms. Drews explained that the light rail station is some 860 feet from the location of The Novel Tree. Land Use Director Carol Helland noted that Sound Transit is in for design and mitigation permits for the station but not yet for building permits and thus currently has no vested rights.

Ms. Deborah Tudor, address not given, said she has lived in Bellevue for ten years and has three children who will be in Bellevue schools in the fall. She said she has been greatly concerned over the news that the Green Theory store being located within walking distance of Bellevue High School. When the school lets out in the afternoon or during open lunches there is always a large number of students in downtown Bellevue. When they see signs advertising buds, edibles and more, marijuana will look very enticing to them. There is already a huge drug problem at Bellevue High School; at one time the stink of marijuana was so bad in one classroom the

teachers could not tell which student was high. No one really knows what the impact of having a recreational marijuana retailer located so close to the high school. Because edible marijuana products are allowed, they may very well show up in the schools. Many kids have fake IDs they use to buy alcohol, and the same thing can be expected to happen in order to buy marijuana. The city may do a great job talking about education, but that will not prevent upper classmen who look older from being able to buy drugs and sell them to younger kids.

Chair Laing observed another dozen hands or so were raised in support of the comments made.

Mrs. Bishop Lampman, 3806 130th Avenue NE, said she has for the past 20 years served as a commercial real estate broker and has an MBA in finance. She said she is very familiar with nonconforming uses and what the city leaders have done is effectively create a mini-monopoly for two stores in Bellevue. While the city may not have meant to do that, it is the result. Since addressing the Commission on June 25, several calls have been received from property owners and represented tenants. The tenants operating in the vicinity of recreational marijuana stores have been asking about their rights and whether or not their leases can be broken, and they have been advised that they cannot but can seek to move at the end of their lease terms. The risk is that once businesses vacate an area to avoid being located near or next to a marijuana distributor, the vacancies will be difficult to fill on the perception of having a recreational marijuana store nearby will increase costs and security needs. The risk to the city is the possibility of lower property values as rents drop. The Commission should not be afraid to recommend the maximum buffer.

Ms. Helen Foehr, 224 107th Place SE, said she lives on the hill above where Green Theory is set to open. She said the City Council and the Commission needs to look at the fact that the hill is home to residences that have been there for many years. Many who live there raised their children there and now have grandchildren. She said she supports the legalization of marijuana, but retail stores handling the product should not be allowed to locate only two blocks away from single family homes. It feels as though homeowners and residents have been overlooked. When Bellevue High School lets out for lunch the kids leave the campus and frequent places like the burger joint that is directly across the street from Green Theory. The 1000-foot buffer is too small and should be increased.

Chair Laing indicated a number of hands were raised in support of the testimony.

A motion to extend the meeting by 30 minutes was made by Commissioner Hamlin. The motion was seconded by Commissioner Hilhorst and it carried unanimously.

Ms. Annie Liu, 200 107th Place SE, said she is Ms. Foehr's neighbor. The location of the Green Theory store on Main Street is too close to the residential area. She voiced concern about rising crime rates resulting from having the store there. The store owner has articulated that they will be performing security checks, and while that is good there will be some who drive in to purchase pot, some of whom may be under the influence. That could have safety implications for the school children in the area.

Chair Laing indicated a number of hands were raised in support of Ms. Liu's testimony.

A motion to close the public hearing was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin and it carried unanimously.

7. STUDY SESSION

A. Land Use Code Amendments to Address Recreational Marijuana Deliberate and Make a Recommendation to the Council

Commissioner Hamlin voiced his support for Option B, which would extend the interim regulations.

Commissioner Walter added her support for Option B but said she would add administrative conditional use permitting. The businesses are new and there are a number of unknowns, and having them subjected to increased scrutiny would be good. The major concern is having the producer/processor functions all together in one area and the fact that that may result in an odor. If the result is an odor, those living nearby will need to be afforded some recourse.

Commissioner DeVadoss echoed Commissioner Hamlin's support for Option B as outlined.

Commissioner Carlson commented that he read recently an article talking about the explosion of homeless young adults in Colorado. Many of them have been drawn to the state by the prospect of easily being able to obtain recreational weed. He said marijuana is being viewed and treated as just another legal product the city needs to accommodate, but it appears the real impacts are being missed. The statement of the owner of The Novel Tree saying marijuana is not addictive is like a tobacco executive saying cigarettes do not cause cancer. He said he would support putting a small number cap on the number of retail outlets. Not to do so will be to simply waste the Commission's time.

Chair Laing asked Commissioner Carlson if he proposed a cap of less than what the state has determined to be appropriate for Bellevue, which is four. Commissioner Carlson said his preference would be to allow only one recreational marijuana retailer in the city.

Asked by Commissioner Carlson his preference for either Option A or Option B, Commissioner Carlson said he was not fully in support of either one.

Commissioner Tebelius asked if it would be overly difficult to include both public and private parks as buffered uses. Ms. Drews said it would not be difficult to reference both. Commissioner Tebelius reiterated her support for not allowing recreational marijuana retail in the downtown area, including subdistrict A of the Perimeter Design District. She said she was not concerned about making a distinction between a buffer of 1000 feet and a buffer of 1320 feet.

Commissioner Hilhorst said she also was not enamored with either Option A or Option B. She supported putting steps in place to monitor the recreational marijuana retail use over time and to keep open the possibility of making changes should unintended consequences arise. Because the majority of cities around Bellevue will not be participating in the experiment, Bellevue could easily become a hub drawing people in from a wide area, some of whom could potentially consume the products in Bellevue and drive on the roads on their way back home. She said she could be persuaded to agree to Option B given that it includes the conditional use permit process.

A motion to approve Option B, modified to not allow recreational marijuana retail sales in subdistrict A of the Perimeter Design District, and to require the administrative conditional use permit process, was made by Commissioner Tebelius.

Chair Laing clarified that the motion would continue with the existing regulations, including the separation distance of 1000 feet, but would require the administrative conditional use permit process, would remove subdistrict A of the Perimeter Design District as an area where recreational marijuana retail sales are permitted, and would reference all parks, not just public parks.

Ms. Drews clarified that under the motion the Green Theory use would still be allowed to locate on Main Street.

The motion failed for lack of a second.

Answering a question asked by Commissioner Walter, Chair Laing explained that he had previously proposed excluding the Perimeter A district. The stated purpose of the district has always been and continues to be to provide a buffer between the commercial uses in the downtown and the residential uses abutting the downtown. Given the uncertainties with how the use will play out in practice, the city should err on the side of caution by preserving the transition area. During the Downtown Livability Initiative process there was discussion of opening a school in the downtown and not having an open and vested recreational marijuana retail establishment could obviate concerns down the road.

Ms. Helland clarified for the Commissioners the borders of subdistrict A. She further explained that the Perimeter Design District is what it is called, a design district. In the context of the Land Use Code, it is used to identify massing, bulk, size and scale differentiations. There is no construct in the Land Use Code to use the Perimeter Design District to regulate uses. To do so would require footnoting a footnote. In practice, nearly all of subdistrict A is eliminated already, except for the location where Green Theory is already a vested use. It is true that actions that result in the creation of nonconforming uses do result in the creation of monopolies and conditions that often result in uses staying where they are for a very long time.

Commissioner deVadoss commented that the voters have spoken and said it is up to the city to determine how to deal with the issue.

Commissioner Carlson said he would love to see the issue of retail marijuana on the ballot in Bellevue. He suggested that the sentiment expressed would be very different from the statewide vote that legalized the use.

A motion to approve Option B as outlined was made by Commissioner Hamlin. The motion was seconded by Commissioner DeVadoss.

Answering a question asked by Commissioner Hilhorst, Ms. Helland said the act of siting and permitting uses involves looking at the existing uses nearby. While a recreational marijuana use would not be allowed to be sited within 1000 feet of an existing light rail station, there is nothing that precludes a light rail station from being sited within 1000 feet of an existing recreational marijuana retailer. Once the light rail station is vested, no restricted uses will be allowed to locate around it, and The Novel Tree will become a nonconforming use.

The motion failed 2-4, with Commissioners Hamlin and DeVadoss voting yes, and Commissioners Tebelius, Hilhorst, Carlson and Walter voting no. Chair Laing did not vote.

A motion to extend the meeting for 30 minutes was made by Commissioner Hamlin. The motion

was seconded by Commissioner Hilhorst and it carried unanimously.

Chair Laing pointed out that the primary differences between the motion made by Commissioner Tebelius and the motion made by Commissioner Hamlin were the conditional use permit process, which he noted had the support of the majority; including publicly owned parks only or both public and private parks, which he noted also had a support of the majority; and the issue of including the Perimeter Design District subdistrict A, which he noted did not have a clear majority one way or another.

Commissioner Carlson said he would extend the parks issue to include public, private and wetlands as areas that could be used or abused by recreational marijuana users.

Commissioner Hamlin said he would vote to include private parks and requiring conditional use in the spirit of moving things forward, though he clarified he did not personally agree with doing so.

A motion to recommend adoption of Option B, with the addition of parks mapped in the city's GIS system and requiring administrative conditional use, was made by Commissioner Tebelius. The motion was seconded by Commissioner Walter.

Ms. Helland explained that under the interim ordinance the conditional use process is not required. Recreational marijuana retail uses are allowed subject to meeting a laundry list of performance criteria. The additional steps that the conditional use process requires, including notice and the potential for appeal to the hearing examiner, are not currently required. If approved, the motion will add a layer of process.

The motion carried 5-1, with Commissioner Hamlin voting no. Chair Laing did not vote.

Chair Laing said the most important element of the conditional use process is that it includes public notice.

10. OTHER BUSINESS - None
11. PUBLIC COMMENT - None
12. DRAFT MINUTES REVIEW
 - A. June 25, 2014

Action to approve the minutes was not taken.

13. NEXT PLANNING COMMISSION MEETING
 - A. September 10, 2014
14. ADJOURN

A motion to adjourn was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin and it carried unanimously.

Chair Laing adjourned the meeting at 10:10 p.m.