



Bellevue Planning Commission

Wednesday, October 28, 2015

6:30 to 8:30 p.m. ■ 1E-113

City Hall ■ 450 110th Avenue NE, Bellevue

Agenda

Regular Meeting

- | | |
|-----------|---|
| 6:30 p.m. | 1. Call to Order
<i>Michelle Hilhorst, Chairperson</i> |
| | 2. Roll Call
<i>Michelle Hilhorst, Chairperson</i> |
| | 3. Approval of Agenda |
| 6:35 p.m. | 4. Public Comment*
<i>Limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic</i> |
| | 5. Communications from City Council, Community Council, Boards and Commissions |
| | 6. Staff Reports |
| | 7. Draft Minutes Review
September 9, 2015
September 23, 2015
October 14, 2015 |
| | 8. Study Session |
| 6:50 p.m. | A. Downtown Livability
Review "Early Win" Land Use Code Amendments & Next Steps
<i>Patti Wilma, Community Development Manager</i>
<i>Emil King, Strategic Planning Manager</i>
<i>Patricia Byers, Code Development Manager</i> |
| | 9. Public Comment* - <i>Limited to 3 minutes per person</i> |
| 8:30 p.m. | 10. Adjourn |

Pg. 1

Agenda times are approximate

Planning Commission members

Michelle Hilhorst, Chair
John deVadoss, Vice Chair
Jeremy Barksdale
John Carlson

Aaron Laing
Anne Morisseau
Stephanie Walter

John Stokes, Council Liaison

Staff contacts

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

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

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



October 21, 2015

SUBJECT

Downtown Livability Early Land Use Code Amendment Recommendations Regarding Street Trees and the Downtown Boundary.

STAFF CONTACTS

Carol V. Helland, Land Use Director, chelland@bellevuewa.gov 452-2724

Patricia Byers, Code Development Manager, pbyers@bellevuewa.gov 452-4241
Development Services Department

Emil King, Strategic Planning Manager, eaking@bellevuewa.gov 452-7223

Patti Wilma, Project Development Manager, pwilma@bellevuewa.gov 452-4114
Planning and Community Development

DIRECTION NEEDED FROM PLANNING COMMISSION

Action

Discussion

Information

INTRODUCTION

The Downtown Livability “early win” amendments to the Land Use Code were divided into two sets. On October 14, 2015, staff presented the first set of amendments to the Planning Commission which covered simplification of permitted uses, provision of signage for publicly accessible open space, and location and screening for mechanical equipment. One of the subjects was locational limitations on drive-throughs for banks and pharmacies to require accommodation in structured parking areas. On October 28, 2015, staff will present the second set of recommended revisions including street tree and minimum planting criteria for sidewalks, and an amendment to the Downtown’s boundary to ensure consistency with the Comprehensive Plan update that occurred in August 2015. After these study sessions, a public hearing may be held in December for comment on the early amendments and another study session for the Planning Commission to formulate its recommendations to Council.

DISCUSSION

On May 26, 2015, Council provided direction to the Planning Commission to review the Downtown Livability Citizen Advisory Committee’s (CAC) recommendations for Downtown Land Use Code (LUC) update. It was anticipated that this work would take a number of months and involve significant review, analysis, code development, and additional public engagement beyond the CAC process. As the Commission began their review of the CAC recommendations in June 2015, the idea of moving forward a set of early wins was discussed. On July 22, a list of potential early win code amendment topics was identified by the Commission, with confirmation

of the early win list on September 23. The amendments include changes to the Downtown District Land Use Charts, the requirement to provide signage for publicly accessible open space and through-block connections, standards regarding mechanical equipment location and screening, street trees and minimum planting criteria for sidewalks, and a modification to Downtown's southern boundary for consistency with a Comprehensive Plan amendment adopted earlier this year. The first three issues were discussed on October 14, and the last two issues will be discussed on October 28. With the exception of the Downtown Boundary amendment, these proposed changes are specific to Downtown and substantive amendments would be located in Part 20.25A Downtown. The Downtown boundary proposal would result in the legal description of Downtown being amended in LUC 20.50.016. This amendment would ensure consistency with the most-recent Comprehensive Plan update.

As a follow-up to the discussion on October 14 regarding the use charts and drive-throughs, the proposal is to allow banks and pharmacies to have drive-through services only where they are a subordinate use and they are located in structured parking.¹ Drive-through services for eating and drinking establishments are currently not allowed and would continue to not be allowed. If these amendments were adopted, there would be 7 banks and no pharmacies that would be legally nonconforming. This means that the preexisting use (drive-throughs) would be allowed to continue after the adoption of the new code, so long as the use is uninterrupted. However, if the legally nonconforming use were discontinued for a year, then it would be considered abandoned, no longer be legally nonconforming, and the use could not continue.

1. Street Trees and Planter Strips

Downtown street trees and planter strips are intended to provide an aesthetically pleasing urban environment, tree canopy, green space, and a buffer from traffic for pedestrians. Street trees also perform the environmental functions of providing shade, creating habitat for urban wildlife, and reduced impervious surfaces. Street trees are an integral part of Bellevue's "City in a Park" vision. Street trees throughout Downtown were recommended by the CAC. The CAC recommended a landscape concept that would provide both variety and unity, and that distinctive canopy trees might be used to provide a sense of continuity. The CAC recommended a landscape palette of plant species that would contribute to a desirable Pedestrian Corridor. To that end, Plate B, which is the Downtown street tree palette, would be updated and included in the code amendments.

Street trees, especially in an urban environment, struggle to survive. Some of the problems that plague trees include narrow planter strips, pests, disease, and a lack of water. Further, there are some trees that are not suited for the urban environment. Amendments are focused on avoiding or minimizing these problems. To allow more space for street tree growth, planter strips have been widened and the tree spacing has been amended. Planter strips have been widened from 4 feet to 5 feet. Code provisions currently require Downtown street trees to be spaced 25 feet apart, no matter how large they are projected to be at maturity. The new spacing would be 20, 25, and 30 feet depending on whether the tree is small, medium, or large, respectively. Tree species would be changed to include species that have better pest and disease resistance, suitability for

¹ The proposal also states that the drive-through shall not be located adjacent to a publicly accessible space. However, this is currently not at issue.

the urban environment, and species availability. Permanent irrigation is proposed for Downtown street trees because summer droughts are a predictable part of the Puget Sound's summers. During the summer, even native species struggle to stay alive in urban environments without regular water.

Finally, the code would explicitly refer to the Environmental Best Management Practices and Design Standards. Though the code does not currently mention this document, City departments responsible for City property and infrastructure development have been relying on it for years. Because Parks is responsible for City parks and street trees and landscaping in Downtown Bellevue, it has compiled a collection of best management practices that City Departments, developers, and other private parties use as a reference. The *Environmental Best Management Practices and Design Standards* (BMPs) was compiled in 2006 to address City street tree design, installation, and maintenance issues, among other issues that Parks faces in the maintenance of the City's parks and streetscapes. Chapter 8 sets forth the best management practices for design, installation and maintenance of City streetscapes, so the code amendments rely on this document. This will ensure that the streetscape is designed and installed in a consistent manner whether by a developer, private party, or the City, and that maintenance can easily be accommodated after installation.

Proposed Amendments (Street Trees)

To ensure a healthy, unified streetscape in Downtown Bellevue, the street tree amendments propose to address the concerns above.

- Amend the width of planter strips from 4 feet to 5 feet;
- Amend the caliper of new trees from 3 inches to 2.5 inches;
- Require spacing of 20, 25, and 30 feet for small, medium, and large trees, respectively;
- Require permanent irrigation for street trees;
- Update Plate B, which lists tree species by street, for pest and disease resistance, suitability for the urban environment, and tree species availability; and
- Explicitly refer to the Environmental Best Management Practices and Design Standards.

2. Downtown Boundary

In the Comprehensive Plan amendments that the City Council adopted on August 3, 2015, the southern Downtown boundary was amended where the boundary line splits a parcel, a building, contiguous parcels under the same ownership, or parcels where the property owner raised specific concerns.

Proposed Changes (Downtown Boundary)

The definition of Downtown in LUC 20.50.016 would be amended to reflect this Comprehensive Plan update. The definition would also describe the existing eastern boundary of Downtown (I-405) with more detail, since it was based on survey points and lines that no longer exist.

3. Other Potential Early Wins – Previously Considered by the Commission

The Planning Commission previously discussed the scope of potential Land Use Code Amendment early wins at meetings on July 22 and September 23. The criteria the Commission used for scoping included:

- Level of complexity
- Level of impact
- Level of interest from stakeholders and CAC
- Likelihood that early amendments will be useful between the time of early adoption vs. waiting and processing all amendments as one package

The following is an assessment of items previously discussed by the Commission as early wins, but not included in the September 23 scope. **The Planning Commission may provide direction to staff on these items being added as early wins on October 28.**

- Extend the Pedestrian Corridor to the east to be more integrated with the Civic Center District and the future light rail station.** Code language to extend the Pedestrian Corridor to 112th Avenue NE is feasible in the near-term and would reference the importance of pedestrian connections and open space through the City Hall block and along NE 6th Street. The CAC referred to this area as the Civic Center District. The specific land use code amendment would formally extend the Pedestrian Corridor from 110th Avenue NE to 112th Avenue NE. It's important to note the design of the Downtown light rail station would not be affected by the change, and detailed guidelines specific to the Civic Center District block would likely wait to take into account upcoming work on the "Grand Connection" commencing in early 2016. **With Planning Commission concurrence, staff can include this formal extension of the Pedestrian Corridor as an early action item.**
- Make weather protection a development requirement.** The CAC recommended both requiring weather protection along the Pedestrian Corridor and throughout the rest of Downtown. If the Planning Commission would like to move forward now, the specific land use code change would be addressed in the "Design Guidelines – Building/Sidewalk Relationships." The CAC reviewed using a framework of proposed right-of-way designations which are: Pedestrian Corridor/High Streets, Commercial Streets, Mixed Streets, Neighborhood Streets, and Perimeter Streets. Depending on the right-of-way designations, the CAC recommended weather protection for 75 to 50 percent of the building face. For the Perimeter Streets, the CAC recommended weather protection at building entries. **With Planning Commission concurrence, staff can include weather protection as an early action item.**
- Rezone DT-OLB district along 112th Avenue NE/I-405 by extending existing zoning on west side of district to the freeway.** The CAC recommendations include further study of height and FAR changes for the DT-OLB District. There are important facets to this work involving view corridors, massing against the freeway, floorplate sizes, and traffic analysis. There are also accompanying design guidelines for the east side of 112th Avenue and incentive system provisions that relate to the

height/FAR changes that will be on the Commission agenda in early 2016. **Due to its complexity and relationship to other items being reviewed, staff does not recommend this be included as an early action item, but rather remain part of the overall process.**

NEXT STEPS

Steps necessary to complete development and adoption of the Downtown Livability early action revisions are shown below.

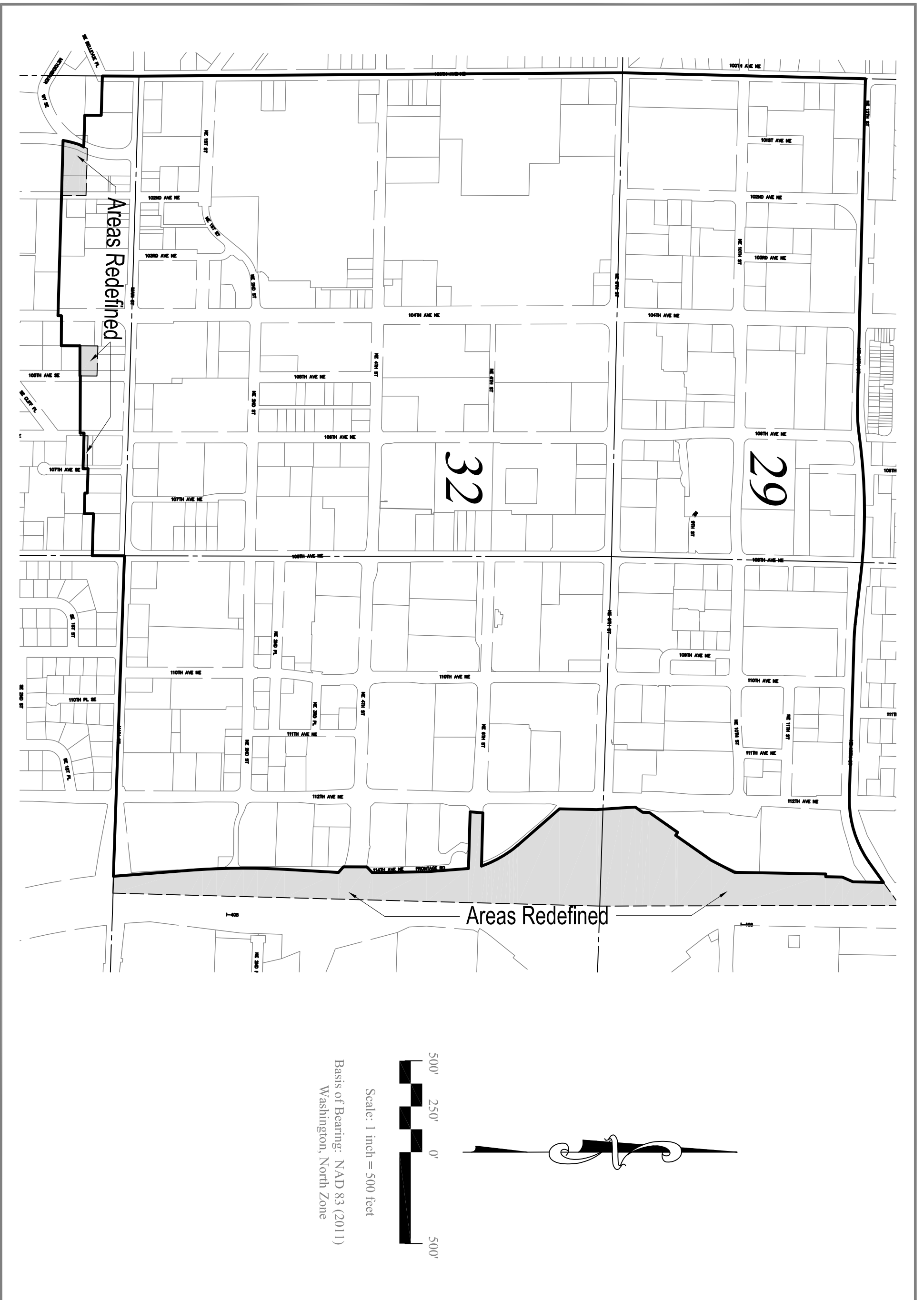
1. Planning Commission public hearing (Contingent on Planning Commission direction, the public hearing may be held on December 9)
2. Planning Commission study session and formation of recommendation/transmittal to Council (date to be determined)
3. Council study session – transmittal from Planning Commission
4. Council action on proposed revisions

At the October 28 meeting, staff will also provide details of upcoming Planning Commission work on the Downtown Livability Initiative. This includes a scheduled November 9 (Monday) joint Council/Commission workshop on Incentive Zoning, and approach for Commission review of the major CAC recommendations commencing in early 2016.

ATTACHMENTS

A. Downtown Boundary Map

B. Amended Definition of Downtown – Legal Description



Zoning Exhibit
 Downtown Definition
 Secs. 29 & 32, T.25 N., R.5 E., W.M.
 King County, Washington



City of Bellevue
 Civic Services Department

15105 job. no.: 10/15/2015 date:
 1 of 1 sheet: BKH
 drawn by:
 ACAD File: 15105_rezone.dwg

20.50.016 D Definitions

Downtown. The area of the City located generally from I-405 on the east to 100th Avenue NE on the west and from NE 12th Street on the north to approximately Main Street on the south, specifically within the boundaries described as follows:

Beginning at the Northwest corner of the Northwest quarter of Section 32, Township 25 North, Range 5 East, W.M., also being the centerline intersection of NE 8th Street and 100th Avenue NE; thence south along the west line of said Northwest quarter and along the centerline of 100th Avenue NE to the Northwest corner of the Southwest quarter of said Section 32 and the intersection of Main Street; thence south along the west line of said Southwest quarter and the centerline of 100th Avenue SE to a point being 200 feet south of, as measured at right angles to, the north line of said Southwest quarter of Section 32; thence easterly parallel with said north line 215 feet; thence southerly parallel with the west line of said Southwest quarter 90 feet to a point on the north line of Lot 82 of Bellevue Acre and Half Acre Tracts; thence easterly along the north line of Lot 82 to the centerline of Meydenbauer Way SE; thence southwesterly along the arc of the centerline of Meydenbauer Way SE and diverging southerly along the centerline of 101st Avenue SE to a point being the intersection of the centerline with the westerly projection of the south line of Lot 50 of Bellevue Acre and Half Acre Tracts as shown on that certain Condominium (THE FORUM) recorded under V.13, P.47-48 and Amended under V.18, P.8; thence easterly along the south line of Lot 50 to the centerline of 102nd Avenue SE; thence continuing easterly along the south lines of Lots 49 and 14 of Bellevue Acre and Half Acre Tracts to the centerline of 104th Avenue SE; thence northerly along said centerline to a point being the intersection of the centerline with the westerly projection of the south line of Lot 14 of Maxwelton Braes; thence easterly along the south line of Lot 14 to the Southeast corner thereof; thence northerly along the east line of Lot 14 to the Southwest corner of Lot 57 of Maxwelton Braes; thence easterly along the south line of Lot 57 to the centerline of 105th Avenue SE; thence continuing easterly along the south lines of Lots 58 and 101 of Maxwelton Braes to the centerline of 106th Avenue SE, and also being 15 feet westerly of the west line of Lot 2 of Trinwith Addition; thence northerly along said centerline to the south line of North 241.20 feet of the Southwest quarter of said Section 32; thence easterly along said south line to the centerline of 107th Avenue SE; thence northerly along said centerline to a point being the intersection of the centerline with the westerly projection of the south line of Lot 15 of Trinwith Addition; thence easterly along the south line of Lot 15 to the Southeast thereof; thence southerly to the south line of the North 227.07 feet of the Southwest quarter of said Section 32; thence easterly along said south line to the west line of the East 230 feet of said Southwest quarter; thence northerly along said

west line to the south line of the North 176.42 feet of said Southwest quarter; thence easterly along said south line to the east line of the Southwest quarter of said Section 32 also being the centerline of 108th Avenue SE; thence northerly along said centerline to the intersection of 108th Avenue SE and Main Street; thence easterly along the centerline of Main Street to its intersection with the westerly right of way margin of SR 405 as shown on WSDOT Right of Way plan set titled SR 405 S.E. 30TH ST. VIC. TO N.E. 40TH ST. VIC., Sheets 17 through 24, approved and adopted February 11, 2005; thence northerly along said westerly margin to its intersection with the easterly right of way margin of 112th Avenue NE; thence northerly along said easterly right of way margin to its intersection with the westerly right of way margin of SR 405; thence northerly along said westerly margin to its intersection with the centerline intersection of NE 12th Street; thence westerly along the centerline of NE 12th Street to its projected intersection with the west line of the Southwest quarter of Section 29 Township 25 North, Range 5 East, W.M., also being the centerline intersection of 100th Avenue NE; thence south along the west line of said Southwest quarter and along the centerline of 100th Avenue NE to the **Point of Beginning**, and there ending, all in King County, Washington.



Planning Commission Schedule

October 28, 2015

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

The schedule and meeting agendas are subject to change. Please confirm meeting agendas with city staff at 425-452-6931. Agenda and meeting materials are typically posted no later than the Monday prior to the meeting date on the city's website at:

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

<u>Date</u>	<u>Tentative Agenda Topics</u>
Nov 9	Joint City Council-Planning Commission workshop regarding Incentive Zoning
Nov 11	<i>No meeting – Veterans Day</i>
Nov 18	Eastgate Land Use Code Downtown Livability/Land Use Code
Nov 25	<i>No meeting – Day before Thanksgiving</i>
Dec 9	Eastgate Land Use Code Downtown Livability/Land Use Code
Dec 23	<i>No meeting</i>

From: Pam Johnston <pamjjo@msn.com>
Sent: Thursday, October 15, 2015 2:00 PM
To: PlanningCommission
Subject: Downtown Wayfinding Signs comments

City of Bellevue Planning Commission

Dear Commissioners:

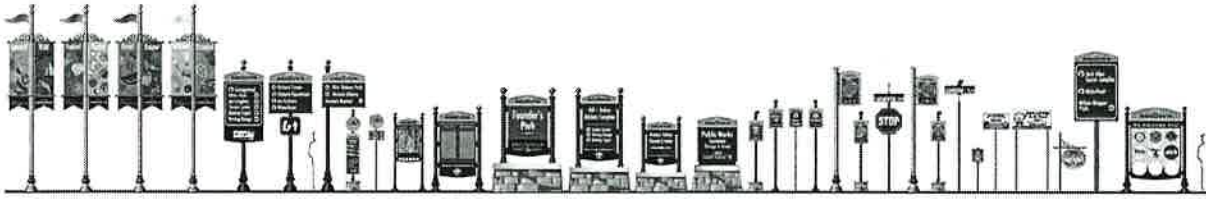
When looking at the designs of the new wayfinding signs, please consider the following:

1. Congruence

Does it fit in with our current Downtown signage? The current sign design seems very disconnected from our current signage. We should have a family of signs, like Decatur below.



<http://www.downtownbellevue.com/wp-content/uploads/2009/12/photo-1.jpg>



<http://mccommgroup.com/project/decat-ur-wayfinding-signage/>

2. Visibility

Is a sign visible? The example shown on the building is not visible from down the street. Please consider a bollard that is a mini version of the current Downtown information signs. Placed at the same location relative to the street as the downtown signs, these could be seen at a distance and give the pedestrians an greater expectation where to find signs.

Similar to this example.



3. Public Spaces

Please consider directions to plazas, parks, and public spaces on the signs.

4. Essential Amenities

Amenities are a good idea, but please limit to the essentials. A bench is nice, but , as the mother of a five year old, I have been extremely appreciative when the way to public restrooms are signed.

Thank you for your consideration.

Sincerely,
Pamela Johnston

Pamela Johnston
3741 122nd Ave Northeast
Bellevue, Washington 98005
425-881-3301

From: Gerald Hughes <ghughes@isomedia.com>
Sent: Friday, October 16, 2015 11:23 AM
To: PlanningCommission; tsmith@bellevuewa.com
Subject: PSE TRANSMISSION LINE FROM GERRY HUGHES
Attachments: winmail.dat

Puget Sound Energy has asked for a conditional use permit to build 115 KV transmission lines crisscrossing 148th Ave. and NE 8th on 80 ft poles. The East BellevueCommunity Council rejected this proposal by a 5-0 vote. As a member of the EBCC, here are a few comments explaining why I made this decision.

1. The proposed TRANSMISSION line won't have much impact on reducing power

outages. Almost all power outages are caused by failure of local

DISTRIBUTION lines in storms from falling trees and debris. In essence, the

problem isn't TRANSMITTING energy between substations but rather

DISTRIBUTING energy to our homes.

2. If PSE really wanted to reduce power outages, they would underground

DISTRIBUTION lines, as I have suggested, consistent with Bellevue's

Comprehensive Plan.

3. The 148th Ave. and NE 8th Ave. have been designated as 'urban boulevards'

and adding 115 kv 80 ft. towers while removing hundreds of trees conflicts

with the concept of Bellevue being a 'City in a Park'. I would rather walk

or drive down a street with 50 ft. trees instead of 80 ft. poles.

4. What impact will a closed lane on 148th ave. or NE 8th for 4-6 months

have on East Bellevue traffic? Why is PSE spending your money sending out

brochures and advertising in local papers to denigrate the EBCC decision?

They have already appealed to the Superior Court.

5. The EBCC is made up of five elected uncompensated residents of East

Bellevue. Their charter is to assure good land use decisions are made here.

They want RELIABLE power too, as I do. There are better and cheaper ways to

increase electrical reliability in East Bellevue. Why is PSE spending your

money in court rather than working with the EBCC? Why should you pay for a

TRANSMISSION line that will not reduce power outages for your home?

FOR MORE INFORMATION THE MINUTES OF THE JUNE 24th AND SEPTEMBER 2nd EBCC MEETINGS ARE AVAILABLE ONLINE AT THE CITY OF BELLEVUE WEBSITE AT :

www.ci.bellevue.wa.us/EBCC.Homepage.htm

PLEASE FORWARD THIS EMAIL TO YOUR FRIENDS AND NEIGHBORS.

Gerald Hughes

1023 144th PL SE

Bellevue, WA 98007

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

September 9, 2015
5:30 p.m.

Bellevue College
Library Media Center, Room D106

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Mike Kattermann, Erika Rhett, Chris Salomone, Department of Planning and Community Development; Catherine Drews, Patricia Byers, Development Services Department; Paul Bucich, Phyllis Varner, Utilities Department;

GUEST SPEAKERS: Wayne Carlson, AHBL; Ray White, Bellevue College

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 5:45 p.m.

2. WALKING TOUR OF FUTURE EASTGATE TRANSIT-ORIENTED DEVELOPMENT (TOD) AREA

3. RECONVENE

After the walking tour and a short break, the meeting was called back to order at 6:54 p.m. by Chair Hilhorst who presided.

4. ROLL CALL

Upon the call of the roll, all Commissioners were present. Council Liaison Stokes was unable to attend.

5. APPROVAL OF AGENDA

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

6. PUBLIC COMMENT

Mr. Todd Woosley, PO Box 3325, spoke on behalf of the family that owns the Eastgate RV site. He said the family would like to have the opportunity to see the site redeveloped and he called attention to a letter previously submitted to the Commission regarding zoning changes. There are three specific things that are needed, first that residential use be a permitted use; that an FAR of 2.5 be allowed; and that building height up to six stories should be allowed. The residential use and the building height are specifically called out in the Eastgate/I-90 plan, and the FAR issue is up for discussion.

Commissioner Carlson asked how many people currently live at the RV site. Mr. Woosley said the site is effectively a temporary residential area with people living in RVs coming and going. As envisioned, the site could have between 300 and 400 new housing units in a combination of sizes.

Mr. Don Kramer, 1610 North 1st Street, Yakima, said he and his brother are the second-generation owners of the Eastgate RV Park. He said the site has approximately 104 RV sites and on average there are two to six persons staying in each RV. The site runs 100 percent full. The site used to go all the way to I-90. The RV use has been in place for 45 years and the desire is to see the site developed to a higher and better use. The preference is for housing.

Commissioner Carlson asked if the vision for the site involves condos, townhomes or apartments, or single family housing. Mr. Kramer said his preference is for single family housing. Smaller units would be more attractive to college students. Residential units would reduce traffic on the roadways.

Answering a question asked by Chair Hilhorst about whether the plans include several buildings and multi-use buildings, Mr. Kramer said everything is still in the planning stages, but an FAR of 2.5 will be needed in order to build the parking. Consideration has been given to including some retail on the ground floor level.

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

8. STAFF REPORTS

Mike Kattermann, acting Comprehensive Planning Manager, announced that Paul Inghram took a job with the Puget Sound Regional Council. He noted that in the interim he would be staffing the Commission along with Emil King, Dan Stroh and Chris Salomone.

Mr. Kattermann called attention to a letter in the Commission packet from City Manager Brad Miyake addressing the diversity initiative. He explained that in the coming months training will be given to all city staff and all of the city's boards and commissions regarding cultural competence.

Mr. Kattermann also drew attention to a letter from Arthur Sullivan with A Regional Coalition for Housing (ARCH) in which he discusses the annual awards program and requests Commissioners to serve on the awards committee.

The Impact Hub in the Lincoln Center building has been chosen as the place for the Commission's annual retreat. It will be on September 30.

It was noted that the packet included several letters regarding the allowed FAR in the BR-MO zone along 116th Avenue NE north of the hospital district. A review of the BelRed area is part of the overall work program discussion staff is having with the City Council.

Commissioner Laing suggested it would be appropriate for the Commission to send a memo to the Council letting them know the Commission has over the past two years consistently heard from parties who are urgently awaiting the promised BelRed corridor look-back. Mr. Kattermann said the Council has been hearing from those same parties.

Mr. Kattermann informed the Commission that the city received an award for its community outreach efforts associated with the Comprehensive Plan update. The award is from the Washington Chapter of the American Planning Association.

Mr. Kattermann took a moment to thank Bellevue College for hosting the Commission meeting.

9. DRAFT MINUTES REVIEW

A. July 8, 2015

Commissioner Morisseau called attention to the second paragraph under the Roll Call on page 1 of the minutes and noted that in addition to being a structural engineer she is also a real estate agent.

A motion to approve the minutes as amended was made by Commissioner Laing. The motion was seconded by Commissioner Walter and the motion carried without dissent; Chair Hilhorst and Commissioner Carlson abstained from voting due to their absence at the July 8 meeting.

B. July 22, 2015

A motion to approve the minutes as submitted was made by Commissioner Laing. The motion was seconded by Commissioner Walter and the motion carried without dissent; Commissioner deVadoss abstained from voting due to his absence at the July 22 meeting.

Chair Hilhorst asked staff to provide the Commission with an update regarding where things stand relative to the parking code amendments for Old Bellevue, and how the issue of vacant sites and buildings is being addressed. Mr. Kattermann said an update would be provided at the next meeting.

10. STUDY SESSION

A. NPDES Development-Related Code Review

Legal Planner Catherine Drews introduced Wayne Carlson, consultant with AHBL, the firm hired to serve as the city's consultant in moving through the process of implementing the principles of low-impact development into enforceable standards and codes. She also noted Phyllis Varner, NPDES permit manager, and Paul Bucich, Assistant Director of Engineering Services, both with the Department of Utilities, were also present.

Mr. Carlson explained that LID, the acronym for low-impact development, is a stormwater and land use management technique intended to mimic the natural hydrology of sites. The issue incorporates the land use principles of clustering, minimizing vegetation loss and impervious surface area loss, and best management engineering practices such as bioretention, permeable asphalt, porous concrete, green roofs and cisterns. There is an NPDES permit that requires integrating the principles and best management practices (BMPs) into the code. During the pre-European period in the Northwest, very little stormwater actually ran off sites; it primarily was infiltrated or evapotransported. With urbanization came runoff and the inevitable scouring of streams. Over the years the stormwater requirements for both flow control and treatment has been ratcheted up by the Department of Ecology.

Ms. Drews said the LID principles are one of several conditions that are part of the City's NPDES stormwater permit. The deadline for incorporating and adopting LID principles into

code amendments is December 31, 2016. Incorporating LID BMPs is a separate action that is being addressed by Utilities. The intent of the revisions is to make LID principles the commonly and preferred approach to site development. The revisions will be devised to minimize impervious surfaces, reduce the loss of native vegetation, and reduce stormwater runoff in all types of development situations. There will be no focus on retrofitting; the principles will apply only to new development and redevelopment.

Continuing, Ms. Drews said a document has been written to guide the process. Called *Integrating LID Into Local Codes, A Guidebook for Local Governments*, the guide was prepared by the consulting firm AHBL for the Puget Sound Partnership. She stressed that there are no metrics provided, so each jurisdiction is allowed the flexibility to determine the most appropriate standards.

Mr. Carlson said each jurisdiction operating under the permit has its own unique zoning codes, subdivision regulations and engineering standards. The decision of the Pollution Control Hearings Board was that they should all be harmonized with the Growth Management Act (GMA) in ways that make sense to each jurisdiction. There is less flexibility with the BMPs given that they are based on engineering feasibility rather than land use principles.

Ms. Drews said the LID principles take more of a holistic view of sites ahead of development or redevelopment. Sites that are undeveloped may present opportunities to use the principles in ways a site in the downtown may not. In every case, the BMPs that are feasible will need to be utilized. The LID principles have in part already been incorporated by the city; specifically, the Western Washington Stormwater Management Manual has been adopted.

The project began with a meeting of all development review staff and staff from Utilities, Parks and Transportation. The initial focus was on an opportunity analysis to identify areas to look at first. There were seven meetings in all during which there was clear consensus that a one-size-fits-all approach will not work. There was also consensus that supporting growth in urban areas is appropriate and in line with the goals of the Comprehensive Plan, and that balancing environmental benefits with economic development goals will be important.

While the project is being undertaken in order to comply with the NPDES permit, it happens to support other Council programs and goals, including the newly adopted tree canopy goal of 40 percent, the goal of reducing greenhouse gases, aiding in salmon recovery, and furthering the city's reputation as a city in a park. All city departments are working together to make sure everyone is on the same page.

The Council has given a green light to starting the conversations in four areas: 1) looking at how to use LID earlier in the site design process; 2) reducing impervious surface coverage; 3) preserving and enhancing the tree canopy; and 4) improving options for cluster development.

Mr. Carlson said one thing staff highlighted is the fact that storm drainage concepts are sometimes shoehorned in at the end of the design process as opposed to integrating a deep understanding of the soils and site hydrology early on. He shared with the Commissioners photos of a LID cluster development in Pierce County called Meadow on the Hylebos where the landscaped areas were used for stormwater management purposes, all without having to reduce the number of units. By managing runoff in bioretention facilities distributed throughout the site, the need for a detention pond was eliminated.

Commissioner Laing asked if the work program will include the GMA density goals as part of the analysis. Ms. Drew allowed that it would be as part of balancing competing needs. Prior to

1990 there were no requirements to treat stormwater. The initial steps included vaults, pipes and retention ponds and everyone thought that was the way to go. Since then it has been learned that that approach is less than ideal and results in stream scouring. The LID approach is focused on slowing the water down.

Commissioner deVadoss asked if there has been any review of cities comparable to Bellevue to determine what others have done or plan to do. Mr. Carlson said information has been collected from all area cities as well as others. The collected data includes matrices of impervious surface cover and things related to site design and clustering. Commissioner deVadoss noted from the documentation use of the term “preferred and commonly used approach” and asked what the proposal is for making certain actions the preferred and commonly used approach. Ms. Drews said that is exactly what will be determined through the process. Mr. Carlson pointed out that the phrase was pulled directly from the NPDES permit. Ms. Drews pointed out that all 85 jurisdictions subject to the permit requirements are facing the same issues. Some jurisdictions have stepped ahead so it will be possible to see what conclusions they have reached.

Mr. Bucich said he has been involved with LID for 20 years. The biggest challenge involves helping people understand what it is and what it is not. He noted that the Meadows development represents only one application of the LID principles. Another approach would be to divide a site in two, put a 30-story highrise on one side and leave the other side for discharging stormwater. At the time the Pierce County development was built, there were questions as to whether or not anyone would buy units with much smaller yards. The fact is the properties were all sold and fully occupied in a very short period of time, which in part is a reflection that what people want and how they use their properties has changed. The development includes a lot of pervious surfaces which allow stormwater to flow directly into the ground.

Commissioner Barksdale asked how LID fares when it comes to cost and maintenance. Ms. Drews said a condo project recently came to the city that needed, but was denied, access to a private detention pond. Instead of pumping stormwater uphill to a city system, the developer installed injection wells, which allow the runoff to flow into the soil, and save a great deal of money in the process. Mr. Bucich added that there are several studies showing that the use of LID techniques is less expensive than the standard stormwater treatments. There are no catch basins and no pipes. On constrained sites it may be necessary to place a concrete vault underground, but on less constrained sites ponds can be constructed at the loss of one or more building sites. There are maintenance costs associated with the standard approach to treating stormwater runoff and they are well known. LID is fairly new to the Northwest but Florida has been implementing the principles for more than 25 years and typically the maintenance costs have been found to be less than the traditional approach.

Mr. Kattermann commented that the construction techniques are just as important as the end product. In a typical development project, sites are often scraped and regraded, an approach that takes away much of the natural drainage ability of the site. Implementing LID principles can mean far less site scraping, the result of which is the retention of more of the natural vegetation and soils that function in a natural state.

Commissioner Laing said one option would be for cities to create regional stormwater collection and treatment. He urged the Commissioners to research the Cooper Crest subdivision in Olympia. The low-impact development came online in the mid-2000s and is a textbook example of how good ideas do not always work. The development underscores why a one-size-fits-all approach does not work. Other options for reducing runoff include jurisdictions reducing right-of-way widths and the amount of required paving; and the state approving different pavement types and standards. Under Land Use Code 20.20.010, Bellevue allows a 35 percent structure

coverage and 50 percent impervious surface coverage; that may or may not be sufficient to meet the new NPDES permit, and the Commission will need to know that answer. Ms. Drews agreed that a single approach will simply not work in all circumstances. She emphasized the project is not looking at BMPs. Utilities is busy mapping the city to find out exactly where the best infiltration soils are and which areas have soils that resist infiltration, all with an eye on avoiding a Cooper Point situation, a development that came online when much of the science was still new.

Mr. Carlson said new information is coming to light all the time, and the mistakes made by some of the early pioneering projects have proved to be excellent learning tools.

Commissioner Carlson asked what about Bellevue's current structure keeps LID principles from being implemented already. Ms. Drews said the land use development code does not facilitate cluster development. The planners have identified the need to make changes to the planned unit development code to allow for better clustering. In most cases, all that is needed is a tweak here and there, not a full rewrite of the Land Use Code.

Ms. Drews said the schedule calls for updating the Transportation Commission on September 10, the Parks and Community Services Board on October 15, and holding public workshops on September 30 at City Hall, Lewis Creek Park on October 6, and the Northwest Art Center on October 15.

B. Bellevue College Update

Mr. Ray White, Bellevue College Vice President for Administrative Services, said his particular responsibilities range from capital to the grounds and maintenance, in addition to all auxiliary services, food services, the bookstore and the child care center. He commented that Bellevue College is currently celebrating its 50th year while facing big changes. The four-year programs now offered by the college represent only two percent of all the programs offered. Bellevue College President Dr. Rule has been seeking to develop a number of partnerships with other educational institutions, and the college is now able to offer a four-year degree in computer science.

Mr. White said the college spent the last year reinventing its strategic plan. The result is a five-year rolling plan that will be reviewed, updated and added to annually. The plan's goals are to be exceptional in delivering innovative and high-quality educational opportunities; to educate students to be global citizens and the next generation of leaders; to affirm equity and social justice for all; to be a vibrant and interactive community partner; to create effective support systems as part of becoming a large college; and to provide a nurturing and productive workplace in which the human potential can be cultivated. All planning done by the various departments must align with the overall strategic plan, including all academic planning.

An architect has been engaged to begin the process of developing a new campus master plan. The current plan was created in 2008 and brushed up in 2011. The community will be engaged as part of the update process. The hot topic is housing and the firm Perkins+Will has been retained to address it. The college is well positioned to receive federal funding to improve the connection between the transit center and the campus. Of the 7000 to 8000 students who visit the campus daily, 60 percent come from outside the district and need transportation options.

The campus has three main entrances, with the main entrance marked by a Shell gas station. The north campus is out by the baseball field and is tucked in beside the child care center, and the south entrance is dimly lit and not a pleasant walk. The belief is that entrances could all be

greatly improved. There is also a need for improved signage on the campus. The focus is on first improving the main entrance to facilitate pulling off the main road out of traffic, talk to public safety personnel through an intercom, and use digital signage to know where to go and where to park. An architectural rendering of what the main entrance might look like was shared with the Commissioners. The school is talking with the city about taking over the custodianship of the corner property fronting on 148th Avenue SE.

Mr. White said plans are being made to improve the sports fields, including lighting for the baseball field, and putting in both lighting and artificial turf on the soccer field. The sports fields are rented out as a source of income. The overall annual budget for the college is \$100 million, of which \$24 million comes from taxpayer funds. The balance of the budget is made up through a variety of means, including charging for parking, hosting weddings, renting out the sports fields, and bookstore sales.

With regard to student housing, Mr. White said the college is moving as fast as it can to bring units online. A three-phase approach has been drawn up in which the first phase will develop 350 beds in an apartment-style building having a mix of units with between two and four bedrooms. The first units are set to come online in March 2017. The other two phases likely will follow very quickly and will have an equal number of beds. The buildings will include some retail uses along with live/learn spaces and a large dining hall. Depending on the demand, the third building may look more like a dormitory.

Commissioner deVadoss noted his support for Bellevue College and said he was very glad to see it is growing. He commented that while investments in housing and transportation will be critical, it will also be important to conduct capacity planning to make sure the anticipated growth can be accommodated. Mr. White said Bellevue College is still a community college and the four-year degrees it is now able to confer has little to do with the institution's overall growth. The prime factor in projecting growth is the economy. Bellevue College is primarily a commuter school. The school has enjoyed a steady 2.5 to 3.0 percent annual growth rate, except during the recession when the number of students rose dramatically. The creation of desirable programs and degrees can also drive demand. The physical campus has the ability to expand into the areas currently used for surface parking.

A motion to extend the meeting by 30 minutes was made by Commissioner Walter. The motion was seconded by Commissioner deVadoss and the motion carried unanimously.

Commissioner Carlson asked if consideration has been given by the college to construct student housing where there is currently surface parking. Mr. White said projects have to pencil out. Structured parking can cost up to \$30,000 per space, and that means it is currently not feasible. Additionally, a large number of students do not have cars of their own.

Commissioner Walter commented that many students are currently traveling to the campus in cars. If housing were available to them, they would not need a car to get to classes, but they might need a car to go to their jobs and to do other things. Mr. White said the planned campus housing is not specifically for international students, but in fact the number of units to be developed would accommodate all of them, most of whom are currently in home stays or nearby apartments, and very few of whom have cars.

Chair Hilhorst said the Commission was previously informed that the college has been buying houses around the campus and she asked if that is where the three development phases will be located. Mr. White said several homes have been purchased in the Sunset Ranch area. Some of the buildings will be removed, but the housing will in fact be constructed initially on what is now

a parking lot. Later development phases will utilize the purchased properties.

Answering a question asked by Commissioner deVadoss, Mr. White said he would look into sharing the results of the feasibility study with the Commission. The study was done by former Commissioner Hal Ferris who was charged with keeping rents as low as possible. The board, however, has directed charging full market rate for the units. The savings generated from construction types and operations will be used to create housing scholarships to benefit students unable to pay the market rate.

Commissioner Walter said she welcomes having housing constructed on the campus.

C. Eastgate Land Use Code

Ms. Drews was asked to comment on how well the single room rental ordinance is working. She said several complaints have been filed and staff are working through them to determine which should be carried forward to enforcement so a precedent can be set. She said she is working with code compliance officers on training issues and enforcement tools. Staff are seeking a designated resource from the city attorney's office to focus on the enforcement process for the ordinance. Public information handouts are being developed, and resources are being dedicated to send one code enforcement officer to specialized training in Florida. A process and the proper documents will be developed for anyone wanting to apply to become the functional equivalent of a family.

Chair Hilhorst asked how many complaints have been filed and Ms. Drews answered that the number is close to 100, which could include multiple complaints concerning the same property.

Commissioner Walter asked what the training in Florida will entail. She was informed by Ms. Drews said the training will be specific to code enforcement in situations where single rooms are being rented in homes in single family areas.

Chair Hilhorst asked if to date the Director has had to step in to determine if a group is functioning as a family or single housekeeping unit. Ms. Drews said there have been two inquiries to date. Direction has been provided but no follow-up has been required.

11. PUBLIC COMMENT

Mr. Don Kramer, 1610 North 1st Street, Yakima, clarified that he has misspoke during the first petitions and communications. He said the vision for his property is multifamily, not single family. With a higher FAR, buildings on the site could be taller, leaving more of the site open to implementing LID principles.

12. ADJOURN

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

Chair Hilhorst adjourned the meeting at 8:51 p.m.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

September 23, 2015
5:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Hilhorst, Commissioners Barksdale, Morisseau, Walter

COMMISSIONERS ABSENT: Commissioner Carlson, deVadoss, Laing

STAFF PRESENT: Emil King, Patti Wilma, Department of Planning and Community Development; Camron Parker, Department of Parks and Community Services

COUNCIL LIAISON: Not present.

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. WALKING TOUR OF SOUTHERN PORTION OF DOWNTOWN BELLEVUE

The meeting was opened with a quorum present at 5:36 p.m.

2. COMPLETE WALKING TOUR/SHORT BREAK

The Commission returned from its walking tour at 7:00 p.m.

3. CALL TO ORDER

The meeting was called to order at 7:06 by Chair Hilhorst who presided.

4. ROLL CALL

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

5. APPROVAL OF AGENDA

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

6. PUBLIC COMMENT

Mr. Phil McBride, 11040 Main Street, chief operating officer for John L. Scott Real Estate, said he would like to see the zoning restrictions increased for the properties across the street from the light rail station at the corner of 112th Avenue SE and Main Street to permit transit-oriented development.

Ms. Jacqui Ramsay, 500 106th Avenue NE, spoke representing the Bellevue Towers Livability Committee. She said her goal was to ensure an ongoing dialog between downtown residents and the Planning Commission regarding how Bellevue can best secure the benefits of the

development and growth while preserving and improving the quality of life for residents. Residents are already concerned about current development, but the projected growth through 2030 is even more concerning given that it could have a negative impact on livability. There is opportunity to make radical improvements to the infrastructure in the downtown and hopefully the Commission will take advantage of the opportunities that exist before it is too late. The conclusions from the Bellevue Towers survey previously presented to the Commission were referenced and it was stressed that residents are more concerned about transportation, safety and parking than about public spaces and design outcomes. Even given the recommendations of the Downtown Livability Citizen Advisory Committee (CAC), residents expect Bellevue to be much worse in five years. The recommendations relative to the downtown core are of particular concern. Public communication was inadequate. No significant changes to transportation infrastructure are anticipated to address the forecasted increase in population and work force. The CAC recommendations do not reflect community feedback. There are no visible projects or plans to address the current infrastructure concerns. The Commission should review the feedback provided by the residents during the CAC process along with the Bellevue Towers livability survey results. Development and planning decisions should be tied directly to resident livability priorities for transportation, parking and safety. The Commission should develop and assure the execution of a specific plan to address the already needed infrastructure improvements as a priority before considering any additional rezoning that would put additional pressure on the downtown infrastructure. Since traffic and safety are top concerns, density should be developed outside the downtown core. Higher density buildings and parking structures should be built closer to the freeway exits and adjacent to the forthcoming light rail stations. Alternative forms of commuting should be encouraged by providing shuttle transportation to the downtown core from parking and transit stations. More protected bike lanes should be built. The city should also get serious about developing more affordable housing so that more people who work in Bellevue can also live in Bellevue.

Answering a question asked by Commissioner Walter, Ms. Ramsay said the fact that residents are more concerned about transportation, safety and parking than public spaces and design outcomes was arrived at based on the results of the Bellevue Towers survey. She said that is not to say the residents do not feel park space is of no importance, but the imperative should be on building infrastructure to handle all of the added workers and projected growth.

7. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None
8. STAFF REPORTS

Strategic Planning Manager Emil King called attention to information in the Commission packet relating to the ARCH awards. He noted that the Commission has been invited to have a Commissioner participate in the award selection process. The same ask has gone out to other city boards and commissions as well.

Mr. King informed the Commission that a low-impact development website was recently launched. He said the site includes a good introduction to the low-impact development topic and lists the upcoming public meetings and workshops. The site also includes a document library covering issues relating to low-impact development.

The Commissioners were reminded that City Manager Brad Miyake is encouraging all members of the city's boards and commissions to participate in cultural competence training. He noted that the training will be offered from 5:00 p.m. to 9:00 p.m. on both November 12 and December 17.

Mr. King said an agenda was been developed for the upcoming September 30 Commission retreat at the Impact Hub Facility on 116th Avenue NE. He said there will be a tour given of the

Impact Hub Facility, then following dinner the Commission's accomplishments of the past year will be reviewed; key initiatives and the upcoming work program will be highlighted; staff support and Commission training will be discussed; and there will be a panel discussion on the topic of smart cities.

9. DRAFT MINUTES REVIEW

A. September 9, 2015

There was agreement to put off approval of the September 9, 2015 minutes to the next meeting. It was noted that the minutes were dated 2012 rather than 2015.

Chair Hilhorst asked staff to review their notes to clarify who actually asked the question ascribed to her in the fourth paragraph on page 2 of the minutes, and what the question was.

With regard to the motions to approve the July 8, 2015, and July 22, 2015, meeting minutes, Chair Hilhorst asked to have the minutes reflect that those who abstained from voting did so because they had not been present for those meetings.

10. STUDY SESSION

A. Downtown Livability

Community Development Manager Patti Wilma called attention to the Commission-identified list of early wins included on page 6 of the Commission packet, noting that the items on the list were deemed the most achievable based on previous discussion. The topics on the list included the range of permitted uses; mechanical equipment location and screening; solid waste location and screening; signage for publically accessible public open space; vacant sites and buildings; sidewalk café location criteria/intrusion into required walkways; and reference to best management practices and updating the plant list, with identification of the streets that are to have curbside planting.

Ms. Wilma said things are moving ahead quickly relative to the range of uses, mechanical equipment, and public access signage. The solid waste issue is taking more effort than initially thought because it must be trued up with the contract with the city's solid waste collection company. The intent is to have code language ready for the Commission's October 14 meeting for the first, second and fourth issues on the list. Then on October 28 the focus will be on the remaining issues with the exception of the vacant sites and buildings topic which the staff are not sure can be addressed in the early win review window. The Commission will be asked to consider a November 18 public hearing date at its October 14 meeting.

B. Bellevue Parks and Open Space System Plan Update

Senior Planner Camron Parker with the Department of Parks and Community Services reminded the Commissioners that the city's Parks and Open Space System Plan is updated about every six years. The current plan was last updated in 2010. A public outreach and engagement process is currently under way as part of the effort to update the plan again.

Mr. Parker said the Department of Parks and Community Services has a very broad scope that includes the physical makeup of the city's parks facilities and a wide variety of community services and programs, all of which falls under the umbrella goal of building a healthy community.

The Parks and Open Space System Plan is a functional plan of the newly updated Comprehensive Plan. As the Parks and Open Space System Plan is updated, particular attention will be paid to making sure it fully reflects the cross connecting policies in the various elements of the Comprehensive Plan. Park users are being asked how they use the parks to gain a sense of the overall picture; they are also being asked what they would like to see more of in the future.

Commissioner Walter said she loves Bellevue's city parks and uses primarily Robinswood, Downtown Park, and the trail system. At Robinswood, if one does not pay attention to when people are leaving the park, the lights shut off unexpectedly. The walking trails are well maintained and are safe. Ashwood Park is a great urban park and lots of fun things happen there. It would be good to see periodic panic buttons located along Bellevue trails as a way of helping people feel more secure. In the downtown, transportation, parking and safety are all important, but without open space the downtown will lose its livability.

Commissioner Morisseau said she uses the parks primarily with her children. She said they love the beach parks of Newcastle Beach, Chisholm and Medina. It is wonderful to be able to sit on the grass and watch the children play at the edge of the water. The kids playground areas are wonderful. She said in the future she would like to see paved areas in some parks where small children could learn to ride their bikes without having to share the trail system with more efficient bike riders. She added that she often picnics with friends in parks during the summer months.

Commissioner Barksdale said he uses Enatai Beach Park, which is a good place to go swimming. He said he also uses bike trails but has found it is not always easy to know how to access the trails that connect the various open spaces, so improved signage would be a plus. He added that in his community there are kids who ride around and play in the apartment parking lots because there is park or open space nearby, so when new apartment communities are built they should take the needs of kids into account.

Chair Hilhorst said she is a big fan of Bellevue parks. She said in 2009 she advocated for a park facility in her neighborhood and now uses it frequently to walk her dog. She said she also uses Newport Hills Park, including to rent the entire baseball field, and often walks and hikes on the trails. One issue is that soccer is played into the fall, but all the bathrooms close on October 1. The activities that occur in the parks should be fully supported, including with bathroom facilities. She agreed that better connections need to be made for the benefit of bikers. It would be great for residents in the neighborhoods be able to ride their bikes to the downtown or Meydenbauer Bay Park.

Mr. Parker said as part of the Parks and Open Space System Update a web survey has been live for the past six weeks or so. To date about 550 people have filled it out with observations about how they use the parks and what they would like to see in the future. At the same time, there is another survey being fielded which is a statistically valid random sample survey of Bellevue residents. Both surveys ask similar questions and serve as key sources of public information. The difference between the two is that the random sample survey does not include data from individuals under the age of 18 and non-residents who may work in Bellevue and use the parks. The current web survey is open to anyone willing to take it. Seventy percent of the web survey respondents indicate they use the trail system six or more times per year; 87 percent say they use the trails two or more times per year. Trails, open areas for unstructured play, beach parks and playgrounds are listed as being used the most throughout the year. When given a choice between placing a priority on acquiring new park lands and natural areas or developing currently owned parks, there was no clear majority.

Chair Hilhorst said when a property was considered for acquisition for a park in her neighborhood, the majority of those who commented on it indicated they just wanted to see the city obtain the land and leave it as open space.

Mr. Parker said data from the random sample survey is just starting to come in, but it has more of a preference for developing and improving currently owned parks, though it is all within the margin of error.

Commissioner Barksdale asked if the survey data will be broken down by geographic area. Mr. Parker said it will be to about the zip code level, but not down to the neighborhood area level.

Mr. Parker noted that the highest priorities highlighted by the survey respondents align with what people tend to use the most. In other words, those who use the trails a lot tend to call for improvements to the trail system, and those who use the beach parks want to see them improved. The top priorities are trails, playgrounds, off-leash areas for dogs, and another swimming pool.

Mr. Parker stressed the importance of drafting the Parks and Open Space System Plan in a way that will support the work and goals of the Planning Commission. The plan will also be written to align fully with the Comprehensive Plan. The concept of urban parks was new when the current plan was drafted and it came about as a result of the planning work done for the BelRed corridor. The bulk of Bellevue residents continue to see parks as large programmed areas or large open spaces. Urban parks can involve much smaller areas, sometimes paved, spread out throughout the urban landscape. There are very few such facilities currently in Bellevue's inventory, but there is the potential to bring many of them online in the future as the city continues to urbanize. Parks facilities can also serve as infrastructure fulfilling the purposes of carbon storage, water storage, and controlling storm water runoff, a notion that will be explored a bit more as the process moves forward.

Commissioner Barksdale and Chair Hilhorst agreed with the need for another pool for Bellevue residents to use. Chair Hilhorst asked if the city could work with other jurisdictions in developing a regional facility. Mr. Parker said that concept has been raised in the past and explored to some extent. Nothing has gelled to date. The city of Sammamish recently built a pool, and Kirkland is working toward doing the same. Large competition-type pools do not pay for themselves and require subsidies in order to operate.

Chair Hilhorst noted that at Whistler B.C. there is a community center that has a pool on one side and a hockey rink on the other side. Having more than one sport may be the way to make such a facility pencil out.

11. PUBLIC COMMENT – None

12. ADJOURN

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

Chair Hilhorst adjourned the meeting at 8:16 p.m.

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.