

CITY OF BELLEVUE  
BELLEVUE PLANNING COMMISSION  
STUDY SESSION MINUTES

October 14, 2015  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Hilhorst, Commissioners Carlson, Barksdale, deVadoss, Walter

COMMISSIONERS ABSENT: Laing, Morisseau

STAFF PRESENT: Mike Kattermann, Erika Rhett, Emil King, Patti Wilma, Department of Planning and Community Development; Trish Byers and Carol Helland, Development Services Department

COUNCIL LIAISON: Not Present

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:36 p.m. by Chair Hilhorst who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioners Laing and Morisseau, both of whom were excused.

3. APPROVAL OF AGENDA

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

4. PUBLIC COMMENT

Ms. Monica Wallace, 330 112th Avenue NE, said as a commercial real estate broker she specializes in leasing mixed use retail on the Eastside. She said she has worked with many of the developers and owners of buildings in downtown Bellevue that have ground floor retail. She also disclosed that she is the cousin of and works with Deputy Mayor Kevin Wallace. She said it was her understanding that the Planning Commission intended to address some early win code amendments as part of the Downtown Livability Initiative, including revising the range of permitted uses. The Commissioners were asked to consider updating the range of permitted uses to address restrictions on uses that would be viable pedestrian-oriented operations providing essential services for residents, employees and visitors to the downtown. There are currently multiple properties in the downtown that due to restrictions on use are unable to accommodate many viable businesses, leaving ground floor retail spaces empty. Fitness studios, child enrichment programs, banks and other financial services, medical and dental practices, doggy daycare and grooming, breweries and micro distilleries, and other businesses, all of which would

add greatly to the downtown, are not allowed due to underlying zoning and restrictions related to the amenity program. While the early wins to be considered by the Commission are related only to the Land Use Code and not the amenity incentive system, the underlying zoning should be carefully considered to allow for retail and services on the first floor of buildings. The pedestrian-oriented frontage restrictions are in need of a complete overhaul to include the uses mentioned. The restriction against first floor general office uses that offer no services, such as computer programmers, makes sense, but it makes no sense to deny businesses that serve the community. The result is empty store fronts and a lack of services in the downtown core. What is needed is flexibility to allow for uses that make sense for the growing urban area. The staff have worked hard on recommended amendments to the land use charts based on community input. That will get the conversation started but the future growth of the community should be kept in mind. For instance, there are restrictions in place that are outdated regardless of whether or not the staff have received complaints. If the only restrictions and code amendments are based on reactionary input, the code will not take into account other issues that may come up down the road, leaving the city facing additional barriers to commercial services.

Mr. Clark Kramer, 1610 North First Street, Suite 1, Yakima, spoke representing Trailer Inns in Eastgate, a property purchased by his father in 1963 and first operated as a gravel pit. The current RV park use opened in 1969. The RV park use no longer makes sense for the site and the desire is to sell the site for development for multifamily housing. An FAR of 2.5 is needed to make the project pencil out.

Ms. Betsi Hummer, 14541 SE 26th Street, noted that she serves as a member of the East Bellevue Community Council (EBCC). With regard to the Puget Sound Energy (PSE) project to link the Phantom Lake and Lake Hills substations with a 115KV transmission line, she shared with the Commissioners copies of her findings and conclusions. The information included references the hearing examiner's record and a letter from Glenn Kost. Each of the EBCC members spent hours reviewing the public record documents from which the hearing examiner drew his opinion, as well as the hearing examiner's findings. The EBCC members were told that if they found the project did not meet all of the conditional use permit criteria, there would be cause to disapprove the application. She said she found that the project did not meet the second criterion relative to compatibility with the existing or intended character of the area. The fact is 80-foot power poles on 148th Avenue SE and NE 8th Street would change the urban boulevard that more than 50,000 people per day enjoy. As proposed, the lines would cross the boulevards several times and be most notable along the Larson Lake blueberry field where the wetlands prohibit the growth of big trees. PSE also stated that having the transmission lines in place would not have prevented the longest power outages seen over the last ten years. A great oversight occurred on the initial design on the proposed transmission line project. Throughout the documentation NE 8th Street and 148th Avenue SE are designated as urban boulevards and part of the enhanced rights-of-way. The routes are often described as having no existing power lines. The fact is 148th Avenue SE was developed as an urban boulevard by a visionary city. Homes were condemned and neighborhoods were radically transformed to provide a national example of how major thoroughfares can be a pleasant park for commuters and residents alike. The lack of visible utilities is a major element of the urban boulevard. The only visible utilities on 148th Avenue SE and NE 8th Street are light poles. Numerous Comprehensive Plan policies reference the notion of Bellevue as a city in a park; UD-42 calls for designing boulevards to reinforce the image of Bellevue as a city in a park. None of the policies are met by the proposed transmission line. No amount of mitigation can obscure an 80-foot utility pole, and wires that crisscross the boulevard will clearly be visible.

Ms. Michelle Wannamaker, 4045 149th Avenue SE, expressed concern about the proposed zoning for the RV Park and emissions testing sites. She said traffic in Bellevue is bad and 150th

Avenue SE is often backed up from SR-520 to I-90. On bad days, SE 38th Street can also back up from 150th Avenue SE to Factoria Boulevard, which then impacts the Factoria area. She said her home is close to the intersection of 150th Avenue SE and SE 38th Street. The closest and most obvious way to get out of the neighborhood and to the freeway involves Allen Road, which every day during the evening peak the two left-turn lanes back up for several blocks. From Thanksgiving to Christmas all four lanes back up all day long until the Mall closes. The proposed zoning on the RV and emissions sites will only make things worse. If the RV site is zoned to allow up to six stories and 500 occupants, traffic problems will increase. Staff has said that the choke point in Eastgate involves crossing the freeway on 150th Avenue SE and taking the onramp to eastbound I-90 across from the Albertsons. All new traffic from the RV site will pass through that area. Adding capacity to the onramp lane is the only possible improvement that could be done in Eastgate given that the area is already built up. There is a single bus stop on SE 38th Street halfway between the RV Park and 150th Avenue SE, but King County Metro could cancel that route at any time.

Mr. Todd Woosley, PO Box 3325, spoke representing the Kramer family on the rezone for the Eastgate RV site. He noted that the Eastgate/I-90 CAC did recommend allowing up to six stories of multifamily development on the site and the current request is consistent with their recommendation. Redevelopment of the site will provide some much needed housing units that are relatively affordable. Traffic certainly is a concern in the Eastgate area and any new development will need to fit within the system and be accommodated through a multimodal system. The good news is that in addition to the notion of adding capacity to the onramp lane mentioned by the previous speaker, there are other options. The preliminary traffic analysis found that adding capacity to eastbound I-90 at that point would help to alleviate the problem, and fortunately the state transportation package does just that. There is also the possibility of creating some additional capacity in a localized grid system on city owned right-of-way. The last component of the Mountains to Sound Greenway is getting closer to fruition and it will add a transportation option. As downtown Bellevue has proved, great retail goes hand-in-hand with residential. That is why two new grocery stores are being built to accommodate the increased number of downtown residents. While no additional grocery stores are planned for the Eastgate area, there is clear support for the Albertsons that exists in Eastgate Plaza; that use would become even more viable with the addition of multifamily residential.

Senior Planner Mike Kattermann pointed out that additional comments had been received electronically and were included in the Commission desk packet.

- 5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None
- 6. STAFF REPORTS

Mr. Kattermann reminded the Commissioners about the cultural competency training events slated for November 12 and December 17 from 5:00 p.m. to 9:00 p.m.

- 7. DRAFT MINUTES REVIEW
  - A. September 23, 2015

There was consensus to postpone approving the minutes to the next meeting.

- 8. STUDY SESSION

## A. Eastgate/I-90 Corridor Implementation Regulations

Senior Planner Erika Rhett noted that in compiling the staff report she reviewed each use table to determine the comparison zones around the city and drafted a discussion for each use. She said for those zones for which there is mostly agreement relative to zoning direction, the same direction likely will be included in the code for the new zones. However, there are some areas of disagreement between the comparison zones.

Ms. Rhett said the Neighborhood Mixed Use (NMU) zone involves the Eastgate Plaza, RV Park and state emissions testing facility sites. The description in the Comprehensive Plan for the land use designation outlines a mix of retail, service, office and residential uses, with an emphasis on retail and service uses that serve the surrounding neighborhood and nearby offices. The Eastgate/I-90 CAC was clear about wanting to retain places within the corridor that serve the local uses. The CAC was also clear about its desire to have safe and convenient pedestrian access as well as access by car. The additional density recommended would allow for upper story offices or residences and would permit hotels.

The Commissioners were asked if there is a role for manufacturing in the NMU area. Ms. Rhett said a similar question was asked in the discussion of what should be allowed in the transit-oriented development district which allows far more intense uses that might include the manufacturing of artisanal food and beverage products, or handcrafted products like pottery and furniture. The zones used for comparative purposes were the Neighborhood Business (NB) zone, the Community Business (CB) zone, and the Bel-Red Office/Residential Transition (BR-ORT) zone. The latter has about the same level of intensity proposed for the NMU zone with an FAR of 1.0, and is also designated for areas that transition to nearby residential neighborhoods. Manufacturing uses are not allowed at all in the BR-ORT or the NB zones, but they are allowed in the CB zone.

Chair Hilhorst noted that in Newport Hills a new brewery pub house is set to open soon. The neighborhood is very excited to see the use locate there. Manufacturing of that sort would be appropriate in NMU.

Answering a question asked by Commissioner deVadoss about other manufacturing uses, Ms. Rhett said major manufacturing uses that are normally found in industrial zones are considered to be inappropriate for commercial business zones. The manufacture of artisanal food and beverage products, or handcrafted products like pottery and furniture, could be deemed compatible, especially when paired with a retail use. Commissioner deVadoss commented that manufacturing is in itself a very broad category and could include medical goods, watches, clocks and software. If narrowly construed, it could be appropriate.

Commissioner Barksdale asked if it would be appropriate to stipulate what percentage of a use would need to be retail where a manufacturing use is included. Ms. Rhett allowed that it would be.

Commissioner Walter said it could be a concern were a use to be 90 percent manufacturing and only ten percent retail. However, the need to breathe life into older shopping centers calls for more flexibility.

Ms. Rhett said she would be willing to do a little research to determine how the issue is handled by jurisdictions that allow those types of uses in neighborhoods and bring that information back to the Commission.

Chair Hilhorst said in Kirkland a business was recently opened that is primarily a brewery. Patrons are allowed to bring in their own food, and the business hosts food trucks to provide food as well. The majority of the use is manufacturing.

Commissioner Carlson suggested the nature of the market place will lend itself to creating a healthy blend of retail and light manufacturing.

Ms. Rhett said the question of which residential uses should be allowed is in need of an answer. Currently the CB zone allows for a wide range of residential uses, including single family where subordinate to another use; multifamily; group quarters such as dormitories with a conditional use permit; rooming houses; a full variety of senior housing; hotels and motels; and accessory dwelling units.

Commissioner deVadoss voiced support for the recommendations made by the Eastgate/I-90 CAC relative to housing. There is no compelling argument for being particularly restrictive. Commissioner Carlson concurred, adding that the CAC studied the issues in great detail.

Ms. Rhett pointed out that the NMU zone allows for a variety of retail and wholesale uses. The comparison zones largely allow for things like food stores, convenience stores, restaurants and general retail, and all of them prohibit bulkier uses that are less appropriate, such as farm supplies, scrap materials, and truck and boat sales. For the existing Eastgate Plaza site there are a number of uses that are currently restricted through a concomitant agreement that zoned the area for CB but disallowed uses otherwise permitted in the zone, including recycling centers, lumber, adult retail and pet shops. The options include allowing all uses permitted in the CB zone; expanding the list of uses; and limiting them more along the lines of the NB zone. While lumber and other bulky building materials may not be appropriate, dry goods and variety stores might be.

Chair Hilhorst said she could see no reason to disallow a pet shop in Eastgate Plaza. She said the use would be a natural fit in a neighborhood business area.

Commissioner deVadoss cautioned against microfocusing and simply going with the recommendation of the CAC. Ms. Rhett explained that the CAC recommended allowing retail uses but was not specific in indicating which types.

Chair Hilhorst said her reading was that the Commission wanted to see the most flexibility given. Ms. Rhett said she would bring code language back that allows for a wide range of uses. The Commission will be able to review the list and remove any uses that are not appropriate for the area.

Ms. Rhett explained that Office/Limited Business (OLB) is a zone set aside for large office buildings, corporate campuses, hotels and motels. She said the Comprehensive Plan was changed at the recommendation of the CAC to tweak the definition of the zone to potentially include eating establishments, retail sales and services, allowing people who work in the zone and those in the nearby neighborhoods to have access to those services. The CAC was all about creating a vibrant office environment and increasing the intensity of the office areas by allowing infill. Currently 17 percent of Bellevue's employment is in the Eastgate corridor and as the city continues to grow that percentage is anticipated to increase. The foundational strategy for the economic development of the Eastgate area is to cultivate some attractive and diverse business districts by introducing some new uses into the office environment.

The direction from the CAC relative to the OLB-2 zone was very clear that the uses they

highlighted should be allowed but not required. They held the view that if the market creates the opportunities for the uses, a structure should be in place that will allow them. Office, the current OLB zone, the Factoria F2 and F3 zones, the Downtown OLB zone, and the BR-OR zone serve as the comparison zones. Many of the areas to be rezoned OLB-2 are currently OLB and careful attention has been paid to making sure no currently allowed uses will be taken away. The BR-OR zone offers the best comparison as it offers about the same level of intensity and has a similar purpose. Ms. Rhett said utilizing a profile similar to BR-OR would be in line with the recommendation of the CAC to allow for flexibility and to allow the market to decide.

Commissioner deVadoss called for keeping things simple and consistent, and lined up with the BR-OR.

Commissioner Walter pointed out that the Eastgate corridor is geographically limited in ways the Bel-Red corridor is not. Some of the proposed allowed uses would be large establishments that would not lend themselves to NB and CB. Lumber yards and recycling centers would not be appropriate, whereas a small neighborhood hardware store would be. The focus should be on making sure the uses allowed will really be neighborhood businesses. Ms. Rhett pointed out the area in question is primarily intended to serve the office area, though there could be some neighborhood services. She agreed, however, that scale is a critical issue and suggested it would be unlikely that the market would want to see recycling centers and lumber yards in an office environment.

Commissioner Barksdale agreed that someone working in an office would be unlikely to visit a recycling center or lumber yard during the work day.

Chair Hilhorst said if the Commission favors including businesses that will support the neighborhood after office hours, it will be necessary to broaden the scope of allowed uses. A pet shop or doggy daycare makes sense. Ms. Rhett explained that the prohibition against the pet shop use in the BR-OR and other use charts is an artifact of old health department rules that no longer apply. She allowed that the use could be added back in.

Chair Hilhorst agreed with the prohibition against auto retail sales but questioned why drive-through windows should be excluded. Ms. Rhett said drive-through windows for eating and drinking establishments are not permitted in the Downtown OLB because they are not conducive to a pedestrian environment.

Commissioner deVadoss said he could see no good reason for excluding programming and data processing uses. Ms. Rhett said the recommendation is that they should be allowed in the OLB-2.

Answering a question asked by Commissioner Walter about drive-throughs, Ms. Rhett said the purpose of having eating and drinking establishments in the area is to have them close enough for people to walk to from their offices. There are other areas in the corridor, particularly the CB zone, that allow drive-throughs associated with eating establishments. Excluding drive-throughs in OLB-2 would not prohibit them everywhere in the corridor.

Ms. Rhett said the Eastgate/I-90 corridor issue will be back before the Commission every month for the next six months or so to address redevelopment economics relative to maximum FAR and alternatives for a public benefit system; corridor design and form; and draft Land Use Code amendments. The matter will then be set for a public hearing.

## B. Downtown Livability

Land Use Director Carol Helland introduced Trish Byers, the new manager for the code development program.

Ms. Byers reminded the Commissioners that the objective of the Downtown Livability Initiative is to better achieve the vision for the downtown as a vibrant mixed use center, to enhance the pedestrian environment, to improve the area as a residential setting, and to enhance the identity and character of the downtown neighborhoods. The early win amendments are those that have been identified as having general agreement, particularly with regard to the pedestrian environment and improving the area as a residential setting. There are five different areas that will be addressed relative to the early win amendments: the use charts of permitted uses; signage for public spaces; location and screening of mechanical equipment; street trees; and the southern downtown boundary.

Ms. Byers noted that a housekeeping action already taken involved moving the use charts into the downtown part of the code. That way, when a user is seeking information, it all can be found in the downtown code. The subordinate uses are currently being removed from the charts because they are addressed in the main part of the code, and the notes are all being renumbered. Changes to the permits required or the land use districts in which the uses are permitted will be discussed in due course.

The Commissioners were reminded that both the administrative conditional use permit and the conditional use permit look at the compatibility of the use within the land use district and surrounding properties. The administrative conditional use permit is handled through the Development Services Department and does not require a public hearing; the conditional use permit process includes a public hearing before the hearing examiner. Uses deemed by the Commission and the Council to require more scrutiny are required to have a conditional use permit.

Ms. Byers said one change made to the use charts will be to allow veterinarian clinics and hospitals as permitted uses in all downtown districts. Currently the use is only permitted in the DNTN-MU district. The use will be limited to 1500 square feet in the DNTN-OB district. Pet grooming has been moved, and pet daycare is a new use to be added to the chart, also limited to 1500 square feet in the DNTN-R district.

Ms. Byers said the intent is to permit auto retail in all downtown districts except for DNTN-R and DNTN-OB. The proposal would allow for no outdoor storage or loading in the right-of-way. The use is currently only allowed in DNTN-O1, DNTN-O2 and DNTN-MU.

Bank and pharmacy drive-throughs are proposed to be allowed in all districts except for DNTN-OB and DNTN-R. As proposed, a drive through will need to be a subordinate use, must be located in a structured parking facility, and will not be allowed to be located adjacent to a publicly accessible space such as a plaza. The restrictions on drive-throughs are intended to promote a pedestrian-friendly environment.

Strategic Planning Manager Emil King explained that the CAC did not go into great detail with regard to each use issue. He said he and Ms. Wilma were both fully involved in the process. He said they took the general direction from the group about making it a more livable place, having more flexibility relative to uses, and creating access to the urban environment and looked at the use charts with an eye on how to best amend them to meet the intent of the CAC process. The group completed its work about a year ago but they are given periodic updates with regard to how their work is being addressed.

Commissioner deVadoss asked how the proposal to allow pet daycares but disallow drive-throughs compares to similar cities in terms of their approach to mobility. He pointed out that where drive-throughs are not allowed it is necessary for drivers to find parking. Mr. King said pet daycare is an emerging use for which there is a visible demand, and other cities are choosing to permit it. Drive-throughs are typically more prevalent in suburban downtowns or town centers. In dense downtowns they are not seen as often, primarily because traffic and access issues limits their availability. The use currently is allowed and under the proposal they will continue to be allowed, but there will be provisions aimed at making them fit in with the continued densification of the area.

Commissioner Walter pointed out that there are thousands of people who come into the downtown to work every day. Driving to find a parking space to go to the bank before going back home at the end of the day could be an issue for many, including the business community and downtown employees. Drive-up banking is a livability issue. Ms. Wilma reiterated that drive-through banking will continue to be permitted subject to certain location and design issues. The ground plane and open space that might otherwise be devoted to a drive-through and two or three lanes of cars waiting to make their transactions could potentially be used for open space.

With regard to public space and wayfinding, Ms. Byers said there are three kinds of open spaces that are publicly accessible: a plaza, a walkway or midblock connection, and minor publicly accessible spaces. A midblock connection is actually a through-block connection that serves as a way to get through a superblock to the next street. Minor publicly accessible spaces are often smaller, are not required to connect to anything, and are only required to be open during business hours. The recommendation is to improve wayfinding signage, to change the name of midblock connections to through-block connections, and to require publicly accessible open spaces be open to the public from 6:00 a.m. to midnight, the same as pedestrian bridges. Additionally, there should be a legal agreement recorded relative to publicly accessible open spaces to keep the space open even where ownership of the space changes, which is how pedestrian bridges are treated.

Commissioner Barksdale asked for an example of a minor publicly accessible space. Ms. Wilma said there is one at the Avalon Safeway and one by the Pacific Regent senior housing development. They are just little outdoor spaces that are sometimes in the middle of blocks connected via a through-block connection.

Commissioner Carlson commented that the expanded hours of 6:00 a.m. to midnight will only work if the spaces are regularly patrolled.

Ms. Byers said the challenges identified with the existing publicly accessible open spaces include limited information as to where they are, what amenities they have, their hours of operation, and small and inconsistent signage relative to color and design. She referred to the map in the Commission packet and noted that the public spaces were highlighted in orange, the pink dots indicated existing signage for the public spaces, and the dotted lines represented anticipated future through-block connections. She also shared with the Commissioners samples of signage that could be required.

Commissioner Barksdale suggested including a QR code on the signs to assist people in navigating. Ms. Wilma said the concept has been discussed. She said staff are working with the parks department on viewing the through-block connections as part of an urban trail system.

Chair Hilhorst suggested the signs should use a color scheme that makes them stand out. Ms. Wilma said staff are also anticipating using universal designs and being clear about whether or



not the route is ADA accessible.

Commissioner deVadoss suggested the staff should look to see how other cities are addressing the issue and incorporating their approaches.

Commissioner deVadoss left the meeting at 8:15 p.m.

Turning to the issue of mechanical equipment and screening, Ms. Byers shared with the Commissioners two photos, one showing mechanical equipment spread out over an entire rooftop, and one showing the mechanical equipment clustered in a single area. One of the provisions in the proposed amendment seeks to require equipment to be clustered. Under the proposal, mechanical equipment would be required to be either below grade or on the roof. The current approach requires the equipment to be at grade or on the roof. Additionally, mechanical equipment should not be located next to a sidewalk or plaza; the equipment should be consistent with the design and finish materials of the building; vegetative screening should be at 50 percent at the time of planting and 100 percent in three years. Ms. Byers said the proposal also requires developers to demonstrate all mechanical equipment complies with the city's noise code prior to receiving a certificate of occupancy.

The Commissioners were shown a photo of utility equipment that has been wrapped as a means of screening it.

Commissioner Walter pointed out that while vegetative screening would work well in the summer months, it may not be effective during the winter months. Ms. Wilma agreed the language should call for vegetation that will providing screening at all times.

Ms. Byers said one of the issues with mechanical equipment, particularly with exhaust, is the fact that tenants often end up having to retrofit for exhaust facilities, and that can create issues. The proposed approach involves having the developers look at the issue when they are building the building. The proposed approach disallows exhaust discharge into a public space; requires all exhaust discharges to occur at least 16 feet above a street or easement; and where an exhaust discharge abuts a sidewalk right-of-way it must be deflected away from the public space. In order of preference, exhaust discharge should occur on the roof, a service drive or alley, above a driveway, or abutting a public street, but never above a plaza for which FAR amenity bonus points were awarded.

Chair Hilhorst asked how the development community feels about the proposed new rules. Ms. Wilma said there is pushback in the permit process where a development or tenant has not thought about the issues. The new approach gives early notice to plan ahead to create vent shafts and the like. The focus groups that participated in the CAC process pointed out the need to fix the problem of exhaust systems discharging into the public space. The CAC itself did not go into the details. Ms. Byers added that the proposed approach includes a provision that where it is not feasible to follow the guidelines, developers can work with the Development Services Department to come up with a workable solution that meets the intent.

Mr. King noted that the early win amendments are slated to be discussed by the Commission at three more meetings during the calendar year. The desire is to have a package ready to be transmitted to the Council by the end of the year. In order to stay on schedule, it will be necessary to hold a public hearing on November 18 or December 9.

Chair Hilhorst said her reading was that the Commission was on board and ready to proceed. She stressed, however, the need to check in with the absent Commissioners Morisseau and

Commissioner Laing just to be sure there are no dissenting opinions. Mr. King said staff would proceed with preparing materials for the next meeting focused on best management practices for street trees and landscaping and the downtown boundary.

Commissioner Walter asked if the early win amendments absolutely must be wrapped up by the end of the year. Mr. King said there is no firm mandate in place, but a goal has been set to finish the work by the end of the year so the heavy lifting that is slated for 2016 can proceed.

Commissioner Carlson left the meeting at 8:29 p.m.

Commissioner Walter said there appeared to her to continue to be several unknowns. Mr. Kattermann pointed out that the public hearing is not the point at which the Commission will finalize its recommendation; there will be time after the public hearing to do that. Commissioner Walter said the more final the Commission's position at the time of the public hearing, the more focused and clear the public will be able to be in making comment.

## 9. PUBLIC COMMENT


Mr. Ron Armstrong, 16119 SE 42nd Street, said his chief concern is in regards to the housing development going into the Eastgate area. The fact is T-Mobile parks hundreds of cars in a church parking lot near a very congested intersection just prior to the onramp for I-90 on a daily basis, but none of those people will be moving into housing in the Eastgate area because they are all contract employees. Adding 500 residences on the RV site, each with perhaps two cars, will bust the capacity of anyone being able to go anywhere in Eastgate.

Ms. Betsi Hummer, 14541 SE 26th Street, said she understood that mitigation factors were negotiated to minimize the visual and environmental impact of the PSE project. However, a simple viewing of existing 80-foot poles shows that no amount of mitigation will be able to obscure them. The addition of wires crisscrossing the boulevards will exacerbate the issue; they will be visible from both close up and far away. The addition of visual clutter to the landscape will be inexcusable, and unfortunately has not been addressed in enough detail by staff. Glenn Kost's insightful and detailed letter organizes and clarifies all the salient points of the wrong choice of the NE 8th Street and 148th Avenue route. In particular, he cites the formal enhanced right-of-way and urban boulevards program, the mission of which is to enhance the visual and functional quality of city streets and gateways. The program includes a four-person steering committee of city directors and assistant directors, and an eight-person program team of city staff, all of whom were apparently left out of the decision process. More than 50,000 people enjoy the boulevard daily and the PSE project will adversely affect their enjoyment. The project does not meet the criteria as set forth. Comprehensive Plan policy UT-45 calls for avoiding the locating of overhead lines in greenbelts and open spaces; policy UT-53 requires all utility facilities to be aesthetically compatible; policy UD-19 refers to Bellevue as a city in a park and calls for the preservation of trees; policy UD-42 calls for designing boulevards to reinforce the image of Bellevue as a city in a park; and policy SW-144 states that utilities should serve the need and enhance the visual quality of the community.

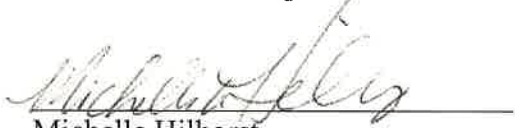
Ms. Pamela Johnson, 3741 122nd Avenue NE, asked if the CAC will be reconvening to go over the amendments outlined by the staff. Chair Hilhorst said the group completed its work and disbanded. The group members will be kept in the loop and notified of the Commission's discussions. Ms. Johnson noted that for the NMU district the use chart allows retail. She said she was confused as to whether software development would be considered to be a retail use, and as to whether pet grooming is a retail or service use.

10. ADJOURNMENT

Chair Hilhorst adjourned the meeting at 8:42 p.m.

  
Michael Kattermann  
Staff to the Planning Commission

11-18-2015  
Date

  
Michelle Hilhorst  
Chair of the Planning Commission

11-18-2015  
Date

\* Approved as corrected, October 28, 2015

