

2016 PLANNING COMMISSION



BELLEVUE

Meeting
6:30 pm November 9

Location

Commission meetings are held in the Council Conference Room unless otherwise posted.

Public Access

All meetings are open to the public and include opportunities for public comment.

425-452-6800
planningcommission@bellevuewa.gov

www.bellevuewa.gov

NOVEMBER 9



Bellevue Planning Commission

AGENDA

Regular Meeting and Public Hearing

November 9, 2016

6:30 PM - Regular Meeting

City Hall, Room 1E-113, 450 110th Avenue NE, Bellevue WA

6:30 PM – 6:35 PM	Call to Order
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6:35 PM – 6:40 PM	Roll Call
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6:40 PM – 6:45 PM	Approval of Agenda
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6:45 PM – 6:50 PM	Communications from City Council, Community Council, Boards and Commissions
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6:50 PM – 6:55 PM	Staff Reports
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6:55 PM – 7:10 PM	Public Comment
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7:10 PM – 7:40 PM	Public Hearing <u>1</u>
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Comprehensive Plan Amendment – Vision Zero (Transportation)

Comprehensive Plan Amendments

Staff: Kevin McDonald, AICP, Senior Planner, Transportation Department

Transportation Commission Representatives: Janice Zahn, Chair and Scott Lampe, Former Chair

General Order of Business – Staff will present the proposed code amendment. Interested members of the public will be invited to provide comment on the proposed amendment. The Planning Commission will close the public hearing.

Anticipated Outcome – Public comment has been heard by the Planning Commission for this proposed plan amendment.

7:40 PM – 8:10 PM

Study Session

Comprehensive Plan Amendment – Vision Zero (Transportation)

Comprehensive Plan Amendments

Staff: Kevin McDonald, AICP, Senior Planner,
Transportation Department

General Order of Business – The Planning Commission will deliberate the proposed amendment, the staff report, public comment and vote on a recommendation for City Council.

Anticipated Outcome – The Planning Commission will complete their review and deliberation of this amendment and vote to either approve, approve with modifications or disapprove the plan amendment for transmittal to City Council.

8:10 PM – 8:40 PM

For Your Information

Wilburton Commercial Area – Project Overview

Strategic Planning

Staff: Community Development Program Manager,
Planning & Community Development Department

General Order of Business – Staff will present an information update regarding the Wilburton Area Plan.

Anticipated Outcome – The Planning Commission will ask questions and comments. This is for information purposes only. No action is required.

8:40 PM – 9:00 PM

Draft Minutes Review

September 14, 2016

October 12, 2016

9:00 PM – 9:15 PM

Public Comment

9:15 PM

Adjourn



Bellevue Planning Commission

Please note:

- Agenda times are approximate only.
- Generally, public comment is limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic. The last public comment session of the meeting is limited to 3 minutes per person. The Chair has the discretion at the beginning of the comment period to change this.

Planning Commission Members:

John deVadoss, Chair

Stephanie Walter, Vice Chair

Jeremy Barksdale

John Carlson

Michelle Hilhorst

Aaron Laing

Anne Morisseau

John Stokes, Council Liaison

Staff Contacts

Terry Cullen, Comprehensive Planning Manager 425-452-4070

Emil King, Strategic Planning Manager 425-452-7223

Janna Steedman, Administrative Services Supervisor 425-452-6868

Kristin Gulledge, Administrative Assistant 425-452-4174

** 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).*



Planning Staff Report

DATE: November 9, 2016

TO: Chair deVadoss and members of the Bellevue Planning Commission

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

SUBJECT: Vision Zero Comprehensive Plan Amendment (16-140007 AC)
November 9, 2016, Final Review Public Hearing (LUC 20.30I.A.1.b)

I. PROPOSAL

The Vision Zero 16-140007 AC proposes to amend the Transportation Element for Vision Zero. Consistent with City Council direction, the Transportation Commission prepared policy recommendations to implement this comprehensive and programmatic approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries by 2030. See Attachments 1 and 2.

Permit Number: 16-140007 AC
Subarea: N/A
Address: Citywide
Applicant(s): City of Bellevue

II. STAFF RECOMMENDATION

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

- Amend the Transportation Element with policy amendments and new policies to incorporate a Vision Zero approach to traffic safety that has the goal of ending traffic deaths and serious injuries by 2030.
 - ✓ The proposed amendment is consistent with the Comprehensive Plan because it provides a comprehensive policy framework to focus city efforts to increase the safety for all users of the transportation system;
 - ✓ The proposed amendment addresses the interests and changed needs of the entire city because it supports the preparation and implementation of a Vision Zero Action Plan that is intended to address the six “Es” of traffic safety through a programmatic approach (see section B3 below);
 - ✓ The proposed amendment addresses significantly changed conditions because there are more people traveling on Bellevue streets, bicycle lanes and sidewalks than ever before, and the challenge grows to keep people safe when they use the transportation system, especially the most vulnerable people who are not in vehicles;
 - ✓ The proposed amendment could be suitably developed under the potential zoning classifications - this criterion is not applicable to this policy recommendation;

- ✓ The proposed amendment demonstrates a public benefit because it will support a comprehensive and programmatic approach to traffic safety, striving to reduce to zero then number of people killed or seriously injured as a result of collisions on the city’s transportation system.

III. BACKGROUND

On December 7, 2015, the City Council unanimously adopted Resolution 9035 (Attachment 1) endorsing Vision Zero and directing the Transportation Commission to review the existing Comprehensive Plan to determine if any updates, revisions, or additional policies are warranted in light of Vision Zero and other transportation network goals. Having received a recommendation from the Transportation Commission (Attachment 2), the City Council on March 7, 2016, initiated a Comprehensive Plan Amendment to integrate Vision Zero policy into the Transportation Element.

The City Council directed the application for Final Review of the Vision Zero Comprehensive Plan Amendment (CPA), on July 18, 2016.

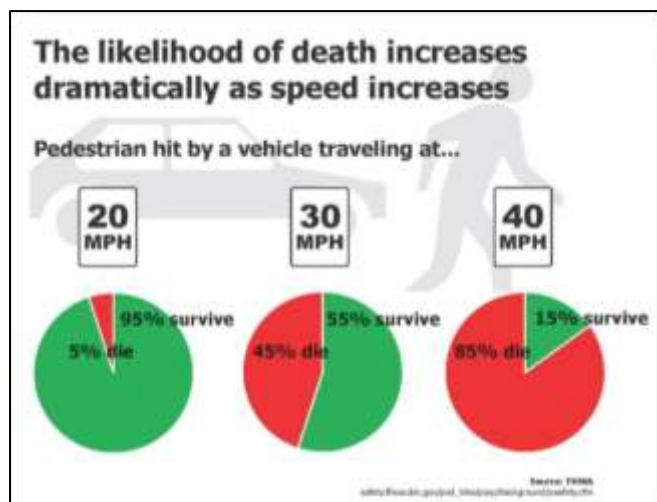
Vision Zero is an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries. It is a framework for a multi-faceted approach to design, build, operate and maintain a transportation system that is safe for everyone. Components of a Vision Zero programmatic approach to safety include several categories of actions: **E**ducation; **E**ncouragement; **E**nforcement; **E**ngineering; **E**quity; and **E**valuation – these are the six “Es”.

Vision Zero

Vision Zero began in Sweden in the 1990s, where it was adopted as national policy. At the core of Vision Zero is the premise that death and injury on city streets is preventable. For the most part, an injury or death is not the result of an “accident”, but rather these result from “collisions” that have the most significant adverse impacts on the most vulnerable users of the roadway—people who are walking and bicycling. Collisions often stem from behaviors that are dangerous and inappropriate, and from street design that may encourage such inappropriate behavior. Within a Vision Zero framework, streets are designed to encourage and reinforce safe, positive behavior.

Vehicle speed is a fundamental predictor of collision survival for people who are hit while walking and biking. Therefore, street design should emphasize safety, predictability and anticipate the potential for human error, coupled with targeted education and rigorous, data-driven enforcement. Vision Zero instills a holistic, new way of thinking about traffic fatalities and serious injuries—that they are not inevitable.

Vision Zero is a multi-faceted approach to transportation system safety in Bellevue that would:



- Design and manage streets to encourage safe and context-appropriate behavior of all roadway users;
- Provide infrastructure that accommodates all travel modes, and creates a protected environment for the most vulnerable users;
- Build a complete and connected non-motorized transportation network that supports people who are walking and bicycling;
- Educate the community to instill awareness and respect for one another in the environment of shared streets; and
- Enforce traffic safety laws with emphasis on roadways and intersections that have high collision rates, and especially where collisions involve vulnerable road users.



IV. DECISION CRITERIA

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

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

Not applicable to this proposal.

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

The Vision Zero policy intent and purpose are directly responsive to and augment existing Comprehensive Plan policy. The Transportation Commission found that additional policy would advance a comprehensive and programmatic Vision Zero approach to traffic safety.

Transportation Element Policies – Support for Safety

Policies in the Transportation Element support the Transportation Vision of a system that integrates leading safety and efficiency techniques to provide safe and reliable mobility options for people wherever they need to go throughout the city, for whatever purpose they are traveling, and whether they are walking, riding a bicycle, taking transit or driving a car. The goal of the Transportation Element and its supporting policies articulate the safety considerations for the transportation system design, operation and maintenance.

Transportation Element Goal *“To maintain and enhance a comprehensive multimodal transportation system to serve all members of the community.”*

Roadways Chapter - Policies that address management of the city’s street system to meet community mobility needs.

- ***TR-53.*** *Maintain and enhance safety for all users of the roadway network.*
- ***TR-55.*** *Maintain a collision reduction program to identify high collision locations, evaluate potential safety improvements and implement recommended changes.*
- ***TR-56.*** *Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.*

- **TR-57.** Minimize visual distractions, extraneous objects, and excessive clutter along arterials.
- **TR-58.** Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.

Transit Chapter - Policies that address the provision of transit service and access to transit in Bellevue.

- **TR-76.** Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that:
 1. Provides short, direct routes within a ten-minute walk;
 2. Designs the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation;
 3. Maximizes safety for pedestrians at street crossings; and
 4. Gives priority to pedestrian access and safety.
- **TR-77.** Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services with an emphasis on safety for people transferring between the station platform and the various modes.
- **TR-91.** Implement standards and guidelines to create transit stations that are valued places in the community by providing:
 1. Comfortable and safe access to the surrounding community;
 2. Space that is comfortable for both large and small numbers of people; and
 3. Design that encourages social interaction.
- **TR-94.** Maintain and enhance safety when incorporating high capacity transit along Bellevue streets, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- **TR-97.** Ensure that agreements with transit providers include elements to provide long-term safety and security, operation and maintenance of stations.

Pedestrian and Bicycle Transportation Chapter - Policies that address increasing the opportunities to provide people with safe, comfortable and connected pedestrian and bicycle facilities in Bellevue.

- **TR-105.** Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that:
 1. Address safety issues;
 2. Provide access to activity centers;
 3. Provide access to the transit and school bus systems;
 4. Complete and connect planned pedestrian or bicycle facilities;
 5. Develop primary north-south and east-west bicycle routes through the city;
 6. Improve multimodal level of service along travel corridors; and
 7. Serve residents who have special accessibility needs.
- **TR-109.** Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street pedestrian or bicycle facility.
- **TR-110.** Support education and information programs to promote a share the road/share the trail message.
- **TR-116.** Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.

Neighborhood Protection Chapter - Policies that address how the city will protect neighborhoods from impacts associated with the transportation system, such as noise, congestion, and cut-through traffic in coordination with the policies of the Neighborhoods Element.

- **TR-145.** Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.
- **TR-153.** Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce the volume of cut-through traffic.

Growth Management Act

The Vision Zero proposal is consistent with GMA planning goals encouraging efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Countywide Planning Policies

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

- **T-1** Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2040 and Transportation 2040 as the policy and funding framework for creating a system of Urban Centers and Manufacturing / Industrial Centers linked by high-capacity transit, bus transit and an interconnected system of freeways and high-occupancy vehicle lanes.
- **T-9** Promote the mobility of people and goods through a multi-modal transportation system based on regional priorities consistent with VISION 2040 and local comprehensive plans.
- **T-12** Address the needs of non-driving populations in the development and management of local and regional transportation systems.
- **T-14** Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.
- **T-19** Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.
- **T-20** Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.

- *T-21 Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.*

Proposed Vision Zero policies for Bellevue recognize that safe mobility options are essential and that the community is responsible for ensuring equitable access to mobility. Therefore, the proposed comprehensive and programmatic Vision Zero approach to mobility and traffic safety is consistent with Countywide Planning Policies.

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

The proposed Vision Zero amendment addresses the interests and changed needs of the entire city. The city intends to continue its efforts to make streets safe for everyone. Support for these efforts exists in the form of Comprehensive Plan policies, ongoing safety programs, Council direction, and endorsement and use of best practice design manuals. Vision Zero goes one step farther in that it succinctly and explicitly embeds city policies and efforts into a unifying framework that will help focus efforts and identify priorities. Existing policies, programs, direction and endorsements include:

- *Comprehensive Plan: Council adopted the Transportation Element in August 2015 as part of the ten-year Comprehensive Plan update. Transportation Element policy addresses the safety for all users of the transportation system.*
- *Pedestrian and Bicycle Implementation Initiative (PBII): PBII is a complement of action-oriented efforts that will advance the implementation of the 2009 Pedestrian and Bicycle Transportation Plan to make Bellevue a great place to walk and bike.*
- *U.S. Department of Transportation Mayor’s Challenge: Along with 200 other cities across the nation, the city of Bellevue—in April 2015— joined the U.S. Department of Transportation Challenge for Safe People, Safer Streets, to encourage mayors and local elected officials to take significant action to improve the safety for people while they are walking or riding a bicycle. Each jurisdiction takes an approach targeted to the needs of the community, while staying true to the idea that human errors in judgment shouldn’t lead to death and serious injury.*
- *National Association of City Transportation Officials (NACTO): In March 2014, the city of Bellevue – through Transportation Director Dave Berg - endorsed the NACTO Urban Street Design Guide to recognize that streets must be designed in a manner that is safe, sustainable, multi-modal and context-appropriate for all users.*

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

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

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

Acting with Council direction, the Transportation Commission found substantial policy support in the Transportation Element for existing programs and projects intended to address safety issues for people using the transportation system in Bellevue, especially the people who are most vulnerable to serious injury or death from collisions with motorized vehicles. The Commission determined, however, that more could be done, and that a comprehensive, coordinated and programmatic approach to traffic safety under a Vision Zero framework would help Bellevue maintain, enhance and monitor progress in a citywide effort to achieve zero traffic deaths and serious injuries by 2030.

Having reviewed the Transportation Element of the Comprehensive Plan and a potential Vision Zero policy framework in study sessions on January 14 and February 11, 2016, the Transportation Commission recommended several policy amendments (Attachment 2). These policy recommendations were offered to the Council on March 7, 2016 in response to direction from Resolution 9035. Recommended new and amended policies would be integrated into the Transportation Element, supported by background narrative that describes the intent of Vision Zero.

In their transmittal messages to the Council, Transportation Commission Chair Scott Lampe and Vice-Chair Janice Zahn noted that while existing safety programs in Bellevue give the city a relatively low rate of collisions and injuries compared to other cities in the region, there is still some work to do to achieve the goal of Vision Zero. Mr. Lampe noted that over the past 10 years there have been about 40 collisions per year that resulted in injury to pedestrians, 30 collisions per year with injury to bicyclists, and about 400 collisions annually that resulted in injury to people driving cars. Fifteen of those collisions have resulted in a fatality. Without focusing specifically on the causes of these collisions, the Commission instead determined that additional steps could be taken to reduce serious injury and death toward zero.

For instance, documentation of injury collisions is not in a format that is readily searchable. One of the benefits of a programmatic approach in a Vision Zero Action Plan would be to develop a searchable database that could be used to inform project design and funding priorities.

The Transportation Commission heard from the community and worked with staff during two study sessions to explore all of the existing policies in the Comprehensive Plan that support programs and projects that advance traffic safety. Mr. Lampe acknowledged the excellent programs, such as the Neighborhood Traffic Safety Program, and the Accident Reduction Program that help people to be safe while driving, walking and riding bicycles. Ms. Zahn noted that the city can and should do more to promote safety on city streets. A Vision Zero framework in Bellevue would be based on the 6 “Es” of traffic safety:

- **Education:** Inform residents about traffic laws and safe behavior for travelers of all ages and abilities



- **Encouragement:** Provide incentives for safe behavior
- **Enforcement:** Implement strategies to more effectively enforce traffic laws and regulations
- **Engineering:** Employ street design techniques to make streets safe for everyone, especially for the most vulnerable users
- **Equity:** Ensure that safety applies to everyone no matter who you are, what mode you are using, or where in the city you are traveling
- **Evaluation:** Monitor progress, adjust strategies, and celebrate success



Bellevue currently does all of these “Es” to some degree, but lacks an overarching framework for safety that Vision Zero policies would provide.

The Commission reviewed each of the policies in the Transportation Element and determined that it would be helpful to integrate new policy support related to Vision Zero. Ms. Zahn reiterated that an important policy recommendation is to establish a Vision Zero Action Plan that would take a comprehensive and programmatic approach to traffic safety. Such a programmatic approach would require additional data – to better understand where and why collisions are occurring – and perhaps also to add emphasis on some or all of the six traffic safety “Es” in the effort to achieve zero deaths and serious injuries. There may be a staffing and budget implication to develop and implement a programmatic approach. However, such an approach would help make existing programs more effective and possibly identify new ways achieve the goal of Vision Zero.

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

N/A.

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

The proposal demonstrates a public benefit and enhances the public health, safety and welfare of the city. A comprehensive and programmatic approach to Vision Zero, as supported by the recommended policies, would improve the safety of all users of the transportation system and advance the Vision Zero goal of zero traffic-related death and serious injury by 2030.

V. STATE ENVIRONMENTAL POLICY ACT

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold determination of non-significance (DNS) was issued on October 20, 2016. See Attachments 3 and 4.

VI. PUBLIC NOTICE AND COMMENT

Notice of the November 9, 2016, Final Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on October 20, 2016, and included notice sent to parties of record.

Public comment letters received will be provided to the Planning Commission in their desk packet for the November 9, 2016 hearing.

Pursuant to the requirements of the Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Comprehensive Plan. A list of the 2016 amendment to the Bellevue Comprehensive Plan was provided to state agencies on October 7, 2016, for review.

VII. NEXT STEPS

Staff requests the Planning Commission conduct and close the public hearing, discuss the Transportation Commission recommendation, ask questions of staff, and make a recommendation to adopt Vision Zero policies in the Transportation Element.

VIII. ATTACHMENTS

1. Council Resolution 9035, endorsing Vision Zero and directing the Transportation Commission to review the Comprehensive Plan and prepare a recommendation for policy amendments if needed
2. Transportation Commission Vision Zero Policy Recommendation
3. SEPA Checklist
4. DNS

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 9035

A RESOLUTION endorsing Vision Zero, for the city of Bellevue to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030, and directing the Transportation Commission to review the Comprehensive Plan to determine if any updates, revisions, or additional policies are warranted in light of Vision Zero and other transportation network goals.

WHEREAS, the worldwide Vision Zero movement is founded on the belief that death and injury on city streets is unacceptable and preventable; and

WHEREAS, the life, safety and health of residents, employees and visitors to Bellevue is the City Council's highest priority; and

WHEREAS, in the past decade there have been over 450 collisions involving pedestrians and fifteen people have lost their lives as result of collisions on streets in Bellevue; and

WHEREAS, the U.S Department of Transportation, through the Mayor's Challenge for Safe People, Safer Streets has challenged mayors and local elected officials to take significant action to improve the safety of transportation networks for pedestrians and bicyclists of all ages and abilities; and

WHEREAS, the City of Bellevue has endorsed the National Association of City Transportation Officials (NACTO) Urban Street Design Guide to recognize that streets must be safe, sustainable, resilient, multi-modal and economically beneficial for all users; and

WHEREAS, cities and states around the country, including the State of Washington and the cities of Seattle and Kenmore, have established Vision Zero/Target Zero initiatives specifically focused on the needs of the agency; and

WHEREAS, the Transportation Element of the Bellevue Comprehensive Plan provides policy intent and support for a wide range of traffic safety measures; and

WHEREAS, the City of Bellevue implements programs, services and standards that are foundational to the Vision Zero movement that utilize education, targeted enforcement, implement best design practices, provide encouragement and incorporate evaluation to enhance traffic safety; and

WHEREAS, examples of Bellevue's traffic safety programs and services include the Accident Reduction Program, Neighborhood Traffic Safety Program,

police enforcement, school zone safety initiatives, and signal and street lighting improvements; and

WHEREAS, the Bellevue Pedestrian and Bicycle Transportation Plan identifies projects to complete a safe and connected non-motorized transportation system in Bellevue; and

WHEREAS, the Pedestrian and Bicycle Implementation Initiative seeks to define priorities with a focus on accelerating the rate of completion of the projects identified in the Pedestrian and Bicycle Transportation Plan; and

WHEREAS, a Comprehensive Plan amendment to incorporate Vision Zero could provide the policy framework to advance traffic safety improvements in a coordinated manner throughout the Bellevue transportation system; now therefore,


THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City of Bellevue endorses Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.

Section 2. The City Council directs the Transportation Commission to review the existing Comprehensive Plan to determine if any updates, revisions, or additional policies are warranted in light of Vision Zero and other transportation network goals. The Transportation Commission will report its findings and recommendations to the City Council for its consideration in determining whether to initiate any Comprehensive Plan amendments.

Passed by the City Council this 7th day of December, 2015, and signed in authentication of its passage this 7th day of December, 2015.

(SEAL)



Claudia Balducci, Mayor

Attest:



Kyle Stannert, Acting City Clerk

ATTACHMENT 2

Transportation Commission Recommendation for 2016 Comprehensive Plan Amendment

Transportation Element – Vision Zero Policy Amendments

Roadways Chapter

Roadways - *Policies that address design and management of the city's street system to meet community mobility needs and safety expectations.*

- **TR-A.** Strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.
- **TR-B.** Develop a programmatic approach to Vision Zero that integrates components of Education; Encouragement, Enforcement; Engineering; Equity; and Evaluation.
- **TR-C.** Design and manage streets to foster safe and context-appropriate behavior of all roadway users.
- **TR-53.** Maintain and enhance safety for all users of the roadway network, regardless of demographics and geography.
- **TR-55.** Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential safety improvements and implement recommended changes.

Pedestrian and Bicycle Transportation Chapter

Pedestrian and Bicycle Transportation - *Policies that address increasing the opportunities to provide people with safe, comfortable, protected and connected pedestrian and bicycle facilities in Bellevue.*

- **TR-D.** Strive to provide separation between motorized vehicles, pedestrians, and bicyclists, as feasible, reasonable and appropriate to the context.

Accompanying Narrative in the Transportation Element

Vision Zero

Bellevue City Council Resolution 9035 (December 17, 2015) endorsed Vision Zero – recognizing that death and serious injury on city streets is unacceptable and preventable. Policies related to Vision Zero are integrated throughout the Transportation Element to support implementing context-appropriate traffic safety measures for all travel modes and to emphasize protecting the most vulnerable users. In a comprehensive, coordinated and programmatic manner, Bellevue will maintain, enhance and monitor progress in a citywide effort to achieve zero traffic deaths and serious injuries by 2030

WHAT IS VISION ZERO?

Vision Zero is an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries. It is a framework for a multi-faceted approach to create a transportation system that is safe for all users. Components of a Vision Zero programmatic approach to safety include several categories of actions: Education; Encouragement;

ENVIRONMENTAL CHECKLIST

10/9/2009

Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

INTRODUCTION**Purpose of the Checklist:**

The State Environmental Policy Act (SEPA), Chapter 43.21c RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Bellevue identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Giving complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the Planner in the Permit Center can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

Use of a Checklist for Nonproject Proposals: *A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.*

For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.

For nonproject actions, the references in the checklist to the words *project*, *applicant*, and *property* or *site* should be read as *proposal*, *proposer*, and *affected geographic area*, respectively.

Attach an 8 ½" x 11 vicinity map which accurately locates the proposed site.

BACKGROUND INFORMATION

Property Owner: N/A

Proponent: City of Bellevue, Washington

Contact Person: Paula Stevens AICP, Assistant Transportation Director
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 450 110th Ave NE
Bellevue, WA 98004

Phone: (425) 452-2802

Proposal Title: Vision Zero 2016 Comprehensive Plan amendment 16-140007 AC

Proposal Location: Citywide
(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 1/2" x 11" vicinity map that accurately locates the proposal site.

Give an accurate, brief description of the proposal's scope and nature:

1. General description: Text amendments to the Transportation Element for Vision Zero, an approach to traffic safety that strives to end traffic deaths and serious injuries on Bellevue streets by 2030.
2. Acreage of site: N/A
3. Number of dwelling units/buildings to be demolished: N/A
4. Number of dwelling units/buildings to be constructed: N/A
5. Square footage of buildings to be demolished: N/A
6. Square footage of buildings to be constructed: N/A
7. Quantity of earth movement (in cubic yards): N/A
8. Proposed land use: N/A
9. Design features, including building height, number of stories and proposed exterior materials:
N/A
10. Other

Estimated date of completion of the proposal or timing of phasing:

Planning Commission will hold a Final Review public hearing on November 9, 2016 and the City Council will take action on the 2016 CPA work program before the end of 2016.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

N/A

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Environmental checklist for City of Bellevue Comprehensive Plan Update 2015.

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

No.

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

City Council action on the 2016 CPA work program, including the Vision Zero CPA.

Please provide one or more of the following exhibits, if applicable to your proposal. (Please check appropriate box(es) for exhibits submitted with your proposal):

Land Use Reclassification (rezone) Map of existing and proposed zoning

Preliminary Plat or Planned Unit Development
Preliminary plat map

Clearing & Grading Permit
Plan of existing and proposed grading
Development plans

Building Permit (or Design Review)
Site plan
Clearing & grading plan

Shoreline Management Permit
Site plan

A. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: Flat Rolling Hilly Steep slopes Mountains Other

b. What is the steepest slope on the site (approximate percent slope)? N/A

c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

N/A

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

N/A

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

N/A

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A

2. AIR

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A

- c. Proposed measures to reduce or control emissions or other impacts to the air, if any:

N/A

3. WATER

- a. Surface

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If Yes, please describe and attach available plans.

N/A

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A

- (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A

- (6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A

b. Ground

- (1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description.

N/A

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A

c. Water Runoff (Including storm water)

- (1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A

- (2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:
N/A

4. Plants

a. Check or circle types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?
N/A

c. List threatened or endangered species known to be on or near the site.
N/A

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
N/A

5. ANIMALS

a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver, other:
- Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

N/A

c. Is the site part of a migration route? If so, explain.

N/A

d. Proposed measures to preserve or enhance wildlife, if any:

N/A

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.

N/A

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A

c. What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any:

N/A

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

N/A

(1) Describe special emergency services that might be required.

(2) Proposed measures to reduce or control environmental health hazards, if any.

b. Noise

(1) What types of noise exist in the area which may affect your project (for example, traffic, equipment, operation, other)?

N/A

(2) What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example, traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A

(3) Proposed measures to reduce or control noise impacts, if any:

N/A

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

N/A

b. Has the site been used for agriculture? If so, describe.

N/A

c. Describe any structures on the site.

N/A

d. Will any structures be demolished? If so, what?

N/A

e. What is the current zoning classification of the site?

N/A

f. What is the current comprehensive plan designation of the site?

N/A

g. If applicable, what is the current shoreline master program designation of the site?

N/A

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

N/A

i. Approximately how many people would reside or work in the completed project?

N/A

j. Approximately how many people would the completed project displace?

N/A

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A

i. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A

c. Proposed measures to reduce or control housing impacts, if any:

N/A

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A

b. What views in the immediate vicinity would be altered or obstructed?

N/A

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
N/A
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
N/A
- c. What existing off-site sources of light or glare may affect your proposal?
N/A
- d. Proposed measures to reduce or control light or glare impacts, if any:
N/A

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?
N/A
- b. Would the proposed project displace any existing recreational uses? If so, describe.
N/A
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
N/A

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.
N/A
- b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.
N/A
- c. Proposed measures to reduce or control impacts, if any:
N/A

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.
N/A
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
N/A
- c. How many parking spaces would be completed project have? How many would the project eliminate?
N/A

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A

g. Proposed measures to reduce or control transportation impacts, if any:

N/A

15. Public Services

a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A

Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature..........Date Submitted.....10/09/16.....

SUPPLEMENTAL SHEET FOR NONPROJECT ACTION

Continuation of the Environmental Checklist

4/18/02

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment (see Environmental Checklist, B. Environmental Elements). When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms. If you have any questions, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal will not do this, adopting policies and narrative to address mobility needs, safety expectations, and opportunities to provide people with safe, comfortable, protected facilities.

Proposed measures to avoid or reduce such increases are:

None.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal will not affect these, adopting policies and narrative to address mobility needs, safety expectations, and opportunities for safe, comfortable, protected facilities.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

N/A

3. How would the proposal be likely to deplete energy or natural resources?

The proposal is unlikely to deplete these, adopting policies and narrative to address mobility needs, safety expectations, and opportunities for safe, comfortable, protected facilities.

Proposed measures to protect or conserve energy or natural resources are:

N/A

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection--such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal is unlikely to use or affect environmentally sensitive areas or areas designated for governmental protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

N/A

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is likely to affect land and shoreline use in a beneficial manner and would avoid allowing or encouraging uses incompatible with existing plans.

Proposed measures to avoid or reduce shoreline and land use impacts are:

N/A

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal will be unlikely to increase demands on transportation or public services and utilities except insofar as it provides alternatives for community connectivity and improved safety.

Proposed measures to reduce or respond to such demand(s) are:

N/A

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No such conflicts have been identified.



DEVELOPMENT SERVICES DEPARTMENT
 ENVIRONMENTAL COORDINATOR
 450 110th Ave NE., P.O. BOX 90012
 BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: City of Bellevue – Vision Zero

LOCATION OF PROPOSAL: citywide

DESCRIPTION OF PROPOSAL: 2016 Annual Amendments to the Comprehensive Plan, including a Work Program and proposed amendments to the Bellevue Comprehensive Plan for purposes of RCW 36.70A.130, assuring that the Plan continues to comply with the requirements of the GMA and including consideration of emerging local and regional needs, changes to state and federal laws, Bellevue's progress towards meeting GMA Goals, and whether the Plan is internally consistent.

FILE NUMBER(S): 16-140007 AC to amend the Transportation Element for Vision Zero, an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries.

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

- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____.

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

This DNS is only appealable as part of the City's action on the amendment to the Land Use Code. In order to comply with requirements of SEPA and the State of Washington Growth Management Act for coordination of hearings, any appeal of the SEPA threshold determination herein will be considered by the Growth Management Hearings Board along with an appeal of the City Council's action. See LUC 20.35.250C.

Carol V. Helled
 Environmental Coordinator

Oct 20, 2016
 Date

OTHERS TO RECEIVE THIS DOCUMENT:
 State Department of Fish and Wildlife King County
 U.S. Army Corps of Engineers Muckleshoot Indian Tribe
 Attorney General



**City of Bellevue
Development Services Department
State Environmental Policy Act Threshold Determination**

PCD Page | 10/18/2016

Proposal Name: Vision Zero Comprehensive Plan Amendment

Proposal Address: citywide

Proposal Description: This application proposes to amend the Transportation Element for Vision Zero, an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries.

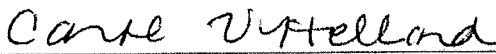
File Number: 16-140007 AC

Applicant: City of Bellevue

Decisions Included: SEPA Threshold Determination

Planner: Kevin McDonald AICP, Senior Planner

State Environmental Policy Act
Threshold Determination: **Determination of Non-Significance (DNS)**



Carol Helland,
Environmental Coordinator

Bulletin Publication Date: October 20, 2016

Appeal Deadline: An appeal shall be filed together with an appeal of the underlying Process IV action. The appeal shall be by petition to the Growth Management Hearings Board and shall be filed within the 60-day time period set forth in RCW 36.70A.290.

For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6800.

II. Proposal Description and Objectives

This application proposes to amend the Transportation Element for Vision Zero, an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries.

II. Environmental Record

The environmental review consisted of analysis based on the following documents included in the environmental record or incorporated by reference if so noted:

- Planning staff report dated October 20, 2016
- Environmental checklist for the proposal
- City of Bellevue Comprehensive Plan
- Determination of Non-Significance – Bellevue Comprehensive Plan Update

III. Proposed Timing and Phasing

The Bellevue Planning Commission is scheduled to hold a public hearing on the amendment on November 9, 2016. The City Council will act on the amendment in the fourth quarter of 2016.

Additional environmental review will be phased as outlined at WAC 197-11-060(5). Actual development will be subject to environmental review at the time a specific application for development is made.

IV. Environmental Summary

Purpose and Need to Which the Proposal is Responding

The applicants endorse Vision Zero, a process for Bellevue to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.

Major Conclusions, Significant Areas of Controversy and Uncertainty

The worldwide Vision Zero movement is founded on the belief that death and injury on city streets is unacceptable and preventable. The US Department of Transportation has challenged mayors and local elected officials to take significant action to improve the safety of transportation networks for pedestrians and bicyclists of all ages and abilities.

The life, safety and health of residents, employees and visitors to Bellevue is the City Council's highest priority. In the past decade there have been over 450 collisions involving pedestrians and fifteen people have lost their lives as a result of collisions on streets in Bellevue.

The City of Bellevue has endorsed the National Association of City Transportation Officials (NACTO) Urban Street Design Guide to recognize that streets must be safe, sustainable, resilient, multi-modal and economically beneficial for all users.

The City of Bellevue implements programs, services and standards that are foundational to the Vision Zero movement that utilize education, targeted enforcement, implement best design practices, provide encouragement and incorporate evaluation to enhance traffic safety. Complementary examples of Bellevue's traffic safety programs and services include the Accident Reduction Program, Neighborhood Traffic Safety Program, police enforcement, school zone safety initiatives, and signal and street lighting improvements.

The Transportation Element of the Comprehensive Plan provides policy intent and support for a

wide range of traffic safety measures and the Pedestrian and Bicycle Transportation Plan identifies projects to complete a safe and connected non-motorized transportation system in Bellevue. A Comprehensive Plan amendment to incorporate Vision Zero will provide the policy framework to advance traffic safety improvements in a coordinated manner through the Bellevue transportation system.

Issues to be Resolved, Including Environmental Choices to be Made Between Alternative Courses of Action None.

Environmental Impacts of the Proposal

Environmental Review of the attached non-project environmental checklist indicates no probability of significant adverse environmental impacts occurring as a result of the proposals. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements. The Environmental Checklist is available for review in the project file.

Adverse impacts which are less than significant are usually subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and related regulatory items correspond, no further documentation is necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

V. Conclusion and Determination

For the proposal, environmental review indicates no probability of significant adverse environmental impacts. Therefore, issuance of a **Determination of Non-Significance** pursuant to WAC 197-11-355 and Bellevue City Code 22.02.034 is appropriate.

Other adverse impacts that are less than significant may be mitigated pursuant to Bellevue City Code 22.02.140, RCW 43.21C.060, and WAC 197-11-660.

VI. Mitigation Measures

There are no recommended SEPA-based mitigating measures for this proposal. The lead agency has determined that the requirements for environmental analysis, protection and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. This agency will not require any additional mitigation measures under SEPA.



November 3, 2016

SUBJECT

Wilburton Commercial Area Study – Project Overview

STAFF CONTACTS

Bradley Calvert, Community Development Program Manager, 452-6930
bcalvert@bellevuewa.gov *Planning and Community Development*

DIRECTION NEEDED FROM PLANNING COMMISSION

- Action
- Discussion
- Information

BACKGROUND

The Wilburton-Grand Connection planning initiative was launched on December 7, 2015 as a Council priority. The project includes two primary elements, a re-visioning of the Wilburton Commercial Area and the visioning of the Grand Connection.

DISCUSSION

The Planning Commission will be briefed on the Wilburton-Grand Connection planning initiative. The focus will be on the Wilburton Commercial Area planning initiative including work to date, timeline, and the Citizen Advisory Committee. This briefing is for information only; no action is requested at this time.

Wilburton Commercial Area Study: The re-visioning of the Wilburton Commercial Area is a companion effort to the Grand Connection visioning, which the Planning Commission was briefed on October 26, 2016. The Wilburton Commercial Area is positioned between Bellevue’s two high growth areas of Downtown and BelRed. This unique context encourages the Wilburton Commercial Area to become the next urban neighborhood of Bellevue. Historically referred to as “Auto Row” the Wilburton Commercial Area rests at the confluence of a number of planned transportation and infrastructure improvements. By 2023 the Wilburton light rail station will provide service at the northern side of the study area. Additionally, the East Main, Downtown, and Spring District stations will ensure that the entire study area will be within a transit walkshed. In addition to transit service, the Eastside Rail Corridor will provide a non-motorized north-south spine. The Grand Connection is anticipated to interface with the Eastside Rail Corridor and provide an east-west connection from Wilburton to Downtown.

The City is preparing to launch the land use, urban design, transportation, and environmental analysis of the study area that will create a new vision, capitalizing on the unique context of the

Wilburton Commercial Area. The City is finalizing its contract with the land use and urban design consultant, and is in the final stages of selecting the transportation and environmental consultant.

In May 2016, the City convened an Urban Land Institute (ULI) National Advisory Panel. This advisory panel met with stakeholders, Councilmembers, and key City staff. Using these interviews the panel provided a set of early recommendations for City consideration for the study area. These recommendations were compiled into a final report and will be used as background materials for the Citizen Advisory Committee.

Tonight staff will brief Commission on the study area boundary, a timeline of the project, scope of work for the land use and urban design consultant, concepts that emerged from the ULI Advisory Panel, and composition and work plan for the Citizen Advisory Committee.

NEXT STEPS

The Council-appointed Citizen Advisory Committee will begin meeting as early as December 2016. Planning Commissioner Jeremy Barksdale and Transportation Commissioner Lei Wu will co-chair the committee.



Bellevue Planning Commission

Upcoming Meeting Schedule

<u>Mtg</u>	<u>Date</u>	<u>Agenda Item Topic</u>	<u>Priority</u>	<u>Agenda Type</u>	<u>Location</u>
22	16-Nov-16	Standard Items		Planning Commission Annual Retreat	First Congregational Church, Bellevue
	23-Nov-16	NO MEETING - Thanksgiving Week			
23	7-Dec-16	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.	City Hall
		Downtown Livability Land Use Code	2	Commission deliberates on proposed code amendments.	
24	14-Dec-16	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.	City Hall
		Downtown Livability Land Use Code	2	Commission deliberates on proposed code amendments.	
		Single Family Room Rental Enforcement Update	3	Information brief only. (Carol Helland)	
	28-Dec-16	NO MEETING - End of Year.			
1	11-Jan-17	Downtown Livability Land Use Code	2	Commission deliberates on proposed code amendments.	City Hall
2	25-Jan-17	Downtown Livability Land Use Code	2	Commission deliberates on proposed code amendments.	City Hall
3	8-Feb-17	Downtown Livability Land Use Code	2	Commission deliberates on proposed code amendments.	City Hall
4	22-Feb-17	Downtown Livability Land Use Code	2	Commission deliberates on proposed code amendments.	City Hall
				The Planning Commission will set public hearings for those items requiring it as the Commission approaches the conclusion of their deliberations.	

Priority-1 (Red) Public Hearing; 2 (Yellow) PC mandated item; 3 (Green) Information only.

Cullen, Terry

From: Ellenhorn, Julie
Sent: Monday, October 31, 2016 2:01 PM
To: Arredondo, Charmaine
Cc: Cullen, Terry; Leslie, Emily; Harvey, Nancy; Heim, Joshua; Lee, Andrew H.; McDonald, Kevin
Subject: RE: Invite to Bellevue Essentials Graduation

Follow Up Flag: Follow up
Flag Status: Completed

Greetings Terry, Emily, Nancy, Josh, Andrew and Kevin,
Please forward the invitation pasted below to your board and commission members. They would be most welcome at the Bellevue Essentials graduation.
Many thanks,
Julie Ellenhorn



You are invited

GRADUATION AND DESSERT RECEPTION

Bellevue Essentials Class 2016

Wednesday, November 16, 2016 ~ 7 p.m.

Keynote Speaker James Whitfield
President & CEO, Leadership Eastside



Agenda:

- Welcome
- Class of 2016 Speaker - Pam Unger
- Alumni Speaker - Brian Ugai, Class of 2015
- Keynote Speaker - James Whitfield
- Presentation to Graduates
Deputy Mayor John Chelminiak and
City Manager Brad Miyake
- Dessert Reception to follow

**Bellevue City Hall - 450 110th Avenue NE - Free Parking
Concourse & Council Chambers**

**RSVP to Julie Ellenhorn at jellenhorn@bellevuewa.gov or
425-452-5372**



**Bellevue
Essentials**

11/16/16 10:16 AM

From: Arredondo, Charmaine

Sent: Monday, October 31, 2016 1:55 PM

To: Ellenhorn, Julie <JEllenhorn@bellevuewa.gov>

Cc: Cullen, Terry <TCullen@bellevuewa.gov>; Leslie, Emily <ELeslie@bellevuewa.gov>; Harvey, Nancy <NHarvey@bellevuewa.gov>; Heim, Joshua <JHeim@bellevuewa.gov>; Lee, Andrew H. <AHLee@bellevuewa.gov>;

McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: RE: Invite to Bellevue Essentials Graduation

Hi Julie. The board and commission members do not have individual emails. They can be contacted through staff liaisons, whom I've cc'd on this email.

Charmaine

From: Ellenhorn, Julie
Sent: Monday, October 31, 2016 12:09 PM
To: Arredondo, Charmaine <CArredondo@bellevuewa.gov>
Cc: afong@uwkc.org; tcuthill@comcast.net; Claire Sumadiwirya <c.sumadiwirya@gmail.com>
Subject: Invite to Bellevue Essentials Graduation

Charmaine,
Can you forward this invite to all COB boards and commissions members?
Thanks,
Julie

Cullen, Terry

From: Munir and Audrey <orgun@comcast.net>
Sent: Sunday, October 30, 2016 6:05 PM
To: PlanningCommission
Subject: Livability in Downtown Bellevue

Follow Up Flag: Follow up
Flag Status: Completed

Planning Commission Members:

About four years ago, after retiring, we decided to downsize, from our Woodinville home to Bellevue. Moving from our long time residence, in Woodinville, was a very tough decision for us, but we had great hopes when we decided to move to Bellevue. Moving from the serenity of Woodinville to an exciting downtown Bellevue would also become a significant change in life style for us, but at that time we thought we made the right decision; however, we are now unfortunately getting concerned with some of the discussions around zoning changes.

Before we decided to move to Bellevue, we did a lot of research and debated between downtown Seattle, Kirkland and Bellevue. Seattle's uncontrolled growth and exposure to future tax explosion concerned us. Kirkland was a great choice, but didn't offer a "downtown" feeling. On the other hand, we thought Bellevue was "just right" for us, offering an exciting downtown city life, but it also had a friendly "small city" feeling. We had several choices of residential buildings before we moved to Bellevue Towers, but we chose Bellevue Towers because of the building height limitations on the South side of NE 4th Street, which was (and still is) 250 feet. We liked the view and decided to make a major investment using our retirement savings. We love Bellevue Towers, our condo and Bellevue!

During the last couple of years, we have been hearing about zoning changes and some of which are clearly concerning us. Some of the zoning height and density changes are being discussed under the umbrella of "improving downtown livability." It is definitely not clear to us how the livability for the downtown residents (living 24/7 downtown) will be improved by increasing the height of office buildings (occupied by people working downtown eight hours a day) and hotels (occupied by out of towners for a day or two). On the other hand, the building height and density increases will clearly adversely affect the livability experienced by the downtown residents like us.

We are told that the height of the FANA building on the corner of NE 4th St and 106 Ave NE, which will start construction next year, is more than 50 feet taller than the current zoning allows. We are also told that this is possible because of the amenities that will be offered by the developer will improve the livability of Bellevue residents. One of the amenities mentioned is an open-air swimming pool that will be part of the hotel. The use of the pool will only be available to hotel residences and is not available to Bellevue residents. I would consider the swimming pool an amenity which improves downtown livability if the pool was available to Bellevue residents for recreational swimming or for Bellevue youth for club-sport swimming. Right now, we (Bellevue Tower residents) will have to give up some of our view, which we have made a significant investment in, for an amenity which only benefits the developer and no other Bellevue resident, and our investment will lose value. This is kind of absurd and hard to understand or rationalize.

Recently, we have been hearing that "affordable housing" is not affordable by the City of Bellevue unless it is funded in some form or other by the downtown developers. One of the enablers for obtaining funding from

the developers is zoning changes for density and height for future downtown buildings. Although we completely agree and support the development of affordable housing for low income Bellevue residents, we strongly believe the burden must be shared by all Bellevue neighborhoods, not just the downtown core area because that is where the development is taking place. Additional density or height for new downtown development will definitively and adversely affect the livability of the downtown area; where we are likely give up our views and experience more traffic, more noise, parking changes and more crowding. On the other hand, additional height and density for new downtown development will have absolutely no impact on residents of the surrounding Bellevue neighborhoods. This is discriminative and unfair to the downtown core residents. The burden of providing affordable housing must be shared and owned by all Bellevue residents, not just downtown residents.

Initially, we were told that the proposed zoning changes for height was to achieve a “wedding cake like skyline,” and the improved skyline would improve the livability of Bellevue. This argument for zoning changes was obviously ridiculous and made no sense, therefore, it didn’t get much traction to rationalize height changes. Next, height increases are being rationalized by amenities that do not provide any recognizable or realizable livability improvements for the full-time, downtown residents. Now, height and density increases are being rationalized as a means to achieve affordable housing. What is the real truth? As tax paying downtown Bellevue residents, we need to know the answer.

We made an investment in downtown Bellevue, and we obviously want to preserve our investment. This is our right, isn’t it?

We live in downtown Bellevue 24/7. We see downtown livability deteriorating, daily. Getting from I-405 to our building is taking longer and longer. Late night car races through downtown streets are getting more frequent and louder. Construction and regular maintenance noise is getting louder every day. Our guests are either having more difficulty finding parking or are paying more for available parking. Disturbingly, the streets are getting windier because of the “canyon effects” of new buildings. Walking in the downtown area and crossing the streets is getting more dangerous and the risk of pedestrian/bicycle/car accidents is increasing. Improving all of these things listed here will certainly improve our livability and that’s what we expect as tax paying, fulltime residents of downtown Bellevue. Roof-top gardens for office buildings or swimming pools for hotels or a wedding cake skyline are not offering any livability improvements for us.

Bellevue has been recognized as one of the top livable cities in the country, and we want it to remain that way. We believe in our Bellevue Planning Commission, and hope you will hear our concerns and scrutinize zoning changes that will increase density and height of downtown buildings. Thanks for listening!

Respectfully yours,

Munir & Audrey Orgun

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

September 14, 2016
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner Barksdale

STAFF PRESENT: Terry Cullen, Department of Planning and Community Development; Catherine Drews, City Attorney's Office; Camron Parker, Department of Parks and Community Services; Paul Bucich, Department of Utilities; Camron Parker, Department of Parks and Community Services

COUNCIL LIAISON: Not Present

GUEST SPEAKERS: Wayne Carlson, AHBL; Steve Roberts, Congregations for the Homeless

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:35 p.m. by Chair deVadoss who presided.

2. ROLL CALL

(6:35 p.m.)

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Laing, who arrived at 6:45 p.m.; Commissioner Morisseau, who arrived at 7:16 p.m.; and Commissioner Barksdale, who was excused.

Chair deVadoss took a moment to thank Commissioner Hilhorst for her role serving as Chair of the Commission. He said he learned from her commitment to serving and professional dedication, as well as personal conviction.

3. APPROVAL OF AGENDA

(6:36 p.m.)

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

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

(6:36 p.m.)

5. STAFF REPORTS

(6:37 p.m.)

Comprehensive Planning Manager Terry Cullen reminded the Commissioners that the annual Commission retreat was scheduled for October 5 at Robinswood House at 5:00 p.m. A facilitator will assist by setting up interviews with all of the Commissioners, some of the staff, and with Mayor Stokes. The information garnered will be used in crafting the agenda for the retreat.

Mr. Cullen called attention to the upcoming short course on local planning notice to be held in Burien on September 28.

Mr. Cullen said discussions are under way with the City Clerk's office in regard to moving to fully digital Commission packets. The process of getting the packets to the printer and have them delivered by courier is not only expensive, it is full of opportunities for things to go awry. The current thinking is that the Commissioners will be issued a city tablet for use at the meetings.

The Commissioners were each provided with a photo of the Commission taken on July 27.

6. PUBLIC COMMENT —None

(6:44 p.m.)

Mr. Jack McCullough, 701 5th Avenue, Suite 6600, Seattle, said he has been working with staff on the development agreement concept for Andy Lakha's development project. The expectation is that it will be ready in about a month. A similar approach is being taken for Dave Meisner's proposal for the DNTN-O2. He noted that the pedestrian corridor has never been fully built out. One of the important features of the existing code with respect to the corridor was a super bonus. Properties along the corridor are required to dedicate property to the corridor and build it out as well in exchange for additional FAR and height. The Bellevue Corporate Center is one of the two remaining important projects; the SRO property is another. The owners of those properties want to see the super bonus retained when the new FAR schedule is adopted. The incentive is critically important to getting the pedestrian corridor built out and it has worked well over the last 30 years. With regard to the issue of retirement facilities in the downtown, he said in urban centers such facilities are typically in highrise structures. The model generally involves caring for residents from the age of retirement through the end of life, from independence to assisted living to nursing home care. In the DNTN-O1 and DNTN-O2 areas, however, senior housing is a permitted use and assisted living and nursing homes are not permitted uses. When the downtown chart was put together 30 years ago, assisted living and nursing home uses were much different affairs, typically in suburban areas. He said he has been working with staff to come up with a concept to address the issues.

Mr. Todd Woosley, PO Box 3325, shared with the Commission the latest information on the impacts of the Land Use Code recommendation for the Eastgate NMU zone that will soon be presented to the City Council. He noted that the property owner has worked with the city and the Commission for quite some time to come up with a code that will be economically viable in terms of redeveloping the property. As proposed, redevelopment will not be viable. The developer that has had an option on the property has walked away from the deal. Even so, work to craft a viable development scenario to maximize the income stream of the property continues

under the details of the code language. The Commissioners were provided with printouts showing two scenarios. The first was what could be built under what the alternative code language proposed by the property owner had been approved, which would have yielded 450 units in a six-story structure, with approximately 75 of the units affordable. The second was the reality of what the proposed code language will allow. It was noted that most of the FAR capacity for the entire site would need to be used to build two, short, urban-style apartment buildings on the front portion of the site, with none of the units earmarked as affordable units, while retaining the rear portion of the site as an RV park to generate income. Given the code language, that is the highest and best use. Under the recommended code language, it is unlikely any housing will be built in the Eastgate NMU. The code language is not yet set in stone and there is still time to revise it. It will be eight to ten years before the city will again review the zoning for the Eastgate area, and given the acute shortage of affordable housing, the city cannot afford to wait that long.

Commissioner Carlson asked if the city will require the RV use to remain in place. Mr. Woosley said that will not be a city requirement, but will be necessary for the property owner to maximize income from the property. Under the proposed code language, the development yield is too low to justify redevelopment.

Mr. Carl Vander Hoek, 9 103rd Avenue NE, said earlier in the week staff and the Commission chair and vice-chair attended a Bellevue Downtown Association meeting that was focused on downtown livability. The key assumptions the consultant Berk will use to analyze the code changes that have been proposed were discussed. The general feedback was that the consultant was off on the initial take. The Bellevue Downtown Association and staff will seek feedback from specific stakeholders with regard to what rents are, what construction costs are, and other details. Time limits prevented the Bellevue Downtown Association from reviewing the draft Land Use Code amendment language. He suggested it would be helpful to have a red line version to clarify the specific changes.

Ms. Betsy Hummer, 14541 SE 26th Street, a member of the East Bellevue Community Council (EBCC), pointed out that Larson Lake is zoned R-1. When the EBCC first met, Larson Lake was rezoned from higher density multifamily to open use and the result was a fabulous park. R-1 is a residential zone which means that houses could be built there. In the Mercer Slough where there is a large parking lot, the adjacent parcel is zoned R-1 and commercial. She said she did not understand how a park could be zoned R-1. She said her specific concern with regard to Larson Lake was that it would be turned into a little transit center, something which should be avoided. Additionally, she noted that she had attended many of the meetings of the Eastgate/I-90 CAC, which she said her husband was a member of, and at none of those meetings was the public health center ever addressed. It was very surprising to hear that a homeless shelter has been proposed to be located there, and that speaks to an overall lack of transparency with regard to how things get done.

Commissioner Laing pointed out that prior to the August break, the Commission addressed a couple of proposed Comprehensive Plan amendments related to parks. One of them would have effectively required park land to be zoned as park land. The Commission unanimously recommended moving the amendments on for substantive review, but the Council chose not to do so.

A motion to amend the agenda to hold the study session for the proposed men's permanent shelter before the study session for the downtown livability Land Use Code amendment was made by Commissioner Laing. The motion was seconded by Commissioner Carlson and the

motion carried unanimously.

7. PUBLIC HEARING AND STUDY SESSION

Low-Impact Development Principles Project

Mr. Cullen said the low-impact development (LID) principles project involves a series of code amendments. He said the anticipated outcome was that the Commission would make a recommendation to the Council on the proposed code amendments. The public hearing was started in late July.

Assistant City Attorney Catherine Drews said the proposal regarding the impervious surface limits had been revised based on input from the Commission.

Wayne Carlson, consultant with AHBL, explained that the public hearing was focused on the proposed land use amendments for the low-impact development principles project, to review the proposed revisions to the hard surface standards, and to receive and consider public comments. He reminded the Commissioners that the permit goals are to minimize native vegetation loss, minimize impervious surface coverage, and minimize storm water runoff by making low-impact development the preferred and commonly used approach to site development. The project is half of the city's response to the National Pollutant Discharge Elimination System (NPDES) permit requirements. The permit requires that the city address the LID best management practices and the LID principles.

Mr. Wayne Carlson said a gap or opportunity analysis was conducted which identified several areas of opportunity. In the Land Use Code they included evaluating the use of LID earlier in the site design process; reducing impervious surface coverage; preserving and enhancing the tree canopy; and improving options for clustering development. The Transportation Commission reviewed the transportation design code and standards and identified as opportunities reducing impervious surfaces within rights-of-way and enhancing the tree canopy within transportation facilities.

The Council has a project interest statement that has guided the project. The statement establishes that Bellevue supports the objective of maintaining the region's quality of life, including that of making low-impact development the preferred and commonly used approach to site development. The language was lifted out of the NPDES permit and is the standard that permittees such as Bellevue are intended to comply with.

The Council also approved a list of principles to guide the project. The principles direct that the solutions identified be Bellevue appropriate; recognize and seek to balance competing needs; build on existing information and programs; engage stakeholders; and maintain Bellevue's compliance record with its NPDES storm water permit.

With regard to impervious surface, Mr. Wayne Carlson said the proposal establishes a hard surface limit, seeks to reduce the impervious surface limits by zone, and provide off-ramps for sites where permeable paving is technically infeasible. "Hard surface" is an umbrella term that includes impervious surface such as roofs, roads, walkways and driveways. It also includes permeable paving such as pervious concrete, porous asphalt and pavers. Under the proposal, there is no change to the allowed building coverage. Within each zone there is a maximum lot coverage by structure allowed expressed as a percentage. The proposal introduces a new hard surface coverage limit, and reduces the existing impervious surface coverage. However, for sites

that cannot infiltrate per the ecology standards in the storm water management manual, the use of existing pervious surface limits is maintained where they currently stand. The proposed hard surface limit provides for amenities. Section 20.20.460 maintains the innovative techniques, albeit with a cap, consistent with the city's Comprehensive Plan and neighborhood plans for reducing impervious surface.

There are a variety of Comprehensive Plan policies that support the proposed direction, including EN-43, EN-44, and LU-13.

~~Mr. Carlson~~ Mr. Wayne Carlson called attention to Chart 20.20.010 which he noted outlines the maximum lot coverage by structure, which remains unchanged, and in a new row the maximum hard surface coverage limits which, for residential districts, was shown to range from 70 percent to 85 percent. He said the chart also lists the maximum impervious surface percentage for each residential district, and explained that the percentages are proposed to be reduced from where they currently stand. The reductions range from ten percent in the designations that are primarily single family in nature, to 20 percent in the multifamily designations. As previously indicated, an off-ramp is provided in the alternative maximum impervious surface row of the chart for those sites where permeable surfaces are not feasible for reasons such as steep slopes, high ground water and poor soils; the percentages shown as the alternative maximum impervious surface limits are the same as the current maximum impervious surface limits.

In conversations with the Planning Commission and the Master Builders Association, it was identified that although the use of permeable paving through the exemption allowed under LUC 20.20.460.G is not common, it is also not rare. Things such as sport courts and paver driveways occasionally are being exercised for various reasons in various single family residential zones.

~~Mr. Carlson~~ Mr. Wayne Carlson said several site plans were reviewed and meetings were held with several stakeholders in an attempt to craft a number that reflects the realities of some of the newer developments that are coming into the city, many of which are using a combination of hard surfaces and impervious surfaces for a total of between 60 and 70 percent coverage.

For sites where permeable surfaces cannot feasibly be utilized, the innovative techniques approach has been expanded. One instance would be a driveway of pavers with a drain underneath that behaves like a permeable driveway surface, which would qualify as an innovative technique. The related code language states that surfaces paved with permeable pavement and other innovative techniques designed to mimic the function shall not be included in the calculation of pervious surface so long as they are designed by an engineer. They will, however, be included in the calculation for determining the maximum hard surface coverage. The code language also states that the Director may require continued long-term maintenance to ensure the continued function of the innovative techniques.

~~Mr. Carlson~~ Mr. Wayne Carlson said the recommendation of the staff was to recommend approval of the amendments as proposed to the City Council.

Commissioner Laing called attention to section 20.20.425.B and pointed out that there is currently no definition in the code for hardscape. The current code includes a definition for greenscape, which supposedly is the opposite of hardscape. He asked if the definition of hardscape will in fact be the opposite of greenscape, and if so, whether it would be easier to rely on the greenscape definition. Ms. Drews pointed out that section 20.20.425 relates to hard surface rather than hardscape. She said the definition of hard surface is the definition in the Department of Ecology manual and it will be included in the code. Hard surfaces are essentially permeable surfaces. Commissioner Laing asked if meeting areas that meet the greenscape

definition will also not be considered to be hard surfaces.

Commissioner Laing pointed out that the exemptions under section 20.20.425.B, as well as the existing exemptions under section 20.20.460.D, impervious surface, exempts decks and platforms. However, the existing definition in section 20.50.026 includes decks, patios, sport courts and swimming pools. Things like that need to be clarified.

Commissioner Laing shared with the Commission photos of grasscrete, an approach that is fully permeable. He said it is grass that can be driven and parked on and is used extensively in Europe. He asked if the innovative technique will under the proposal be listed as a hard surface. Department of Utilities Assistant Director for Engineering Paul Bucich said under the Department of Ecology definition, grasscrete is non-native vegetation and is classified as a hard surface. The issue is not the type of vegetation used, rather it is the fact that it is an engineered system which is viewed as a hard surface.

Commissioner Hilhorst noted that pavers are much different than grasscrete. Commissioner Hilhorst asked if it is correct that pavers have no grass associated with them. Mr. Bucich allowed that pavers and grasscrete perform essentially the same functions. Grasscrete involves vegetation in closed cells that captures some of the water but is engineered to allow some of the water to go into the ground.

Mr. Carlson Mr. Wayne Carlson explained that when the Department of Ecology made the move toward the use of more permeable paving, which grasscrete is, there was some concern, justified or not, that in some of the more urban settings the use of permeable pavement to the largest extent possible could potentially fall below the thresholds for storm water treatment. The issue is not the use of vegetation or the lack thereof, rather it is the use of different pavement types that the storm water from those surfaces will not be treated.

Commissioner Carlson suggested that just as rooftop gardens are aesthetically more appealing than black tar roofs, grasscrete would be preferable to gravel or blacktop. Mr. Bucich said from an aesthetics perspective that would definitely be the case. Well designed and maintained vegetative roofs can be very attractive, but they can also be eyesores if they do not survive. There are examples of grasscrete installations that are thriving, and a multitude of examples where they have not survived. Grasscrete installations used primarily for parking will over time see their soils become very compacted, after which storm water does not infiltrate very well. Irrigation is essentially to the survival of grasscrete. Additionally, through normal rainfall and parking activities, the resulting compaction means less water is reaching the roots, and during the summer as the concrete portion heats up, the grass gets baked and killed. In a very high percentage of grasscrete installations, they end up acting more like compacted gravel.

Commissioner Hilhorst suggested that if maintained correctly, grasscrete could be an excellent option. She proposed including language calling for the exploration of new technologies and approaches to see if they would fit with the city going forward. Mr. Bucich said in the right applications grasscrete is very beautiful and works very well. The question is whether or not native vegetation could be used, and if it could be exempt from being counted as a hard surface. The Department of Ecology has looked at grasscrete along with green roofs and pavers and has concluded that they are hard surfaces and should be counted as such. To allow new techniques that are not in the Department of Ecology manual will put the city in direct conflict with the permit requirements. That will not preclude looking for new approaches and new opportunities, and requests for exceptions can be made.

~~Mr. Carlson~~ Mr. Wayne Carlson said the tree retention issue is covered in section 20.20.900. The proposal incorporates a hierarchy for selecting the trees to be retained. Assurance devices may be required for the trees that are retained as a condition of project approval, including a note on the face of the plat. In the event of a conflict between the tree retention requirements and the critical areas requirements, the latter will prevail. The hierarchy priority order is landmark trees, significant trees over 60 feet in height, significant trees that form a continuous canopy, significant trees located within a rear yard, and significant trees that do not constitute a safety hazard. Items 6, 7 and 8 were proposed to be stricken based on discussions with staff who indicated the provisions are challenging to implement because they are vague relative to winter wind protection, summer shade, grouping significant trees to create a distinctive skyline feature, and significant trees in areas of steep slopes and adjacent to water courses and wetlands.

~~Mr. Carlson~~ Mr. Wayne Carlson said the tree preservation hierarchy is much the same as the current requirements, but they emphasize the trees deemed most important to retain based on meetings with stakeholders, the public and staff. He pointed out that paragraph 20.20.900.G provides for an alternative tree retention and replacement option. No changes to the provision are proposed.

~~Mr. Carlson~~ Mr. Wayne Carlson said the recommendation of staff was to recommend to the Council approval of the tree retention amendments as proposed.

Commissioner Hilhorst asked if homeowners would still be allowed to retain trees for the specific purpose of providing wind protection or summer shade. Ms. Drews said they would be allowed to do so. The code provision establishes a hierarchy, but if there is a better way to preserve trees, it can be done under the alternative plan option. The provisions do not apply to existing homeowners unless they are seeking to develop or redevelop their properties.

With regard to groups of trees that create a distinctive skyline feature, Commissioner Hilhorst proposed keeping the provision given that a skyline is different than a canopy. She noted that in her neighborhood an entire skyline of trees was impacted by development that was located in the middle of the trees. Ms. Drews said the issue staff has with the provision is that the criteria is subjective. What constitutes a distinctive skyline may not be the same thing for two different people. There are cases in land use law that argue against requiring an applicant to figure out what the regulations direct them to look for. It would be far more preferable to have criteria that provide more guidance.

Commissioner Laing asked why the proposal included removal of the word “healthy” in paragraph in paragraph (2). Ms. Drews said staff chose to go with the definition by the American Arborists Association, which simply refers to significant trees. Under the proposal, the Director can discount those trees for age, health or other reasons that may be an impairment to development. Commissioner Laing expressed concern about removing the “healthy” modifier, making it necessary for property owners to keep a dead tree or prove that a tree is a hazard.

Commissioner Laing commented that in the event a developer were to forward wanting to tear down an existing home in order to build a new home, a certain amount of trees would need to be retained on the property. Neighbor A might have a 10,000 square foot lot with five 60-foot trees in their backyard. Neighbor B elects to sell their home to a developer and the developer comes in, scrapes off the existing house, knocks down two trees in the process, and leaves five 60-foot trees in the back yard in accord with the requirements of the proposed provisions. The two neighbors end up with the same number of trees. The difference is that the new homeowner will not be allowed to remove any of the five significant trees, whereas Neighbor A could chose to

cut down all five of his trees. As soon as anyone does anything with their single family homes, the new requirements will be triggered and they will be locked in to having a certain number of trees on their properties going forward. Ms. Drews said that would be the case. She stressed that the larger discussion about tree retention overall in the city and what specific neighborhoods want to see done with their trees will take a long time. The proposal reflects what the city already requires for new development and redevelopment, including a requirement to have a tree plan as part of the building permit that gets recorded on the survey.

~~Mr. Carlson~~ Mr. Wayne Carlson said the concept of clustering includes the conservation of on-site soils and the minimization of pervious surface coverage as criteria covered by a PUD approval. Under the proposal zero lot lines are allowed to facilitate the clustering of buildings to address those criteria, provided that the combined width of the side yard setbacks meet the minimum requirements. The goal is to allow for flexibility in terms of siting structures within the lot line envelope. The clustering proposal is supported by Comprehensive Plan policies HO-16 and EN-49.

The decision criteria are housed in section 20.30D.150. The proposal adds to the criteria conservation natural features, vegetation and on-site soils, as well as reduction in hard surfaces or requests for modification of zoning requirements as outlined in section 20.30D.165. The section does not introduce new housing types that have not previously been allowed, such as attached housing in single family zones, rather it allows for flexibility in the siting of a structure.

Commissioner Walter said absent a shared wall between two properties, there should be a minimal amount of space between the two structures to permit passage for various reasons. ~~Mr. Carlson~~ Mr. Wayne Carlson said there would be in that the separation would be the same distance as the current setbacks. He said where there are two properties with five-foot side yards, the total separation would be ten feet even if one structure is located on the lot line.

~~Mr. Carlson~~ Mr. Wayne Carlson said the proposal includes conservation of on-site soils and minimization of impervious surface coverage within the list of what is allowed for PUD approval, and zero lot line development allowed to facilitate the clustering of buildings. He said the recommendation of staff was to recommend approval of the clustering amendments as proposed.

With regard to site design, the provisions include adding to the general requirements a soils report within the submittal checklist, and a protection and preservation plan where applicable, which would be where there are significant trees on site.

A motion to open the public hearing was made by Commissioner Carlson. The motion was seconded by Commissioner Laing and the motion carried unanimously.

(8:13 p.m.)

Mr. David Hoffman, 33500 16th Avenue SE, spoke representing the Master Builders Association. He said after reviewing the most recent draft with Association members, staff and the consultant, the organization is generally supportive of the LID code amendments. The changes to the PUD code, which will allow for zero lot line construction, have been requested by the Association for many years. The amendments to the landmark tree code should include incentive language rather than a general priority list for tree retention, though it is recognized that the provisions include off-ramps. Since virtually all of the land for residential development left in Bellevue is constrained in one way or another, it cannot be fully known how the proposed

code requirements will affect real future residential development. Some flexibility will be needed going forward, as well as allowing for potential future amendments to the provisions if necessary in order to accommodate growth.

Mr. Jack McCullough, 701 5th Avenue, Suite 6600, Seattle, commented that most of the commercial development that is occurring in the city and will take place in the future will involve the redevelopment of existing sites. The city is working to rezone places such as Eastgate and Wilburton where there is already development that has certain impervious surface coverage levels that are well in excess of what the code and the new standards that have been proposed. In most cases, the impervious surface allowance will be diminished by 20 percent. He said his reading of section 20.20.460.F indicates that legally established impervious surface on a site prior to the date the ordinance is adopted that exceed the limits of the code shall not be considered nonconforming, and it will not be necessary to meet the new standards when the site is redeveloped, though the amount of impervious surface cannot be increased beyond what exists without removing some and converting it to pervious surface. In general, the nonconformity provisions do not apply, which could be very disconcerting to some.

Ms. Catherine Hughes, 10203 NE 31st Place, called attention to the last paragraph on page three of the packet and the reference to limiting hard surfaces, amending the dimensional chart, and allowing for new impervious surface techniques. The statement is made that the result is less impervious surfaces and hard surfaces overall and therefore should help to minimize runoff. There are a lot of issues still in talking about permeable, impermeable, and tree retention to help reduce storm runoff and increasing tree canopy, but there are little more than fractional changes in percentages. The tree retention concept has been batted around on and off for the last 20 years. The city is counting the trees is loses, but does not seem to be doing anything about replacing them. Trees that are 60 feet tall certainly are significant, but so are some at 45 feet and they should be included. The document refers to pervious pavement and impervious pavement. The word "pavement," however, has to do with hard surfaces period, surfaces that do not allow any give and take. In several places there is reference to unlimited pervious pavement; the reference should be to pervious materials. The word "pavement" is not generally associated with things that are supposed to be pervious. Gravel driveways exist in Bellevue that people are calling rain gardens. The fact is the soil between the road and a garage door is the most compacted soil on an entire lot. Throwing three inches of gravel on it cannot be called pervious. It is also questionable as to why gravel should be allowed at the edge of the street in that it can be a hazard to bicycles and motorcycles and can clog storm water drains.

Ms. Pamela Johnson, 3741 122nd Avenue NE, noted that between 300 and 400 people attended the recent Bridle Trails night out event. Those who attended were asked what is important to them about the Bridle Trails area, and overwhelmingly the answer given was trees. Trees are important to all areas of the city, not just in Bridle Trails. With regard to page 4 of 5, she said the reference is to significant trees within five feet of a rear yard above 20 feet of the adjacent property line, which is an agreed-upon code in Bridle Trails. The 15 feet should be changed to below 20 feet of the adjacent property line as far as significance is concerned. One thing that is very confusing about the proposal is what the fees and processes are, and how enforcement will be carried out. Assurances without enforcement means nothing will happen. The LID process is flawed because it has a narrow approach focused on new development. Even with the focus, there is an absence of fees and a process for maintenance and enforcement. It is also concerning that staff is allowed to determine what is important relative to significant and landmark trees. There is no public process involved in determining what a landmark tree is. She recommended a 50 percent tree canopy for parking. The Comprehensive Plan calls for 30 percent tree canopy master plan but there is no way to get there. The city should create an urban forestry commission

to ensure public involvement in the tree preservation issue.

Mr. Todd Woosley, PO Box 3325, said he has plans to construct a new house on his lot and said he hopes he will not have to choose between having a backyard patio and parking on the lawn after the site is redeveloped. In a single family neighborhood, the current code could be used to retain only 14 percent of a site as non-hard surface. Bellevue, however, is an urban area and under the Growth Management Act the rural areas are preserved for macro environmental functions. The Department of Ecology has an insatiable appetite for restricting things, even in urban areas where all growth is supposed to be accommodated. Comprehensive Plan policy EN-44 encourages an incentive approach, but the proposal is more on the order of a mandate unless it can be proved something is technically impossible. The Commission should reverse that to make it consistent with the incentive program that is part of the adopted Comprehensive Plan environmental policies. People should be motivated to put in pervious surfaces rather than impervious surfaces. With regard to the Eastgate neighborhood mixed use, for some reason it has the lowest total hard surface coverage of any of the non-residential areas, and that should be brought up to the hard surface level of 85 or 90 percent afforded to all other commercial areas in the city. The costs are more significant than may be assumed in some cases. For example, the transportation plan calls for a six-block sidewalk project, and because of current storm water compliance requirements, that six blocks of sidewalk will cost nearly \$5 million. In moving forward, the Commission should be cognizant of the costs involved. Consideration should also be given to the potential loss of buildable land capacity, which could impact housing supply and affordability. If the code does not conform with the incentive approach outlined in the Comprehensive Plan policies, the policies themselves should be changed prior to adoption of a code which is clearly a mandate.

Commissioner Carlson said he was struck by the array of comments on the tree retention policy and said he wondered if it should be addressed as a standalone issue.

Mr. Jonathan Kagel, PO Box 312, spoke as president of the Viewcrest Community Association. He said the community was founded in 1947, at which time the protective restrictions and covenants were enacted. One thing the restrictions and covenants do is protect the views that create the area's unique sense of community relative to the low-profile look and feel and the relative lack of significant trees. In Viewcrest, it is not necessary to build a taller house in order to have views. The concern is that an enhanced tree retention approach may cause significant trees to eventually grow and block views in the community. In developing the code language, consideration should be given to well-established communities that have their own rules.

Commissioner Hilhorst asked what about the proposed approach would keep the Viewcrest Community Association from imposing its covenants and restrictions relative to trees that block views. Mr. Kagel said the Association would certainly continue to enforce the covenants. Enforcement takes place primarily when properties are sold or redeveloped, but sometimes people just do not comply. The concern is that trees not in compliance could reach a certain threshold making them protected, spurring the argument that the city will not allow the tree to be removed.

Commissioner Laing said he did not see in the current tree retention code a savings clause or any reference to applicability when there are covenants or view protections in place that were enacted prior to the adoption date of the ordinance.

Ms. Drews provided the Commissioners with copies of emails received on the topic that had not been included in the packet. She noted that the questions asked in them included whether or not

the changes will apply retroactively; if the changes will impact the way storm water fees are calculated; and how the best management practices requirements will apply in the downtown. The emails included comments on the transportation requirements as they relate to paving requirements on driveways. An example of a zero lot line ordinance from another jurisdiction was provided, and there were questions related to changes to the storm water code, which is a different code. There were questions asked about how the proposal would address site planning, and what the scope of the public hearing was.

Commissioner Carlson noted that much had been said about tree requirements and restrictions, and about punitive measures against people who cut down trees. Nothing has been said, however, about incentives for planting trees. He asked what policies are in place that encourage tree planting. Ms. Drews said that is certainly something the city could address. There are some programs in place, but the City could consider if it wanted to offer additional incentives for planting trees.

A motion to close the public hearing was made by Commissioner Laing. The motion was seconded by Commissioner Carlson and the motion carried unanimously.

(8:43 p.m.)

Ms. Drews returned to the issue of how the tree retention requirements apply. She said section 20.20.900, particularly subsection (F), applies to permits for new single family structures and for additions to impervious surface areas that exceed 20 percent when located on a single family lot developed with a residential use. She also noted that significant trees are defined in the definition section as a healthy evergreen or deciduous tree eight inches in diameter or greater measured four feet above existing grade. The Director may authorize the exclusion of any tree which for reasons of health, age or site development is not desirable to retain. With regard to the issue of private covenants, Ms. Drews said the city has not taken a policy to protect views. There are a lot of different viewpoints related to trees and how they should or should not be regulated, which is why the proposed amendment seeks to effect only minimal adjustments to section 20.20.900.

Chair deVadoss asked for a response on the issue of incentives. Ms. Drews said incentives can include things like reducing permit fees and expediting permit times. Under the NPDES permit, the city is charged with looking at things that are enforceable, and hopefully when the process is done it will be possible to step back and sit down with stakeholders to determine what kind of incentives they would like to see put in place.

Chair deVadoss asked how the comments made about potentially being able to take down from one to four trees on a recurring basis. Ms. Drews the loophole involves the clearing and grading code and is being looked at as part of the LID principles project.

Commissioner Morisseau noted that some had commented on the need for flexibility. Ms. Drews said the staff are always monitoring codes to see how they are working both administratively and for the public. The public can always recommend amendments through the proper channels.

Chair deVadoss noted that comments had been made about how the topic of trees generally should be approached, and that the staff had agreed with the need to address the topic on a larger scale. Ms. Drews said the Commission could as part of its recommendation to the Council put forward what its recommendations are toward trees based on the comments the commission has received. .

Commissioner Hilhorst asked if the city directs the planting of new trees and whether or not any tracking is being done to determine progress toward achieving the 40 percent tree canopy goal. Ms. Drews explained that typically when a developer removes a tree, they are required to provide mitigation. The mitigation can occur on site or off site on a ratio of 2:1. She said she was not able to say that the Department of Development Services is specifically tracking the level of tree canopy, but there are GIS maps of the canopy coverage that are updated periodically. Commissioner Hilhorst commented that was how it came to be known a few years ago that the tree canopy coverage percentage was falling, which led to setting the 45 percent goal. She said it would be good for the Commission to receive an update with regard to what the tree canopy percentage is currently. Additionally, it would be good to know if there is a specific plan of action in place to meet the goal. Ms. Drews said that would fall outside the scope of the LID project; it is part of the larger discussion that needs to occur with the city at large and all the stakeholders.

Commissioner Walter said five percent pervious surface in addition to the maximum lot coverage by structure is not all that much. She said she checked into putting in a pervious driveway and found that the cost is substantially more. Pervious surfaces also require vacuuming three times a year to keep the pores from getting clogged up. The level of maintenance alone could be prohibitive for many, especially the elderly. Mr. Bucich said it is in fact not necessary to vacuum pervious driveways three times per year. Commissioner Walter suggested the approach is overly ambitious. It would be better to take small steps rather than a full leap. It is too much to ask existing and new residents to do. The maximum impervious surface limit should be kept at 50 percent. The approach represents an overreach on the part of the city, particularly in regard to pervious and impervious surface surfaces.

Ms. Drews said she has reviewed the documentation put out by the Department of Ecology, Eco Northwest and the Environmental Protection Agency going back to 2007. She allowed that there are costs associated with moving toward pervious surfaces, but the conclusion reached has been that for most situations the costs are less.

Mr. Bucich clarified that if the proposed amendment were to be halted and the city were to do nothing else, under the new storm water requirements developers will be required to evaluate the use of LID best management practices on site. Where the best management practices are deemed suitable for a site, the developer will be required to install them. Currently, sites are allowed to have up to 50 percent impervious surfaces, whereas the proposal is to reduce that to 40 percent and where suitable given site conditions, to use a pervious solution for the additional ten percent. Sidewalks on site can be pervious concrete, pavers or grasscrete instead of hardened surfaces that do not give the ground any chance to absorb storm water. The use and application of infiltrative best management practices will be required. While new to some, they have been applied and implemented across the country for 30 years, including in the Puget Sound area since the late 1990s. Bellevue has been encouraging the use of low-impact development best management practices for many years and has seen some success. With the new permit provisions, the city no longer gets to simply encourage the practices, they are now required where a site is suitable. The LID principles project recognizes that the opportunity exists to incrementally reduce the amount of impervious surface and to utilize pervious techniques where feasible. Pervious surfaces are different from what most people are used to, and they do require some maintenance. The fact is, traditional hard surfaces and the associated storm water systems also require regular maintenance, and those costs are born by everyone through their storm water rates. Developments that have a more dispersed way of approaching storm water find it less costly to maintain over the long term.

Commissioner Walter agreed that the reason for making the change is good, but it is a very large change that will in fact cost residents more. It is too much too fast, giving people time to adapt and understand.

Commissioner Laing asked what ratepayers can reasonably expect to get back under the new approach in terms of reduced storm water charges. Mr. Bucich allowed that the topic is very complex. There are many different factors that go into the storm water rates. They include the operation and maintenance of the infrastructure. As more infrastructure is brought online, the overall maintenance budget increases. What is less well understood are the impacts to the natural environment that have not been repaired or restored. Part of what the Department of Ecology is trying to do is slow the rate of bleeding in the environment so that over the next decade restoration can take place. Everything being proposed falls under the federal Clean Water Act, which focuses on restoring the nation's fishable and swimmable waters. The question of how much residents will get back cannot be answered, but without doubt as more degradation of the environment is allowed to continue, the eventual costs of restoring them will only increase. It has been fully acknowledged that the highly urbanized settings it will never be possible to return to fully forested conditions; that is why there are provisions in the storm water requirements that allow for off-ramps. The proposed code amendments represent an approach that will reduce the amount of new impervious surface and reduce the loss of native vegetation.

Commissioner Walter recommended maintaining the table on page 19 of Attachment A, but without reducing the maximum impervious surface limit to 40 percent.

Commissioner Hilhorst recommended not striking out "groups of significant trees which create a distinctive skyline feature."

Commissioner Laing suggested it would not be appropriate for the Commission to make a recommendation regarding the tree issues. The impact of what is being proposed is a significant change citywide. There are a variety of opinions regarding the degree to which the tree retention requirements should be prescriptive. Bridle Trails has their own regulations and at one time Enatai was asked if they would like to have their own regulations as well. The provisions that are being proposed are new and there are aspects that remain not fully understood. With regard to the LID elements, he said he was generally supportive of them. He pointed out, however, that the proposal represents a huge change in that it ushers in a 20 percent reduction in the allowed square footage of impervious surface. For a 10,000 square foot lot, 20 percent is 2000 square feet. If that lot is 80 feet wide and has a 20-foot setback requirement, that accounts for 1600 square feet. There is also the green factor, so 800 square feet of the front setback must be greenscaped. A driveway for a three-car garage is 20 feet deep and about 30 feet wide, taking up 600 square feet. The proposed approach would reduce the impervious surface allowance by more than three times the area of the typical driveway. The Department of Ecology has not established a specific standard, and the city could choose to reduce the impervious surface limits by ten percent instead of 20 percent, and that would still be a big deal. The 70 percent hardscape provision is okay overall. For the 10,000 square foot lot, the 35 percent structure coverage accounts for 3500 square feet. Adding in 600 square feet for the driveway brings the total to 4100 square feet, which exceeds the 40 percent maximum impervious surface limit that has been proposed. He said his concern is in going immediately to the bottom line. In moving past the 70 percent mark, anything the city is asked to do to single family neighborhoods will significantly impact how people use and enjoy their properties.

Commissioner Laing recommended setting the maximum impervious surface limit at 45 percent,

and the maximum hard surface limit at 75 percent.

With regard to establishing incentives, Commissioner Laing said the Commission over the years has been clear about its preference for the carrot rather than the stick. He said he saw nothing in the proposal by way of incentives. There are benefits associated with the LID principles, and the benefit is not going to be lower utility rates.

A motion to recommend to the Council approval of the LID elements, with the maximum hard surface coverage limit and maximum impervious surface limit increased by five percent from what was proposed for each single family zone, was made by Commissioner Laing. The motion was seconded by Commissioner Walter and the motion carried unanimously.

It was clarified that the motion did not include moving forward with any of the tree retention elements.

A motion to recommend adoption of the proposed clustering provision amendments as presented was made by Commissioner Laing. The motion was seconded by Commissioner Carlson and the motion carried unanimously.

****BREAK****

(9:27 p.m. to 9:38 p.m.)

Chair deVadoss announced that the Downtown Livability Initiative study session would be rescheduled to another date.

8. STUDY SESSION

Proposed Men's Permanent Shelter Briefing

(9:39 p.m.)

Senior Planner Camron Parker explained that the city is working in partnership with King County, Congregations for the Homeless and Imagine Housing on the homeless men's shelter project. The site identified as the prospective location for the shelter is the Eastgate public health clinic, which is adjacent to the Eastgate park and ride. He said homelessness has always been an issue in Bellevue, but it has become increasingly visible and prevalent over the last several years in the form of increased car camping and the use of open space for unpermitted encampments. While there are homeless single men, there are also homeless families and women. An increasing number of children enrolled in the Bellevue School District are also enrolled in homelessness programs.

Mr. Parker said the number of unsheltered persons sleeping outside on the night of the annual One Night Count was 245 in 2016, up from 134 in 2015. While accurate counts of homeless persons are difficult to achieve, the estimate based on various sources is that there are some 1200 persons who are homeless on the Eastside, many of whom were served by shelters over the course of the last year.

Commissioner Laing asked how students can be enrolled in the Bellevue School District without having a residence given that there are residency requirements within the school district for those students wanting to participate in extracurricular activities. Mr. Parker said the district is required

under the federal McKinney-Vento act to continue providing educational services to students who are enrolled and then become homeless. They may move from shelter to shelter, even in a different city, but they are still entitled to stay in the school where they started. Transportation to their home school is provided by the state.

The response of Bellevue to homelessness is primary community driven by local non-profit agencies. The city has had a longstanding relationship with a number of the agencies and funds them from the Human Services Fund. For the most part, homeless services in Bellevue are provided by and through non-profit agencies as opposed to specific city programs. The city also works very closely with the neighboring cities of Kirkland, Redmond and Issaquah on the understanding that homelessness is a regional issue. Homeless clients tend to move from city to city, and the shelter needs have been divided up among the cities, with each city addressing a part of the overall task. For shelter services, Bellevue is focused on the project of identifying a permanent shelter for single men; Kirkland is working on a permanent shelter project for women; and families; and Redmond already has a shelter that provides services to young adults. Bellevue and the other cities also have a relationship with the King County All Home homelessness initiative and are players on that level.

A number of homeless services are provided in Bellevue. Congregations for the Homeless has been providing services via a rotating shelter that moves through 12 different churches, staying one month at each. Ten of the 12 churches are located in Bellevue; one is in Medina and one is in Redmond. The program has been operating consistently in Bellevue since 1993. Congregations for the Homeless has also been operating a winter shelter for men in Bellevue since 2008. The shelter has moved through a variety of interim locations during those years. The main goal of the current project is to find a permanent location for the shelter.

Commissioner Hilhorst asked about the tent cities that are hosted by various cities. Steve Roberts with Congregations for the Homeless explained that there are two tent encampments that move around on the Eastside. Bellevue has established regulations for how often they can locate in Bellevue. The tent city program is operated in a different group under a different philosophy.

Commissioner Morisseau asked about the shelter at the YMCA on Bel-Red Road. Mr. Parker said the program called The Landing began there and serves young adults. The shelter has since moved to Redmond.

Mr. Parker said in the past three years there have been policies adopted that provide a basis for addressing homelessness in the city. The Council's vision priorities for 2016-2017 established an action item for having an Eastside permanent winter homeless shelter ready for the winter of 2018-2019. That is what has led to the focus on siting the shelter in Eastgate. There is also policy language in the updated Comprehensive Plan, and a Council interest statement and action item in the Council diversity action plan adopted in 2014.

Mr. Roberts said Congregations for the Homeless since its inception has been working with the city to operate shelters in churches. There are 12 host churches and the shelter operates for one month at each location; other churches support the shelter operation with food, volunteers and financial assistance. The winter shelter is a separate operation and provides a safe place to sleep, food, a place to store belongings, hygiene facilities, and full case management. The specific objective is to assist homeless men in moving from life on the street into stable housing and ultimately to independence. Over the last year, 60 percent of the men in the shelter moved on to permanent housing. Additionally, about 30 men are graduated annually from the program into independence.

Commissioner Hilhorst asked if there is a timeframe men are allowed to stay in the shelter before they have to move on. Mr. Roberts said the shelter is designed for those who want to leave homelessness. Those who are obviously just shelter hopping are given food and shelter for a couple of months only before they are asked to move to other facilities. The average stay in the shelter is 90 days but some men stay for as long as six months. Those who are making progress toward getting jobs and getting stabilized are allowed to stay until they reach their goals. He pointed out that of the 12 original churches that participated in the program in 1993, nine are still hosting the shelter for a month every year.

Commissioner Morisseau asked if any of the men who leave the shelter for permanent housing end up back in the shelter at some point. Mr. Roberts said if they get placed in housing operated by Congregations for the Homeless their progress can be tracked. The program enjoys a 95 percent housing success rate. Those who go into private housing are not easily tracked.

Mr. Roberts said the winter shelter started in 2008 by the city of Bellevue and Chief of Police Pillo in response to someone dying in the intersection of NE 8th Street and I-405 in 2007. The shelter was initially rudimentary and operated only during the coldest weather. It has evolved over the years and has moved locations, most recently in the Sound Transit building on 120th Avenue NE. That building is being torn down and the shelter will move to an interim space until a permanent space can be built. The shelter serves between 85 and 100 men.

A total of 571 unduplicated men were served by the shelter in 2015, 96 percent of whom reported as residents of the Eastside. The shelter does on occasion serve men from Seattle, but they do not typically stay for long as it is too difficult to go back and forth. In addition to the rotating shelter, Congregations for the Homeless also operates an outreach service to the community, a program that was also initiated by the city of Bellevue. Shelter staff go out on the streets and meet with homeless men both proactively and reactively. The rotating shelter, the winter shelter and the subsidized housing units taken together will serve about 1200 men in 2016.

Chair deVadoss asked what policy Congregations for the Homeless imposes in terms of addictions. Mr. Roberts said the shelters are different. The winter shelters are behaviorally based, which means they are designed for life safety. Anyone living on the street can come into the shelter, even if they are under the influence of alcohol or drugs, though they cannot use them in the shelter. They must be able to behave. The case managers will work with those with addiction issues. The rotating shelter is a clean sober program and is often utilized by those in recovery. The housing units are also often used by those in recovery.

Commissioner Morisseau pointed out that the city's population is less than 50 percent Caucasian, yet 58 percent of those in the shelter are white homeless persons. African-Americans make up only two percent of Bellevue's population, yet 20 percent of the homeless are black.

Mr. Roberts said the planned facility in Eastgate will include an emergency shelter of 100 beds, a day center offering food service all day long, and 60 to 65 affordable housing units built on top of the shelter in partnership with Imagine Housing. The services provided at the day center will be key to helping people get out of homelessness. The services include medical, case management, employment assistance, addiction programs, housing placement, mental health services, and legal assistance, all of which will be located adjacent to the day center.

Mr. Parker said the site up for discussion is the Eastgate public health center site. He shared

photos of the site and the surrounding area with the Commissioners. The site is within the proposed EG-TOD zone. The King County parcel is four acres so there is ample room to build a new facility, allowing the existing clinic to remain operational. Proximity to the clinic and to transit services is a large factor. The fact that the site is located predominantly in a commercial area makes the shelter a good fit. The publicly owned site, coupled with King County's interest in supporting the project, led to investigating the site and the partnership.

Some work has been done to determine how the facility would fit within the transit-oriented development (TOD) vision of the Eastgate subarea. There are basically two building pad options, one involving an area where there is existing surface parking, and one in the corner of the property that is closer to the hill that rises up toward Bellevue College. The goal has been to make sure that building a new structure on the site will not in any way impede the TOD vision for the area, and to look for opportunities to help bring the vision along through early implementation. Utilizing the area where there is existing surface parking will require reconfiguring the displaced parking and/or building structured parking, which would add to the cost of the project. The street connection could be started by the project, along with pedestrian access and connections to the transit center. Constructing the building closer to the slope would entail a different set of complications but would not preclude the ability to construct the future east-west connection through the TOD area.

Mr. Parker clarified that no final decision has been made about whether or not the site will ultimately be selected. The city and King County have drafted a letter of agreement that outlines the steps to be taken through the end of the year that will yield the decision-makers what they need to make a decision, probably in the first quarter of 2017. One key element the city has taken on is the community outreach effort that is under way. There have already been several meetings with surrounding businesses, property owners and residents, and preparations are under way for larger community meetings.

Commissioner Morisseau asked about the structured parking option and Mr. Parker said it would be some combination of above and below ground parking. Commissioner Morisseau also asked about who makes up the development team and who the development partners are. Mr. Parker said the team and the partner members would be Congregations for the Homeless and Imagine Housing. Imagine Housing is a non-profit housing developer based in Bellevue and the organization brings to the table experience both in building affordable units and operating them. The organization has expertise in funding as well.

Commissioner Hilhorst asked what conversations have taken place with Bellevue College. Mr. Parker said there have been talks with staff from several different levels of the organization. They have offered a mix of different questions regarding the organization and the shelter clientele. They will need to evaluate what the facility would mean in terms of the campus and their security plan. They expressed interest in having service learning opportunities for their students, and they have pointed out that they have a robust career center that could benefit the men in the shelter.

Mr. Roberts said the winter shelter for men has been operated for some time in both residential and commercial areas for many years. Every site and facility has a different set of security issues, and Congregations for the Homeless is committed to solving all of them to protect the neighborhood, the residents and the shelter staff. A number of creative approaches have been used to ensure safety. There is always a need for education given that most people are afraid of the homeless. The fact is there is very little difference between those who are homeless and those who are not; the men are not homeless by character, they simply happen to be facing a homeless

situation. A number of Bellevue College students use the transit center for parking, and the lighting along the pathway that connects the college and the park and ride is very good.

Mr. Parker said there is an interdepartmental team of city staff that is working on the project. The police department serves on the team and is focused on the issue of security. Mr. Roberts added that the policy like having the shelter operations because it makes it possible for the homeless to avoid camping under bridges or in parks, rather they are inside where it is warm and they are all being fed.

Commissioner Walter commended the presenters on their presentation. Commissioner Walter said she did stand up at Council because they (the Planning Commission) had just voted on the Eastgate land use code amendments, she said she has some serious reservations and she would have preferred that the discussions about the shelter and the code amendments to have been held together rather than having separate discussions. She said she had questions, such as if this (the shelter) was the reason the college put their dorms on the other side of campus from where they had originally been discussed, about the Eastgate site. She pointed out that the Eastgate rezone package and the Eastgate shelter project were presented to the Council separately and suggested it would have been better to have them combined. Commissioner Walter She said she lives just to the north of the site in a neighborhood that has a lot of issues with such as room rentals that could have been helped by having a lot more dorms student housing on campus. The documentation talks about siting shelters where there are no residences nearby, but the Eastgate master plan establishes that there will be many residential units in the area. It feels like we have two sets of things going on. She understands that it is important to have a very clear picture of who these people are. People showing aggressive behaviors are not allowed into the shelter, but there is a question about where they go once they are turned away. People are allowed to come to the shelter while inebriated or otherwise under the influence but they are not allowed to engage in those activities in the shelter. D, but oes that mean they go there is a question as to whether or not they simply go outside the shelter to the local grocery store or the Factoria pot shop and then bring it back here walking through all the neighborhoods in between? She has great concern for the surrounding area. Commissioner Walter wants to know, in terms of the Horizon House, what was the impact, acknowledging there's not a lot of economic activity down there, and she drove down there to look at it, and it looks like the pictures. Commissioner Walter restated that she would like to know the economic impact of men's shelters on surrounding neighborhoods, within walking distance, like a couple of miles. nearby neighborhoods to drink or use drugs. More specifically, She said she would like to know what the economic impact typically is on areas surrounding men's shelters, the impact on emergency services, fire and ambulance, police calls. What is going to be and the impact on the hospital?-. She noted that that the presenters said they have mental health services are offered, but nationwide medical facilities are lacking in being able to address mental health issues. What happens if there someone has a mental health issue and there are no beds? Where do you put them? Commissioner Walter said these are probably all challenges the providers know but these are questions she has. -She said she would also like to know what happens to housing prices around the area in neighborhoods around shelters. The main thing Commissioner Walter is thinking is tThe problems in Seattle are enormous and broken, and she said she is concerned about them coming to Bellevue. Traditionally, it's been harder to get here but if the shelter is on a transit line it's going to make it easier to get to and from Seattle. If it's a King County shelter, there was something in the Real Change newspaper, a site with a star, so it's been publicized there's going to be a shelter there. She is concerned about how wide a net we are casting for this shelter.; Commissioner Walter doesn't agree with some especially since the Eastgate facility would be on a transit line. Some of the policies in place in Seattle that she believes have drawn homeless people to that city, and it was under the intent of taking care of their own but instead have taken care of someone else's 'own'. Commissioner

Walter's concerns are huge with this, acknowledged that the provider knows many of the issues well, and said that probably at least half of the city's residents have this on their minds.-

Mr. Roberts allowed that many residents of Bellevue likely have many of the same concerns, particularly those who have not experienced homelessness themselves. The fact is shelters have been operated in churches in Bellevue for the past 23 years, many of them immediately adjacent to a childcare center. Usually what happens when people take the time to get to know the homeless is they bring their children over to help make sandwiches for them. Congregations for the Homeless is not at all interested in attracting homeless persons from Seattle; the strategies that have been developed have been focused on making sure that does not happen, and indeed that has not been an issue. The homeless do tend to stay in the areas with which they are familiar; those who do come over from Seattle are always encouraged to go back and access services there. The homeless continuum of care in King County measures where people come from to the extent they share accurate information, and the data shows that less than eight percent of those served in King County come from outside King County.

Commissioner Laing said his perception is that the visible homeless population ebbs and flows. There clearly is a correlation to the local government's current position relative to homelessness and the provision of services. He asked if the proposal for the Eastgate site is for a facility that will serve as a regional shelter, or if it is intended to serve as a continuation of the work that has been going on in Bellevue for many years. Mr. Roberts said the focus is on a continuation of the work in Bellevue and on avoiding the siting problems. Siting is the main reason Bellevue and the other cities have decided to build a permanent facility; it is very complex to identify a new space every year or so and have to establish relationships. There are also efficiencies and improvements that can occur when there is a permanent space. There is no anticipation that attendance at a permanent shelter in Eastgate will see any different kinds of folks being served. It will be an Eastside facility for Eastside residents and having a permanent location will make it possible to come close to ending homelessness on the Eastside for men. There will always be those who do not want to move out of homelessness, but they total no more than ten or fifteen percent. Currently the cities have little recourse in dealing with that population, and those who want to go live in the woods will do so. Panhandlers can be encouraged to seek food and a warm place to sleep at the shelter rather than being given money.

Commissioner Morisseau suggested it would be fair to say that there is a connection between the ten or fifteen percent who do not want to end homelessness and mental health issues. She asked if once open, the shelter will be providing mental health care for those who need it. Mr. Roberts said there are a number of mental health providers in the community. The shelter case managements facilitate the necessary connections, but the clients must travel to where the services are provided. Once up and running, the permanent shelter will be able to provide those services on site, which will yield a much higher success rate. Employment services is a major contributing factor for getting people out of homelessness.

Chair deVadoss acknowledged the good work done in the community by Congregations for the Homeless. With regard to the timing of the Eastgate initiative and the communications, things were out of sync and somewhat awkward. He suggested it would behoove everyone to be very up front as to why things happened as they did. To the extent possible, data should be used to support the decision-making process. There is a clear desire on the part of the Commissioners to help the homeless in Bellevue, but if there is a plan beyond Bellevue everyone should be up front about it and put it on the table for debate.

Mr. Roberts reported that Congregations for the Homeless hopes to open an interim shelter in

Bellevue in November. He invited the Commissioners to visit the facility, serve a meal and get to know the clients. The focus of the proposed facility is entirely on the issue of homelessness on the Eastside.

9. DRAFT MINUTES REVIEW

(10:49 p.m.)

June 22, 2016

A motion to approve the minutes as submitted was made by Commissioner Morisseau. The motion was seconded by Commissioner Hilhorst and the motion carried unanimously.

July 13, 2016

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; Chair deVadoss and Commissioners Hilhorst and Laing abstained from voting because they had been absent from the July 13th meeting.

July 27, 2016

A motion to approve the minutes as submitted was made by Commissioner Laing. The motion was seconded by Commissioner Morisseau and the motion carried unanimously.

10. PUBLIC COMMENT - None

(10:54 p.m.)

11. ADJOURN

Chair deVadoss adjourned the meeting at 10:54 p.m.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

October 12, 2016
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner Laing

STAFF PRESENT: Terry Cullen, Emil King, Scott MacDonald, Department of Planning and Community Development; Patricia Byers, Liz Stead, Department of Development Services

COUNCIL LIAISON: Mayor Stokes

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

CALL TO ORDER
(6:36 p.m.)

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

ROLL CALL
(6:36 p.m.)

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Laing who was excused.

APPROVAL OF AGENDA
(6:36 p.m.)

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

COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS
(6:37 p.m.)

Commissioner Barksdale reported that the community meeting enjoyed a very good turnout from the neighborhoods throughout the city. The input received was excellent and will aid the work of the Commission.

STAFF REPORTS
(6:38 p.m.)

Comprehensive Planning Manager Terry Cullen reported that the concerns voiced by the

Commission regarding the neighborhood planning issue were shared with Mayor Stokes who echoed the concerns. Mayor Stokes stressed that neighborhood planning is a high priority for the City Council, but the Council is currently focused on getting through other priorities. Mayor Stokes agreed that the Commission could suggest an order for which neighborhoods should be addressed first.

Commissioner Carlson asked for a status update regarding the proposed homeless shelter in Eastgate. Mr. Cullen said he did not have the latest information but would seek it out.

With regard to the Commission's annual retreat, Mr. Cullen said Mayor Stokes has asked that it be scheduled as soon as possible. Accordingly, November 16 has been chosen with a start time of 5:00 p.m. The meeting will be facilitated by a neutral party, the logistics of which are still being worked out.

PUBLIC COMMENT (6:44 p.m.)

Mr. Andrew Miller spoke representing the property at 11100 Main Street known as the BDR building. He said the work of the Commission relative to the downtown rezone work has been appreciated. Things are on the right track but there are still issues to be worked out, including stepback depth on shorter buildings and stepback height generally. The goal is to get as many floors as possible under the lid before the stepback transition occurs, and sometimes it is not done gracefully, with a stepback that is either too short or too deep. Ideally there should be a range offered to allow for flexibility. Currently, the property lines go to the curb, but in the future there will be a planter strip, then a sidewalk, and then a landscape buffer between the street and the buildings; adding that all up will account for 12 percent of the BDR site and 14 percent of the John L Scott site. The concept is good, but the sizes are questionable and evoke what could be termed a suburban solution. The Masons building in Old Bellevue has the building meeting the sidewalk edge with not stepback at all, which is a very urban approach. If a large percentage of the two sites are to be given away for sidewalks and landscaping, there should be some level of compensation provided. He reiterated his belief that things are moving in the right direction and that the result will be something everyone can be proud of.

Mr. Phil McBride spoke representing John L Scott and the property at 11040 Main Street. He said the owners of the BDR and John L Scott properties have been working together on a shared vision for the two properties, which are situated at a very important corner. The Commission and staff have been very open and receptive to input throughout the process. He concurred with the comments made by Mr. Miller.

Mr. Cal McAusland, 10210 NE 8th Street, agreed with the previous speakers. He noted that he along with the Commission had sat through a number of presentations by the Fortress Group relative to their project on NE 8th Street. There were some hot buttons for the CAC, specifically staying with the recommended heights, not messing with parking and traffic, not increasing the FAR, and not moving any zoning lines. Fortress Group has asked that the zoning line be moved, to reduce their parking count, to increase their FAR, and to increase their height without regard to the work of the CAC. Their property has two different zonings, DT-MU and DT-MU-B. In the B district, the current height for residential is 90 feet. The proposal is to increase height in that zone to 160 feet, but Fortress Group has asked for 300 feet in a part of the downtown that should not have two towering buildings at that height. He objected to any process that would allow Fortress Group to gain a special zoning for their property, even through the use of a development agreement.

Mr. Rod Bindon, owner of the Burton Building at 810 102nd Avenue NE adjacent to Mr. McAusland's building, said he agreed with the comments made about Fortress Group not receiving special treatment for their site. He agreed that building heights as proposed should not be allowed to increase. Building height as requested by Fortress Group is unwarranted for the area and would create more traffic and other issues that will adversely affect the area.

Mr. Lance Ramsay, a resident of Bellevue Towers at 500 106th Avenue NE, reinforced the comments of the previous two speakers. He said Bellevue Towers residents have been following the process for a little over three years. Traffic and congestion have increased for various reasons and if the zoning is changed to allow for more tall buildings, the increased density will only make things worse. The increase in both vehicle and pedestrian traffic is creating a dangerous situation. The issue is related to quality of life rather than to views.

Ms. Betsi Hummer spoke representing the East Bellevue Community Council regarding the Larson Lake restrooms. She said the East Bellevue Community Council has jurisdiction over certain land use permits in the Lake Hills area. During the last winter several constituents came before the East Bellevue Community Council, the Parks and Community Services Board and the City Council asking that the restrooms at Larson Lake remain open during the winter. Larson Lake's soft trails are easily accessible from a variety of points and are used year round. Those asking for the restrooms to remain open during the winter were told the closure was due to a budget cut during the recession and that nothing could be done until a new budget was approved. The Council and anyone else with any input is being asked to include in the next budget a provision to keep the restrooms at the popular year-round park open. Larson Lake was one of the first land use decisions made by the East Bellevue Community Council. Larson Lake is the headwater for the Kelsey Creek drainage system that threads throughout the city. Originally slated by the county for high-density housing, the East Bellevue Community Council helped direct parks to purchase the Kelley family blueberry farm for use as the Lake Hills Greenbelt connecting Larson Lake to Phantom Lake. The iconic greenbelt, combined with the 148th Avenue SE urban boulevard, has established Bellevue nationally as a city in a park that welcomes the world. Providing basic amenities for the year-round visitors makes the park more welcoming and safer. All elected and appointed public servants owe residents more than a pat "it's not in the budget" answer.

Commissioner Hilhorst asked if the Commission has the authority to make a recommendation to the Council to consider including funding in the budget to keep the Larson Lake restrooms open year-round. Mr. Cullen said he would have to check with the City Attorney's office. He allowed that the Commission is free to make suggestions and pass things along to the Council at any time, but making specific budget recommendations may not be part of the Commission's charge. Commissioner Hilhorst said if possible, the Commission should recommend to the Council that more of the city's parks remain open later in the season. Many parks facilities close after October 1 even though use of the parks does not stop after that date.

Ms. Hummer pointed out that Larson Lake is divided into about five parcels, all of which are zoned R-1. It is very concerning that a house per acre could be built there, and that the greenbelt could inadvertently be turned into a parking lot, a train station, a staging area or some other non-park use. In the years before all the wetlands regulations came into play, a stream committee in Bellevue recognized the importance of Kelsey Creek.

Commissioner Barksdale suggested the issue should be raised before the Parks and Community Services Board as well. Ms. Hummer said she has addressed members of that board informally

and said she intends to address them and the Council formally.

Speaking as a citizen and not on behalf of the East Bellevue Community Council, Ms. Hummer provided the Commissioners with copies of a letter by Dexter Johnson sent to residents regarding the dorms at Bellevue College. She said a meeting is slated for October 22 at 5:00 p.m. at Bellevue College and she invited the Commissioners to attend. Ground has been broken for the project and a number of trees have been removed. The college is zoned R-5, which does not match the project. Zoning should match the purpose. She said she attended the homeless shelter meeting on September 29. She said her biggest concern was that during the Eastgate/I-90 CAC process, the public health center site in Eastgate was tossed off to the side. All the nice amenities were touted. For the presentation about the homeless shelter to be held only five days after the Commission passed the Land Use Code amendment for Eastgate does not seem right. The homeless shelter was not in any of the discussions. There is no need for citizen involvement if the city is simply going to do what it wants to do anyway. The lack of transparency is troubling. There are already shelters in Bellevue that are providing help to those who need it so it cannot be said that nothing is being done about homelessness in Bellevue.

Ms. Renay Bennett, 826 108th Avenue SE, thanked the Commissioners for its discussion and vote to support the citizen-initiated Comprehensive Plan amendments that would have dealt with some of the issues raised by Ms. Hummer about protecting park lands. One of the suggested amendments was to hold a public hearing whenever the Council decides there is a need to sell park lands for uses other than a park. Another was to actually zone parks as parks to have the use match the zoning. The Commission agreed with that, but the Council did not. The issue came about because the Council behind closed doors chose to sell Mercer Slough Nature Park land. The lands were purchased with taxpayer bonds in 1988 and they were sold out from under the public without any knowledge or input. A couple of weeks ago a notice was posted to NextDoor talking about a meeting hosted by the city and Sound Transit regarding a 20- to 30-month partial closure of the Enatai beach park to allow the site to be used for staging while the work of developing the columns that support I-90 is undertaken. That approach was not part of the Final Environmental Impact Statement (FEIS). On the second page of chapter 4 of the FEIS under parks impacts, it is specifically stated that Enatai Beach Park will not be impacted by the project. It is not right and may not even be legal that the park will in fact be impacted. Once again park lands are being sold without any public knowledge, and this time without even a proper public process. The information was presented to the Parks and Community Services Board on October 11 and they were unaware of the action.

Commissioner Walter asked Ms. Bennett if she were asking the clock to be turned back on ST-1 and ST-2, or if different mitigating circumstances were being sought relative to where the traffic is going to go; she noted that at the Council meeting some of the Councilmembers appeared to conclude that the latter was the case. Ms. Bennett said there were Comprehensive Plan amendments in place that would prevent the kind of proposed action from happening ever again, and some members of the Council decided that was not what it was about, which is unfortunate because it is not true. She said she could not help their misinterpretations. The Commissioners were asked to recommend to the Council that an addendum to the FEIS be made since use of the Enatai Beach Park was never disclosed and never discussed.

Mr. Patrick Bannon, 400 108th Avenue NE, Suite 110, spoke representing the Bellevue Downtown Association. He noted that several stakeholders of the BDA will continue to review the Land Use Code changes as they are expressed. There are a few topics that have come up to date that are in need of further clarification. With regard to the review process, there is a proposed change outlined in Attachment A. He said some clarification is needed as to the origin

of, the rationale for and the potential effect of the change. There is also a proposed change to the floorplate size above the existing height and as the recommended, and as the initial recommendations of additional height in certain areas are contemplated, the recommendation for a floorplate reduction needs to be very clearly understood with regard to intent and consequences. With regard to the green factor, there is a score card that is some two pages long that involves a desired outcome of .3; that issue needs to be thoroughly explained with regard to where it came from and why it is believed it will make a difference.

Commissioner Carlson asked if the BDA had any comment relative to the proposal to allow 300-foot towers as part of the Fortress Group development. Mr. Bannon said the BDA has lined up strongly in support of the recommendations of the CAC. An exploration of both height and FAR opportunities in the downtown was made and the BDA concluded that the OLB is ripe for potential changes and that there should be added flexibility and allowances for height so long as there are mitigating factors that address the resulting impacts in other zones. The BDA has not, however, recommended any specific height change limits.

Mr. Cullen reflected for the record that email correspondence had been received from Bill Herman, Murat Divringi, Barbara Taylor and Michele Herman, all in regard to downtown livability.

STUDY SESSION (7:21 p.m.)

Downtown Livability – Part 1 of the Land Use Code Amendment Package

Strategic Planning Manager Emil King informed the Commissioners that the downtown livability topic would be on the Commission's agenda for every study session for the remainder of the year. He said staff are working diligently to serve out installments of the Land Use Code in a timely manner, leading to the scheduling of a public hearing at which the public and stakeholders will comment on the consolidated code. It is looking like it will not be possible to fully complete all of the work by the end of the calendar year and having it transmitted to the Council; the work will probably not be completed until the early part of 2017. The Council has expressed an interest in having an Urban Land Institute technical assistance panel help with the issue of incentive zoning, and if all goes well that will be slated for a date in December.

Code Development Manager Trish Byers said one member of the staff team focused on downtown livability is Liz Stead. She said Ms. Stead has been the Urban Design Manager for the city for the last eight years. Ms. Stead has a master's degree in architecture and is working toward a master's degree in public administration.

Mr. Byers explained that Installment 1 was originally supposed to be the general provisions, the land use chart, the dimensional requirements, the parking standards, the street and pedestrian standards, landscape development, and mechanical screening. To that the review process has been added. Installment 2a includes the definitions, additional requirements for height triggers, the green and sustainability factors, and a few other technical issues, including exceptions. Installment 2b involves the actual amenities suggested for the amenity incentive system and some of the required conditions, and the design guidelines. Currently the design guidelines are not in the code, but the process will include codifying them. Installment 3 includes the amenity incentive system.

Mr. King explained that BERK Consulting, a local economic consulting firm, has been the

consultant for the project to date and will continue to be through the end of the project. The Urban Land Institute (ULI) is a national organization that has a Seattle office. The ULI operates a local technical assistance panel program in which they convene third-party experts to provide feedback. The ULI technical assistance panel will provide specific feedback on the work done by BERK Consulting and the city. The same mechanism was used in forming the Bel-Red incentive zoning system, and other jurisdictions use ULI in reviewing various planning efforts. The Council has directed incorporating the tried and true process, which is open to the public in the form of a presentation.

Ms. Byers called attention to section 20.25A.030.A, applicable review and pointed out that subsequent to the September 14 meeting the language was reworked to be the same as what is currently required. That was not clear in the previous discussion. The new language should solve the problem about the master development plan only being required when there is more than one building or a phased project, and clarify that for every project in the downtown a design review is required.

With regard to the definitions, Ms. Byers pointed out that the dimensions help to define the box in which development can occur, but the dimensions cannot be understood unless the definitions are clear. She explained that most buildings are constructed up to the Build-To line, which is usually the property line or the back of the required sidewalk. The setback is an area that is unoccupied and is measured from the back of the sidewalk to the face of the building; in the downtown there is often no setback required and buildings are constructed to the back of the sidewalk. Certain intrusions are allowed into the setback and the stepback areas. The stepback is space unoccupied by the structure that is stepped back from the face of the building. The public right-of-way is the area dedicated to public use for streets and public utilities. Many of the streetscape features are allowed to be located in the public right-of-way but they are still regulated; they include street furniture, street trees and the like.

Buildings that are taller than 75 feet must step back 20 feet as measured from the back of the sidewalk; the stepback occurs at 45 feet. Stepbacks provide light and air for pedestrians and avoid the canyon effect at the sidewalk level.

Commissioner Hilhorst asked if the stepback depths and heights will be explored with regard to providing a range rather than hard and fast numbers. Mr. King said staff have not recently heard any specific numbers that vary from what has been proposed. The question is whether the numbers should be changed up front or if it would be better to wait for the public hearing to allow people to weigh in in a more detailed way. He said numbers as low as 15 feet might be suggested for the depths of the stepback. Historically the upper level stepback has occurred at the first floor above 40 feet; while that could be at 41 feet, in some cases it could be as high as 60 feet. Establishing certainty at 45 feet is a new approach.

Ms. Byers reminded the Commissioners that there are exceptions allowed in most cases. For the stepback, intrusions of up to 60 percent are allowed to accommodate such things as louvers over windows. Ms. Stead said an exception is also included which allows for eliminating the stepback altogether for buildings adjacent to streets that are over 70 feet and width, provided building modulation is incorporated.

Commissioner Barksdale asked what the factors are on both sides of the coin. Ms. Stead said stepbacks are primarily intended to improve the pedestrian experience by increasing light and air and avoiding the canyon effect at the sidewalk level. In some areas of the downtown where the streets are very wide, the stepback is not as important in fulfilling that role. Stepbacks, however,

add to the elegance of buildings, and they help to create a base at the street level to which pedestrians can relate. There is not a significant difference between requiring the stepback to occur at 40 feet or 45 feet. The appropriate place to begin the stepback is above the second level adjacent to pedestrians.

Commissioner Walter suggested that if every building were to be stepped back at 45 feet the overall effect could be somewhat monotonous. She asked if there are cities that require stepbacks at 45 feet where monotony is avoided for one reason or another, such as the topography of the land, the use of visually interesting elements, or requiring the stepback to be proportional to the height of the building. Ms. Stead said topography certainly plays a strong role. Additionally, because of the way buildings are designed relative to their floor-to-floor heights, the stepbacks do not all occur at exactly the same height. The proposed approach differs only by five feet from what is currently required but allows for greater flexibility.

With regard to how the zoning and design guidelines work, Ms. Byers explained that one starts with the zoning districts then moves on to the perimeter overlay districts, the neighborhood design districts, the right-of-way designations, and the pedestrian corridor. She said the intent is to describe the layering in the code to make it easier for people to understand. The DT-O2 district is divided three ways, north, east and south. The DT-MU is divided into the DT-MU and the DT-MU/Civic Center. The neighborhood design districts have guidelines specific to specific downtown neighborhoods. There are specific requirements based on the right-of-way designations that vary by street type. The location of a property within the downtown determines which layers apply. Each layer involves specific requirements, but beyond that, there are notes and exceptions that also apply.

The dimensional chart outlines the box in which development can occur. The perimeter overlay districts ring the outside the downtown boundary and serve the purpose of creating an elegant transition to the surrounding residential areas. For the most part, they have lower FARs and lower building heights.

Commissioner Morisseau asked what the recommendation was for building height for the DT-MU and Mr. King said the proposal is to allow residential building height up to 250 feet.

With regard to dimensions and tower separation, Ms. Byers said as proposed there would be 80 feet between towers above 45 feet. Currently no separation is required. The intent is to provide sunlight and sky views, as well as privacy for neighboring residential buildings. The design guidelines will outline a tripartite of base, middle and top.

Ms. Byers drew the attention of the Commissioners to building height considerations. She noted that as proposed, the height limit in the perimeter overlay B-2 would be 160 feet for a single tower and between 160 and 240 feet for multiple towers, provided the average does not exceed 200 feet. Additionally, a master development plan is proposed to be required. The B-2 district was previously referred to as Deep B.

Mr. King reminded the Commissioners that they had previously expressed a desire to revisit the 160-foot limit for single towers in the B-2 district. He allowed that the issue could simply be acknowledged as an outstanding item that will likely be addressed by affected property owners as the upcoming meeting. Staff focused on the area to the north of NE 8th Street and east of 102nd Avenue NE and concluded that the likely number of single tower projects that could occur there would be no more than four. If the decision is made not to go with the multiple tower approach that averages building height, single tower projects would come in at the currently

recommended limit of 160 feet. Staff believe there are three logical options: stay with the 160-foot height limit; set the limit at 200 feet; or allow buildings up to 240 feet.

With regard to the issue of public benefit versus additional building height, Ms. Byers noted that the Commission had previously discussed imposing additional requirements in exchange for additional height. The discussion included setting the trigger point at the current maximum height limit, which is 450 feet. Beyond that point the extra requirements would kick in, including extra open space, a smaller floor plate size and increased tower spacing. The special open space requirement would be for an at-grade area that is publicly accessible. Developers would need to participate in the amenity system with respect to the open space requirement to ensure the space is of adequate size and publicly accessible, and to assure that other amenities are provided. The open space would be determined as a percentage of the project limits. The proposal for the smaller floor plate size is for a ten percent reduction to address building elegance as well as the issues of light and air. There is currently no requirement relative to tower spacing, but 80 feet is already proposed in the dimensional chart. Staff believes that no additional tower spacing is needed where buildings exceed the current height limit of 450 feet.

Mr. King said the three extra requirements were common threads of the CAC and Commission discussions regarding additional building height.

Commissioner Hilhorst noted that during public comments a question was raised with regard to the why behind restricting floor plate sizes. Mr. King said staff intends to delve more deeply into the specific issues that were raised.

Commissioner Morisseau called attention to page 30 of Attachment A and noted that the maximum building height in the DT-R district is 65 feet for nonresidential and asked if development can actually go higher under the 15 feet/15 percent approach. Mr. King suggested that an N/A is needed in that box and in any box where there is no opportunity to go above the current maximum height. The philosophy behind allowing additional building height in the downtown is to see a few new things happen, and clearly where building height will not be increased, there should be no requirement for a special open space.

Ms. Byers explained that the height increase for the public benefit is different from the 15 feet/15 percent approach. Currently, some districts allow development to exceed the maximum building height by either 15 feet or 15 percent, whichever is higher. It is handled as an exception. She asked the Commissioners if they would prefer to see the approach included as an exception, or if the 15 percent/15 foot increase should be included in the maximum building height in the dimensional requirements. That would mean that where the maximum building height is currently 250 feet, the maximum would be ramped up to 288 feet.

Commissioner Hilhorst argued in favor of having a single maximum height number. She said it is too confusing to say the maximum height is 250 and then to allow 15 percent or 15 feet more through an exception. The maximum height limit should be the maximum height limit.

Commissioner Morisseau asked why the exceptions are allowed to begin with. Ms. Stead said the exception is housed in the existing code. There are criteria that must be met in order to gain the exception, including interesting roof form, including mechanical equipment in the building design, and building modulation. Almost every building in the downtown has taken advantage of the 15 percent/15 feet exception. The exception does not, however, apply in the DT-O1 and Perimeter A districts; in the Perimeter B district the exception is lowered down to 10 percent or nine feet. Commissioner Morisseau recommended for the sake of consistency and clarification

having a single maximum height number.

Commissioner Carlson agreed it would be better to have a single standard everywhere so that the public will have a clear idea of what the maximums are.

Commissioner Walter said she would argue against adding the 15 percent/15 foot increase to the current maximum height. A zone with a maximum building height of 250 feet should not allow buildings that are 288 feet high. Ms. Stead pointed out that if the exception is taken away in favor of the maximum height being the maximum height, there would be the unintended consequence of a reduction in height for those districts for which there is no recommendation to increase height, because currently they are eligible for the additional 15 percent/15 feet. Commissioner Walter said she could support increasing the height in those specific districts in line with the 15 percent/15 feet exception and labeling the new height as the maximum.

Mr. King noted that during the CAC process every step was taken to be clear every time height was talked about; the 15 percent/15 feet exception was clearly spelled out in the written materials and was made clear in the presentations made. Staff also tried to be clear in the earlier Planning Commission materials and discussions. The building height exception has been on the books for 35 years. He concurred with Ms. Stead about the unintended consequence about doing away with the exception in those areas for which additional height has not been proposed.

Commissioner Carlson suggested the policy should continue to exist, but where maximum height is listed, the 15 percent/15 feet additional height should also be listed.

Chair deVadoss commented that in the context that the de facto maximum height is based on the exception, it would be better to simplify the code by not having the exception. Commissioner Walter suggested the same argument would be made by residents of places like Northtowne and other perimeter areas. Mr. King pointed out that in the zones visible from Northtowne where buildings are allowed to be up to 200 feet tall, the buildings are actually 230 feet tall because they have taken advantage of the 15 percent/15 foot exception. Chair deVadoss said he saw among the Commissioners agreement about not wanting the complexity of the exceptions. He asked staff to come back with an approach that would be simpler for all involved.

Ms. Byers noted that there is an exception in place for mechanical equipment as well, such as elevator overruns. Mechanical equipment can intrude 20 feet, or the minimum necessary, to accommodate elevator overruns. The proposed language includes allowance for new technology as it becomes available to allow it the minimum necessary to accommodate it. Additionally, mechanical equipment must be integrated into the design of the rooftop and clustered in the center in order to screen it from anyone in a taller building looking down on it.

There are also exceptions in place that allow intrusions into the rights-of-way or setbacks. The allowed intrusions into the rights-of-way are for marquees, awnings, external decks and balconies. The allowed intrusions into the setbacks are for building modulation and weather protection, and they can be up to 60 percent of the depth of the setback.

With regard to parking standards, Ms. Byers said they involve requirements for bicycle parking and screening parking structures from above. One item developers have been asking for is giving the Director the authority to increase or reduce the required parking based on a parking demand analysis. The proposal includes providing residential visitor parking at a rate of one space per 20 units, with a minimum of one space. No visitor parking is currently required.

Commissioner Carlson raised the possibility of a few years down the road having a land use Director who is ideologically opposed to the concept of parking. That person could make it clear to developers that he or she supports having minimal parking, or not parking at all. The proposal could give such a Director the green light to do just that. Ms. Stead pointed out that even though the code currently allows for zero parking in the DT-O1, no developer has ever elected to do so. Developers are incorporating the level of parking they believe they need. The proposed authority is already in place in Bel-Red. Applicants are required to provide a parking study showing what the parking need is, and to provide different levels of evidence, such as parking requirements from other cities, and similar projects in different districts.

Commissioner Carlson commented that structured parking is expensive to develop, so there is a built-in incentive to sidestep the expense where possible. The driving public will pay the price where there is insufficient parking provided. Downtown Bellevue is a retail-oriented economy that requires free and plentiful parking. Ms. Stead said she understands the concerns, but stressed that the development community is continuing to develop projects that include parking to accommodate their users, even though they do not have to.

Commissioner Hilhorst voiced concern about providing the Director with too much authority. She suggested that if there is a need to change the code relative to parking, the issue will be brought before the Commission for study, assessment and recommendation.

Chair deVadoss said his concern was that without a timeline for the parking demand analysis, things would be very open ended. The need for parking could vary depending on when the demand analysis is conducted. He said he would prefer to have requests to increase or reduce the required parking come before the Commission for validation.

Commissioner Barksdale said he would be comfortable with putting a range on the amount of parking the Director would be allowed to increase or decrease, and calling for anything that falls outside the range to come back before the Commission.

Ms. Byers agreed to redraft the proposal and bring it back to the Commission for additional review.

Ms. Byers said the proposed bike parking requirements were lifted from the Bel-Red code. One space is required for every 10,000 net square feet for non-residential uses, over 20,000 net square feet, or one space for every ten dwelling units for residential uses. At least half of the parking must be protected from rainfall. The parking must be in secure locations, and the racks must be securely anchored.

The street and pedestrian circulation standards indicate sidewalk widths, which are 20, 16 and 12 feet. The standards indicate the sidewalk widths for various streets in the downtown and are intended to provide a streetscape for pedestrians that is easy to navigate and which provides for amenities such as sidewalk cafés.

Mr. King added that the provisions change what is currently required in only a few targeted areas.

Commissioner Barksdale asked if the standards address bike traffic and call for barriers between auto traffic and pedestrians. Ms. Byers said the planter strips and street trees are intended to provide a protective buffer. Bicycle facilities standards are addressed in the design guidelines to some degree, but they are largely the domain of the Transportation Commission.

Commissioner Hilhorst pointed out that during public comments concern was voiced about the wider sidewalks taking up to 14 percent of the developable property. She asked if staff had heard those concerns or the notion of compensating property owners for any loss. Mr. King said the specific area in question is on the edge of the downtown and involves two things coming together, a 16-foot sidewalk and a 20-foot linear landscape buffer. The circumstance is fairly unique and consideration should be given to mitigating measures that would not take up so much of the specific property.

Commissioner Walter suggested the city should revisit the law that allows bicycles on sidewalks. As the city gets denser, pedestrians and bicyclists will increase and compete for space on the sidewalks. Mr. King said staff would follow up on who has the authority to make those decisions. He allowed that currently bicycles are permitted to operate on sidewalks.

Turning to the street and pedestrian circulation requirements, Ms. Byers said most of the items previously existed but are proposed to be moved. Pedestrian bridges, tree pits, planter strips, street tree species, installation and irrigation all remain the same, but have been moved to a different part of the code. The proposal does include adding flexibility to change tree species if necessary for reasons such as disease, pest infestation or availability.

In the landscape development regulations, there is a required 20-foot buffer between the downtown buffer and the Perimeter A district. The buffer is primarily intended to separate the residential areas from the downtown. Where the buffer is adjacent to a right-of-way or a public place, it can be used for private recreation and can be paved up to 25 percent. If adjacent to public property, 25 percent of the area can be paved and it can be used for patios and residential entries. The paving can include pavers and the like.

Ms. Byers said the green and sustainability factor is modeled after the Green Factor in Seattle. It utilizes a scoring system to increase the use of green and sustainable elements in urban developments. The system requires the equivalent of 30 percent of a parcel to have green or sustainable elements. The factors allow for the prioritization of the elements, which are bioretention facilities and soil cells, trees, shrubs, groundcover, green roofs, green walls, landscape bonuses such as landscaped areas for food cultivation, permeable paving, bike parking, and green building incentives. The program has met with great success in Seattle.

Green and sustainability factors create a better pedestrian experience and reduce the effects of living in an urban environment. They also reduce storm water runoff, and helps to increase the tree canopy.

Commissioner Walter asked what a soil cell system is. Associate Planner Scott MacDonald said it is a structural system that accommodates driving and walking and includes channels for roots under the sidewalks. Tree roots are not pre-inclined to push up sidewalks, they are simply trying to find soil. In many downtown areas, they simply cannot find the soil they need, and a soil cell system provides them with what they need as well as a path of least resistance. The root vaults can be located under either permeable or impervious surfaces.

Commissioner Carlson asked who must deal with the results of the roots of a tree on public property that kicks up pavement and adversely affects private property. Mr. MacDonald said public sidewalks in the city are repaired by the city's Department of Transportation. He said he did not know who would have the responsibility where a public trees creates issues on private property.

Mr. MacDonald added that while the proposal for Bellevue is modeled on Seattle's green and sustainability program, it is more focused on the livability benefits. Seattle's program is primarily focused on having more green. The benefits of the program include green roofs and green walls, reduced storm water runoff, increased tree canopy, and improved livability overall.

Commissioner Morisseau asked if developers that meet the 30 percent are given any allowances in terms of FAR. Mr. MacDonald said the green and sustainability approach would be a requirement, not an incentive.

Commissioner Barksdale observed that some elements in the Seattle program tend to get used more often than others, particularly those things that are visible. He asked if the Bellevue program will build in some way of dynamically adjusting the chosen elements. Mr. MacDonald said he has had some extensive conversations with Seattle staff who are in charge of the program. They indicated a number of things on their list that people are not taking advantage of. He said the multipliers for Bellevue were modified to increase those uses. Seattle in fact made a number of adjustments to the program after launching it. Commissioner Barksdale asked if the Bellevue program will guard against those who would take advantage of the system. Mr. MacDonald said that will require making adjustments as needed.

Commissioner Morisseau asked if the 30 percent is based on the experiences of other cities or on developers in Bellevue. Mr. MacDonald said the original idea for Bellevue adopting a green factor came from Councilmember Wallace. He sees benefit in being consistent on some level with the local development community, and he has suggested being consistent with the Seattle approach. The 30 percent threshold is consistent with Seattle, but with multipliers being calculated differently, it will be easier for the average development to get to 30 percent. Ms. Byers added that staff made calculations using various developments and different development types in Bellevue to see how the proposal would play out and were satisfied with the results. She stressed, however, the need to make sure developers have to stretch in order to get more of the benefits.

DRAFT MINUTES REVIEW (9:09 p.m.)

A. September 14, 2016

Commissioner Hilhorst called attention to the second page of the minutes and pointed out that the word "None" after the heading "Public Comment" should be deleted. She also referred to page 3 and noted that "Betsy" should be spelled "Betsi." Calling attention to the third paragraph on page 6, she said she did not recall identifying the differences associated with pavers. With regard to the very last paragraph on page 6, she suggested the shift from talking about grasscrete to the issue of tree retention appears to be abrupt and she asked staff to verify that nothing was skipped.

Commissioner Carlson commented that in reading through the minutes he had been confused about the comments attributed to Mr. Carlson, the consultant, and himself. He suggested that for purposes of clarity would be better to refer to the consultant as Mr. Wayne Carlson.

Commissioner Walter stated that the comments she made with regard to the homeless shelter in Eastgate were far more robust than what appear in the minutes. She asked staff to review the recording to see if any salient points were left out.

PUBLIC COMMENT
(9:15 p.m.)

Mr. Alex Smith spoke representing 700 112th LLC located at 700 112th Avenue NE, the northeast corner of NE 6th Street and 112th Avenue NE. He said to provide flexibility for constrained sites surrounded by transportation and open space corridors, FAR earned through the incentive amenity system should be allowed to exceed the maximum FAR. The approach should only apply to development sites that due to the presence of adjacent land devoted to public transportation facilities have development constraints due to irregular shape. The approach should not be allowed to be expanded by being combined with one or more adjacent parcels. The applicable sites should be separated on all sides by other current and future development sites by public transportation facilities that create open corridors. The sites should not be allowed to be expanded by combining with other properties due to boundaries formed by the transportation facilities. The property at 700 112th Avenue NE is a key location for which city policy calls for significant urban development with very high quality public amenities. The site is perfectly situated for housing a Meydenbauer Center-serving hotel. Restricting the ability to earn FAR to the stated maximum in the DT-OLB zoning classification would not achieve any public purpose in the case of the site. Generally limiting development intensity by FAR can help prevent too much development from occurring on multiple sites in close proximity to one another. The collective result of multiple adjacent intense developments can cause pedestrians to feel hemmed in. The criteria of the proposed Land Use Code amendment ensures that development will not contribute to that condition. The proposal could be applied to other smaller irregular sites, such as the B-2 site, but the assumption for the 700 112th Avenue NE site is that the highest and best use would be achieved with an FAR of 8.0, which should be achievable through the bonus amenity system and the ability to allow the city to go above the maximum. The result could be a 325-foot tower for the hotel and residential uses, and an adjacent tower on the same site at a much lower height and properly spaced. With regard to downtown pedestrian bridges, it would make sense to add one more location to allow access directly across 112th Avenue NE to the Meydenbauer Center if a hotel use is built on the site.

Mr. Andrew Miller, a resident of Seattle, said what he loves most about Bellevue is that it is not Seattle. With regard to the 15 percent/15 feet issue, he said most projects that have been built using that factor had to go through the process of convincing staff that their rooftops were more interesting. If the approach is not utilized at all, developers will take the shortcut and not bother providing for interesting rooftops. That is why the buildings in downtown Seattle do not look as nice as the buildings in downtown Bellevue. He also said he spent some time in California several years ago where bicycles were regulated as though they were motor vehicles. Bike riders had to obey all the rules of the road, and they were not allowed to ride on the sidewalks. Seattle goes to the other extreme. Bellevue should not follow Seattle's lead in that regard. With regard to the green factor, he said from the developer's perspective a base of about .1 should be created and the rest should be left to incentive zoning.

ADJOURN
(9:23 p.m.)

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

Chair deVadoss adjourned the meeting at 9:23 p.m.