



Bellevue Planning Commission

Wednesday, June 11, 2014

6:30 to 10:00 p.m. ■ 1E-113

City Hall ■ 450 110th Ave. NE, Bellevue

Agenda

- | | | |
|-----------|---|---------|
| 6:30 p.m. | <ol style="list-style-type: none">1. Call to Order
<i>Diane Tebelius, Chairperson</i>2. Roll Call3. Public Comment*
<i>Limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic</i>4. Approval of Agenda5. Communications from City Council, Community Council, Boards and Commissions6. Staff Reports
<i>Paul Inghram, Comprehensive Planning Manager</i>7. Study Session | |
| 7:00 p.m. | <ol style="list-style-type: none">A. Comprehensive Plan Update – Housing Element Policy Review
<i>Janet Lewine, AICP, Associate Planner, Planning and Community Services; Arthur Sullivan, ARCH</i> | Pg. 1 |
| 8:00 p.m. | <ol style="list-style-type: none">B. Eastgate/I-90-related Subarea Plan Amendments
<i>Erika Conkling, AICP, Senior Planner, Planning and Community Services</i> | Pg. 44 |
| 9:00 p.m. | <ol style="list-style-type: none">C. Camp and Conference Center Code Amendments
<i>Mike Bergstrom, AICP, Principle Planner, Development Services</i> | Pg. 85 |
| 9:30 p.m. | <ol style="list-style-type: none">D. Clean-up Code Amendments
<i>Mike Bergstrom, AICP, Principle Planner, Development Services</i> | Pg. 109 |
| | <ol style="list-style-type: none">8. Committee Reports
<i>Downtown Livability</i>9. Other Business10. Public Comment* - <i>Limited to 3 minutes per person</i>11. Draft Minutes Review<ul style="list-style-type: none">• April 23, 2014 | |

- 10:00 p.m. | 12. **Next Planning Commission Meeting – June 25**
- Land Use Code amendments to address recreational marijuana
 - Comprehensive Plan Update – continue review of draft sections
 - Select a new Chairperson and Vice-Chair
13. **Adjourn**

Agenda times are approximate

Planning Commission members

Diane Tebelius, Chair
Aaron Laing, Vice Chair
John Carlson

Jay Hamlin
Michelle Hilhorst
John deVadoss

John Stokes, Council Liaison

Staff contact:

Paul Inghram 452-4070
Michelle Luce 452-6931

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

Wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).



MEMORANDUM

DATE: June 1, 2014

TO: Chair Tebelius and Members of the Planning Commission

FROM: Paul Inghram, AICP, Comprehensive Planning Manager
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Janet Lewine, AICP, Associate Planner
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SUBJECT: 2014 Comprehensive Plan Update – Land Use and Housing Element Draft Policy Updates

The June 11, 2014, study session will continue review of the Bellevue Comprehensive Plan as part of the city's major Comprehensive Plan update. Following a series of previous meetings reviewing information about how the city has changed over the last ten years and forecasts for future growth, this study session will be an opportunity to review the development of draft policy updates for the Housing section (or element) of the Comprehensive Plan.

No formal action is requested at this study session. The Commission is encouraged to review the enclosed discussion paper and draft policy table. These materials were previously distributed in the April 9 Planning Commission packet. No updates have been made to the Housing Element Discussion Paper or to the Housing Element Policy Table. At the June 11 meeting the Planning Commission may continue review of the Housing Element Policy Table where it previously left off at row number 30.

The discussion paper provides information about the changes suggested in the policy tables and include references to the table lines or policy numbers. Comments on the draft policies at this stage will help staff prepare complete draft chapters and ultimately a full draft Comprehensive Plan for the Commission's later review.

At this stage of the update process, the city's boards and commissions are reviewing potential policy updates to the Comprehensive Plan. Early in the process, the city conducted a number of community engagement activities (summary are posted online) and boards and commissions reviewed background information including how the city has changed, demographic information about the community, future growth projections, and information about economic conditions, and other information. The boards and commissions have shifted to reviewing the existing policies of the Comprehensive Plan sections (or elements) to provide staff guidance as the city prepares a draft update of the plan.

NEXT STEPS

Review of draft policy is scheduled to continue at the upcoming Planning Commission meetings. Following review of each of the policy sections, staff will develop a complete draft update of the Comprehensive Plan for the Planning Commission's review.

ATTACHMENTS

1. Housing Element Discussion Paper
2. Housing Element Policy Table
3. Photos and comments from Margot Blacker

Copies of the Comprehensive Plan Housing Elements were previously distributed to the Planning Commission. They are also available online:

http://www.ci.bellevue.wa.us/comprehensive_plan.htm

Additional background information:

1. 2012 King County Countywide Planning Policies (CPPs):
<http://www.kingcounty.gov/property/permits/codes/growth/GMPC/CPPs.aspx>
2. East King County Housing Analysis (3-13-2013 Planning Commission agenda materials)
3. Appendix to East King County Housing Analysis (3-13-2013 Planning Commission agenda materials)
4. Human Services Needs Update and Consolidated Plan (City of Bellevue Human Services Division webpage: http://www.cityofbellevue.org/human_services.htm)
5. King County rapid re-housing pilot program to help homeless families (King County news release:
<http://www.kingcounty.gov/exec/news/release/2013/December/RapidRehousing.aspx>)
6. The Ten Year Plan and East King County Plan to End Homelessness (Committee to End Homelessness King County webpage: <http://www.cehkc.org/>)

ATTACHMENT 1

HOUSING ELEMENT DISCUSSION PAPER

The Housing Element is a mandatory element of the Comprehensive Plan under the state Growth Management Act (GMA). The Housing Element identifies the City’s strategy to meet the state GMA housing goal: *“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”*

Consistent with the GMA housing goal, Bellevue’s Housing Element addresses wide-ranging housing topics within the following four housing sections:

Housing Section	Description
Neighborhood Quality & Vitality Policies HO-1-10	This section recognizes the diversity and quality of Bellevue’s neighborhoods. It also recognizes that neighborhoods are not static over time and that they evolve to meet the changing needs and lifestyles of the residents and the community.
Housing Opportunities Policies HO-11-21	This section provides the policy framework for increasing the housing supply while protecting existing neighborhoods – a critical challenge for Bellevue.
Affordable Housing Policies HO-22-36	This section includes policies that direct the city’s efforts to create housing opportunities for all economic segments of the population through regulatory and incentive approaches.
Special Housing Needs Policies HO-37-41	This section addresses the needs of some members of the community who cannot live on their own due to disability, health, age, or other circumstances that require special accommodations. Unfortunately, the difficulties some people have in finding housing may be so extreme as to result in homelessness. The city supports emergency housing and takes an active role in creating a variety of housing opportunities for those with special needs.

Housing Recommendations, Opportunities and Gaps

At the January 22, 2014, Planning Commission meeting the Commission reviewed Housing Element recommendations from the Human Services Commission and the Bellevue Network on Aging. Michael Yantis, Chair of the Human Services Commission, and Eileen Rasnack, Chair of the Bellevue Network on Aging presented these recommendations and answered the Planning Commission’s questions.

Next the Planning Commission reviewed “opportunities and gaps” that staff identified in their review of the existing Housing Element. This list had been previously reviewed with the Planning Commission on July 10, 2013.

1. Clarify policies for consistency with City’s downtown planning
2. **Clarify policies for consistency with current direction on shelters and homeless housing**
3. **Greater focus on mixed use neighborhoods**
4. Jobs/housing balance
5. Affordable housing near transit
6. Active /Healthy communities
7. **Universal design and accessibility in new housing / Aging in place**
8. Fair housing
9. **Identifying the need for affordable housing and the steps to take to address the need**
10. Addressing the need for housing affordable to very low income households
11. New implementation strategies and monitoring progress to meet affordable housing need
12. **Student housing** (recently added)

Five Key Housing Issues and Intended Policy Direction

From the list of potential Comprehensive Plan “opportunities and gaps”, five topics (in bold, above) were discussed as key issues for Planning Commission review and comment. Intended Policy Direction for each issue was also presented.

1. Shelters and Homelessness

Homelessness is a growing concern in the community. Many aspects of this issue have changed since the last Comprehensive Plan update in 2004. The Comprehensive Plan Policy HO-38 is indirect in its response. We have also heard from the community that current regulation prevents siting shelters in many zones.

Intended policy direction:

- Address city position to work towards ending homelessness, including city’s role in 10-year plan to end homelessness.
- Support for strategies that avoid displacement (foreclosure mediation) and that move people out of homelessness (rapid rehousing).
- Assess code to remove unintended barriers to shelters and group quarters in commercial and mixed use areas, while retaining appropriate land use controls.

Planning Commission comment:

- Support for policy that uses clearly defined housing responses, and focuses on responses that work to move people from homelessness to independence.

2. Mixed Use Neighborhoods

Current Comprehensive Plan supports housing in mixed use areas, but the city’s residential areas are generally described as being either multifamily or single family.

Most of the City's future housing growth will be in mixed use areas, primarily Downtown and BelRed.

Intended policy direction:

- Update policy to better reflect today's conditions and future growth.
- Monitor amount and affordability of housing achieved in mixed use areas.
- Encourage Family Friendly Housing.

Planning Commission comment:

- Include in Comprehensive Plan that Lake Heights /Newport Hills could benefit from mixed-use redevelopment.

3. Affordable Housing

The Comprehensive Plan already includes policy support for ARCH and other partnerships, and for affordable housing funding, incentives, and preservation. The affordable housing update needs to address the updated Countywide Housing Planning Policies that includes a focus on effective strategies, implementation, and monitoring.

Intended policy direction:

- Recognize the range of housing needs of the community, especially the housing needs of lower income households where the greatest housing gap exists.
- Emphasize strategies to increase housing for very low income households, e.g. funding support for non-profit housing providers.
- Better recognize new housing growth will be in MF and mixed use areas.
- Need for affordable housing near transit options.
- Monitor amount and affordability of housing achieved.
- Update ADU policy to support neighborhood compatibility.

Planning Commission comment:

- Implement programs enabled by the state to increase affordable housing.

4. Universal Design and Aging in Place

Studies show that older residents want to stay in their neighborhood as they age. Many seniors find that their homes do not adapt well to their changing abilities, and struggle to find the programs and services that they need.

Intended policy direction:

- Preservation of older homes; ability to adapt homes as people age.
- Universal Design that improves accessibility in public spaces; for private residential development increase Universal Design education to development community.
- Support for programs and services that allow seniors to stay in their homes.
- Support for MF senior housing that allows seniors to stay close to their neighborhood.
- Support for walking, accessibility and safety in neighborhoods.

- Update ADU policy to support neighborhood compatibility.

Planning Commission comment:

- Do not propose added requirements that increase the cost of housing.

5. Student Housing

The issue of single family homes being converted to student housing is a new concern in Bellevue, and has not been previously discussed in the review of the Comprehensive Plan. Balance needs to be achieved between the need for affordable housing and the concerns of neighbors about incompatible uses in single family neighborhoods.

Intended policy direction:

- Emphasize maintaining or enhancing the character of residential neighborhoods.
- Support development of on-campus student housing at Bellevue College that is compatible with the surrounding neighborhood.
- Support development of off-campus student housing in adjacent MF and mixed use zones (part of Eastgate plan).
- Related to success of other strategies to increase affordable housing.

Planning Commission comment:

- Policy should not be specific to Bellevue College.
- Policy should address the housing need of younger adults in general.
- Need to address other issues that could result from small units e.g. traffic, parking, density.

Comprehensive Plan Policy Development – Housing Element

Attachment #1 lists each existing Housing Policy, along with proposed changes and rationale. In most instances, the rationale refers to the ***Intended policy direction*** and ***Planning Commission comment*** reviewed above. Note that the policy numbering is not updated as new and deleted policies are still under consideration. The following list of key changes by topic will help guide the April 9, 2014 discussion.

Neighborhood Quality and Vitality

- New mixed use neighborhoods and future housing growth targeted to downtown and mixed use areas - edits to HO-2, HO-12 and HO-29.
- Addressing impacts of room rentals in single family areas - new policy #5a.
- Maintaining or enhancing the character of residential neighborhoods - edits to policies HO-3.

Housing Opportunities

- Family friendly housing - edits to existing policy HO-10
- Support for programs that allow seniors to age in place - new policy #4.
- Increasing education about Universal Design - new policy #4.
- ADU direction consistent with neighborhood plans - edits to HO-16.

- Creating a diversity of housing types - edits to HO-12, HO-21, former policy LU-23
- Support for fair housing - new policy #1.
- Student housing - new policy #5b.

Affordable Housing (*including Countywide Planning Policy Housing update*)

- Implementation and monitoring of strategies to address housing need - new policy 2a.
- Removing unintended regulatory barriers to affordable housing - edits to HO-23, new policy 2b.
- The need for affordable housing near transit - edits to HO-25.
- Addressing housing need for low and very low income households - HO-27

Special Needs Housing

- Support for regional efforts to address homelessness - edits to HO-38
- Support for collaborative efforts with social service agencies and other jurisdictions to fund and operate emergency shelters and day centers – edits to HO-39
- Temporary encampments - new policy #8.

Comprehensive Plan Policy Development - Housing Element

Housing Element Policies		If action proposed, why?	Proposed Change
<p>Housing Chapter Goal <i>Note: Housing Chapter Goal, Housing Section Goals and Housing Vision Statement will be considered in a subsequent discussion. They are not included in this Housing Element Policy Development table.</i></p>			
<p>Section 1: Neighborhood Quality & Vitality</p>			
1	HO-1	Encourage investment in and revitalization of single family and multifamily neighborhoods where private investment patterns are not accomplishing this objective.	<i>No change</i>
2	HO-2	Promote quality, community-friendly multifamily development, through features such as enhanced open space and pedestrian connectivity.	Policy edit: Promote quality, community-friendly <u>single family, multifamily and mixed use</u> development, through features such as enhanced open space and pedestrian connectivity.
3	HO-3	Refine Land Use Code standards to improve the compatibility of single family infill development with the neighborhood.	Policy edit: Refine Land Use Code standards to improve <u>Maintain the character of the compatibility of single family infill development with the established single family neighborhoods through application of appropriate development regulations.</u>
4	NEW (#5a)	Student Housing	<ul style="list-style-type: none"> Support development of on-campus student housing at Bellevue College that is compatible with the surrounding neighborhood Support development of off-campus student housing in adjacent MF and mixed use zones (part of Eastgate plan) <p>Planning Commission comments: Policy should not be specific to Bellevue College. Policy should address housing need of younger adults in general. Need to address other issues that could</p>
			<p>Policy draft: <u>Monitor and appropriately regulate room rentals in single family areas to balance potential impacts to neighborhood character with need for affordable housing opportunity.</u></p> <p><i>See also New Student Housing Policy #5b in Housing Opportunity section, and New affordable housing policy #2a in Affordable Housing section.</i></p>

Housing Element Policies			If action proposed, why?	Proposed Change
			result from small units e.g. traffic, parking, density. (see HO-3)	
5	HO-4	Initiate and encourage neighborhood and community involvement to foster a positive civic and neighborhood image through the Neighborhood Enhancement Program, or similar program.		Move to Land Use element.
6	HO-5	Assure that site and building design guidelines create an effective transition between substantially different land uses and densities.		Address in Urban Design element.
7	HO-6	Anticipate the future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions. Report results of such surveys to residents.	No change	
8	HO-7	Provide financial assistance to low-income residents for maintaining or repairing the health and safety features of their homes through the Housing Repair Program, or similar program.	No change	
9	HO-8	Protect residential areas from illegal land use activities through enforcement of city codes.	Address in Land Use Policy LU-19: Maintain stability and improve the vitality of residential neighborhoods through adherence to, and enforcement of, the city's land use regulations.	Delete. Address in Land Use Policy LU-19.
10	HO-9	Explore opportunities to implement alternative neighborhood design concepts. Involve residents and other stakeholders in this process.	Repeats HO-15.	Delete
Section 2: Housing Opportunities				
11	Move from LU	LU-23 Provide the potential for a broad range of housing choices to meet the changing needs of the community.	<ul style="list-style-type: none"> Recognize the range of needs in the community, and in particular the housing needs of lower income households. 	Move from Land Use to Housing Element

Housing Element Policies			If action proposed, why?	Proposed Change
12	New Policy (#1)	Fair Housing	<ul style="list-style-type: none"> ○ Addresses Housing CPP H-3, H-13 <p><i>Bellevue is one of 14 jurisdictions in the Puget Sound Region that receive federal housing funds (CDBG) and are required to not only abide by fair housing law, but also to go a step further and include real and effective fair housing strategies that affirmatively further fair housing.</i></p> <ul style="list-style-type: none"> ○Addresses Housing CPP H-13 	<p>Policy draft: <u>Employ effective fair housing strategies that support the Fair Housing Act and affirmatively further fair housing.</u></p>
13	HO-10	Support housing with appropriate amenities for families with children.	<ul style="list-style-type: none"> ● Encourage Family Friendly Housing ○ Addresses Housing CPP H-12 	<p>Policy draft: <u>Encourage appropriate amenities for families with children in new housing throughout the City through city investments, development regulations and incentives.</u></p> <p>Discussion draft: <u>Amenities for families with children may include school access, walkable streets, accessible open space and community facilities.</u></p>
14	NEW (#5b)	Student Housing	<ul style="list-style-type: none"> ● Support development of on-campus student housing at Bellevue College that is compatible with the surrounding neighborhood ● Support development of off-campus student housing in adjacent MF and mixed use zones (part of Eastgate plan) ○ Addresses Housing CPP H-10 <p>Planning Commission comments: Policy should not be specific to Bellevue College. Policy should address housing need of younger adults in general. Need to address other issues that could result from small units e.g. traffic, parking, density. (see HO-3)</p>	<p>Policy draft: <u>Work with colleges, including Bellevue College, and private developers to support housing for students on-campus and in adjacent transit served mixed use/ commercial areas.</u></p> <p><i>See also New Student Housing Policy #5b in Housing Opportunity section, and New affordable housing policy #2a in Affordable Housing section.</i></p>

Housing Element Policies			If action proposed, why?	Proposed Change
15	HO-11	Encourage housing opportunities in mixed residential/ commercial settings throughout the city.		
16	HO-12	Provide incentives to encourage residential development for a range of household types and income levels in commercial zones.	<ul style="list-style-type: none"> • Better reflect that new housing growth will be in MF and mixed use areas. • Update policy to better reflect today's conditions and future growth. <ul style="list-style-type: none"> ○ Addresses Housing CPP H-9 <p>Planning Commission Comment: Include in policy that Lake Heights /Newport Hills could benefit from mixed use redevelopment.</p>	Policy edit: Provide incentives to encourage residential development for a range of household types and income levels in <u>multifamily and mixed use</u> commercial zones.
17	HO-13	Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	<i>No change</i>	
18	HO-14	Encourage housing development Downtown including innovative, affordable housing.	<i>Policy HO-14 and HO-29 are repetitious.</i>	Delete and merge with HO-29.
19	HO-15	Adopt an interim ordinance enabling a demonstration project(s) that would serve as a model for housing choices currently not being built in Bellevue. <i>Discussion: The interim ordinance would set factors such as number of demonstration projects, size of project, types of housing to be demonstrated, ability to vary from certain standards, compatibility with surrounding development, review by the affected neighborhood, etc.</i>	<p>For example, feasibility studies for Newport Hills have shown there is potential for mixed use redevelopment including housing. If redevelopment moves forward, an innovative housing ordinance is one tool that could be explored.</p> <p>Planning Commission Comment: Include in policy that Lake Heights /Newport Hills could benefit from mixed use redevelopment.</p>	Policy edit: Provide opportunity to allow a <u>demonstration(s) project through methods such as</u> an interim ordinance enabling a demonstration project(s) that would serve as a model for housing choices currently not being built in Bellevue.
20	HO-16	Allow attached and detached accessory dwelling units in single family districts subject to specific development, design, and owner occupancy standards.	<ul style="list-style-type: none"> • Update ADU policy to support neighborhood compatibility. <p>Human Services Commission Comment: ADUs should be allowed where compatible.</p>	Policy edit: Allow attached and detached accessory dwelling units in single family districts subject to specific development, design, <u>location</u> , and owner occupancy standards, <u>where</u>

Housing Element Policies			If action proposed, why?	Proposed Change
				<u>consistent with neighborhood subarea plans.</u>
21	HO-17	Encourage infill development on vacant or under-utilized sites that have adequate urban services and ensure that the infill is compatible with the surrounding neighborhoods.		Delete ; no longer needed.
22	HO-18	Provide opportunities and incentives through the Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.	<i>No change</i>	
23	HO-19	Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.		Delete . Address in Land Use element compatibility section.
24	HO-20	Evaluate the housing cost and supply implications of proposed regulations and procedures.	<i>No change</i>	
25	HO-21	Promote working partnerships with housing developers to help create opportunities for housing in the community.	<ul style="list-style-type: none"> Recognize the range of housing needs of the community, and in particular the housing needs of lower income households. 	Edit : Promote working partnerships with housing developers to help create <u>opportunities for a diversity of housing types</u> in the community.
26	New Policy (#4)	Universal Design / Aging in Place	<ul style="list-style-type: none"> Preservation of older homes; ability to adapt homes as people age. Support for Universal Design that improves accessibility in public spaces; for private residential development increase Universal Design education to development community. Support for programs and services that allow seniors to stay in their homes Support for MF senior housing that allows seniors to stay close to their neighborhood 	Policy draft : <u>Support housing options, programs, and services that allow seniors to stay in their homes or neighborhood. Promote awareness of Universal Design improvements that increase housing accessibility.</u>

Housing Element Policies			If action proposed, why?	Proposed Change
			<ul style="list-style-type: none"> ○ Addresses Housing CPP H-5 <hr/> <p>Planning Commission comment: Do not propose added requirements that increase the cost of housing.</p>	
Section 3: Affordable Housing				
27	HO-34	Address the entire spectrum of housing needs in the city's affordable housing programs.	<i>Moved to the beginning of the Affordable Housing section.</i>	
28	HO-22	Work cooperatively with King County, A Regional Coalition for Housing (ARCH), and other Eastside jurisdictions to assess the need for, and to create, affordable housing.	<i>No change</i>	
29	New Policy (#2a)	Housing Strategy Plan	<ul style="list-style-type: none"> ● Recognize the range of housing needs of the community, and in particular the housing needs of for lower income households where the greatest housing gap exists. ● Monitor amount and affordability of housing achieved (in mixed use areas). ● Emphasize strategies to increase housing for very low income households, e.g. funding support for non-profit housing providers. <ul style="list-style-type: none"> ○ Addresses Housing CPP H-1, H-2, H-5, H-8, H-16, H-17, H-18 	Policy draft: <u>Employ a housing strategy plan to promote housing supply, affordability and diversity, including strategies that address the need for housing affordable to very-low, low and moderate income households and persons with special needs. Monitor amount and affordability of housing achieved.</u>
30	HO-23	<p>Review Land Use Code regulations to remove barriers or unnecessary standards that discourage affordable multifamily housing and to refine affordable housing incentives so they are more successful.</p> <p><i>Discussion: The city has spent considerable time revising processes and standards to remove barriers. This policy encourages</i></p>	<ul style="list-style-type: none"> ● Assess code to remove unintended barriers in commercial and mixed use areas <ul style="list-style-type: none"> ○ Addresses Housing CPP H-7 	Policy edit: <u>Encourage the development of affordable housing through incentives and by removing regulatory barriers.</u>

Housing Element Policies		If action proposed, why?	Proposed Change
		<i>continuation of this work with an emphasis on housing affordability.</i>	
31	HO-24	Ensure that all affordable housing development is consistent with currently adopted building codes and design standards.	Delete. Address in Land Use element compatibility section.
32	HO-25	Ensure that affordable housing opportunities are not concentrated, but rather are dispersed throughout the city.	Policy edit: Ensure that affordable housing opportunities are <u>available not concentrated, but rather are dispersed</u> throughout the city, <u>including multifamily and mixed use/commercial areas served by transit.</u>
33	New Policy (#2b)	Barriers to group facilities	Policy draft: <u>Remove unintended barriers to group facilities in commercial and mixed use areas, while retaining appropriate land use controls.</u>
		<ul style="list-style-type: none"> • Student housing accessibility related to other strategies to increase affordable housing. • Assess code to remove unintended barriers to group facilities in commercial and mixed use areas, while retaining appropriate land use controls 	
		○ Addresses Housing CPP H-7	
34	HO-26	Involve both the public and private sectors in the provision of affordable housing.	Policy edit: Involve <u>Support and collaborate with</u> both the public and private sectors in the provision of affordable housing.
35	HO-27	Re-assess city guidelines approximately every five years for use of the Housing Trust Fund to ensure they are consistent with changing community needs and priorities.	Policy edit: <u>Provide funding to support housing need, especially for low and very low income households. Re-assess city</u> Assess housing fund guidelines approximately every five years for use of the Housing Trust Fund to ensure they are consistent with changing community needs and priorities.
		<ul style="list-style-type: none"> • Emphasize strategies to increase housing for very low income households, e.g. funding support for non-profit housing providers. 	
		○ Addresses Housing CPP H-3	
36	HO-28	Provide incentives and work in partnership with not-for-profit and for-profit developers and agencies to build permanent low- and moderate-income housing.	<i>No change</i>

Housing Element Policies			If action proposed, why?	Proposed Change
37	HO-29	Encourage the building of affordable housing Downtown.	<ul style="list-style-type: none"> Better recognize new housing growth will be in MF and mixed use areas <ul style="list-style-type: none"> Addresses Housing CPP H-9 <i>See Policy HO-14.</i>	Policy edit: Encourage the building of <u>new</u> affordable housing Downtown <u>and in mixed use centers planned for housing growth.</u>
38	HO-30	Encourage preservation, maintenance, and improvements to existing affordable housing.	<i>No change</i>	
39	HO-31	Encourage the development of long-term management strategies for affordable housing in cooperation with not-for-profit housing organizations.		Delete and address as a strategy (usually a condition of funding).
40	HO-32	Explore all available federal, state, and local programs and private options for financing affordable housing.	<i>No change</i>	
41	HO-33	Explore financial incentives to encourage affordable multifamily housing, such as partial exemptions from city permit fees and use of the state property tax exemption program.	<ul style="list-style-type: none"> Related to success of other strategies to increase affordable housing Planning Commission Comment: Implement programs enabled by the state to increase affordable housing.	Policy edit: Explore financial incentives to encourage affordable multifamily housing, such as partial exemptions from city permit fees, and use of the state property tax exemption program, <u>and other state enabled programs.</u>
42	HO-35	Ensure that all affordable housing created in the city with public funds or by regulation remains affordable for the longest possible term.	<i>No change</i>	
43	HO-36	Participate in relocation assistance to low-income households whose housing may be displaced by condemnation or city-initiated code enforcement.	<i>No change</i>	
Section 4: Special Needs Housing				
44	HO-37	Plan for housing for people with special needs. Avoid concentrations of such housing and protect residential neighborhoods from adverse impacts. Encourage ongoing stable family living situations for people with special needs. Provide in all areas for the siting of facilities devoted to the care of people with	<i>Edit Policy HO-37 into policy that supports housing for special needs that is not concentrated (HO-37), and addresses HO-41: Encourage a variety of local incentives and support activities that help provide housing that is affordable and</i>	Policy edit: Plan for <u>and provide reasonable accommodation for housing for people with special needs. Provide in all areas and</u> avoid concentrations of such housing and protect residential neighborhoods from adverse impacts. Encourage ongoing stable family living situations

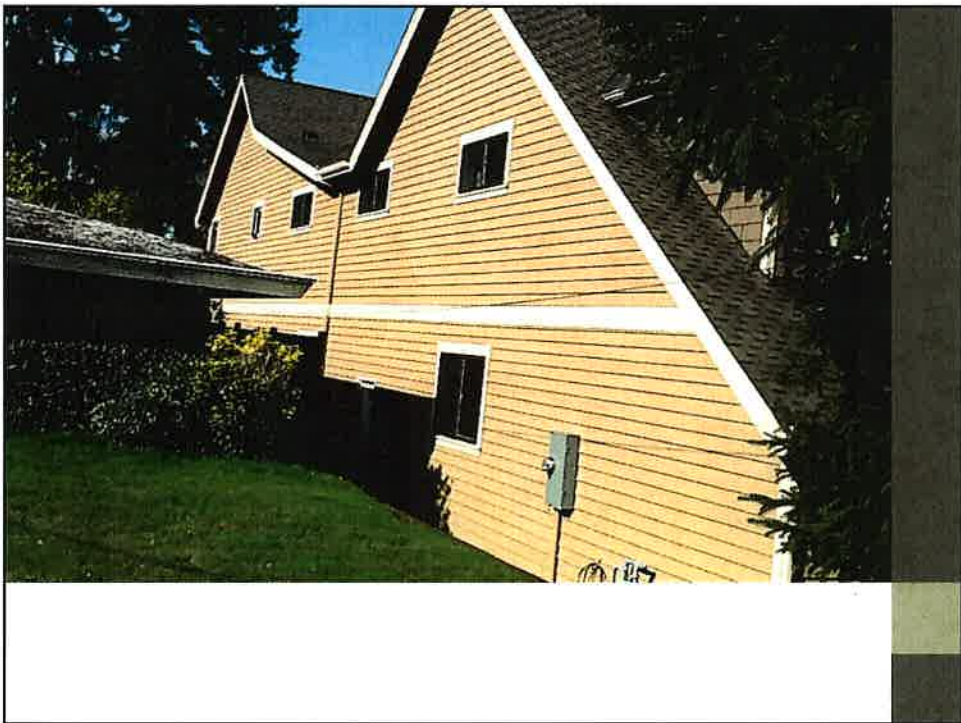
Housing Element Policies		If action proposed, why?	Proposed Change	
		handicaps.	for people with special needs. Provide in all areas for the siting of facilities devoted to the care of people with handicaps.	
45	HO-38	Encourage and support social and health service organizations that offer programs and facilities for people with special needs, particularly those programs that address homelessness and help people remain in the community.	<ul style="list-style-type: none"> • <u>Address city position to work towards ending homelessness, including city's role in 10-year plan to end homelessness</u> • <u>Support for strategies that avoid displacement (foreclosure mediation) and that move people out of homelessness (rapid rehousing).</u> <p>Planning Commission comment: Support for policy that uses clearly defined housing responses, and focuses on responses that work to move people from homelessness to independence.</p>	Policy draft: <u>Support regional efforts to prevent homelessness. Provide a range of affordable housing options as well as support to move homeless persons and families to long-term financial independence.</u>
46	HO-39	Assist social service organizations in their efforts to obtain funds and to operate emergency and transitional housing in the community.	<ul style="list-style-type: none"> • Address city position to work towards ending homelessness, including city's role in 10-year plan to end homelessness. <ul style="list-style-type: none"> ○ Addresses Housing CPP H-14 	Policy edit: <u>Work with other jurisdictions and social service organizations to fund and operate emergency shelters and day centers consistent with regional planning efforts to address homelessness.</u>
47	New Policy (#8)	Direction for Temporary Encampments	Establish direction for temporary encampments consistent with State HB1956. Bellevue's current Temporary Encampment Ordinance includes a Consent Decree that will sunset 1-27-16.	Policy draft: Allow hosting of Temporary Encampments within or outside religious facilities as a form of religious expression and consistent with state law pertaining to religious use.
48	HO-40	Support and plan for assisted housing using federal or state aid and private resources.	<i>No change</i>	
49	HO-41	Encourage a variety of local incentives and support activities that help provide housing that is affordable and accommodates people with special needs.	<i>Repeats edited HO-37.</i>	Delete.

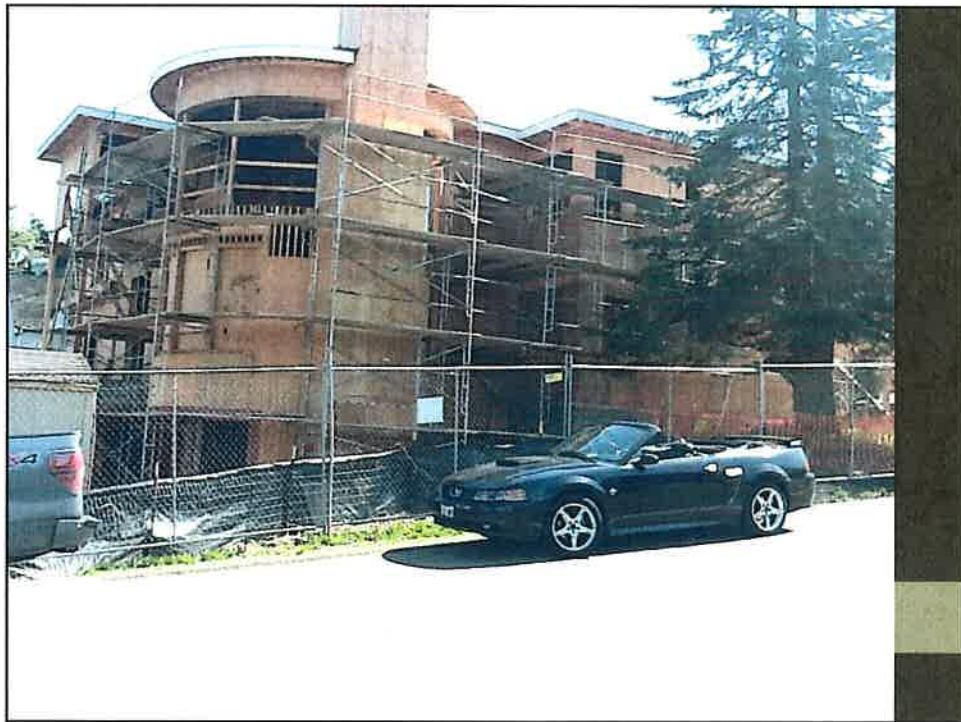
Housing Element Policies			If action proposed, why?	Proposed Change
50	New Policy (#9)	Adult family homes and special needs housing		Policy draft: Recognize that adult family homes and other state regulated special needs housing provide stable, neighborhood housing options for elderly and disabled residents. Work to address needs for services, emergency response and other potential accommodation.



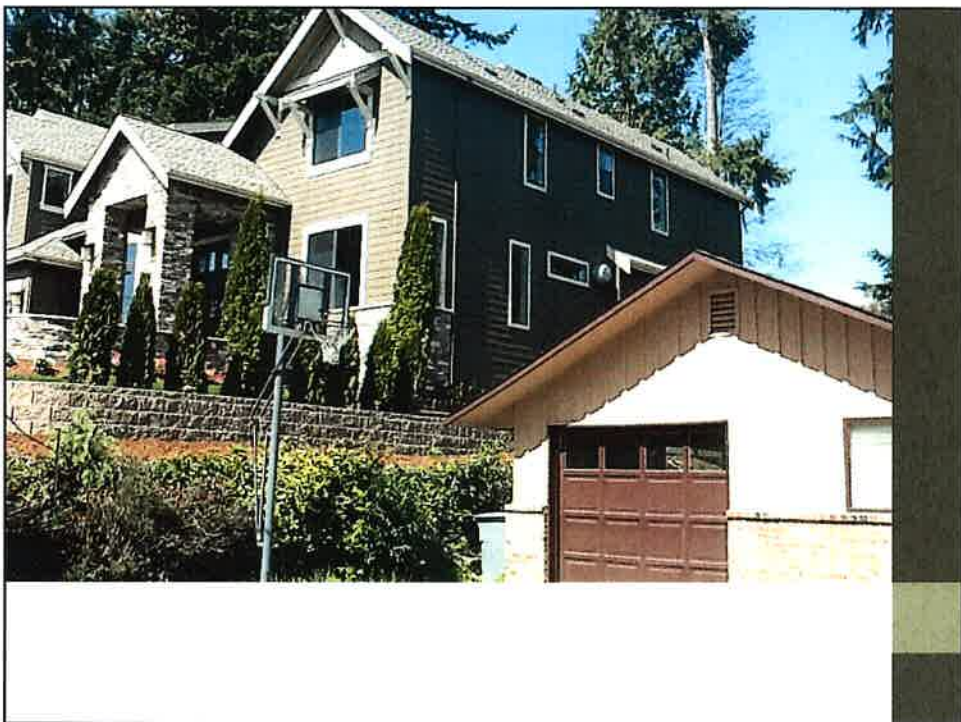
**Northtowne
Neighborhoods Association
from Margot Blacker
Concerns about Mega-Homes
And Preserving Neighborhood Character**













05/19/14 Oral Communication
Speaker # 12



10,000 sq ft. no step backs
9 bathrooms.

IS! THIS A SINGLE FAMILY HOME??

IF THIS IS WHAT OUR CODES ALLOW
—WE NEED A CHANGE!!

1954

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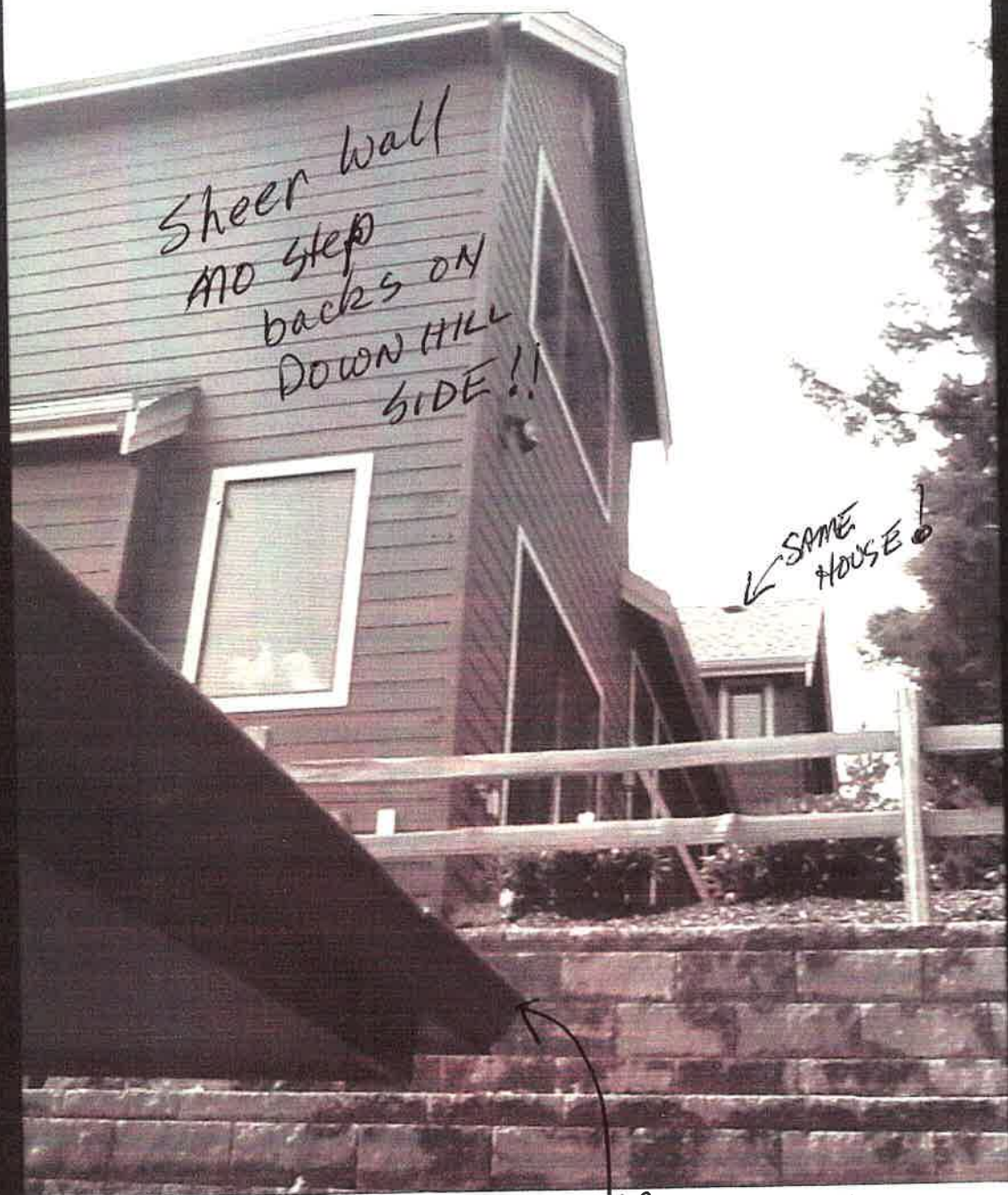


1ST FLOOR - SEVERAL FEET ABOVE GROUND 1ST FLOOR! 1ST FLOOR!

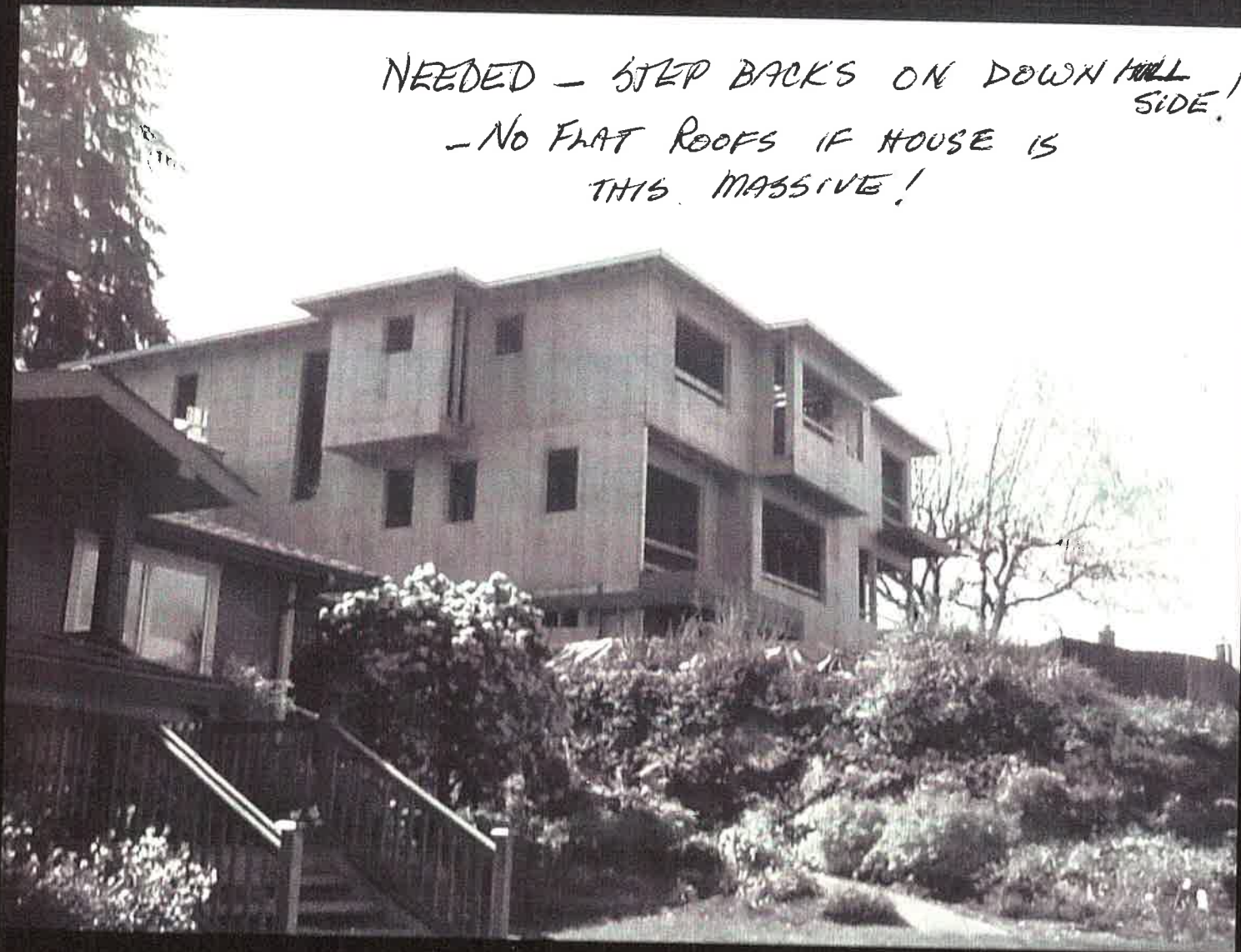
Sheer wall
NO steps
backs ON
DOWN HILL
SIDE !!

← SAME
HOUSE !

↓ ROOF LINE OF OLDER
HOME



NEEDED - STEP BACKS ON DOWNHILL
SIDE!
- NO FLAT ROOFS IF HOUSE IS
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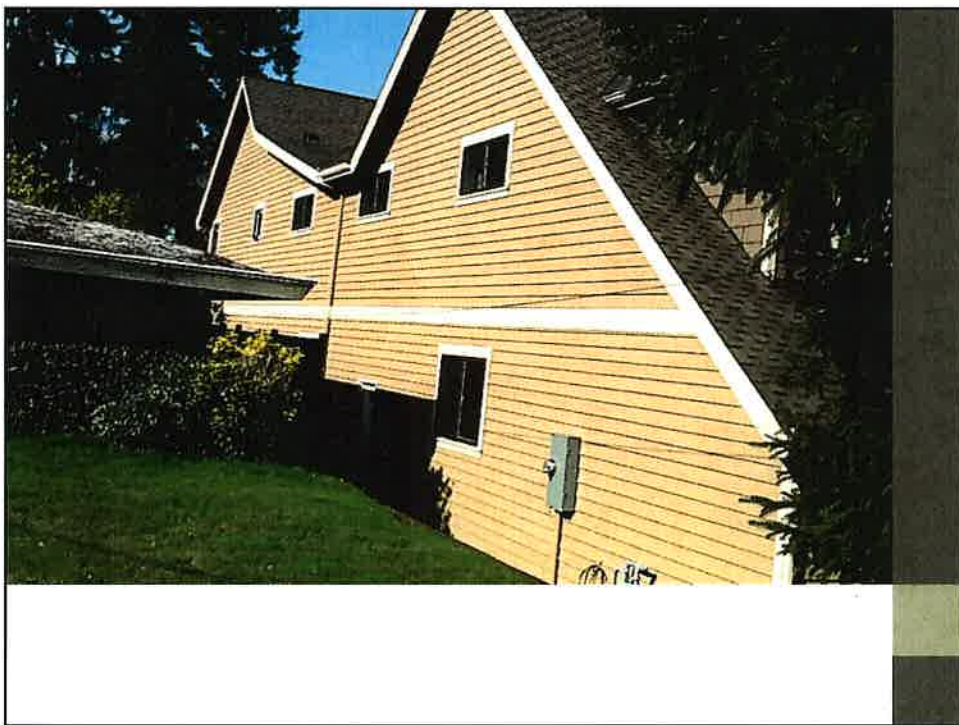


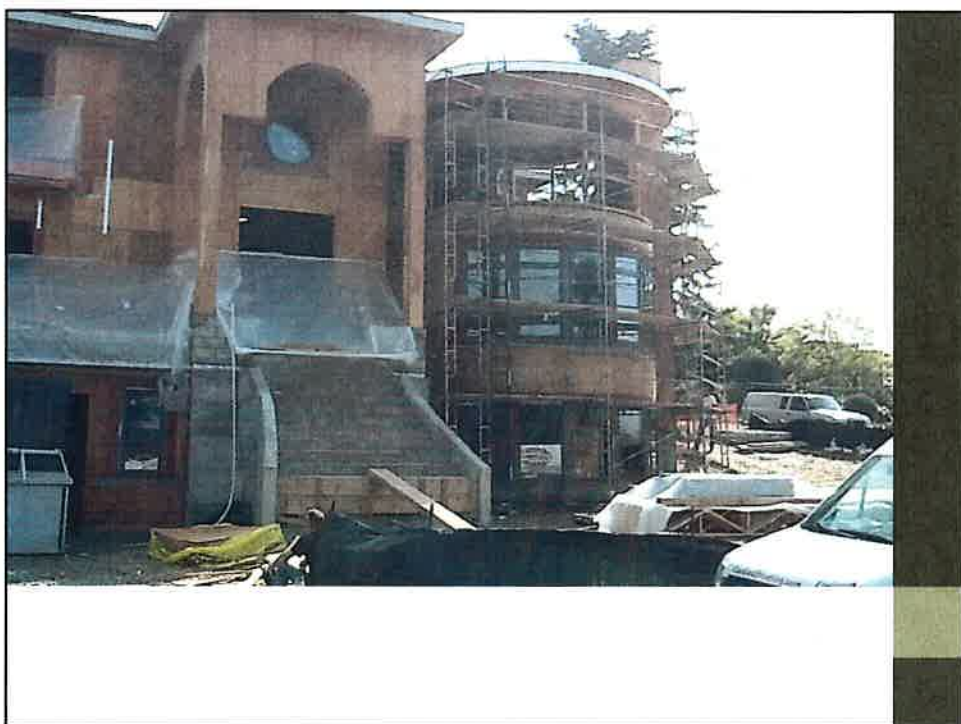
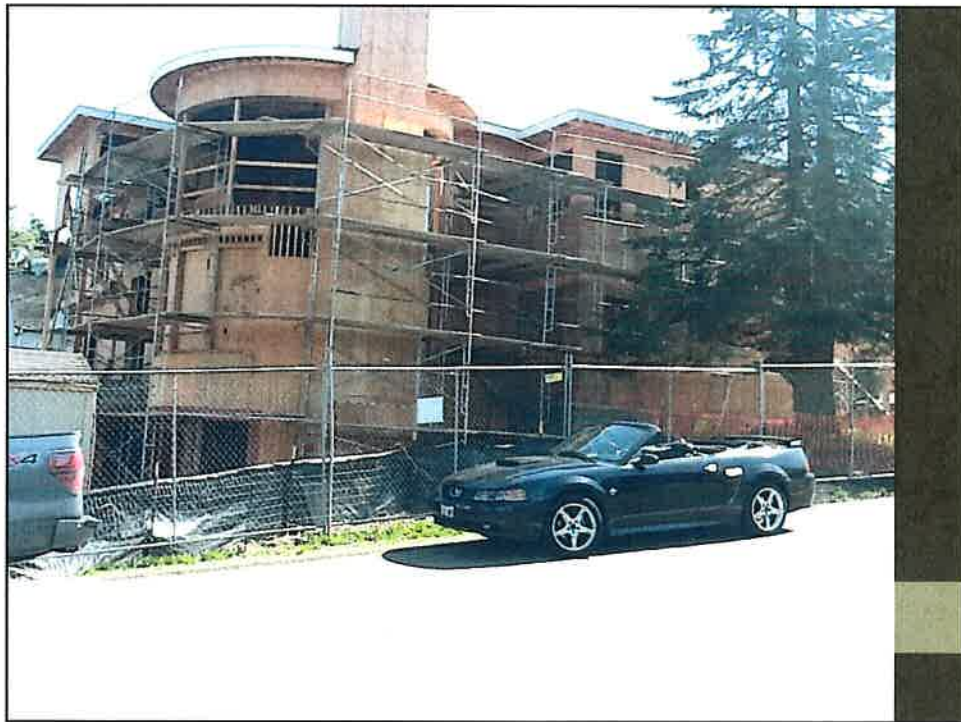




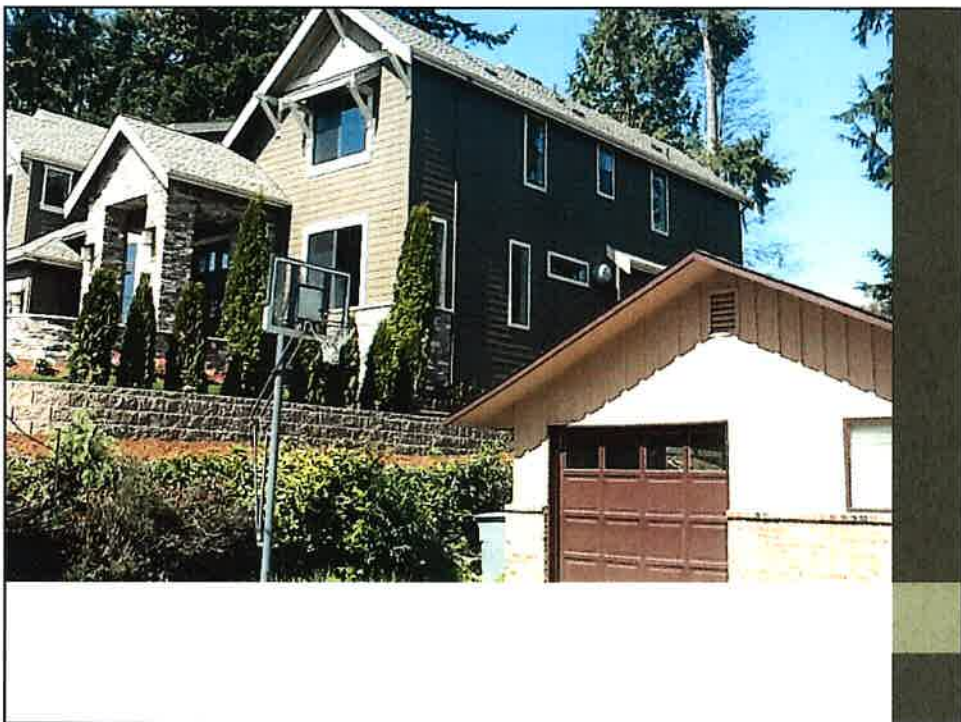
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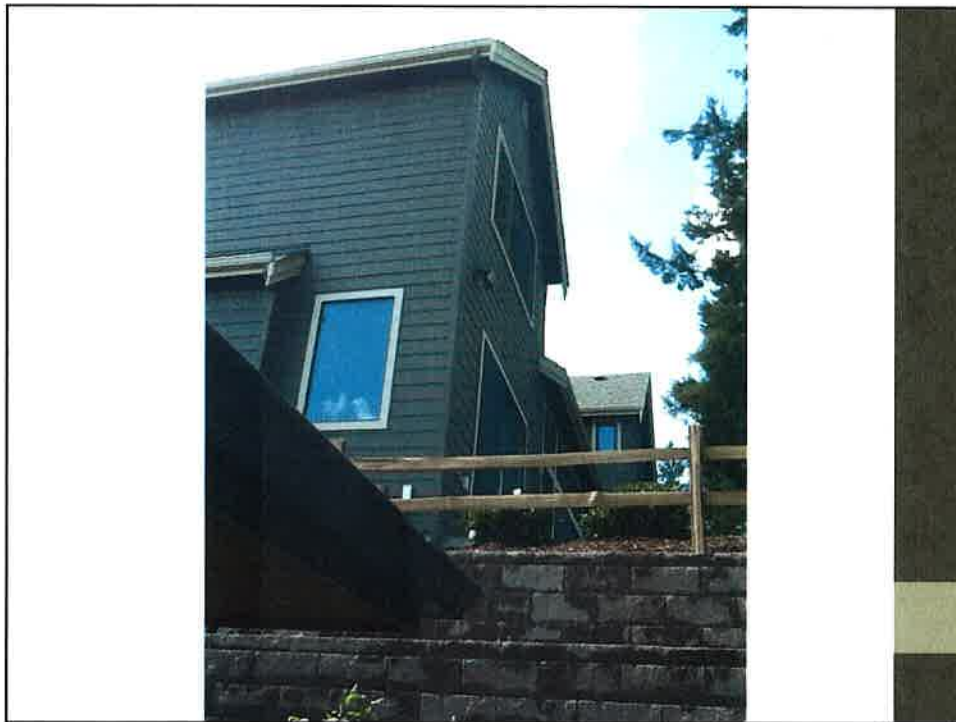












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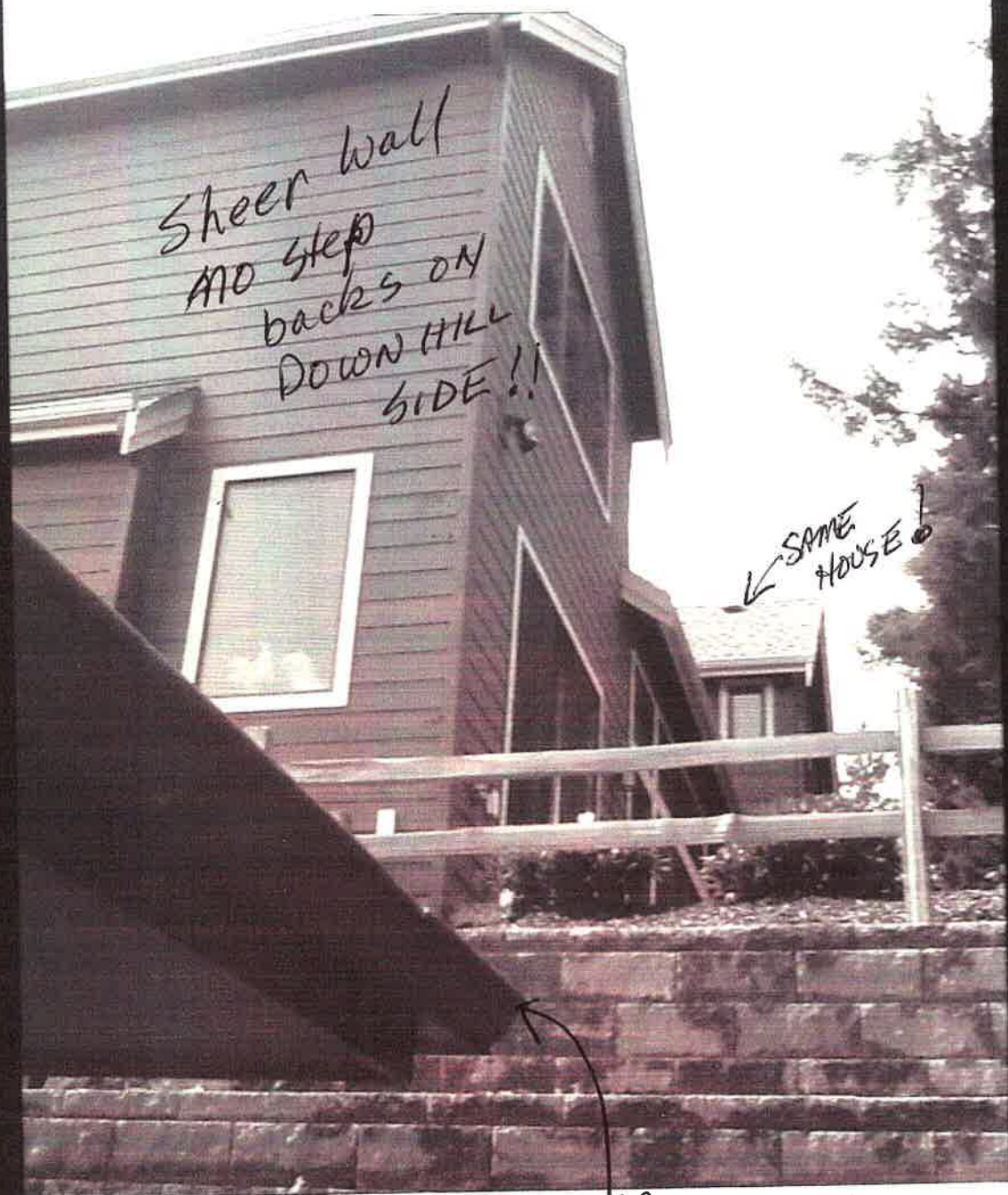


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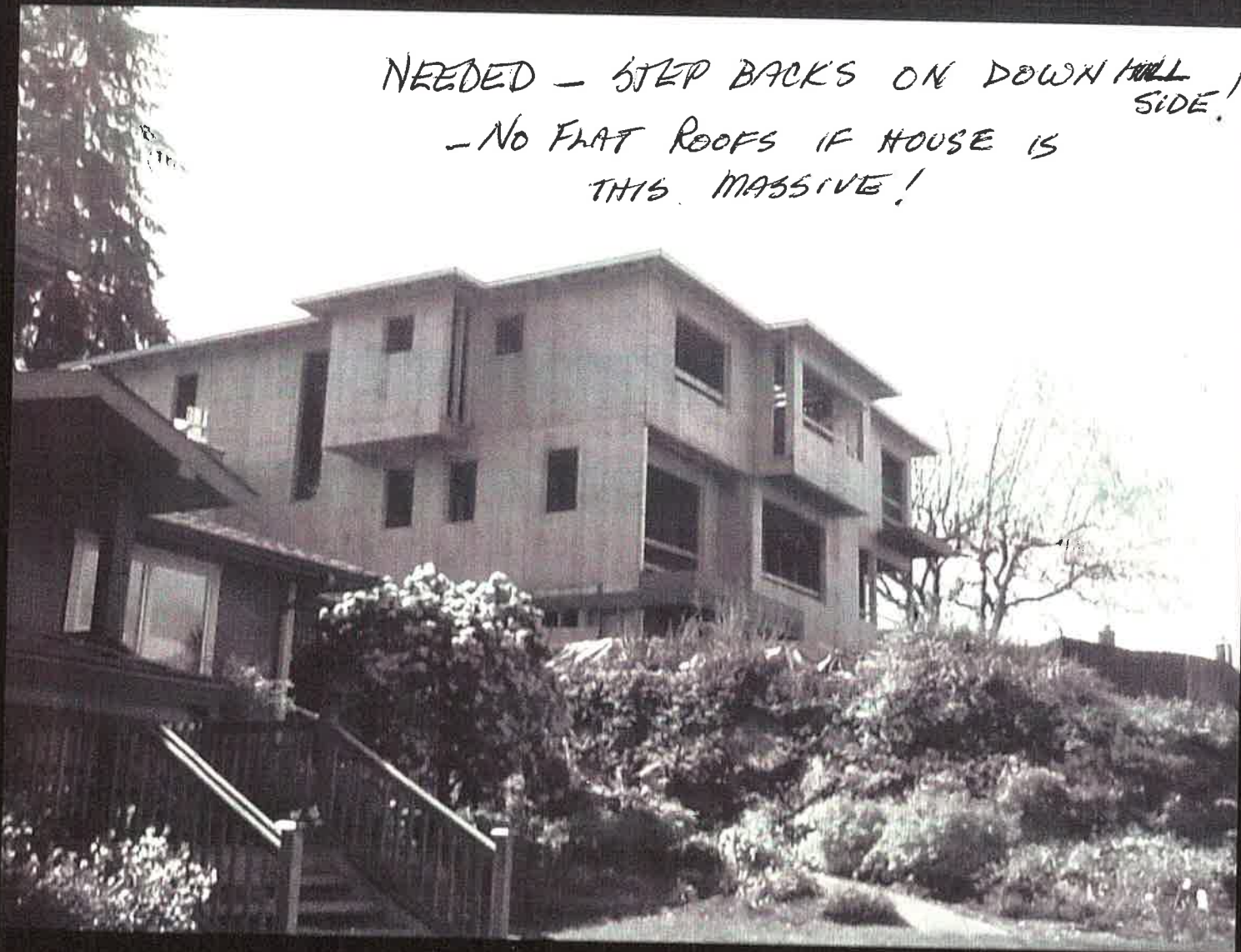
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MEMORANDUM

DATE: June 4, 2014

TO: Chair Tebelius and Members of the Planning Commission

FROM: Erika Conkling, AICP, Senior Planner,
Planning and Community Development,
ekonkling@bellevuewa.gov, 452-2898

SUBJECT: Planning Commission Study Session on the Eastgate/I-90 Corridor Land Use
Implementation: housing and land use designations.

This study session is the fifth, and possibly final, meeting in a series on the implementation of the Eastgate Land Use and Transportation Project (the project). Tonight we will review specific policy changes in the Richards Valley, Eastgate, and Factoria Subareas. Although the Planning Commission will not be asked to make any decisions during this work session, you are asked to confirm that the proposed policies implement the direction of the Eastgate Citizen Advisory Committee (CAC).

Previous meetings explored the policy direction of the CAC in the areas of transportation, land use, and design. Information was provided in the May 14, 2014 packet describing proposed changes to the Comprehensive Plan Land Use map. Subarea policy amendments discussed tonight will be included in the draft Comprehensive Plan that will be prepared as part of the ten year Comprehensive Plan update process.

BACKGROUND

In April 2012, council accepted the Eastgate/I-90 land use and transportation vision as put forth by the Citizen Advisory Committee. The vision seeks to create a vibrant and attractive business environment by integrating multi-modal transportation solutions and a mix of uses into the single purpose, auto-oriented office and commercial areas that now dominate the corridor. New zoning will allow additional development potential, with particular emphasis on a transit-oriented development center near the Eastgate Park and Ride and Bellevue College. Design guidelines and an amenity incentive system are techniques that are recommended to ensure that new development is consistent with the Eastgate vision and contributes positively to the identity of the corridor. As part of the Mountains to Sound Greenway, and as an important entry point into Bellevue, development in Eastgate will leverage themes of sustainability and ecological enhancement to create a distinctive sense of place.

SUBAREA PLANNING

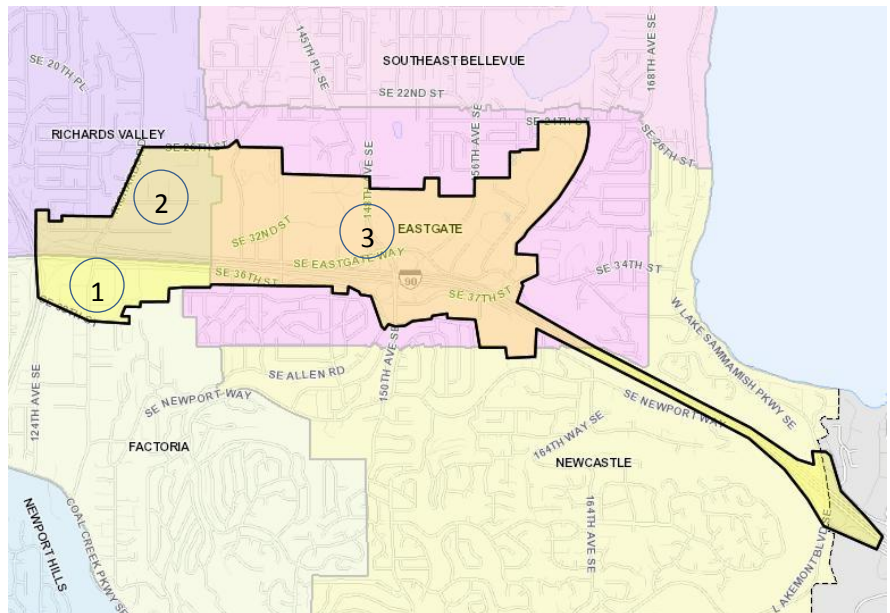
Bellevue's Comprehensive Plan guides the future of the city as a whole, and the subarea plans contained within the Comprehensive Plan allow a similar type of planning within a smaller area so local needs can be addressed. Subarea plans offer the opportunity to address specific land use

issues and the unique character of an area. They provide a way of understanding both how land use designations affect a local area and how they fit within the citywide framework of land use and zoning.

Policies that affect the entire city remain in the general elements of the Comprehensive Plan and apply to all subarea plans, so they don't need to be repeated in the subarea plan. For example, there is no need for a *subarea* policy supporting the protection of critical areas because that policy is already covered in the Environmental element of the Comprehensive Plan and is applicable citywide. If a policy primarily supports a citywide objective or strategy, it belongs in one of the general elements of the Comprehensive Plan.

Subarea policies may elaborate on how a citywide policy is applied in a specific subarea, but must be consistent with the citywide Comprehensive Plan. For example, a subarea policy may elaborate on how growth within the Factoria/Eastgate center may be expressed with language that supports the citywide policy and provides clear understanding of the land use identified for the area. However, the policy must clearly avoid language that is regulatory and stop short of defining dimensional standards, identifying specific allowed uses, or making other regulatory statements best addressed in the development regulations.

The Eastgate project area is made up of portions of three subareas: Eastgate, Factoria, Richards Valley.¹ Most residential areas are excluded from the project area, which focuses on commercial, industrial, and office areas along I-90. As a result, the recommendations of the CAC cannot go into just one subarea plan, but must be allocated among all three subarea plans.



FACTORIA SUBAREA

There is only a very small part of the Factoria area in the Eastgate project area (see number 1 on the map above), but the area is important because it joins Factoria Boulevard and the I-90 corridor together at Factoria Village (formerly Loehmann's Plaza) and the Newport Corporate Campus (T-Mobile buildings). With the adoption of the Factoria Area Transportation Study (FATS) in 2005, the Factoria Subarea plan was significantly updated with policies consistent with Eastgate CAC recommendations supporting transit and non-motorized transportation, improving the pedestrian experience, and encouraging a mix of uses already part of the Factoria Subarea plan.

¹ A portion of the project boundary is also within the Newcastle Subarea, but since it only includes land within the I-90 right of way no changes are necessary to the Newcastle Subarea Plan.

Policy changes proposed for the Factoria Subarea:

- Support development of the Mountains to Sound Greenway trail that connects the Puget Sound with central Washington (PB-1)
- Encourage a mixed-use, pedestrian-oriented activity node at Factoria Village (D2-1)
- Support the use of an incentive system that allows more intense office and commercial development if public amenities such as open space, affordable housing, or environmental enhancement are provided (D2-2)
- Support the creation of a coherent image in the I-90 corridor through design that is consistent across the subareas (D2-3 through D2-5)
- Support the policy direction of FATS

Policy changes proposed for the Factoria Subarea are not intended to alter policies that affect the parts of the Factoria Subarea that are outside of the Eastgate project area.

RICHARDS VALLEY SUBAREA

The only area of the Richards Valley subarea plan affected by the Eastgate project is the light industrial area concentrated between Eastgate Way and Kamber Road (see number 2 on the map on the previous page). In accordance with the Eastgate CAC recommendations and the report that analyzes the supply of industrial lands throughout Bellevue, policy changes proposed are consistent with preserving most of the light industrial land in Richards Valley. Along Eastgate Way the CAC recommended a change in land use designation from light industrial to a designation that allows offices and local retail and services.

Policy changes proposed for the Richards Valley Subarea:

- Strengthen existing policies on protection and enhancement of the natural environment (RV-3)
- Allow land for Office Limited Business at the King County site on Eastgate Way (LU-1)
- Support the use of an incentive system that allows more intense office and commercial development if public amenities such as open space, affordable housing, or environmental enhancement are provided (LU-2)
- Support non-motorized transportation on Eastgate Way to provide connectivity (T-1)
- Support the creation of a coherent image in the I-90 corridor through design that is consistent across the subareas (CD-1 through CD-3)

Policy changes proposed for the Richards Valley Subarea are not intended to alter policies that affect the parts of the Richards Valley Subarea that are outside of the Eastgate project area.

EASTGATE SUBAREA

Proposed changes to the Eastgate Subarea Plan are the most extensive because the project area covers a significant amount of the subarea (see number 3 on the map on the previous page) and because the land use in this area is most in need of a change. Existing subarea plan policies promote the separation of land uses that have contributed to auto-oriented, single-purpose districts that are no longer attractive employment environments. The Eastgate CAC recommended moving away from the auto-centric emphasis and encouraging transit oriented development. As a result many policies are modified or deleted and replaced with new policies that encourage the integration of land use and transportation.

Policy changes proposed for the Eastgate Subarea:

- Create a transit-oriented-development area and mixed use center in the area south of Bellevue College and east of the Eastgate Transit Center (LU-1, LU-2, D2-2)
- Encourage a greater mix of uses in office and commercial areas to provide goods and services in closer proximity to businesses, workers, and neighborhoods (EG-2)
- Support neighborhood serving commercial development at Eastgate Plaza (D2-3)
- Support the use of an incentive system that allows more intense office and commercial development if public amenities such as open space, affordable housing, or environmental enhancement are provided (D2-4)
- Support all transportation modes to improve connectivity and reduce automobile trips (T-1, EG-15, EG-16)
- Support development of the Mountains to Sound Greenway trail that connects the Puget Sound with central Washington (T-3)
- Support the creation of a coherent image in the I-90 corridor through design that is consistent across the subareas (EG-18, EG-19, CD-1, EG-22, EG-26, EG-28, CD-2)
- Support parks, trails, and open space to create opportunities for recreation, better health, and community gathering (P-1 through P-3)
- Develop partnerships to implement the Eastgate vision (CI-1, CI-2)
- Control stormwater to prevent negative impacts to Phantom Lake and provide environmental benefits (EG-4, ND-3)
- Consider a transfer of development rights program that would protect resource lands in the Mountains to Sound Greenway (ND-1)

Policy changes proposed for the Eastgate Subarea are not intended to alter policies that affect the single-family residential areas that are outside of the Eastgate project area.

NEXT STEPS

There will be a public open house this summer to present the results of the work to date on the Eastgate project including an update on the design process for the Mountains to Sound Greenway, progress on the transportation strategy, as well as land use implementation. After that point, work on Eastgate will be integrated into the ten year Comprehensive Plan update. Public input from the open house and from the Planning Commission will go into the draft Comprehensive Plan, which will be presented for public hearing later this year.

ATTACHMENTS

1. Draft Factoria Subarea Plan amendments
2. Draft Richards Valley Subarea Plan amendments
3. Draft Eastgate Subarea Plan amendments

Eastgate/I-90 Implementation – Draft Comp Plan Policy Amendments – May 7, 2014

Factoria Subarea Plan

Goals:

1. To preserve and maintain a natural setting for our residential areas and to manage change in the commercial district to improve its cohesiveness, compatibility, and accessibility to Subarea residents.
2. To create a well-integrated, transit-supportive, pedestrian-oriented, mixed-use urban neighborhood in Factoria's commercial core (District 2).

Overview

Factoria is known for its residential neighborhoods, easy access to the freeways, and shopping at Factoria businesses. Current issues center around the redevelopment of the commercial district while protecting residential neighborhoods, addressing mobility, and improving pedestrian links between commercial and residential areas.

Even before its 1993 annexation, the city worked with Factoria residents and businesses to strengthen the community's transportation vision. Since then, a series of transportation studies and updates have embraced the integration of transportation and urban design to enhance the quality of life in this vital activity center.

~~This Subarea Plan recognizes that the latest study—~~The 2005 Factoria Area Transportation Study (FATS) Update—sought to update the Subarea policy framework and list of associated transportation facility projects so as to achieve long-term mobility and safety for transportation system users. This approach challenges the existing suburban land use pattern because, while Factoria has a mix of land uses – housing, offices, retail and services – they are disconnected.

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundaries of that project, which establishes a long-range vision for the I-90 corridor, includes portions of three subareas: Eastgate, Richards Valley, and Factoria. The Eastgate/I-90 project, in part, identified strategies to build upon the Factoria vision and address transportation chokepoints. The Eastgate/I-90 project is more fully discussed in the Eastgate Subarea plan.

This Subarea Plan also provides a framework for the 2002 Land Use Code amendments that direct redevelopment of the Factoria Mall so that it can accommodate a new, mixed-use focus. The FATS Update provided the necessary determination of transportation system adequacy to accommodate the Mall's expansion. For all of District 2 redevelopment, the Update also addresses the needs of all modes of transportation within the Subarea and provides design guidance for private sector redevelopment. This Subarea Plan also provides a framework for Land Use Code amendments that will implement the vision of the Eastgate/I-90 project. That vision includes increasing the mix of uses in north Factoria, emphasizing transit focus and an enhanced pedestrian environment along Factoria Boulevard, and including public amenities with new development.

Redevelopment in Factoria will use the Eastgate/I-90 project and the FATS Update transportation and urban design strategies adapted into the Subarea Plan and in the East Bellevue Transportation Facilities Plan to create a well-integrated, transit-supportive, pedestrian-oriented, mixed-use urban neighborhood.

Comment [CoB1]: Update with information from Eastgate Land Use and Transportation Project (EG project).

History

It is believed that Factoria was once part of the Duwamish Tribal Territory. Evidence of a village/habitation site exists at a location near Mercer Slough. The earliest English-speaking inhabitants of this area prior to 1900 occupied themselves with mining, logging, and farming. Edwin Richardson discovered coal in Newcastle in 1863 and prospectors formed the Lake Washington Coal Company which eventually became the Seattle Coal and Transportation Company.

During the 1890s, loggers cut large stands of timber on land now known as Woodridge Hill, Richards Valley, Greenwich Crest, Mockingbird Hill, Monthaven, Newport Shores, and the commercial area of Factoria. Somerset Hill forests remained intact for several decades. Logging continued to be important into the 1920s.

Apparently, around the turn of the 20th century, the area known as Mercer Landing was proposed as a port serving railroad and manufacturing plants.

This area, destined to become the town of Factoria, was promoted as an industrial center with coal smoke “belching from hundreds of smokestacks.” Promoters expected at least 20 plants, in addition to the existing Factoria Stove and Range Co., to locate there. But some 15 years after the promoter’s pitch, only the Factoria School had been built and the proposed industrial town of Factoria never got off the ground. The present day Factoria Mall is located on the original Factoria property.

Land use patterns evolved from early timberland, logging, and farming between the 1920s and 1950s to the current residential and commercial development.

Much of the area was planned and developed under the jurisdiction of King County.

Newport Shores and Somerset annexed into Bellevue during the 1960s and 1970s. The Factoria commercial area annexed in 1993.

Factoria is an area of about 2,100 acres bounded by I-90 on the north and Lake Washington on the west. The southern boundary forms an oblong crescent around Newport Hills. The Subarea contains just over 3,400 single-family dwelling units and about 1,300 multifamily units. There are 11 million square feet of commercial space, including offices employing over 7,500 people, making Factoria a busy urban area.

In District 1, (1,800 acres) there are about 71 acres of vacant land all of which is planned as single family use. Approximately 40 acres are classified as protected wetlands, as defined by the Bellevue Land Use Code (Section 20.50.044). In District 2 (282 acres), 6.7 acres remain vacant. Of those, 1.5 acres are planned for multifamily use, and 5.2 acres for office use.

The policies in the Factoria Subarea Plan guide the continued development and redevelopment of the Subarea. The Plan includes a section of design policies for the commercial area.

General Land Use

Policies

Eastgate/I-90 Implementation – Draft Comp Plan Policy Amendments – May 7, 2014

POLICY S-FA-1. Maintain land uses as depicted on the Land Use Plan.

POLICY S-FA-2. Protect single family neighborhoods from encroachment by more intense uses.

POLICY S-FA-3. Maintain land use densities that will not create vehicular congestion that exceeds adopted level of service standards.

POLICY S-FA-4. Encourage infill development and redevelopment in a manner that is compatible with surrounding uses and meets adopted design guidelines.

POLICY S-FA-5. Encourage any redevelopment to include parks, landscaping, ~~and~~ pedestrian access, and other pedestrian amenities.

POLICY S-FA-6. Retain the single-family land use designation on all school property.

POLICY S-FA-7. Restrict all future office expansion to districts shown on the Land Use Plan (Figure S-FA.1).

Critical Areas

In Factoria, as elsewhere, the city recognizes the importance of preserving the natural environment for wildlife habitat, stormwater management, as well as the aesthetic value to the community.

Controlling storm water runoff will help to prevent additional erosion of stream beds, downstream flooding and siltation. Specific areas of concern include the west side of Monthaven, Sunset Ravine, Mercer Slough, the Coal Creek watershed, and the siltation zone at its mouth.

Policies

POLICY S-FA-8. Protect and enhance the capability of Sunset Creek, Richards Creek, Coal Creek, and their tributaries to support fisheries and water related wildlife.

POLICY S-FA-9. Retain and enhance vegetation on steep slopes, within wetland areas, and along stream corridors in order to control erosion, reduce landslide hazard and to protect the natural drainage system.

POLICY S-FA-10. Encourage the use of a variety of site development options to conserve the natural land features in wetlands or steep slopes.

Residential

Goal:

To increase housing opportunities in Factoria commercial areas.

Policies

The Community Business zoning along the east side of Factoria Boulevard allows for housing to be developed over ground-floor commercial uses. This represents an opportunity to increase the supply

of housing without encroaching on existing residential areas. Both the Eastgate/I-90 project and the FATS Update recommends mixing housing and commercial uses. Mixing these uses in the same building is a method to help reduce vehicle use.

POLICY S-FA-11. Encourage mixed-use residential, hotel use, and other commercial development within community level retail districts.

Comment [CoB2]: Integrates CAC recommendation to allow hotel use here.

Parks, Recreation, and Open Space

Goal:

To encourage development of parks and open space linkages by using acquisition and dedication of existing public rights-of-way as shown on the Pedestrian and Bicycle Transportation Plan maps and the Parks and Open Space System Plan.

Policies

POLICY S-FA-12. Continue to acquire and develop parks, community facilities, and trail systems.

Transportation

Goals:

1. To enhance multi-modal mobility for Factoria residents, employees, and shoppers and for those traveling within and through the Factoria commercial area.
2. To maintain and improve the appearance of arterial streets in the Subarea.

Policies

General Transportation

Transportation planning was conducted in 1992 for the unincorporated Factoria area as part of the East Bellevue Transportation Study. After the area annexed to Bellevue in 1993, the City initiated a detailed study of the transportation infrastructure. The 1996 Factoria Area Transportation Study (FATS) report addressed existing conditions and deficiencies and recommended projects to accommodate travel demand. A FATS Update, completed in 2005, addressed the needs of all modes of transportation within the area, and provided design guidance for private sector redevelopment. The FATS Update analysis was augmented by transportation analysis done in support of the 2012 Eastgate/I-90 Land Use and Transportation Plan.

Comment [CoB3]: This section updates to add the EG project.

Traffic modeling conducted for both the FATS Update and the Eastgate/I-90 project used a horizon year of 2030. Both sets of analysis traffic modeling for 2030 shows that most Factoria intersections will continue to function within adopted level of service standards. A few transportation system projects would help maintain long-term mobility, including enhancing transit service and improving intersection operations at Coal Creek Parkway/I-405, Factoria Boulevard/I-90, SE 36th Street/Factoria Boulevard, and SE 38th Street/Factoria Boulevard.

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For the Factoria Subarea, the adopted vehicle level of service (LOS) is E+ (-LOS E+ is characterized in the Comprehensive Plan as: Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression). In the absence of transit service improvements, two intersections are projected to fall below the adopted LOS – Coal Creek Parkway at I-405, and Factoria Boulevard at I-90.

Aside from accommodating traffic, Factoria's arterials should be maintained with litter pickup, plant pruning, and street repairs. In addition, street improvements such as street trees, sidewalks, and other pedestrian amenities should be used to improve the arterial's appearance.

POLICY S-FA-13. Plan for the long-range transportation facility needs in the Factoria Subarea through an integrated, multi-modal transportation system.

POLICY S-FA-14. Implement the transportation and urban design recommendations of the Eastgate/I-90 project and the Factoria Area Transportation Study (FATS) Update. ~~transportation and urban design recommendations.~~

POLICY S-FA-15. Discourage traffic from office and retail commercial development from spilling over onto residential streets.

POLICY S-FA-16. Establish and implement a street tree plan and planting program for Factoria emphasizing arterial streets and buffering high intensity land use.

POLICY S-FA-17. Require new development and encourage existing development to plant and maintain street trees in accordance with a Factoria Subarea street tree plan.

POLICY S-FA-18. Provide and improve visual and pedestrian access to Sunset Creek, Richards Creek, Coal Creek, and Mercer Slough from pathways and access points.

POLICY S-FA-19. Encourage neighborhood groups to help with maintenance in coordination with City work crews.

Pedestrian and Bicycle

The Pedestrian and Bicycle Transportation Plan provides the guidance for improving the mobility and safety for everyone who uses the non-motorized transportation system, both the public system and the pathways that are on private property.

POLICY S-FA-20. Encourage the development of mid-block pedestrian connections.

POLICY S-FA-21. Provide a network of sidewalks, footpaths, and trails with interconnections to areas surrounding the Factoria Subarea to accommodate safe and convenient access to community facilities, retail areas, and public transit as well as to accommodate the exercise walker and hiker.

POLICY S-FA-22. Improve safety for bicyclists and other nonmotorized users by providing an integrated on-street and off-street system.

POLICY S-FA-23. Provide public access from Newport Shores to Newcastle Beach Park for bicycles and pedestrians only.

POLICY-S-FA-PB1. Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.

Comment [CoB4]: This policy will be in both the Factoria and Eastgate Subareas to support the Mountains to Sound Greenway trail.

Utilities

Policies

POLICY S-FA-24. Encourage the undergrounding of utility distribution lines in areas of new development and redevelopment.

POLICY S-FA-25. Provide screened and maintained space for storage and collection of recyclables in commercial and multi-family developments.

Planning District Guidelines

Policies

District 1

General Land Use

POLICY S-FA-26. Permit multifamily development west of Monthaven at densities designated on the Land Use Plan (Figure S-FA.1) provided that the multifamily development does not have primary vehicular access through the Monthaven neighborhood.

Community Design

The stand of trees along the ridge of the slope provides an important visual buffer for the residents of Monthaven. Multifamily development should provide a vegetative buffer that includes protection of existing significant trees between the multifamily use and single-family residences. The buffer should be augmented as necessary to provide sufficient screening.

POLICY S-FA-26.5. Retail auto sales are appropriate in OLB districts along SE 36th Street west of the ravine located at about 133rd Avenue SE and east of the Newport Corporate Campus located at 132nd Avenue SE.

POLICY S-FA-27. Provide landscape buffers between any multifamily development west of Monthaven and existing single-family residences.

District 2

POLICY S-FA-28. Establish design standards for the Factoria commercial area. District 2 is surrounded by other neighborhoods and serves as a commercial, employment and high-density residential activity center south of I-90.

Comment [CoB5]: District 2 applies to all of the commercial and office areas of the Factoria subarea, including the mall area. In the original District 2 map, a portion of the OLB area was excluded, but this will be amended with this update.

~~Both the Eastgate/I-90 project and the FATS Update recommends transportation and urban design strategies to create a well-integrated, transit supportive, pedestrian oriented, mixed-use neighborhood in Factoria's commercial core.~~

Eastgate/I-90 Implementation – Draft Comp Plan Policy Amendments – May 7, 2014

- Well-integrated: Factoria has a wide variety of land uses – employment, retail, single family and multi-family housing, schools – but in many cases these are separated by long distances, busy roads, and steep topography. Geographic separation discourages walking and transit use, as does an uncomfortable pedestrian environment. The Eastgate/I-90 project and the FATS Update recommends guidelines for private redevelopment and identifies public pedestrian projects that together will help to form a more cohesive Factoria neighborhood.
- Transit-supportive: Factoria has a high level of transit service and use. Transit use may increase if riders find it easy and comfortable to walk between transit stops and the buildings. As properties redevelop, ~~the FATS Update recommends locating these buildings~~ should locate closer to the street and providing direct pedestrian connections between the sidewalk and the primary building entrance.
- Pedestrian-oriented: The ability to walk-around comfortably within Factoria is essential to help create a neighborhood feel. Private site redevelopment that incorporates Eastgate/I-90 project and the FATS-recommended design guidelines, combined with public sidewalk and street-crossing projects, will help make it easier to get around without a car.
- Mixed-use: Mixed-use structures are those that contain a number of different uses, stacked vertically. Adopted zoning allows for a mixing of uses across much of Factoria’s commercial area. For instance, housing may be constructed atop retail uses. Both the Eastgate/I-90 project and the FATS Update encourages greater utilization of this mixed-use potential.

To help achieve the vibrant neighborhood envisioned for Factoria, ~~the FATS Update recommends implementing policies that acknowledge the critical link between land use and transportation~~ should be implemented. The community envisions a network of walkways and design elements connecting the retail uses to residential neighborhoods and other community activity centers.

General Land Use

In 2002, the City Council adopted a Land Use Code Amendment that allowed 51,000 square feet of new retail and 685 residential units on the Factoria Mall site, plus an additional 100,000 square feet of retail development, contingent upon a determination of adequate transportation system capacity through a FATS Update. The FATS Update provides the necessary determination of transportation system adequacy to accommodate the Mall expansion.

POLICY S-FA-29. Utilize vegetation, sensitive site planning and superior building design to integrate multifamily and commercial development with nearby single-family neighborhoods.

POLICY S-FA-30. Allow Factoria Mall redevelopment to include an additional 100,000 square feet of commercial space beyond that provided for in the 2002 Land Use Code Amendments, per the FATS Update.

~~POLICY S-FA-30.1. Consider allowing~~ Encourage a pattern of office use office intensity up to 0.75 FAR in the area north of Factoria Mall that is visible from I-90 and contributes to a sense of place through application of design review, with particular emphasis on the area’s contribution to Factoria’s pedestrian environment and the area’s “gateway” location to the Factoria commercial center.

Comment [CoB6]: The .75 provision is eliminated because the CAC recommended FAR up to 1.0 in this area. However, the policy has been rewritten to emphasize the character of the development at that location, and will leave the exact FAR number to the code.

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POLICY S-FA-D2-1. Encourage the development of a pedestrian-friendly activity node served by transit at the north end of Factoria Boulevard through mixed use zoning that allows neighborhood retail and services, residential, and hotels and incentives for the creation of public gathering spaces.

Comment [CoB7]: Builds off the FATS concept and the EG project which envisions an activity node near the Factoria Village that could be a secondary neighborhood area for both Factoria and Eastgate.

POLICY S-FA-D2-2. Develop a land use incentive system that makes available additional floor area ratio (FAR) and height in office and mixed use areas in exchange for infrastructure and amenities such as public open space, environmental enhancements, affordable housing, and other public amenities for office and mixed use developments along the I-90 corridor, if economically feasible.

Comment [CoB8]: This supports the CAC recommendation for the development of a land use incentive system in which greater development is allowed with the provision of public amenities and benefits.

Park, Recreation, and Open Space

POLICY S-FA-31. Provide for open space and recreation needs of residents, workers, and shoppers.

POLICY S-FA-32. Create a series of open spaces and gathering places with visual and walking connections along Factoria Boulevard

POLICY S-FA-33. Orient open spaces to take advantage of sunshine and territorial views.

POLICY S-FA-34. Provide seating, weather protection, special paving, shade trees, and landscaping.

Utilities

POLICY S-FA-35. Minimize disruptive effects of utility construction on property owners, motorists, and pedestrians.

Critical Areas

POLICY S-FA-36. Minimize erosion damage on slopes to protect downslope properties and stream beds.

Transportation

Transportation recommendations in the Eastgate/I-90 project and the FATS Update emphasize multi-modal mobility to guide future public infrastructure investments.

POLICY S-FA-37. Encourage interjurisdictional cooperation among the City of Bellevue, the State, Metro, and Sound Transit on transportation concerns.

POLICY S-FA-38. Ensure that development is conditioned to satisfy future right-of-way, financing, and development standards as identified by the City of Bellevue.

Pedestrian and Bicycle

Pedestrian and bicycle system connectivity, as identified in the adopted Pedestrian and Bicycle Transportation Plan (1999), is interrupted by gaps in the planned system. Pedestrian access to transit, employment and retail/services is constrained by inadequate non-motorized facilities on public and private land. The Eastgate/I-90 project and the FATS Update identifies improvements to sidewalks, crosswalks, paths, and private walkways that will help fill gaps and increase accessibility.

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POLICY S-FA-39. Enhance connectivity and accessibility for pedestrians and bicyclists throughout the Factoria area.

Transit

Improving transit facilities and services is important to help residents, shoppers, and employees get around Factoria without a car. Investments in transit, together with pedestrian amenities, will support Factoria livability and may reduce the long-term need to expand arterial capacity.

Amenities such as passenger shelters and trash receptacles create a more pleasant environment for transit riders. To serve increasing numbers of transit passengers over time, it may be necessary to enhance facilities. A recommended Factoria Station transit center on Factoria Boulevard near SE 38th Street would provide for convenient transit access and transfers for the many thousands of employees, residents, and shoppers within a mile of this site.

Each day, regional buses pass by Factoria on I-90 and I-405 without providing service to Factoria. Transit freeway stations on I-90 and I-405 with pedestrian connections to the surface streets could capture this transit service for Factoria commuters.

POLICY S-FA-40. Coordinate with Metro to provide passenger shelters, where warranted, at bus stops on Factoria Boulevard.

POLICY S-FA-41. Work with Metro and adjacent property owners to develop a Factoria Station transit center at a location on Factoria Boulevard that is convenient to employees, residents and shoppers.

POLICY S-FA-42. Work with Metro and Sound Transit to develop freeway stations on I-90 and I-405 to serve Factoria employees, residents and shoppers.

Roadways

A number of new projects were identified in the Eastgate/I-90 project and the FATS Update to improve traffic safety and traffic flow on arterials and to enhance access to the adjacent private parcels and to freeways. These recommended projects are catalogued and mapped in the East Bellevue Transportation Plan.

POLICY S-FA-43. Maintain the adopted vehicular level of service on Factoria arterials, utilizing FATS Update recommended roadway projects recommended by the Eastgate/I-90 project and the FATS Update.

Circulation and site access

Multiple driveways and limited connections between sites exacerbate vehicular congestion and conflicts with pedestrians. Each driveway onto an arterial creates a site for potential vehicular/pedestrian conflicts. From both a traffic safety and pedestrian safety standpoint, the fewer driveways along an arterial, the better.

Many parcels along Factoria Boulevard have more than one driveway. This pattern was developed when automobile mobility was considered one of the most important objectives. The resulting proliferation of driveways has resulted in just the opposite effect, congestion on the arterial that links

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all the businesses. With increased land development and better transit service, there are more pedestrians using the sidewalks. At each driveway, a motorist must watch for both pedestrians and other automobiles, but sometimes one or the other is missed, resulting in an accident.

The FATS Update recommends a long-term strategy to reduce the number of driveways and to enhance circulation along the commercial corridor. This strategy involves two parts: consolidating driveway access points; and providing greater circulation between parcels.

As redevelopment occurs, or as city projects improve adjacent arterials, a parcel with multiple driveway would be required to consolidate access points. Further, when opportunities arise, the city could encourage adjacent property owners to combine and share driveways. An important part of this strategy involves creating off-street connections between parcels so that a customer, whether in a vehicle or on foot, could move along the corridor to patronize different businesses, without having to enter the arterial. Driveway design that incorporates traffic calming would keep arterial bypass traffic to a minimum and create a pleasant pedestrian environment.

POLICY S-FA-44. Consolidate curb cuts/driveways as redevelopment occurs or when public arterial improvements are planned.

POLICY S-FA-45. Encourage adjacent parcels to develop shared driveways to reduce the overall numbers of driveways along the arterial.

POLICY S-FA-46. Provide non-arterial pedestrian and vehicular circulation both between and within commercial parcels.

Boulevards

Factoria Boulevard is designated as a “Boulevard” in the Urban Design Element. Both within the right-of-way and on adjacent private development, a boulevard incorporates design features such as gateways, street trees, colorful plantings, landscaped medians, special lighting, separated and wider sidewalks, prominent crosswalk paving, seating, special signs, and public art.

POLICY S-FA-47. Establish Factoria Boulevard arterial streetscape standards for tree planting, pedestrian lighting, sidewalks, crosswalks, and other urban design elements to be applied when private property redevelops or public projects are implemented.

Gateways

Visitors arriving at Factoria use three major routes: south on Factoria Boulevard at I-90, north on Factoria Boulevard at Coal Creek Parkway, or north on 124th Ave SE. at Coal Creek Parkway. Gateway designs for these entry points into Factoria should be provided to mark the transition into this special neighborhood and reinforce the Factoria identity. Street tree plantings; pedestrian scale lights, public art, district identification signs and banner poles; landmark features and wayfinding devices; and building placement should be considered at each of these “gateways”. A gateway can be dramatic and obvious, sometimes including non-commercial signs, art, structures, and unique lighting. It can also be subtle, using signs, a change in plant material or paving surface.

POLICY S-FA-48. Establish gateway design standards and guidelines to create a welcoming experience for pedestrians and motorists at the Factoria entry points on Factoria Boulevard. Apply these standards when private property redevelops and when public projects are implemented.

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POLICY S-FA-49. In partnership with adjacent property owners, take incremental steps to create mixed-use gateways and urban focal points at the following intersections along Factoria Boulevard:

- SE 37th Place / ~~Lochmann's Plaza~~ Factoria Village entrance;
- SE 38th Street;
- SE 40th Lane / Factoria Mall entrance; and
- SE 41st Place

Incorporate infrastructure improvements and implement design guidelines that will enhance pedestrian crossings (respecting the significant traffic volumes and multiple turning movements at these intersections), improve transit amenities, and develop an active building frontage along Factoria Boulevard with direct pedestrian routes to retail storefronts from the public sidewalk and weather protection for pedestrians.

Community Design- I-90 Corridor

POLICY S-FA-D2-3. Promote pedestrian-friendly design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place by applying design review to office, commercial, and mixed use development.

Comment [CoB9]: This policy supports the use of Design Review to implement the CAC recommendation to create a sense of character along the I-90 corridor.

POLICY S-FA-D2-4. Reinforce a sense of place that reflects the area’s location on the Mountains to Sound Greenway and emphasizes the emerging urban character of the Eastgate I-90 corridor by encouraging building and site design that includes visibly recognizable natural features such as green walls, façade treatments, green roofs, and abundant natural landscaping.

Comment [CoB10]: This supports the design recommendations of the CAC and is similar to policies proposed in Richards Valley and Eastgate.

POLICY S-FA-D2-5. Promote the feeling of a city in a park through development regulations that retain wooded greenbelts to provide a green backdrop for office and commercial uses and naturally buffer less intense development.

Comment [CoB11]: This is a specific recommendation from the CAC and it supports a concomitant agreement.

Community Design – Factoria Boulevard

In 2002, the City Council adopted zoning and design guidelines specifically applicable to redevelopment of the Factoria Mall site. This is the F-1 zoning district, where the Factoria TownSquare Design Guidelines are applicable. The Eastgate/I-90 project and the FATS Update recognizes that many components of these guidelines are also applicable to the commercial corridor along Factoria Boulevard.

The F-1 design guidelines are intended to achieve for the Factoria Mall site what the Eastgate/I-90 project and the FATS Update recommends for the Factoria Boulevard commercial corridor – that is, a mix of transportation and land use projects that create a more walkable urban environment.

Implementing F-1 urban design guidelines on the Factoria Mall site and the Eastgate/I-90 LUTP and the FATS Update specific guidelines elsewhere on the Factoria Boulevard commercial corridor, would transform the corridor from an auto-oriented strip to a commercial corridor that has a greater orientation toward pedestrians.

To supplement the Urban Design Element of the Comprehensive Plan, and the guidelines of the Community Retail Design District, specific urban design guidance for redevelopment of Community Business-zoned properties along Factoria Boulevard should include the following key elements:

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- Building placement
- Parking location
- Pedestrian environment

POLICY S-FA-50. Develop and implement design guidelines, to supplement the Community Retail Design District guidelines applicable to new development and redevelopment on commercial sites along Factoria Boulevard.

Building Placement

To create a walkable environment in an urban, commercial setting, the relationships between the buildings and the public sidewalks deserve considerable attention. In such an environment, buildings are located close to or adjacent to the right-of-way, and they are designed to invite pedestrians to the front door.

Factoria Boulevard's walkability is currently challenged by a land use pattern that generally favors automobiles over pedestrians. In Factoria, many buildings are situated at the rear of the lot. Seldom can one walk directly from the sidewalk to the building entry without encountering moving vehicles, a maze of parked cars, high curbs, and overgrown vegetation. Since everyone is a pedestrian at some point in their journey to a store's front door, it is both good public policy and good business, to make the front door accessible to all.

In the Community Business zoning area, Land Use Code regulations require no minimum front-yard setback, and the F-1 zoning calls for a minimum 15-foot setback from the right-of-way along Factoria Boulevard. To facilitate pedestrian activity, the city could establish a maximum building setback along Factoria Boulevard for the Community Business zoning designation. Site design should include an accessible walkway to a weather-protected main entrance, and parking that is located on the side or rear of the building, or perhaps underneath it.

POLICY S-FA-51. Consider establishing a maximum building setback from the right-of-way for structures along the Factoria Boulevard commercial corridor.

POLICY S-FA-52. Allow buildings to abut the Factoria Boulevard public right-of-way, so long as there is adequate space for the arterial sidewalks.

POLICY S-FA-53. Provide building-mounted weather protection for pedestrians.

POLICY S-FA-54. Provide prominent, easily identifiable pedestrian entries to individual storefront businesses.

POLICY S-FA-55. Incorporate high quality and pedestrian-scaled materials on building facades along public sidewalks and interior walkways.

Parking Location

The FATS Update recommends site planning that locates parking either behind the building or on the side of the building. If parking is located behind the building, then a driveway with directional signage would be incorporated into the site plan. If parking is located on the side of building, and

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thus adjacent to the sidewalk, then a visual screen/physical barrier between the parking lot and the sidewalk is appropriate.

As walking and transit use grow, and an increasing number of customers arrive to businesses on foot, it may be possible to reduce the amount of parking required.

The FATS Update recommends studying reducing the minimum parking requirement if the site is adjacent to transit service and if the development includes amenities that foster transit use and pedestrian activity.

POLICY S-FA-56. Locate and design buildings and parking such that there is a direct pedestrian connection between the public sidewalk and the primary building entrance.

POLICY S-FA-57. Explore providing incentives to developers on the Factoria Boulevard commercial corridor to build underground parking that would enhance the pedestrian orientation of a site.

POLICY S-FA-58. Use shared parking and provide accessible pedestrian linkages across adjacent sites.

POLICY S-FA-59. Design surface parking lots so that they are not located between the building entrance and the public sidewalk along Factoria Boulevard, unless there is a direct accessible pedestrian connection through the parking lot.

Pedestrian Environment

Sidewalk design should include a “buffer zone” along the curb that consists of items such as street trees, planting strips, kiosks, street furniture, pedestrian scale lights or signage. This buffer zone separates moving cars from pedestrians. Along the sidewalks, pedestrian scale/style lighting should augment the high intensity lights that illuminate the street for traffic.

Curbside parking should be provided where possible. While this is not a solution for Factoria Boulevard, pedestrians on other adjacent streets would benefit from this parking configuration.

Sidewalk width should be proportionate to anticipated pedestrian flows, which means that sidewalk should be wider than the standard at transit service points.

A pedestrian-oriented business district can be created when open spaces are incorporated into the site design. Public plazas invite relaxation, informal gatherings, and provide visual contrast to the buildings. Wide sidewalks provide for outdoor seating areas adjacent to restaurants and cafes and increase opportunities for business activity when the weather is nice. Whether as an expansion of the sidewalk or a plaza that extends away from the street, partial enclosure by buildings, landscaping, and/or street furniture will create comfortable public places. These spaces may be large and elaborate, or small and discrete. The design of a plaza should include good pedestrian circulation and active ground floor uses in the adjacent buildings. Buildings should provide weather protection using storefront awnings.

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POLICY S-FA-60. Establish design guidelines to create plazas and other quasipublic spaces when private properties along Factoria Boulevard redevelop to allow space for outside activities including café seating.

POLICY S-FA-61. Provide pedestrian – scale lighting along Factoria Boulevard sidewalks and along on-site walkways.

POLICY S-FA-62. Provide sidewalks along Factoria Boulevard that in places may be wider than the City’s standard 12-foot wide arterial sidewalk to comfortably accommodate pedestrians adjacent to this busy arterial, especially near transit stops.

POLICY S-FA-63. Enhance pedestrian amenities along 124th Avenue S.E., 128th Avenue S.E., S.E. 38th Street, and S.E. 41st Street.

POLICY S-FA-64. Encourage the coordination of amenities and development of bike racks and pedestrian shelters in key locations.

POLICY S-FA-65. Encourage the use of landscaping that will serve as physical and visual buffers between pedestrians and parking areas.

The details of pedestrian infrastructure can often make or break a neighborhood’s walkability. The FATS Update provides general guidance for creating a pedestrian system that works for everyone. To minimize street crossing distances for pedestrians, curb bulbs could be installed where pedestrian flows warrant and traffic patterns allow. Crosswalks at controlled intersections could be constructed with special pavement to highlight the area as a pedestrian zone.

At certain intersections where high volumes of pedestrians and vehicles converge, the installation of countdown signals can provide some measure of certainty for pedestrians wary of a signal that they think may change too fast.

In some locations, crosswalk enhancements and pedestrian activity may not be compatible with a roadway’s primary mission to move vehicles. In this situation, a grade-separated pedestrian crossing may be warranted. A decision to build a pedestrian bridge or tunnel should consider factors such as topography; accidents; volumes of pedestrians and vehicles; safety for pedestrians; origins and destinations; opportunities to create an urban focal point or gateway; and/or opportunities for partnerships between the city, adjacent property owners, and transit agencies.

The design of a pedestrian bridge should be both distinctive and graceful, providing convenient pedestrian access while enhancing the streetscape. Design components of a pedestrian bridge should include visible and easily accessible connections with the sidewalks, and architectural characteristics that are perceived as part of the public right-of-way and are distinct from adjacent buildings. Weather protection is desirable but should not isolate pedestrians from the right-of-way below.

A comprehensive graphic system of information and wayfinding can help residents and visitors alike get around in Factoria without a car. Wayfinding signage can be implemented by the city on public land, and by private developers with large sites (Factoria Mall, Loehmann’s Plaza, Factoria Village). A Factoria walking map could show the major access points to neighborhoods, regional trails, and transit service, as well as the shortest way on foot to a bus stop or to a favorite restaurant.

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POLICY S-FA-66. Enhance pedestrian crossings of Factoria Boulevard and other Factoria area arterials, considering such methods as: installing special paving types or markings; providing longer pedestrian signal phases; extending curbs; installing countdown signals; or providing pedestrian refuge islands.

POLICY S-FA-67. A pedestrian bridge may be appropriate over Factoria Boulevard at SE 38th Street, provided there is a clear demonstration of public benefit and design criteria are fully met.

POLICY S-FA-68. Develop and implement a wayfinding system to guide pedestrians to attractions in the Factoria area.

POLICY S-FA-69. Provide pedestrian-oriented storefront signage.

POLICY S-FA-70. Consolidate commercial signs to a single structure and limit their size. Apply Bellevue's Sign Code and amortization program for nonconforming signs.

DRAFT

Richards Valley Subarea Plan

Goal:

To maintain the Subarea as a green and wooded place that provides a complementary mixture of living and working opportunities.

Discussion: The Richards Valley Subarea consists of three distinct districts. West of I-405 is heavily vegetated and is developed with a variety of uses – parkland, light industrial, and multifamily. Woodridge Hill is largely residential with a mixture of single-family and multifamily units. East of Woodridge Hill development includes a wide variety of uses – residential, park, warehousing, and extensive retail. Although the community recognizes the need for maintaining working opportunities in the Subarea, they want to ensure that the quality of the residential community and natural features (especially dense vegetation and wooded vistas) remain at a high level.

Overview

According to most sources, Richards Valley was once part of the Duwamish Tribal Territory. Evidence shows a village/habitation site located on or near Mercer Slough.

The earliest English speaking inhabitants of this area prior to 1900 occupied themselves with mining, logging, and farming.

During the 1890s loggers cut large stands of timber on land now known as Woodridge Hill and Richards Valley and into the Factoria area. Logging continued to be important into the 1920s. The railroad trestle built in 1904 serves as an important Richards Valley Subarea landmark.

Land use patterns evolved from early timberland, logging, and farming between the 1920s and 1950s to the current settlements of residential and commercial development. Woodridge Hill and Richards Valley were annexed into Bellevue during the 1960s and 1970s.

Richards Valley, an area of 1,153 acres, forms an oval beginning with I-405 and the Lake Hills Connector to the north, 132nd Avenue S.E. on the east, Mercer Slough on the west and Richards Road and I-405 converging at I-90 to the south. Of the 1,754 housing units in the Subarea 1,022 (58 percent) are single-family units and 732 (42 percent) are multifamily units. The residential population of Richards Valley is 4,200.

~~Of the 1.5 million square feet of non-residential uses in Richards Valley, half is industrial, about a quarter is office, and a fifth is institutional and governmental. Of Bellevue's subareas, only three have land planned for light industrial uses: Bel-Red, North Bellevue, and Richards Valley. Richards Valley has about 120 acres of light industrial land compared to North Bellevue with about 20 acres and Bel-Red with about 400 acres.~~

~~Richards Valley has about 140 acres of land planned for office use compared to Eastgate with 246 and Wilburton with 225.~~

~~Approximately 2,500 people work in Richards Valley. The residential population is 4,200.~~

Comment [CoB1]: Updates to add information from the Eastgate Land Use and Transportation Project (EG project).

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Richards Valley is known for the views from Woodridge Hill and the wooded areas and wetlands in the valley. This plan focuses on protection of the treasured natural features in the face of continued development of residential, office, and light industrial uses.

For instance, the community wants to maintain and preserve single-family neighborhoods as the primary use especially on Woodridge Hill and Woodmoor. A mix of light industrial and additional residential uses is appropriate in the lower elevations of the valley.

In 1987 the City Council adopted the Sensitive Area Requirements to protect sensitive areas in Bellevue. As a result the open use land use designation became obsolete and during the Subarea plan review process the Citizens Advisory Committee redesignated some 115 acres of open use land for residential or commercial uses.

Of the 1.5 million square feet of non-residential uses in Richards Valley, half is industrial, about a quarter is office, and a fifth is institutional and governmental. Approximately 2,500 people work in Richards Valley. Historically, three of Bellevue's subareas have had land planned for light industrial uses: Bel-Red, North Bellevue, and Richards Valley. However, with the rezoning of the Bel-Red area in 2009, only two subareas now have industrial zoned lands: Richards Valley with about 110 acres, and North Bellevue with about 20 acres.

The Richards Valley industrial area has easy access to the freeway. It is home to a wide range of businesses and other significant uses or features including a solid waste transfer station and electrical substation. Lack of internal street connectivity and the number of drainage corridors, streams, and wetlands pose challenges to redevelopment. However, the abundance of natural features and critical areas also provide opportunities for environmental enhancement over time.

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundary for that project, which establishes a long-range vision for the I-90 corridor, includes the industrial portion of the Richards Valley subarea. The Eastgate/I-90 project, in part, identified strategies that not only ensure the continued existence of the Richards Valley industrial area, but also encourage higher intensity flex-tech/research and development uses and stream and vegetation corridor enhancements. The Eastgate/I-90 project is more fully discussed in the Eastgate Subarea plan.

Land uses in the Subarea are indicated on the Land Use Plan Map (*Figure S-RV.1*).

General Land Use

Policies

~~**POLICY S-RV-1.** Ensure that development and site planning comply with the Sensitive Area Regulations.~~

~~**POLICY S-RV-2.** Encourage land uses and site development that minimize the appearance of intense development.~~

~~**POLICY S-RV-3.** Encourage commercial areas to develop with sensitivity to their surroundings.~~

Comment [CoB2]: This policy is no longer needed in the subarea plan. All areas must comply with critical areas citywide.

Comment [CoB3]: This policy should be moved to the design section, but it conflicts with design recommendations from the CAC to make new development visible and memorable, so it is deleted.

Comment [CoB4]: This policy is modified to support the CAC recommendation to encourage environmental enhancement with redevelopment. Sensitivity to nearby single-family land uses is covered in the community design section.

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Encourage redevelopment within the industrial area to enhance the natural environment by reducing impervious surfaces, improving the functions of wetlands and stream corridors, incorporating natural drainage features into site design, retaining trees, and restoring vegetated corridors.

Discussion: Richards Valley is recognized as an employment center and additional commercial development is encouraged in properly designated areas. Commercial development is appropriate if it doesn't degrade the environment and if traffic mitigation addresses traffic congestion and safety problems.

POLICY S-RV-4. ~~Do not allow aAuto sales, auto rental, and auto leasing uses are not appropriate on the parcels in the Light Industrial District that are along the following streets: 118th Avenue S.E., Richards Road, and S.E. 26th.~~

POLICY S-RV-LU-1. Continue the pattern of office use along Eastgate Way that allows retail, services, and restaurant uses in the Richards Valley Office Limited Business Area in a form that is visible from I-90 and respects the natural features of the area.

Comment [CoB5]: This policy directs the vision for the King County site as recommended by the CAC.

POLICY S-RV-LU-2. Develop a land use incentive system that makes available additional floor area ratio (FAR) and height in the Office Limited Business area in exchange for infrastructure and amenities such as public open space, environmental enhancements, and other public amenities, if economically feasible.

Comment [CoB6]: This supports the CAC recommendation for the development of a land use incentive system in which greater development is allowed with the provision of public amenities and benefits.

POLICY S-RV-5. Allow recreation and community uses in and on school sites which may be closed in the future.

Discussion: When determining the appropriate intensity of activity, consider the previous use of the school and the ability of nearby streets to accept additional traffic. When applicable, the community can participate in the conditional use process in deciding appropriate uses on closed school sites.

Natural Determinants

Policies

POLICY S-RV-6. Retain the remaining wetlands within the 100-year floodplain along Richards Creek, Kelsey Creek, and Mercer Slough for drainage retention and natural resource park use.

Discussion: It is important to preserve the natural environment and to retain the native habitat for the aesthetic value and character of the community.

POLICY S-RV-7. Protect and enhance the capability of Richards Creek, Kelsey Creek, and Mercer Slough and their tributaries to support fisheries along with other water-related wildlife.

POLICY S-RV-8. Retain and enhance existing vegetation on steep slopes, within wetland areas, and along stream corridors to control erosion and landslide hazard potential and to protect the natural drainage system.

Residential

Policies

POLICY S-RV-9. Encourage a variety of different densities and housing types in residential areas to accommodate social and economic lifestyles changes as well as the different stages of life.

Discussion: If moderate or low-income multifamily units are constructed in the Subarea, the sites should be dispersed rather than concentrated in one development.

Parks and Recreation

Policies

POLICY S-RV-10. Encourage the City to purchase land for parks and open space when it becomes available.

POLICY S-RV-11. Protect and preserve publicly owned land.

Discussion: This policy refers to land set aside for storm drainage and detention, the right-of-way along the Lake Hills Connector, and potential links in the trail and park system. An efficient way to accomplish this is for the City to purchase properties or parts of properties protected by the City's Sensitive Area Regulations.

Transportation

Policies

POLICY S-RV-12. Develop a safe integrated on and off-street nonmotorized system emphasizing connections to schools, parks, transit, and other parts of Bellevue.

Discussion: Richards Valley needs many nonmotorized improvements. These include better access to the schools, parks, and transit service. Because of its central location to other parts of Bellevue (such as Downtown, and the Kelsey Creek and Mercer Slough Parks), it is important for the off-street trail system to connect safely to the on-street facilities.

POLICY S-RV-13. Provide better pedestrian access and views of Richards Creek, Kelsey Creek, and Mercer Slough.

Discussion: While pedestrian and visual access is important, it should be balanced with the need to develop sites sensitively and in accordance with Sensitive Area Regulations.

POLICY S-RV-14. Promote development of a nature trail between the Lake Hills Connector and Kamber Road near Richards Creek.

Discussion: The nature trail should provide the public with views and walking opportunities in this unique and fragile area. The trail should be compatible with the environmentally sensitive areas along the creek.

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POLICY S-RV-15. Consider interim solutions for nonmotorized improvements until major improvements can be made.

Discussion: Use the City’s Overlay Program, Minor Capital Projects Fund, Neighborhood Enhancement monies, or other sources to provide interim solutions when practical. When appropriate, consider constructing sidewalks on only one side of the street.

POLICY S-RV-16. Encourage improved Metro transit service to and from key points in the Richards Valley Subarea.

Discussion: Metro should provide better transit service in the Richards Road corridor to Bellevue Community College, Eastgate, Factoria, the downtowns of Bellevue and Seattle, and the University of Washington.

POLICY S-RV-17. Plan for the long-range traffic related facility needs in the Richards Valley Subarea including designated arterial, feeder (collector), and residential streets.

Discussion: The East Bellevue Transportation Study will include an evaluation of Richards Valley’s arterial facility needs on Richards Road including the impacts of new development on the transportation system.

POLICY S-RV-18. Minimize access to the Lake Hills Connector when considering new development near the Connector.

POLICY S-RV-T-1. Enhance the pedestrian and bicycle environment along Eastgate Way by constructing sidewalks, bike lanes, and other features to improve safety.

Comment [CoB7]: Supports multi-modal transportation goals of the EG project.

Utilities

Policies

POLICY S-RV-19. Encourage the combination of utility and transportation rights-of-way in common corridors and coordinate utility construction with planned street and bike lane improvements which could result in a more efficient allocation of funds.

POLICY S-RV-20. Use common corridors for new utilities if needed.

Discussion: If new power lines are needed in the Subarea, they should be developed in areas that already contain power lines, rather than causing visual impacts in new areas.

POLICY S-RV-21. Improve the appearance of public streets and power line rights-of-way.

POLICY S-RV-22. Encourage the undergrounding of utility distribution lines.

Community Design

Policies

Comment [CoB8]: These design policies are similar to design policies for Factoria and Eastgate.

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POLICY S-RV-CD-1. Promote pedestrian-friendly design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place by applying design review for development in the Office Limited Business area.

Comment [CoB9]: This policy supports the use of Design Review on the King County site to ensure compatibility of new development there with surrounding uses.

POLICY S- RV-CD-2. Reinforce a sense of place that reflects the area’s location on the Mountains to Sound Greenway and emphasizes the emerging urban character of the Eastgate I-90 corridor by encouraging building and site design that includes visibly recognizable natural features such as green walls, façade treatments, green roofs, and abundant natural landscaping.

Comment [CoB10]: This supports the design recommendations of the CAC and is similar to policies proposed in Factoria and Eastgate.

POLICY S- RV-CD-3. Promote the feeling of a city in a park through development regulations that retain wooded greenbelts to provide a green backdrop for office and industrial uses and naturally buffer less intense development.

Comment [CoB11]: Supports conditions currently in concomitant agreements and supports CAC recommendations to retain existing greenbelts.

POLICY S-RV-23. Disturb as little of the natural character as possible when improving streets and arterials.

Discussion: The Lake Hills Connector is an example of using natural vegetation along the street frontage and in the median.

POLICY S-RV-24. Encourage the retention and enhancement of special features ~~designated by the Urban Design Element~~ such as unique open spaces, landmarks, and viewpoints.

Discussion: In Richards Valley the stream and wetlands qualify as unique open space, the railroad trestle as a landmark and the view from Woodridge School grounds as a designated viewpoint.

POLICY S-RV-25. Encourage the retention of vegetation during the clearing, grading, and construction processes to screen development from nearby residential neighborhoods.

POLICY S-RV-26. Require design review for areas along Richards Road in order to ensure that site and building design of commercial and multifamily uses in the valley are in character with the nearby single-family neighborhoods.

Discussion: Commercial and multifamily development should be screened to provide a visual separation from the road. If development cannot be screened, building height, bulk, color, and roofline design should be compatible with the development allowed in the nearby single-family community. Use design review to accomplish this.

In addition, use the Richards Creek Sensitive Area as an amenity when designing sites.

POLICY S-RV-27. Development along Richards Road should preserve and maintain the green and wooded character of the Richards Road corridor.

POLICY S-RV-28. New development, including single-family development, should install landscaping which provides a dense visual vegetative screen along Richards Road. The planting should be an amenity to those who travel, live, and work along Richards Road.

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POLICY S-RV-29. Encourage the site and building design of commercial and multifamily use on Woodridge Hill to be in character with the nearby single-family neighborhood.

Discussion: Building height, bulk, color, and roofline design should be compatible with the development allowed in the nearby single-family community. Use design review to accomplish this.

POLICY S-RV-30. Develop areas designated for light industrial uses with sensitivity to the natural constraints of the sites.

| **POLICY S-RV-31.** Encourage screening of rooftop machinery from view at ground level-

DRAFT

Eastgate Subarea Plan

Goal:

To preserve and promote the accessibility and appearance of residential neighborhoods, local amenities, and business establishments within the Subarea.

Discussion: The Subarea is mostly developed. It is important that subsequent development and redevelopment improves the function and appearance of the various land uses and that they are compatible with each other.

Overview

The Eastgate Subarea provides a gateway for south Bellevue and an axis for travel between the Eastside and metropolitan Seattle. Rolling tree- and house-covered hills on either side of the I-90 corridor surround a major commercial interchange located at the center of the Subarea.

Convenient access makes the Eastgate Subarea a desirable place to live and work. Jobs, stores, schools, churches, parks, and trails all are within easy walking distance of each other. As one of Bellevue's older areas, the Subarea contains established residential neighborhoods, many with attractive views. Combined, these amenities have greatly enhanced the quality of life for the Subarea's residents and business owners alike.

The Eastgate Subarea encompasses approximately 1,500 acres. Its boundaries are 137th Avenue S.E. to the west, S.E. 23rd Street to the north, 168th Avenue S.E. to the east, and S.E. 41st Street to the south. ~~With the Eastgate annexation in 2012, all of the subarea is within City limits. The southern third and portions of the eastern edge of the Subarea lie outside the City of Bellevue's boundaries. In the future, the Subarea's boundaries may expand southward, to include areas that fall currently within the Newcastle Subarea and eastward up to Lake Sammamish.~~

The I-90 business corridor covers 10 percent of the ~~Subarea~~subarea, and is home to major corporations, high technology industries, and community shopping areas. When combined with the adjacent Factoria commercial core, the area is the third largest employment area in the city. The corridor, which has developed primarily since 1980~~within the last ten years~~, owes its success to the area's accessibility to I-90 and its proximity to major urban centers. ~~Sunset Village and~~ The Eastgate Plaza Shopping Center, which serves the large residential neighborhoods in and near the Subarea, also is~~are~~ located in this corridor.

The area north of the I-90 corridor features large and small parks; a deep, wooded ravine; about 160 acres of publicly-owned land; and numerous public facilities such as churches, government agencies, and a ~~community~~ Bellevue college. ~~The area south of I-90 is largely within unincorporated King County, with the exception of the commercial areas that front the freeway.~~ Parks, schools, and churches also are found within the Subarea on both sides of I-90.

~~As of November, 1989, 95 acres of incorporated land remain vacant in the Subarea. Of those, about 22 acres are designated for commercial uses and about 73 acres are designated for residential uses. Eighty-two acres of the Subarea's vacant land is known as the Sunset Property, which will be developed with 750,000 square feet of office space and 312 multifamily homes. These multifamily homes will augment the Subarea's current supply of 522 multifamily and 725 single-family homes~~

Comment [CoB1]: Updated to reflect Eastgate Land Use and Transportation Project (EG project).

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~~that lie within the incorporated portions of the Subarea. The potential residential population of the Subarea is approximately 3,250 people. This potential is not expected to increase or decrease dramatically. Employment growth, however, is projected to reach 9,000 workers by 2020, up from 7,270 workers in 1988.~~

~~Protecting residential neighborhoods from increased development and its resultant increased traffic, redeveloping existing retail properties, and creating a comprehensive trail system are expected to be the Subarea's major issues in the near future.~~

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundaries of that project, which establishes a long-range vision for the I-90 business corridor, incorporate much, but not all, of the Eastgate subarea, as well as portions of the Factoria and Richards Valley subareas.

The Eastgate/I-90 project supports changes intended to capture market demand, improve transportation conditions, address concerns of the employment sector as well as the general public, and position the corridor to grow gracefully over time. It includes the following key elements:

- It builds on the success of the corridor as a major employment and office center, by adding capacity for additional office growth and allowing a greater mix of support retail and service uses.
- It establishes a mixed-use Transit-Oriented Development center around the transit center and south of Bellevue College. A substantial portion of the future office and residential growth in the corridor is expected to occur at this location.
- It increases opportunities for residential development in the corridor, to add vibrancy to the area, provide housing in proximity to Bellevue College and places of work, benefit from existing transit service, and support nearby retail uses.
- It seeks to enhance Bellevue College's visual presence and connections to the adjacent community.
- It promotes the Mountains-to-Sound Greenway by supporting the development of the Mountains-to-Sound Greenway trail through Bellevue and by incorporating sustainable design and abundant natural landscaping into the built environment.
- It identifies modest but effective motorized and non-motorized transportation improvements that may be accomplished through partnerships with other agencies.
- It supports increased floor area ratios and building heights throughout the corridor to meet demand for continued job and economic growth.

This Subarea Plan provides a framework for Land Use Code amendments that will implement the vision of the Eastgate/I-90 Land Use & Transportation Project as summarized above.

Land Use Policies

POLICY S-EG-LU1. Focus Eastgate growth into a compact, mixed use center adjacent to the Eastgate Transit Center with greater height and intensity than the surrounding area.

Comment [CoB2]: This policy links the TOD area to the citywide centers strategy for growth.

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POLICY S-EG-LU2. Establish a pedestrian-oriented main street that provides a community plaza and allows for connections between Bellevue College, the Eastgate Park and Ride, and the office, retail, and residential development in the mixed use center.

Comment [CoB3]: This policy is needed to support the establishment of the internal street that will be the hub of activity in the TOD area. A graphic might be used to show this concept more fully.

POLICY S-EG-1. Encourage office and retail land uses that take advantage of the freeway access, transit service, and non-motorized transportation alternatives without adversely impacting the residential neighborhoods.

Comment [CoB4]: Policies EG-1 and EG-2 are modified to better reflect the integration of land use and transportation. This is a policy shift away from the single-purpose auto-oriented office park concept for Eastgate.

Discussion: Intense office development can generate adverse traffic impacts and block residential views. Site design also can impact residential quality. To support this policy, office and retail development should be limited-well designed so that it is compatible with surrounding neighborhoods and be oriented around a multi-modal transportation system that reduces vehicular congestion and traffic impacts.

POLICY S-EG-2. Encourage the integration of restaurants and other commercial uses that serve local workers into and adjacent to be compatible in design with surrounding office development to enhance the mix of uses within walking distance of employment areas, and accessible to pedestrians.

Discussion: The reason for encouraging restaurants and other commercial services within office developments is to reduce vehicular traffic between the office parks and retail areas. Retail areas are intended to serve primarily local needs.

Natural Determinant Environment-s Policies

Comment [CoB5]: Environment replaces the other term *Natural Determinants* and allows for a wider range of policies in this section.

POLICY S-EG-3. Protect the Vasa Creek riparian corridor from development to improve water quality, fisheries, and provide open space.

Discussion: The Vasa Creek riparian corridor has major segments that remain in a natural state. This creek is one of the few natural areas left in the Subarea and should be protected. A trail along the creek may be possible if environmental impacts can be avoided.

POLICY S-EG-4. Ensure that increases in impervious surface area or stormwater runoff will not increase the quantity or worsen the ~~Protect and improve the~~ stormwater quality entering public drainage systems, streams, and Phantom Lake.

Comment [CoB6]: While the existing policy is okay, this change adds specific language from the CAC recommendation and includes the idea of controlling stormwater quantity as well as quality.

Discussion: Construction activities should control erosion and sedimentation. This could include seasonal limitation on grading activities, natural vegetative filtration, and use of the best available technology. Storm water quality from developments should be improved prior to discharge into the public drainage system.

POLICY S-EG-ND-1. Consider the Eastgate Subarea as a potential receiving site for regional Transfer of Development Rights (TDRs), as a means to achieve conservation of rural resource lands within the Mountains to Sound Greenway, if feasible.

Comment [CoB7]: This policy may be removed pending the economic analysis, if TDR is not a viable option for this area.

POLICY S-EG-ND-3. Explore sub-regional stormwater detention as a future step to provide a more effective approach to stormwater control and mitigation and to achieve broader environmental benefits through coordinated treatment and detention across multiple properties.

Comment [CoB8]: As land use intensifies in this area, it may be prudent to control stormwater across multiple sites to both reduce the amount of land area dedicated to stormwater control, reduce design impacts of stormwater facilities, and provide the environmental benefits of a coordinated system

Commercial

Policies

~~POLICY S-EG-5. Consolidate retail/commercial development within existing Community Business and General Commercial boundaries.~~

~~POLICY S-EG-6. Limit retail expansion to serve primarily neighborhood and community retail needs.~~

~~*Discussion: Retail services should serve area residents but not become regional shopping centers.*~~

Comment [CoB9]: This section is removed because the segregation of uses supported by these policies has led to the current auto-oriented development that is no longer an attractive environment for employment. Part of the original intent of the policy was also to protect single-family uses from commercial/retail uses by specifying where they occur. Policies that support a mix of uses as the CAC recommended, and policies that support protection of single-family areas are elsewhere in this plan.

Residential Development

Policies

~~POLICY S-EG-7. Maintain single-family housing as the predominant residential land use in the Subarea in land area and appearance.~~

~~POLICY S-EG-8. Limit multifamily housing zoning to locations accessible directly from arterials, as depicted on the Land Use Plan (Figure S-EG.1).~~

~~POLICY S-EG-10. Multifamily housing may be appropriate to separate office and retail land uses from single-family neighborhoods. Encourage multifamily housing as a part of mixed use developments where there is close proximity to transit or neighborhood-serving commercial uses, with a special emphasis on meeting the housing needs of Bellevue College.~~

~~POLICY S-EG-11. Encourage more opportunities for affordable housing in the Subarea by maintaining and rehabilitating existing housing stock.~~

Comment [CoB10]: This section keeps a focus on single-family housing, which dominates the subarea, but allows multi-family housing as part of mixed-use developments consistent with CAC recommendations.

Comment [CoB11]: This is the only affordable housing policy in the subarea. Policies related to worker and student housing are proposed for the housing element.

Comment [CoB12]: The Eastgate CAC recommended several changes in transportation policy for the I-90 corridor. Many of these policies are new, but some build off existing subarea policies. In any case, the policies address more than just circulation, so the name of this section is proposed to be changed.

Transportation and Circulation

Policies

~~POLICY S-EG-9. Discourage multifamily and commercial traffic from passing through local streets in single-family neighborhoods as a primary means of travel.~~

~~POLICY S-EG-12. Consider reducing parking requirements for projects in the Transit Oriented Development area when project generated demand can be accommodated on-site. Evaluate the impacts on parking, nonmotorized circulation, and site access when uses that have high trip generation or unusual traffic patterns are proposed.~~

Comment [CoB13]: This is a policy that supports several concomitant conditions. This policy should be kept in place to ensure that single-family neighborhoods are protected from potential traffic impacts associated with redevelopment or the intensification of development in commercial areas.

Comment [CoB14]: The existing policy doesn't add much beyond what would already be required for new development, and isn't really needed in its present form. The new policy changes the emphasis per the CAC recommendations to allow a reduction in parking requirements where it's possible to do so because of proximity to transit.

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Discussion: Certain land uses, such as health clubs and movie theaters, have high trip generation, unusual traffic patterns, and high parking demands. Appropriate considerations should be given to these land uses to determine their traffic impacts and suitable mitigating measures. Mitigating existing traffic problems also should be considered.

POLICY S-EG-13. Reduce parking spillover from commercial uses to maintain safety standards.

POLICY S-EG-14. Improve safety, convenience, and access by ensuring that internal circulation systems are integrated with the street system to improve vehicular, pedestrian, and other non-motorized traffic within and between developments, for pedestrians and other nonmotorized users by providing and maintaining an integrated on-street and off-street system.

Comment [CoB15]: This is a policy that supports several concomitant conditions. It is important to keep a policy of this nature in place to ensure that with redevelopment or intensification of development that sites are safe and efficient for non-motorized transportation.

Discussion: The City should create a nonmotorized action list that proposes projects to eliminate missing links in the nonmotorized transportation system. It is important to use this list when reviewing tasks such as capital projects, the Street Overlay Program, and maintenance projects. The list could identify both interim and long-term capital improvements.

POLICY S-EG-T-1. Collaborate with the Washington State Department of Transportation to relieve congestion created by vehicles entering and exiting Interstate 90.

Discussion: The Eastgate Land Use and Transportation Project found that local congestion was caused primarily by traffic generated by the Eastgate and Lakemont interchanges. The addition of both eastbound and westbound auxiliary lanes on I-90, as well as intersection improvements at associated on-ramps and off-ramps would improve level of service at peak hours.

POLICY S-EG-T-3. Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.

Comment [CoB16]: This policy is included in both the Factoria and Eastgate subarea plans to support the Mountains to Sound Greenway Trail.

Discussion: the Mountains to Sound Greenway trail connects the Puget Sound with central Washington along 100 miles of I-90. Within Bellevue, there is a 3 mile gap through the Eastgate area from Factoria to Bellevue city limits. Closing this gap will provide a transportation and recreation resource that will benefit Eastgate residents, visitors, and businesses.

POLICY S-EG-15. Consider interim solution for nonmotorized improvements until major improvements can be made. Improve connectivity within the subarea for pedestrians and bicycles where opportunities exist by integrating land uses, improving roadway safety for all modes of travel, and linking commercial, office, parks, and public spaces with trails and pathways.

Comment [CoB17]: This pushes the existing policy one step further and suggests the ways in which permanent solutions for non-motorized transportation can be created.

Discussion: Use the City of Bellevue's Overlay Program, Minor Capital Project Fund, Neighborhood Enhancement Program fund, or other sources to provide interim solutions when practical. These interim projects should not preclude major improvements.

POLICY S-EG-16. Encourage improvement of transit Metro facilities and service to and from key points in the Eastgate Subarea.

Comment [CoB18]: This policy is essentially the same, but the details supporting the policy, as shown in the discussion, are altered by the recommendations of the CAC.

Discussion: 142nd Place SE should be established as a frequent transit network corridor that reinforces the Transit Oriented Development Area, enhances bus service connections to Bellevue College, and is designed to serve as a gateway feature for the area. In addition, it may be possible to serve more parts of the Subarea, and to serve the Subarea more efficiently, by working

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with partner agencies and organizations. Eastgate needs Metro service during off-peak hours from shopping areas and along arterials.

POLICY S-EG-17. Plan for the long range, traffic related needs in the Eastgate Subarea, including designated arterials, feeder (collector) streets, and residential streets.

Comment [CoB19]: This is done as part of citywide planning and is not needed as a policy specific to Eastgate.

Discussion: Such planning should include an evaluation of Eastgate’s arterial facility needs for improvements to Eastgate Way and access to I-90.

Community Design

Comment [CoB20]: This section integrates several recommendations about site planning, design, and landscaping into existing design policies.

Policies

POLICY S-EG-18. Encourage a gateway within the I-90 interchange to accentuate Eastgate as an entry into Bellevue. Reinforce a sense of place that reflects the area’s location on the Mountains to Sound Greenway, accentuate Eastgate as a major entry into Bellevue, and emphasize the emerging urban character of the Eastgate I-90 corridor through the application of land use regulations, public amenity incentives, and design guidelines.

Comment [CoB21]: This mirrors a similar policy in Factoria and Richards Valley.

Discussion: The I-90 interchange at Eastgate is a major link between the northern and southern halves of the Subarea and is an access point for the freeway. A gateway should link both halves and include improved landscaping with seasonal color, pedestrian connections, lighting, district identification signs, and public artwork.

POLICY S-EG-19. Provide graceful edges and transitions between more intense development and existing residential land uses by maximizing ~~Maximize~~ the use of existing vegetation and topography to separate and buffer and maintain compatibility between different land uses through land use regulations.

Comment [CoB22]: Transition area requirements, buffers, and retaining existing trees/vegetation should be specifically mentioned to support conditions from several concomitant agreements.

Discussion: The Subarea has natural, vegetated topographic breaks between the commercial/office developments and the residential neighborhoods. These natural buffers should be retained to keep these uses separate but compatible.

POLICY S-EG-CD-1. Apply design review for commercial, office, and mixed use development that promote pedestrian-friendly design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place.

Comment [CoB23]: This supports the CAC recommendation for the development of a land use incentive system in which greater development is allowed with the provision of public amenities and benefits.

POLICY S-EG-20. Preserve the view amenities of adjacent single-family neighborhoods as development and redevelopment occurs.

Comment [CoB24]: It isn’t clear which views are being protected, but since the policy relates to single-family neighborhoods (which weren’t a part of the Eastgate project) it is kept in the plan.

POLICY S-EG-21. Discourage new development from blocking existing views from public spaces.

Comment [CoB25]: This amendment keeps this policy in line with the approach to views in other centers, like downtown.

POLICY S-EG-22. Encourage the preservation of sufficient natural vegetation to assure amenable views. Encourage building and site design in commercial, office, and mixed use areas that includes visibly recognizable natural features in public and private development such as green walls, façade

Comment [CoB26]: The CAC recommendations expanded upon the original policy to support the overall greening of the corridor to create character and identity and to coordinate with the Mountains to Sound greenway.

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treatments, green roofs, retained native vegetation, and abundant natural landscaping consistent with the Mountains to Sound Greenway.

POLICY S-EG-23. Diminish the affect of rooftop equipment on views from residential areas.

Comment [CoB27]: Combined with EG-24.

POLICY S-EG-24. Diminish the effect of rooftop equipment on views from residential areas by requiring Design-rooftop equipment to be low-profiled and screened to match the building’s exterior color, building materials, and styles.

POLICY S-EG-25. Use landscaping to complement building and site design.

Comment [CoB28]: The intent of this policy is covered by EG-22 and EG-28.

Discussion: Eastgate has a variety of land uses with large areas of office development. Site design should use street lighting and landscaping to accentuate walks and roads, soften paved areas, and screen development from adjacent residential uses. Large color spots of flowers should be used to accentuate areas visible from streets. When possible, plantings of trees and shrubs should be large enough to complement the scale of the building.

POLICY S-EG-26. Maintain the Subarea’s predominantly treed skyline by applying design guidelines that encourage preservation of existing stands of trees and landscaping to frame development along the I-90 corridor.

Comment [CoB29]: This policy is consistent with the Mountains to Sound greenway theme and builds on the existing policy. It is similar to a policy in the Factoria subarea.

Discussion: Eastgate has a low profile skyline with many trees. Buildings, especially in the I-90 corridor, should respect and complement this skyline.

POLICY S-EG-27. Encourage the State Department of Transportation to provide landscaping that clarifies access patterns and improves the appearance of their properties.

Comment [CoB30]: This existing policy is supported by recommendations of the CAC to include native landscaping in the cloverleaf of the interchange.

POLICY S-EG-28. Encourage cohesive site and building design in the redevelopment of the Eastgate retail, office, and service property. Create community character and a sense of place in commercial, office, and mixed use development through the use of standards and incentives that support public art, street lighting, landscaping, distinctive building design, and pedestrian-oriented site design.

Comment [CoB31]: This policy is intended to capture the quality of design for the built environment envisioned by the CAC.

Discussion: Some of the Subarea’s retail, office, and service uses have immediate redevelopment potential. Therefore, redevelopment should enhance the surrounding arterials with pedestrian amenities such as well defined pedestrian walkways that connect surrounding properties with street and building entrances. In addition, coordinate on site auto circulation to reduce curb cuts and improve pedestrian safety. Landscaping should be in scale with the development.

POLICY S-EG-CD-2. Encourage place-making and the development of a dynamic public realm by integrating publicly accessible plazas, open spaces, and other gathering spaces within private development in commercial, office, and mixed use areas.

Comment [CoB32]: A version of this policy is also in the Factoria subarea.

POLICY S-EG-CD-3. Encourage auto dealers to add to the character of the Mountains to Sound greenway by limiting exterior vehicle storage and incorporating visible natural features into their facilities.

Comment [CoB33]: The CAC recommended allowing continued auto sales in corridor, but to encourage them to adopt a new look that embraced the greening of the corridor. This can be accomplished when auto dealers expand.

Parks and Open Space

Policies

POLICY S-EG-P-1. Integrate a system of parks, recreational facilities, and open spaces into the subarea in order to foster health, fitness, and life enjoyment.

POLICY S-EG-P-2. Create and encourage an interconnected system of non-motorized trails as a part of public and private development within the subarea that will link community amenities, provide recreational opportunities, and offer transportation benefits.

POLICY S-EG-P-3. Develop local connections to the Mountains to Sound Greenway through the subarea in order to enhance the trail as a local and regional recreational asset.

Comment [CoB34]: This is a new section to capture the parks and open space recommendations of the CAC.

Coordination and Partnership

Policies

POLICY S-EG-CI-1. Develop partnerships with Bellevue College, the State of Washington, the Mountains to Sound Greenway Trust, county and regional transit agencies, the private sector, and others to implement the desired land use and transportation changes in this subarea plan.

POLICY S-EG-CI-2. Support the evolution of Bellevue College according to its institutional mission and encourage campus growth that is physically and functionally integrated into surrounding land uses.

Comment [CoB35]: This is a new section to capture the CAC recommendations for implementing the plan through coordination and partnerships.

Planning District Guidelines

Policies

Planning District 1

POLICY S-EG-29. Retain significant vegetation and supplement vegetation on the steep slope along the southeast edge of Kamber Road between 137th Avenue S.E. and S.E. 24th Street.

POLICY S-EG-31. Encourage residential Planned Unit Developments (PUD) to protect steep slopes and preserve open space in the northern half of the Sunset property.

Discussion: Steep slope protection and open space preservation at the north end of the Sunset property should buffer views of the development from the single family residences across Kamber Road.

POLICY S-EG-32. Develop multifamily housing in the northern and central portion of the Sunset property to take advantage of the site's view potential.

Comment [CoB36]: The planning districts should be changed so that Planning District 2 basically follows the EG study area, with the addition of the Champions Center property off 148th next to Bellevue College, and the Crestwood property that will be rezoned as part of this process. As a result, some of the existing policies have been moved to District 2.

Comment [CoB37]: Planning District 1 consists of the primarily single-family area outside of the Eastgate LUTP study boundary. Planning District 1 policies are generally not proposed for amendment because they were outside the boundary of the Eastgate LUTP

Comment [CoB38]: EG-31 through EG-33 should be in district 2 but these policies are simply deleted because they have already been addressed in the Sunset Master Plan.

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POLICY S-EG-33. Encourage office uses in the southern half of the Sunset property to gain visibility and accessibility from I-90 and the frontage road.

Discussion: Policies S-EG-29 through S-EG-33 should guide the conditions of development as stated in these policies.

POLICY S-EG-34. Designate the 10.5 acre site northwest of the I-90 Business Park, known as the Old School District property, Single-family Urban Residential.

Discussion: At the reclassification stage particular attention should be given to the mitigation of traffic impacts to the adjacent residential neighborhoods that could result from the site's development. Multiple access points should be considered in order to disperse traffic. Alternatives to access from S.E. 26th Street/158th Avenue S.E. should be pursued.

POLICY S-EG-35. Designate the 4-acre Saint Andrews Church property and the northern 9.5 acres of the Latter Day Saints Temple property as Single-family High-density (SF-H).

Discussion: The development of congregate care senior housing, nursing home, or affordable housing may be appropriate for the site. A conditional use permit should be required to insure compatibility with adjacent development and insure that it is in keeping with the character of the Subarea. Multifamily Low density may be appropriate for a rezone only to accommodate congregate care senior housing, nursing homes, or affordable housing.

Planning District 2

POLICY S-EG-30. Retain sufficient vegetation on the eastern side of the Sunset property to visually buffer Bellevue Community College.

Comment [CoB39]: Planning District 2 is primarily the commercial, office, and mixed-use area that was part of the Eastgate project study area.

POLICY S-EG-36. Designate the 1.25 acre triangular parcel directly opposite the eastern entrance to Bellevue Community College (B.C.C.) at the south end of 145th Place S.E. Professional Office.

Comment [CoB40]: This policy should be kept to support conditions in an existing concomitant agreement. If this property were to be redeveloped or development intensified on this site, this vegetated buffer should remain.

Discussion: In no case should there be access to both 145th Place S.E. and the B.C.C. access road. The site may be appropriate for a Multifamily Low density.

Comment [CoB41]: This zoning is proposed to be changed. See the map.

POLICY S-EG-37. Encourage light industrial development south of Kamber Road to buffer residences to the north. Screen industrial development from residences to the north of Kamber Road from light industrial development with a landscaped buffer.

Comment [CoB42]: The 30ft. buffer provision is a regulatory issue and not a policy, so it is proposed for removal. Transition area requirements would currently require a 20 ft. buffer for new development. This is part of a concomitant agreement.

Discussion: The buffer should be 30 feet wide along the south side of Kamber Road and include landscaping to accomplish maximum screening. In addition, outdoor lighting shall be shielded and loading docks shall be located away from residential land uses.

POLICY S-EG-38. Protect the surrounding neighborhoods from future development in the I-90 Business Park by observing transition area requirements from residential uses as well as maintaining landscape buffers.

Comment [CoB43]: This policy supports existing concomitant agreements and preserves an important idea in this subarea, which is to protect single-family neighborhoods from the potential impacts of more intense forms of development.

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Discussion: Encourage retention of significant open space in the I-90 Business Park in conjunction with utilization of the remaining Development potential. Apply the OLB-OS designation in support of this policy. [Amended Ord. 5392]

POLICY S-EG-39. Designate the 6-acre parcel south of the Squibb Building west of Vasa Creek as Office, Limited Business.

Discussion: Any proposed residential development should include a portion of the units as affordable housing. If the site is developed with residential uses, nonmotorized access should be provided to 156th Avenue S.E. Hotel, motel, and retail uses should be prohibited. Before any development occurs at this site, a traffic/circulation study should be required to define a plan of action for dealing with increasing congestion in the area of the tunnel under I-90. Such a study would emphasize the importance of traffic considerations in development of the site to prevent further degradation and increasing safety problems.

Comment [CoB44]: This parcel will likely remain OLB in the new proposal, but that will be reflected on the Land Use map. The discussion portion is not fully consistent with the CAC recommendations because it limits uses.

POLICY S-EG-40. Auto sales, auto rental, and auto leasing uses are not appropriate in the Light Industrial District located east of 156th and north of I-90 nor along S.E. 24th.

Discussion: The Light Industrial District located east of 156th is currently known as the I-90 Business Park.

Comment [CoB45]: The light industrial district in this location no longer exists.

POLICY S-EG-D2-1. Rezone master planned areas in District 2 to be consistent with the underlying Land Use designation and implement the Eastgate Land Use and Transportation project vision when existing concomitant agreements affecting the site are renegotiated or repealed and upon approval of a new Master Development Plan.

Discussion: Large master planned projects in Eastgate are subject to Master Plan/Design Review requirements and conditions associated with concomitant zoning agreements that may prevent implementation of zoning consistent with the Eastgate Land Use and Transportation Project vision. Portions of the Sunset Corporate campus, subject to concomitant agreement 14463 and the area generally associated with the I-90 Corporate Campus, subject to concomitant agreements 6015, 11390, and 33217 should only be rezoned when the existing concomitant agreements are renegotiated or repealed.

Comment [CoB46]: This policy is intended to set these parcels up for a rezone without a comprehensive plan amendment at a later date.

POLICY S-EG-D2-2. Develop a mixed use area between Bellevue College and I-90 into a walkable, transit-oriented center at the level of intensity needed to create a vibrant mix of offices, residences, and locally-serving shops and restaurants that are urban in character.

Comment [CoB47]: This policy supports the TOD area.

POLICY S-EG-D2-3. Retain neighborhood-serving commercial uses through mixed use zoning that allows a rich combination of neighborhood retail and services, residential uses, and public gathering spaces.

Comment [CoB48]: This policy would support redevelopment at the Eastgate Plaza.

POLICY S-EG-D2-4. Develop a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities such as public open space, environmental enhancements, affordable housing, and other public amenities, if economically feasible.

Comment [CoB49]: This supports the CAC recommendation for the development of a land use incentive system in which greater development is allowed with the provision of public amenities and benefits.



MEMORANDUM

DATE: June 4, 2014

TO: Chair Tebelius and Members of the Planning Commission

FROM: Carol Helland, Land Use Director, 452-2724, chelland@bellevuewa.gov
Mike Bergstrom, Principal Planner, 452-2970, mbergstrom@bellevuewa.gov
Development Services Department

SUBJECT: Land Use Code Amendment – Camp and Conference Center Land Use District
(Sambica)

In February 2009 the City Council adopted Ordinance No. 5859, amending the Comprehensive Plan to create a Camp and Conference Center land use designation (Attachment A). The ordinance also amended the Newcastle Subarea Plan policies to support the application of this land use designation to the site of the Sammamish Bible Camp (Sambica) (Attachment B). However, while the Comprehensive Plan now applies a CCC designation to the Sambica property, corresponding zoning cannot be applied to the site until an ordinance that establishes such a district in the Land Use Code, together with use and development standards and regulations, is developed and adopted.

The Planning Commission began working on such an ordinance in 2010. The Commission held study sessions on July 28, 2010, April 13, 2011, and September 14, 2011. Following the September 14, study session it was expected that the draft ordinance would proceed to a public hearing the following month – the Commission approved noticing the public hearing for October 26. However, due to other priorities and the lack of an urgent need to complete the ordinance, the hearing did not occur, and progress slowed and was eventually suspended.

In recent months staff have renewed our efforts on this ordinance and will be returning to the Commission on June 11, 2014, for a study session. The new draft (Attachment C) is based on the September 2011 draft, but with greater refinement, structural/organizational changes, and revisions based on Commission input from your last review. The minutes from the September 14, 2011, Commission meeting are included as Attachment D to help provide continuity and refresh memories. It is hoped that the Commission will find this draft ready to proceed to a public hearing, followed by a recommendation to Council and ultimately Council adoption. Once adopted, Sambica could apply for a rezone from its existing 3-district designation (R-5, R-20, and NB) to a CCC designation.

BACKGROUND AND ANALYSIS

Draft ordinance – general

Although the organization and some of the details of the draft ordinance have changed since the Planning Commission's last review, it accomplishes the same purposes and contains the same key elements as the September 2011 draft. As described at that time, the draft ordinance is shaped by four principles:

- Distinguish the mix of existing and anticipated future land uses

- Assure the predominant non-commercial character of a camp and conference center
- Provide predictability in development processes
- Maintain compatibility with the surrounding neighborhood

It also contains key elements to manage the overall intensity of a CCC site and maintain compatibility with the surrounding neighborhood by:

- Defining the types of uses in a CCC and their connections to each other;
- Adapting existing Land Use Code processes including the Master Development Plan and Design Review;
- Setting new standards for reviewing master planning over time through a physical site plan;
- Establishing specific dimensional, landscape, and other site development standards as a measure of overall site intensity; and
- Providing site, building, and street design guidelines for qualitative design solutions.

The draft ordinance contains the following sections:

20.25N.010 – Applicability

20.25N.020 – Master Development Plan Required

20.25N.030 – Design Review Required

20.25N.040 – Uses in the CCC District (permitted, subordinate, conditional)

20.25N.050 – Dimensional Requirements (setbacks, impervious surface, lot coverage, building height)

20.25N.060 – Landscape Requirements

20.25N.070 – Other Development Standards (signage, trip generation measurement, parking, noise)

20.25N.080 – Design Guidelines (general, site, building)

It also includes conformance amendments to other parts of the Land Use Code to ensure internal code consistency.

Ordinance changes in response to Commission comments on the September 2011 draft

At your September 14, 2011, meeting, the Commission had several comments and questions for staff. As a result, several changes are incorporated into the latest draft, as presented below. The comments and questions below are paraphrased, and the code citations refer to the current (March 2014) draft of the ordinance:

Comment/Question (Hamlin): Should subordinate uses be limited to the same structure as a primary use, as proposed in the September 2011 draft, or should they be allowed on the same site as a primary use; AND

Comment/Question (Tebelius): Restaurants open to the public should not be allowed.

Change made: 20.25N.040, footnote 3, has been modified to address both comments, as shown below. Restaurants are no longer listed as a possible use:

These uses are permitted only as a subordinate use to the above permitted uses. See Part 20.20.840 LUC; Ssubsections C.1 and C.3 does not apply in a CCC district. Subordinate uses shall be located on the same site or in the same structure as the permitted use in accordance with the approved MDP. Restaurant and miscellaneous retail trade subordinate uses are permitted only within the same structure containing a principal CCC use.

Comment/Question (Ferris): The restriction on parking location (i.e., “Surface parking should not be located with building setback areas”) should be reconsidered to provide the CCC more flexibility on location in order to accommodate other site design needs or desires.

Change made: 20.25N.080.B.7 has been modified as follows:

Surface parking should not be located within building setback areas. Minimize the visual impact of parking facilities by integrating parking facility structures and lots into the site, and by providing landscape screening where surface parking is located adjacent to residential uses or within setback areas.

Comment/Question (Ferris): The site design guideline addressing pavement surface materials used in outdoor spaces should be more specific with regard to the type of pavement materials recommended.

Change made: 20.25N.080.B.9.c has been deleted, as this is something not typically regulated by the Land Use Code (with the exception of parking and circulation materials, which is covered elsewhere – LUC 20.20.590.K.1).

Pavement. Use non-glare, nonslip, and safe surface materials.

Comment/Question (Tebelius): The building design guideline addressing weather protection for retail/service/commercial uses is unclear whether it applies to all sidewalks, or just walkways interior to the site.

Change made: 20.25N.080.D.2 has been modified as follows:

Consider weather protection in the site interior through use of sheltered walkways or sidewalks.

Comment/Question (Tebelius): The phrase “thematically consistent building materials and colors” is overly restrictive and should be removed.

Change made: No changes were made to address this comment, as the phrase in question appeared in the September 14, 2011 staff memo, and not actually in the ordinance itself. The related building design guideline in the draft ordinance (20.25N.080.C.1) reads:

Materials, finishes, and details should be complementary to each other and be consistent with the design intent of the CCC MDP Master Development Plan.

CONCLUSION

Staff will be present at your June 11, 2014, meeting to respond to any questions you might have. Hopefully the substantive and organizational changes made since the September 2011 draft result in an ordinance that is ready for public hearing. A hearing date has not yet been set.

RECOMMENDATIONS

1. Direct staff to schedule a public hearing for the proposed Camp and Conference Center Land Use Code Amendment; or
2. Direct staff to return to a future study session for additional discussion of the proposed Camp and Conference Center Land Use Code Amendment; or
3. Provide alternative direction to staff.

NEXT STEPS

Adoption of the ordinance will entail the steps listed below. No dates have been set for these steps.

1. East Bellevue Community Council courtesy hearing
2. Planning Commission public hearing and recommendation to Council
3. Council study session – transmittal of Planning Commission recommendation
4. Council action on ordinance
5. East Bellevue Community Council public hearing and final action

ATTACHMENTS

- A. Ordinance No. 5859 Amending the Comprehensive Plan
- B. Map of Sambica CCC Comprehensive Plan Designation
- C. Draft Camp and Conference Center Land Use District Ordinance
- D. September 14, 2011 Planning Commission Meeting Minutes

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5859

AN ORDINANCE relating to the Comprehensive Plan of the City of Bellevue, as required and adopted pursuant to the Growth Management Act of 1990, as amended (Chapter 36.70A RCW); adopting 2008 amendments to the Comprehensive Plan, known as the Sambica CPA, amending the Glossary and the Newcastle Subarea Plan; and establishing an effective date.

WHEREAS, on September 15, 2008, the City Council initiated the Sambica Comprehensive Plan Amendment ("CPA") to modify the Glossary and the Newcastle Subarea Plan; and

WHEREAS, the Planning Commission held a public hearing on November 19, 2008, with regard to the Sambica CPA; and

WHEREAS, the Planning Commission recommended that the City Council approve such proposed amendment; and

WHEREAS, the City Council has considered the Sambica CPA concurrently with the other 2008 Comprehensive Plan amendments; and

WHEREAS, the City Council finds that the Sambica CPA satisfies the decision criteria established in Part 20.30(I) of the Land Use Code; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act (Chapter 43.21C RCW) and the City Environmental Procedures Code (Chapter 22.02 BMC); now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The Glossary of the City of Bellevue's Comprehensive Plan is hereby amended by the addition of a new definition as follows:

Camp and Conference Center – (CCC) – A land use designation that provides for a mix of group camp, conference, retreat, recreation, and functional use activities. These activities are primarily for use by organizations and schools and the families and individuals they enroll. The purpose of the designation is to maintain the compatibility of this unique mix of uses with the surrounding neighborhood by using site design standards through the Land Use Code that both limit the overall intensity of the site and protect lower intensity uses from the effects of higher intensity uses.

The CCC designation is predominantly non-commercial but may include small-scale, neighborhood business retail and service uses that are functionally related in nature and size to the property designated CCC and which do not exceed 5,000 square feet individually or 10,000 square feet in total.

Section 2. Policy S-NC-10 of the Newcastle Subarea Plan contained in the City of Bellevue's Comprehensive Plan is hereby amended as follows:

POLICY S-NC-10. Encourage a land use pattern throughout the Subarea which accommodates future growth, ensures efficient use of facilities and services, protects existing neighborhoods, encourages historic community uses to continue, and provides the opportunity for an adequate amount of retail and professional services to meet local needs.

Section 3. Policy S-NC-10a of the Newcastle Subarea Plan contained in the City of Bellevue's Comprehensive Plan is hereby amended as follows:

POLICY S-NC-10a. Support a master site planning process for redevelopment of the Sambica CCC-designated parcels. A master site plan will limit the overall intensity of the site to a predominantly non-commercial character consistent with the CCC designation and achieve an integrated site design with transition and performance standards that protect lower intensity uses from the effects of higher intensity uses. A master site plan should address standards of building height and location, landscape buffers, impervious surface ratios, combined trip generation, limited signage size, and parking.

Section 4. Policy S-NC-10b of the Newcastle Subarea Plan contained in the City of Bellevue's Comprehensive Plan is hereby amended as follows:

POLICY S-NC-10b. Encourage the use of development review tools for Sambica that distinguish the mix of land uses proposed for Sambica redevelopment to assure the predominant non-commercial character of the camp and conference center, provide predictability in development processes, and maintain compatibility with the surrounding neighborhood.

***Discussion:** The Sammamish Bible Camp—Sambica—was established along the shores of Lake Sammamish in 1919. It is historically valued by the surrounding community. As Sambica changes over time to maintain its functions and to provide relevant services to its users its buildings and structures will change too.*

The current uses as of 2008 at Sambica include group camp facilities, conference and retreat facilities, day care, and outdoor and indoor recreation activities. Other uses that are part of Sambica include lodging

and dining, active recreation, administrative offices, staff housing, maintenance and storage, and a camp store.

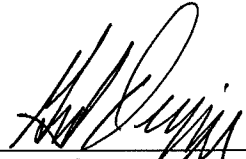
The camp and conference center designation also allows for redevelopment which may include active recreation facilities including gymnasiums and pools. Redevelopment may also include small-scale, neighborhood business retail and service uses that are functionally related in nature and size to the property designated CCC and which do not exceed 5,000 square feet individually or 10,000 square feet in total.

Section 5. The Newcastle Subarea Plan Map contained in the City of Bellevue's Comprehensive Plan is hereby amended as set forth in Attachment E1 and by this reference fully incorporated herein.

Section 6. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance, the Newcastle Subarea Plan and map, and the city's Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

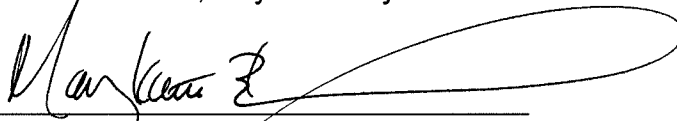
Passed by the City Council this 17th day of Feb, 2009, and signed in authentication of its passage this 17th day of Feb, 2009.

(SEAL)



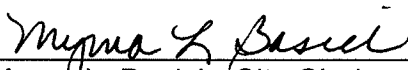
Grant S. Degginger, Mayor

Approved as to form:
Lori M. Riordan, City Attorney



Mary Kate Berens, Deputy City Attorney

Attest:



Myrna L. Basich, City Clerk

Published: 2/20/09

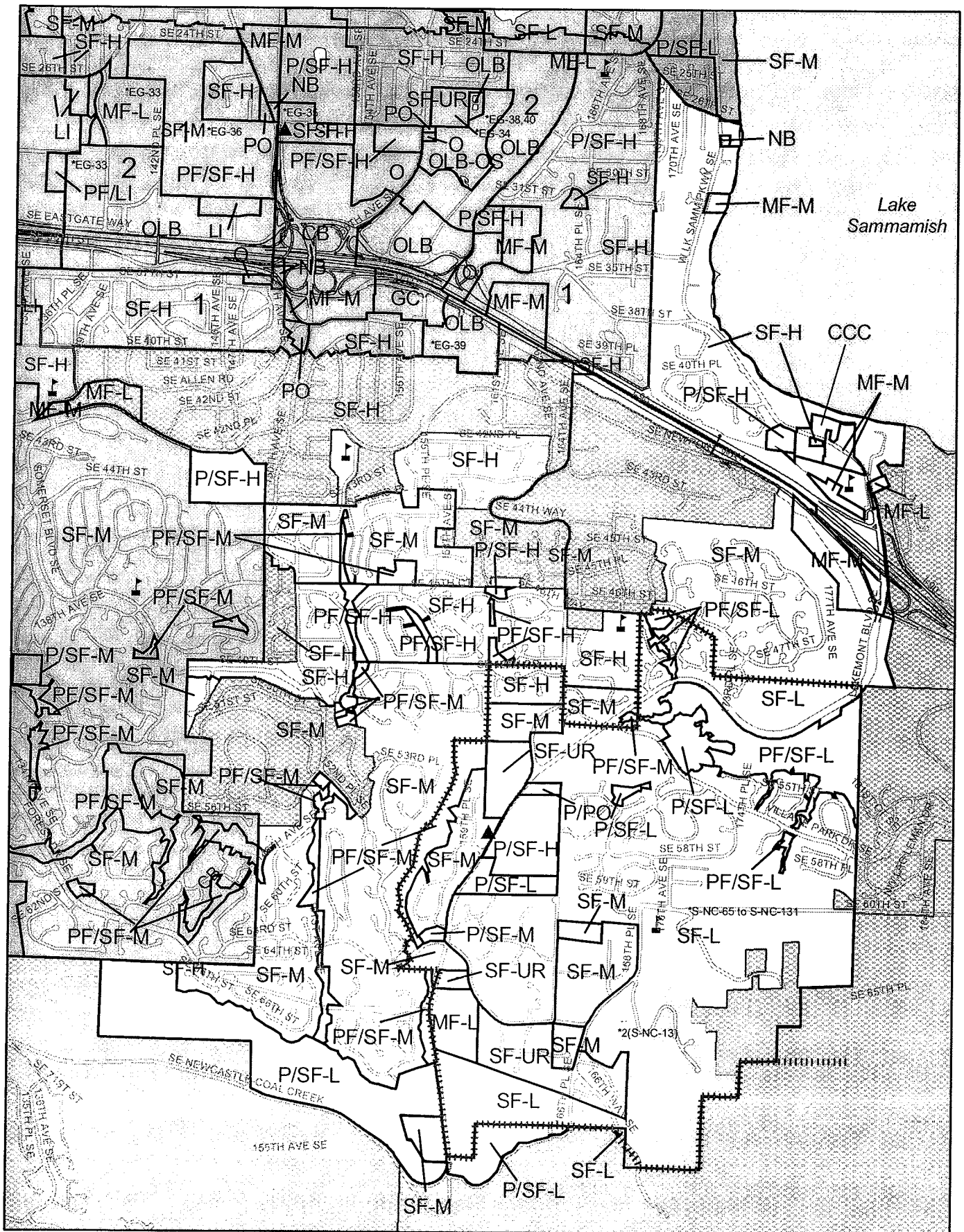


FIGURE S-NC.2
Newcastle Land Use Plan



- SF Single Family
- MF Multi Family
- L Low Density
- M Medium Density
- H High Density
- UR Urban Residential

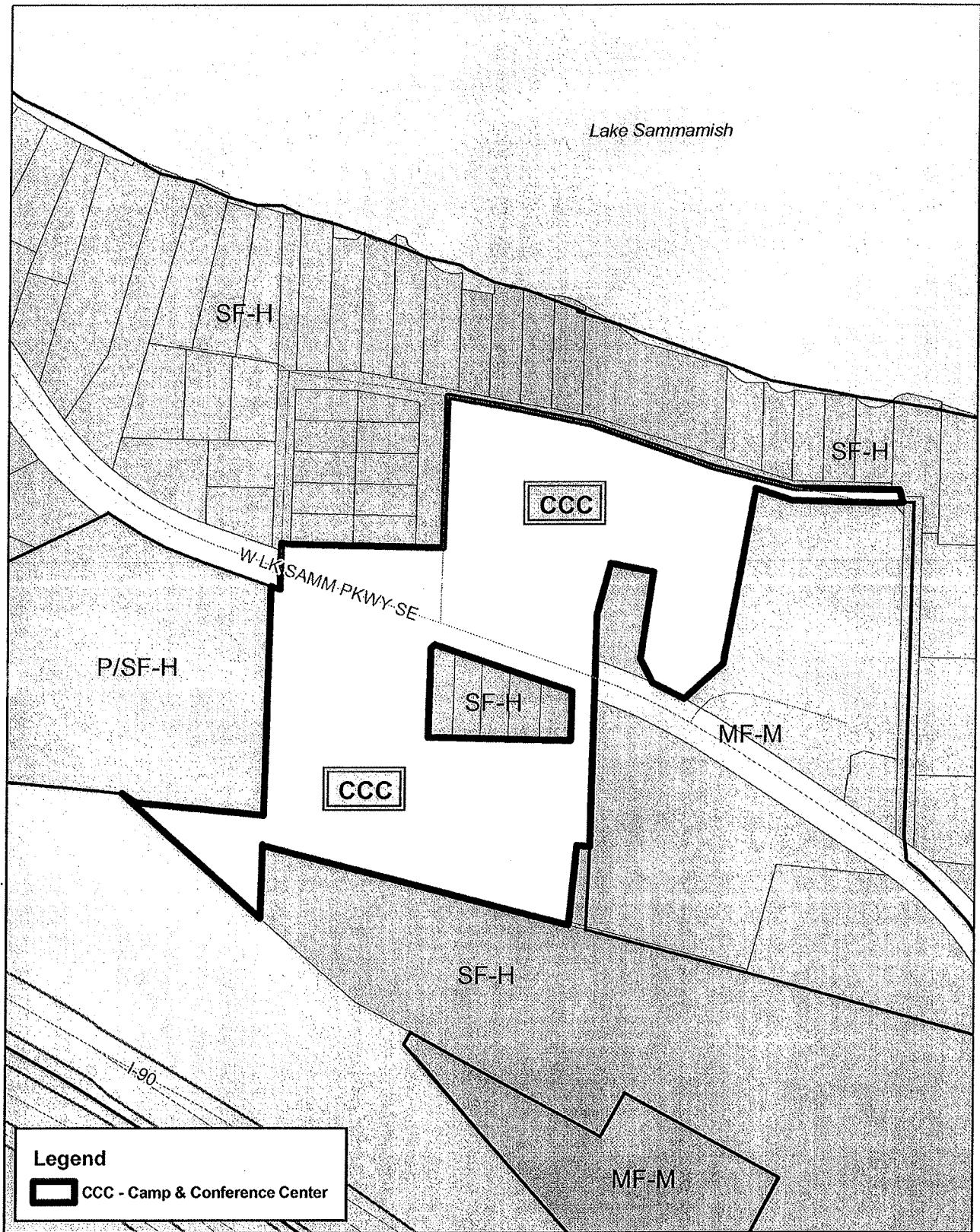
- PO Professional Office
- O Office
- OLB Office, Limited Business
- OLB-OS Office, Open Space
- NB Neighborhood Business
- CB Community Business

- GC General Commercial
- LI Light Industrial
- PF Public Facility
- P Park


- ▲ Fire Stations
- ⚡ Public Schools
- ▭ Lakes
- Bellevue City Limits (6/2008)
- ||||| Village Overlay



Attachment B



Legend

 CCC - Camp & Conference Center



March 2008



Sambica

Comprehensive Plan Designations

Part 20.25N Camp and Conference Center District

20.25N.010 Applicability

- A. This Part 20.25N LUC, Camp and Conference Center (CCC) District, contains standards and guidelines that apply to development and activity within the CCC District.
- B. This Part 20.25N LUC is subject to Part [20.25H](#) LUC - Critical Areas Overlay District.
- C. This Part 20.25N LUC is not subject to Part [20.25B](#) LUC - Transition Area Design District.

20.25N.020 Master Development Plan Review Required

A. Review Required

A Master Development Plan (MDP) review under Part 20.30V LUC is the means by which the City shall ensure that site development in a CCC district is consistent with the Comprehensive Plan and the provisions of this Part 20.25N and meets all applicable site development standards and guidelines of the LUC. The applicant shall record the approved MDP with King County in accordance with LUC 20.30V.180, after CCC zoning is established for the site encompassed in the MDP. Per LUC 20.30V.140 the applicant may, but is not required to, request that the MDP constitute a Binding Site Plan pursuant to Chapter 58.17 RCW.

B. Standards and Requirements

All development within a single CCC site shall be governed by MDPs reviewed by the Director pursuant to Part 20.30V LUC.

1. At a minimum, the MDP shall depict the following:
 - a. Existing conditions, including:
 - i. The proposed continued use, maintenance, and/or remodeling of existing conditions, including uses and structures and their current locations, which are permitted in a CCC District.
 - ii. The proposed continuation of existing conditions, including uses and structures and their current locations, which are not permitted in a CCC District. The nonconforming provisions of LUC 20.20.560 and/or the Temporary Use provisions of Part 20.30M LUC apply to these existing conditions.
 - iii. The proposed discontinuation of existing conditions, including uses and structures and their current locations, and general timing, sequencing, or triggering of same.
 - b. The proposed general location or placement of proposed uses, structures, facilities, and site features;
 - c. A list of proposed principal and subordinate uses and their general locations;
 - d. Conformance with the dimensional requirements of LUC 20.25N.050, based on the total area contained in the Master Development Plan;
2. Phasing. An MDP may show site development in geographically-defined phases per LUC 20.30V.130.

3. Modifications to an approved MDP or phased MDP shall be governed by LUC 20.30V.160 except modifications to existing conditions shall be governed by LUC 20.25N.020.B.1.a.ii.

20.25N.030 Design Review Required

Design Review pursuant to Part 20.30F LUC shall be required for any proposed development in a CCC District, except for freestanding structures proposed for religious activities which will be reviewed through the Conditional Use review process. Modifications or additions to an approved Design Review in a CCC District shall be governed by LUC [20.30F.175](#). The dimensional requirements, other development standards, and design guidelines of this Part 20.25N shall be ensured through the Design Review process.

20.25N.040 Uses in the CCC District (1) (2) (5)

Conference center for professional, educational, or religious meetings, seminars, or retreats	P
Structures, facilities, and activities including food preparation and eating, lodging for camp attendees, recreation facilities, and administrative and maintenance functions associated with the above permitted uses. (6)	P
Subordinate uses (3)	
Recreation uses associated with conference center for professional, educational, or religious meetings, seminars, or retreats - Indoor public assembly and camping sites (6)	S
Dwelling units for CCC staff	S
Miscellaneous retail trade: drug stores, camp stores, gift stores, jewelry, clothing, bookstores, newsstands, florist, photo supplies, video sales/rental and vendor carts, if located in a structure containing one of the above permitted uses. (7)	S
Childcare services	P
Religious activities (4)	C
Accessory parking (8)	P
Wireless communication facilities, including satellite dishes (9)	A/P
Utility facility	C
Local utility system	P
Regional utility system	C
Essential public facilities (10)	C
Transit facilities (11)	P
Highway and street right-of-way	P
Electrical Utility Facility (12)	A/C

P = Permitted Use

S = Permitted only as a subordinate use to the above-listed permitted use

C = Conditional Use (see Part 20.30B or 20.30C LUC)

A = Administrative Conditional Use (see Part 20.30E)

Notes:

- (1) Existing Conditions as defined in this Part 20.25N LUC are permitted subject to an approved MDP. See LUC 20.25N.020.B.1.a.
- (2) Uses must be included into a MDP approval pursuant to LUC 20.25N.020.
- (3) These uses are permitted only as a subordinate use to the above permitted uses. See LUC 20.20.840; Subsections C1 and C.3 do not apply in a CCC district. Subordinate uses shall be located on the same site or in the same structure as the permitted use in accordance with the approved MDP.
- (4) Freestanding structures proposed for Religious Activities permitted in a CCC do not require Design Review. Compliance with the approved MDP shall be assured through the Conditional Use permit process.
- (5) See LUC 20.25N.070 for Other Development Standards that apply to these uses.
- (6) Recreation uses exclude private health clubs, athletic clubs, outdoor public assembly, and hunting clubs, gun clubs or gun sports activities.
- (7) May not exceed 5,000 gross square feet individually or 10,000 gross square feet total within the boundary of a CCC. The lineal feet of commercial and retail uses along a street frontage are limited through the approval of a MDP.
- (8) Accessory parking is permitted to serve only the uses located within the CCC district pursuant to an approved MDP and requires approval through the review process required for the primary use which it serves.
- (9) Wireless communication facilities must meet the requirements of LUC [20.10.440](#) – Notes 14 and 21, Transportation and Utilities, and LUC [20.20.195](#). Administrative Conditional Use approval is required for freestanding monopole facilities and wireless facilities integrated into parking lot light poles and/or adjacent street poles (within the right-of-way) to the site. Building-mounted wireless facilities are permitted outright. Any ground-mounted equipment must be adequately screened per LUC [20.20.195](#). Satellite dishes are permitted outright.
- (10) Refer to LUC [20.20.350](#) for general requirements applicable to essential public facilities.
- (11) Transit facilities include transit stops and high-capacity transit stops.
- (12) Refer to LUC [20.10.440](#) – Note 22, Transportation and Utilities.

LUC 20.25N.050 Dimensional requirements

Minimum Setback (1)			Maximum Impervious Surface (6)	Maximum Lot Coverage (6)	Building Height (2) (3) (4)
Front (5)	Rear	Side			
20'	25'	20'	65%	40%	30'

Notes:

- (1) Setbacks shall be measured from the exterior boundaries of the entire area contained in the approved MDP.
- (2) Maximum building height in CCC districts is 30 feet measured from the average elevation of the existing grade around the building to the highest point of a flat roof, or 35 feet to the ridge of a pitched roof. Shoreline height is measured per LUC 20.25E.080.
- (3) Maximum building height of any individual building facade is 40 feet measured from the existing grade at the building wall to the ridge of a pitched roof or top of a flat roof.
- (4) An increase in building height, including any building façade, of up to a maximum 55' (to a pitched or flat roof) is allowed for specific uses as identified in the Master Development Plan and the requirements noted below:
 - a. Such height increase is approved under both the Master Development Plan and Design Review for the structure; and

- b. Rooftop mechanical equipment shall be subject to the height limitations in LUC 20.25B.040.A.1; and
 - c. The increase in height is necessary to accommodate uses or equipment functionally related to a permitted CCC use such as swimming pools, performing arts theatres, and gymnasiums; and
 - d. Any portion of the structure exceeding the maximum building height is stepped back from any property line a minimum distance of 50 feet unless a reduction is approved through the Master Development Plan process.
- (5) The front yard setback for retail/service/commercial uses is 0'. These uses are subject to LUC 20.25N.080, Building Design Guidelines – Retail/Service/Commercial Uses.
- (6) Maximum impervious surface and maximum lot coverage shall be based on the total site area contained in the approved MDP.

20.25N.060 Landscape requirements

Perimeter (1)	Landscaping Requirement (2) (3) (4)
Street Frontage	10' wide Type III landscaping
Interior Property Lines	10' wide Type III landscaping

Notes:

- (1) These requirements apply to the exterior boundaries of the entire area contained in the approved MDP.
- (2) The tree retention provisions of LUC [20.20.900](#) for subdivisions (30%) apply in the CCC district.
- (3) If a retail/service/commercial use is located at sidewalk with a 0' building setback then the landscaping requirement may be reduced to 0', per the approved MDP.
- (4) Existing vegetation may be used in lieu of the landscape requirement noted above.

The Director may approve alternative landscaping options in accordance with LUC 20.20.520.J.

20.25N.070 Other Development Standards

A. Signage

The provisions of BCC 22B.10.040 LUC—Office, research and development, and multifamily residential district signs—shall regulate signage proposed in CCC districts, EXCEPT:

- 1. Rooftop signs are prohibited.
- 2. Any building-mounted sign shall be located on the face of the building containing the main entrance to the building premises and the sign, if facing abutting residential property, shall be located more than 50 feet from the abutting residentially-zoned property line.
- 3. Signs in this district may be internally or externally illuminated. If externally illuminated, the illumination source shall be located, shaded, shielded, or directed so that it is not visible from a public street or adjoining residentially-zoned property. All sign illumination shall be turned off between the hours of 10:00 p.m. and 6:00 a.m.
- 4. Directional signs, as defined in BCC 22B.10.020, are permitted and are not included in the number of primary signs.
- 5. Incidental signs, as defined in BCC 22B.020, are permitted and are not included in the number of primary signs.

B. Trip generation measurement

Land uses shall be defined as follows for measuring trip generation rates:

1. Proposed CCC principal land uses shall be calculated with a single trip generation rate which shall be based on Institute of Transportation Engineers' data, applicant information and other relevant material.
2. Proposed CCC subordinate land uses shall be calculated individually for purposes of determining a specific, separate trip generation rate. Each individual subordinate land use's trips shall be added to the CCC site's total trip volume. All proposed other land uses within a CCC shall be calculated individually for purposes of determining a specific, separate trip generation rate. Each individual other land use's trips shall be added to the CCC site's total trip generation volume.
3. Existing conditions land uses shall be assigned the appropriate land use (principal, subordinate, or other) for purposes of the CCC total trip generation rate.

C. Parking

Parking shall be required through unspecified use parking analysis established by the Director through LUC 20.20.590.F.2. Such analysis shall individually identify the maximum number of parking stalls required for uses which are identified and permitted in the MDP. Shared use provisions may be considered.

D. Noise

Uses in the CCC District are subject to the City of Bellevue Noise Control Code (Chapter 9.18 BCC). For the purpose of noise control, the CCC District shall be treated as a Residential land use district: Class A EDNA pursuant to BCC 9.18.025.

20.25N.080 Design guidelines

In addition to the decision criteria in LUC [20.30F.145](#), the following guidelines apply:

A. General Guidelines

Each structure and all proposed site development must comply with the approved MDP. If an application for Design Review [when required] contains elements inconsistent with the approved MDP, the Director may not approve the Design Review until the required MDP is amended to include those elements.

B. Site Design Guidelines

1. Develop site improvements and amenities consistent with the phasing approved in an MDP;
2. Provide visual and functional connections between uses within the CCC District by incorporating areas of vegetation, outdoor spaces and pedestrian connections;
3. Consider surrounding vegetation, topography, street patterns, parking configuration and building massing in order to result in a compatible fit between proposed development and adjacent non-CCC residential development;
4. The largest CCC buildings with the largest bulk (size, height) shall be located to minimize impacts on adjacent residential uses. See Footnote (4)(d) under LUC 20.25N.050.
5. Maximize the retention of existing significant (see LUC 20.50.046 – Significant Tree) vegetation to soften visual impacts on adjacent residential areas.

6. Design vehicular access to the site so that traffic is not directed through an abutting residential district.
7. Minimize the visual impact of parking facilities by integrating parking facility structures and lots into the site, and by providing landscape screening where surface parking is located adjacent to residential uses or within setback areas.
8. Locate vehicle drop-off areas in close proximity to building entries.
9. Consider the following in designing outdoor spaces interior to the site:
 - a. Orientation. Orient to sunlight to the maximum extent feasible
 - b. Provide good physical and visual access from the interior space to sidewalks and walkways, so that the space is perceived as an extension of the sidewalk or walkway.
 - c. Ensure ready physical as well as visual access to the interior space, with special attention to elevation differences.
10. Innovative Techniques for Impervious Surface may be considered per LUC 20.20.460.G.

C. Building Design Guidelines – All Uses

1. Materials, finishes, and details should be complementary to each other and be consistent with the design intent of the MDP;
2. Locate service areas for trash dumpsters, loading docks and mechanical equipment away from public rights-of-way and residentially-zoned property where possible. Screen views of those elements if they cannot be located away from public frontages;
3. Incorporate weather protection and pedestrian amenities for transit facilities; and
4. Design rooftop mechanical equipment to be architecturally integrated with a building.

D. Building Design Guidelines – Retail/Service/Commercial Uses

In addition to the Building Design Guidelines in LUC 20.25N.080.C, buildings intended to house retail, service, or commercial uses shall comply with the following design guidelines:

1. Provide ground floor building elements that are accessible and comfortable to pedestrians through use of human-scale design elements, such as recessed entries, entrance canopies, planters, benches, variations in paving materials, and lighting features;
2. Consider weather protection in the site interior through use of sheltered walkways or sidewalks; and
3. Design entries to be clearly identifiable from public rights-of-way adjacent to the CCC District or from a pedestrian walkway connected to a public right-of-way.

CCC District Conformance Amendments

Chapter 20.10 Land Use Districts

20.10.020 Establishment of land use districts.

Land use districts in the City are hereby established as follows:

<u>District</u>	<u>Designation</u>
(add to list): <u>Camp and Conference Center</u>	<u>CCC</u>

20.10.100 District descriptions.

LUC 20.10.180 through 20.10.~~395~~397 describe the purpose and scope of the City's land use districts. These sections may be used to guide the interpretation of the regulations associated with each district.

20.10.397 Camp and Conference Center (CCC)

A camp and conference center (CCC) provides areas for a unified mix of group day or residence camps and professional, educational, or religious meetings, conferences, seminars, and retreats and their associated facilities and activities. These are used primarily by organizations and schools and the families and individuals they enroll.

The purpose of the designation is to maintain the compatibility of this unique mix of uses with surrounding neighborhoods by limiting the overall intensity of the site, and protect lower intensity uses from the effects of higher intensity uses.

20.10.440 Land use charts

(add below each chart): Permitted uses in the Camp and Conference Center District (CCC) are listed in LUC 20.25N.040.

Part 20.25B Transition Area Design District

20.25B.020.B Transition Area Design District – Limitations

(add new subparagraph 10, to read):

10. Development within the CCC Land Use District is not subject to Transition Area Design District requirements.

Attachment D

CITY OF BELLEVUE BELLEVUE PLANNING COMMISSION STUDY SESSION MINUTES

September 14, 2011
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Turner, Commissioners Ferris, Hamlin, Tebelius
COMMISSIONERS ABSENT: Commissioners Carlson, Himebaugh, Sheffels
STAFF PRESENT: Nicholas Matz, Planning & Community Development;
Carol Hamlin, Carol Helland, Michael Paine, Heidi
Bedwell, Development Services Department
GUEST SPEAKERS: None
RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

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

3. PUBLIC COMMENT

Mr. Matt Wimmer, CEO and Executive Director for Sambica, 4114 West Lake Sammamish Parkway SE, said the Camp and Conference Center (CCC) code amendment is almost where it should be, though there is one more item in need of clarification. Sambica provides scholarships to more than 100 children over the summer months, and the goal for the summer of 2012 is 200. For the first time the camp hosted a family camp and a camp for teenagers. He thanked the Commission for its work at bringing the code amendment to where it needs to be.

* Mr. Bill Stalzer, 603 Stewart Street, Suite 512, Seattle, said he is a land use planner working with Sambica. He provided the Commissioners with copies of a letter highlighting the issue that Sambica still needs to work out relating to the requirement in the provision for subordinate uses to be on the same lot as principle uses. The subordinate uses at Sambica that are referenced in the code amendment are things such as recreation facilities and staff housing. The current layout of the camp includes staff housing on lots which have no associated principle use, and that would mean the housing units would become nonconforming. The language should be revised to allow subordinate uses on the same lot or CCC site as a principle use. That would allow for greater flexibility for the campus setting. For a variety of reasons, lot line adjustments, boundary line adjustments and lot consolidations will not work for the camp, which has more than 20 lots in all.

4. APPROVAL OF AGENDA

The agenda as submitted was approved by consensus.

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

Commissioner Hamlin said the Eastgate/I-90 CAC met on September 8 for the first time since its summer hiatus. The group reviewed the data generated regarding the three action alternatives and the No Action alternative. Going forward, the CAC's task will be to develop a single preferred alternative by selecting from the alternatives. There will be transportation improvements along I-90 regardless of the outcome of the Eastgate/I-90 study that will improve traffic flow on the streets in the corridor as well. The modeling work indicates that the alternatives identified generally will have no additional negative traffic impacts. The Planning Commission will be provided with an update report in October.

6. STAFF REPORTS

Senior Planner Nicholas Matz invited the Commissioners to join King County Executive Dow Constantine and representatives from King County, Bellevue and Redmond for a pre-launch event celebrating the Rapid Ride B Line, King County Metro's new service between Bellevue and downtown Redmond. The event is set for Wednesday, September 28, at 10:30 a.m. starting at the B Line station in Crossroads.

7. STUDY SESSION

A. Camp and Conference Center Code Amendment

Commissioner Hamlin noted for the record that city staffer Carol Hamlin is his wife. He said he has no specific interest in the Sambica property. He noted that the Sambica property owner had been informed of his marital relationship and had made no objections to having him participate in the discussions and deliberations for the CCC Land Use Code amendment. He said he would evaluate the proposed amendment fairly and openly.

Mr. Matz reminded the Commission that the purpose behind the proposed amendment is to implement Comprehensive Plan direction provided by the new CCC designation. The designation is intended to provide a solution for the Sambica camp site but will be applicable to other entities in the city. The designation will be realized at a future date through a rezone action.

The Sambica camp is a long-established and historically valued center. Their desire is to remain a part of the community and to be allowed to go forward to with upgrades to their buildings and functions over time to provide relevant services to their users. The community wants the camp to remain a neighborhood and to maintain its residential character.

The policy issues were settled with adoption of the Comprehensive Plan amendment. With the Land Use Code amendment, the focus is shifted from policy to the practical implementation and regulation of the unique use. The final step will be a rezone action.

Mr. Matz said there are four backbone principles behind the proposed code amendment. First is distinguishing the mix of existing and anticipated future land uses; when considering designations that will be applicable citywide, it is understood that it is unlikely land will be available for the new designation. Second is continuing to assure the predominant non-commercial character of a camp and conference center, with a balance between the inherent commercial uses and the typical location of facilities in residentially zoned areas. Third is the

provision of predictability in development processes for both the applicant and the surrounding community. Fourth is maintaining compatibility with surrounding neighborhoods.

Management of the overall intensity of the CCC district and maintaining compatibility with the surrounding neighborhoods will be accomplished through five key elements: 1) defining the types of uses in a Camp and Conference Center and their connections to each other; 2) adapting existing Land Use Code processes, including Master Development Plan and Design Review; 3) setting new standards for reviewing master planning over time through a physical site plan; 4) establishing specific dimensional, landscape and other site development standards as a measure of overall site intensity; and 5) providing site, building and street design guidelines for qualitative design solutions.

Senior Planner Carol Hamlin said in order to have a Camp and Conference Center use, an applicant would have to go through the CCC rezone process, develop a master plan, and then seek design review and building permits for individual structures. The approach is modeled after the Medical Institution district for purposes of consistency.

Ms. Hamlin said the definitions and allowed uses section of the proposed amendment identifies CCC principle uses, which include group day or residence camps as well as meeting, conference, seminar and retreat functions; and subordinate uses, which include housing for staff, eating facilities, recreation uses, and miscellaneous retail uses at the neighborhood-business scale. As envisioned, the use would be regulated through the master development plan (MDP) process, with specific standards and requirements for the uses and placement of structures, and with the setbacks measured from the outside of the CCC boundary. The most intensive uses would be located in the center of the property, thereby creating a buffer to the neighboring properties. The dimensional requirements call for landscaping on the outside edges of the property, limit building height on the site boundaries to the maximum height of the surrounding single family, and allow increased height toward the interior.

Mr. Matz explained that the master development plan process includes allowance for phasing over time. The phases on a master plan may be nothing more than balloon diagrams in the beginning, but in working toward an adoptable plan, the design review process will trigger the need to be specific. As existing uses transition to the approved plan the nonconforming provisions of the Land Use Code will come into play.

Chair Turner asked what the net difference in activities will be between what currently exists and what is being proposed for the Sambica site. Ms. Hamlin said that will depend on what the camp proposes. All of the impacts resulting from site changes will be analyzed to determine how they would affect the area. Mr. Matz said the Master Development Plan review process, the design review process, and the standards associated with the site would be used to measure the proposed intensity increase between current and proposed as a means to identify appropriate and regulatory mitigation.

Answering a question asked by Commissioner Hamlin regarding the language of footnote 4 on page 12 relative to the amendment proposed by Mr. Stalzer relative to subordinate uses, Mr. Matz said the argument made by Mr. Stalzer is that the draft language would constrain Sambica's use of their existing lot configuration under a CCC zone. If the site were comprised of only a single lot, there would be no issue. Mr. Stalzer's suggestion is that an additional portion of the existing Land Use Code at 20.20.480, which allows subordinate uses more flexibility as to where they are located, should apply. Commissioner Hamlin said sounded to him like Mr. Stalzer's request is a reasonable one. Mr. Matz said the concern of staff is that Mr. Stalzer suggested there are legal ramifications, so the issue will be carried back to the city's legal

department for an opinion before identifying a solution. Commissioner Hamlin said he would be comfortable taking that approach.

Commissioner Ferris called attention to paragraph B.4 of the design guidelines on page 15 and noted that when his children attended the Sambica camp the gym was held up with cables and turnbuckles. The gym may be the largest building on the campus, and it may be necessary for Sambica to construct a new gym before they take down the old one to avoid disrupting the camp use; the problem is the provisions of B.4 would seem to preclude a new gym from being built other than in the middle of the campus, which is where the existing gym is located. Ms. Hamlin said the issue would be viewed in light of the general phasing in of new facilities over time. Mr. Matz said the Master Development Plan review process talks about existing conditions. The idea is to recognize that what currently exists will transition to new uses and configurations over time. The impacts would be addressed through design review, and some mitigation may be required.

With regard to parking, Commissioner Ferris observed that camps and conference centers generally like to avoid parking vehicles in the center of the campus. The restriction on parking as spelled out in paragraph B.7 might need to be reconsidered to allow for some flexibility.

Commissioner Ferris also suggested staff should review paragraph B.9.c with an eye toward being specific with regard to the type of pavement materials recommended.

Commissioner Tebelius asked if Sambica has access to the water. Ms. Hamlin said they do via a parcel of land owned by the Strandvik homeowners association. Mr. Matz stressed that the Comprehensive Plan CCC designation does not include the Strandvik association property within the Shoreline Management district, so a CCC rezone proposal would apply only to property owned solely by Sambica. The property that gains them access to the lake would not be included.

Commissioner Tebelius asked what sites in the city, other than the Sambica site, are a potential for the CCC designation. Ms. Hamlin said separate sites owned by the Sisters of St. Joseph Peace and Vasa Park are the only two sites identified by staff so far as potential candidates. Mr. Matz added that property owners could assemble properties for the express purpose of creating a Camp and Conference Center, which would not be beyond the realm of possibility.

Commissioner Tebelius asked why Sambica was seeking a new designation when their current use is fully grandfathered. Mr. Matz said the unique community asset is simply attempting to remain viable. They currently have an interesting blend of uses that do not quite fit under any single existing zone, with a mix of residential, commercial and other uses. The new designation was crafted in an attempt to allow the camp to continue being what it has always been while at the same time respecting the fact that the camp is located in a residential neighborhood.

While grandfathering allows the current uses to continue, it does not allow for redevelopment of the facilities. Commissioner Tebelius asked what Sambica intends to do once the new approach is approved. Mr. Matz said that question would need to be asked of the Sambica representatives. Commissioner Tebelius asked if the neighborhoods around Sambica have been kept informed and invited to comment on the proposal. Mr. Matz said during the Comprehensive Plan amendment process the surrounding neighborhoods were involved. The Land Use Code amendment will also include a public hearing at which the neighborhoods will be invited to comment, and at the rezone stage there will be yet another option for the surrounding communities to offer input.

Commissioner Tebelius called attention to the reference on page 4 under the design guidelines relative to covered walkways and asked if all sidewalks were included in the reference. Ms.

Hamlin said the reference is to interior walkways, particularly walkways connecting buildings on the campus.

Commissioner Tebelius asked what was meant by the term “thematically consistent building materials and colors” on the same page. Ms. Hamlin said the intent is to bring about compatibility and a coherent focus and theme among the various buildings on the site. Mr. Matz said it could be argued that having a hodgepodge of buildings on the site could be deemed a visual impact on the surrounding communities. Thematic consistency through similar materials on roofs and walls, similar window types and building shapes was intended to lend a distinct character to a CCC. Commissioner Tebelius said in her opinion the provision tended too far toward being Big Brother. If a CCC use wants to put up buildings that are inconsistent with other buildings on the site, there might be a good reason for doing so. She asked that the language be removed.

Chair Turner asked if similar guidelines apply to single family developments. Ms. Hamlin said there are no such guidelines for subdivisions but there are for planned unit developments. The city works with both the applicant and the architect to determine consistency.

Commissioner Tebelius voiced concern with the language of policy S-NC-10, particularly the last part that read “...provides the opportunity for an adequate amount of retail and professional services to meet local needs.” She suggested that retail and professional services are not appropriate in that area. Mr. Matz said the policy language was included in the ordinance that was adopted in 2009 as part of the Comprehensive Plan amendment approval. The language is intended to recognize the Little Store and the existing retail uses and commercial functions that Sambica has. The Neighborhood Business zoning that exists on the site allows the highlighted uses. The action to adopt the CCC for the Sambica site would limit retail uses to those allowed by the Neighborhood Business zone and in line with the definition of a subordinate use as outlined in 20.25M.010(B)(3).

Commissioner Tebelius asked what plans Sambica has laid for its site. Sambica Executive Director Matt Wimmer said the primary plans involve remodeling current facilities. The gym was built in 1922; the legend is that it was built in eight days, and it shows. Additional buildings could potentially be added to the site, primarily housing for the counselors and indoor recreation facilities. The camp operates year-round and offers off-campus activities to many area schools, predominantly elementary schools, and the camp hosts conferences. There are no immediate plans to add facilities to accommodate conferences with more than 150 persons, but if steps were to be taken in that direction it would need to be done as part of the master planning process.

Mr. Stalzer said Sambica currently has a dining hall on the campus and there have been discussions about using it as a multiuse facility. One of the current challenges is accommodating both children and adults, which have different needs. For the long term consideration is being given to accommodating both groups, and in doing so it could be that the dining facility would be opened to the public during certain hours or on certain days. It would not be an independent restaurant, it would be operated by Sambica.

Mr. Matz added that any such restaurant would be treated as a permitted land use; it would not be possible to require it to be operated by Sambica only or to say it could not be open to the public. Mr. Matz stated that the city cannot distinguish who is allowed to use it. In the case of the CCC, the proposal in the draft language is to allow restaurant as a subordinate use. The dining facility, which is focused on feeding those associated with the camp, would be regulated only as to their measurable impacts (i.e. how big the building is). As a subordinate use, any restaurant facility would need to be located in a building that houses a principal use; a

freestanding restaurant building on the site would not be allowed.

Commissioner Tebelius said she could see no reason why the city should not be allowed to prohibit a restaurant open to the public under the CCC while still permitting Sambica to have a dining hall to serve its workers and patrons. She added that she could not imagine the local community wanting to see a public restaurant on the Sambica site. The traffic concerns alone would be enough to give them concern.

Mr. Matz clarified for Commissioner Ferris that restaurant is an allowed use on the Neighborhood Business zoning that exists on one of Sambica's properties. Trading the small size of the Neighborhood Business for the larger size of the entire CCC, balance is obtained by limiting restaurant to the status of a subordinate use, which by definition must be associated with a principal use.

Commissioner Ferris said a restaurant operated as a subordinate use would be a good use of the space, would be good for the community, and would not increase traffic.

Commissioner Tebelius called attention to page 11 and noted that the permitted uses chart lists religious activities as allowed as a conditional use. Ms. Hamlin said religious activities are allowed through conditional use in all of the city's zoning districts.

Commissioner Tebelius said it was her understanding that Sambica is owned by a church, but Mr. Wimmer explained that it is a 501(C)(3) organization and is not owned by a church. The original camp was focused on teaching Christian religious values to the campers.

Chair Turner allowed that Sambica intends to serve the community into the future and asked to what extent the needs of the community are anticipated to change in the future, and how current facilities may be too limited to meet the future needs. Mr. Wimmer said Sambica is more needed in the community than ever before. He noted the environment of the camp and the programs offered brings the children back to a pre-1950s environment and forces them to forge peer-to-peer relationships face-to-face rather than through some electronic means. The facilities need to be improved in ways to make the camp safer for the children. Sambica has a program in which teens serve as junior counselors, meeting a need that previously not been met; during the off-season the camp is opened as a positive gathering place for teens.

Mr. Stalzer said one building on the property has been in place for many years but currently has almost no use at all other than for storage. Mr. Wimmer said the current thinking is that the campers could be better served by replacing the building with a multiuse facility. There are also some lodging facilities that were constructed in the 1930s that are in need of being updated.

The Commission approved noticing the public hearing for October 26.

B. Shoreline Master Program Update

Land Use Director Carol Helland reminded the Commissioners that their deliberations on July 13 concluded with section 20.25E.060.D. At the meeting, there was agreement to take up the discussion at section 25.25E.060.E on September 14. She noted that staff posted on the website that the discussion would not move beyond the General Requirements until October 12 at the earliest.

Commissioner Tebelius said after further review of the various regulations she continued to hold the view that regulations are far too complicated and too difficult to understand. It contains code



MEMORANDUM

DATE: June 4, 2014

TO: Chair Tebelius and Members of the Planning Commission

FROM: Carol Helland, Land Use Director, 452-2724, chelland@bellevuewa.gov
Mike Bergstrom, Principal Planner, 452-2970, mbergstrom@bellevuewa.gov
Development Services Department

SUBJECT: Land Use Code Clean-Up Amendments

At your annual retreat on October 30, 2013, the Planning Commission discussed future work program items, including the Code Amendment Docket. That docket maintains a list of potential amendments to the Land Use Code and other City codes that relate to land use or development, in compliance with the Washington State Growth Management Act. The docket groups the potential Land Use Code amendments into three tiers:

Tier 1 – Top Priorities. Recommended for initiation as Planning Commission and staff capacity allows.

Tier 2 – Not currently ripe for processing or less urgent.

Tier 3 – No external pressure to complete at this time.

The docket also lists potential amendments to other City codes as a separate group.

One of the Tier 1 amendments is “Land Use Code Clean-Up”. This type of amendment typically addresses numerous provisions of the Land Use Code and is intended to provide greater code simplification, clarity, and internal consistency, as well as align code provisions with actual practice. This differs from a “single issue” amendment, e.g., Medical Cannabis, SMP Update, or Residential Room Rentals, that would likely have broader community interest or greater policy implications.

The proposed Land Use Code Clean-Up Amendment (Attachment A) is the subject of the June 11, 2014, study session discussion. Staff suggests that the Planning Commissioners review this amendment alongside the Land Use Code in order to understand the complete context.

BACKGROUND AND ANALYSIS

The proposed Land Use Code Clean-Up amendment would affect a variety of Land Use Code provisions, including:

- 20.10.440 Use Charts
- 20.20.010 Dimensional Requirements Chart
- 20.20.015 Minimum lot size - Shape
- 20.20.125 Accessory structures in residential districts – Detached

20.20.130	Animal keeping and services
20.20.170	Child care service use
20.20.520	Landscape development
20.20.590	Parking, circulation, and walkway requirements
20.20.720	Recreational vehicles, watercraft, and utility trailers
20.20.890	Trailers, boats and large vehicles – Use as dwelling units
20.20.900	Tree retention and replacement
20.25B.010	Transition Area Design District Purpose
20.25B.020	Transition Area Design District Applicability
20.25B.040	Transition Area Design District Development Standards
20.25D.070	Bel-Red Services Land Use Chart
20.25D.080	Bel-Red Districts Dimensional Requirements
20.25D.130	Bel-Red Development Standards
20.25H.035	Critical area buffers and structure setbacks
20.30D.285	Amendment of an approved Planned Unit Development
20.30N.140	Home Occupation Permit Decision Criteria
20.30T	Reasonable Accommodation
20.35.015	Review and Appeal Procedures – Framework for Decisions
20.35.210	Process II: Administrative decisions – Notice of application
20.35.250	Appeal of Process II decisions
20.40.500	Vesting and expiration of vested status of land use permits and approvals
20.45A.140	Preliminary Plat – Time Limitations
20.45A.180	Final Plat – General
20.50.012	“B” definitions (Building Height; Building Height – Single-Family Land Use Districts; Building Height – Shoreline Overlay Districts; Building Height – Transition Area Design Districts)
20.50.020	“F” definitions (Floor Area Ratio; Floor Area Ratio – Single-Family Dwelling
20.50.030	“K” definitions (Kitchen)

The proposed ordinance contained in Attachment A includes comment bubbles in the right margin that state the purpose or need for each amendment. The majority of the individual amendments add clarity or user convenience, correct citations or cross-references, remove unused code provisions, or provide internal code consistency or consistency with other laws. Their purposes are evident by reading the explanatory bubbles.

The reasons for some of the amendments may not be as readily apparent and therefore warrant more explanation. The following additional comments are keyed to the relevant Section in the proposed ordinance:

Section 11, amending LUC 20.20.520.K – Maintenance of Plant Materials.

The Land Use Code is not clear with respect to how streetscape landscaping is to be maintained. Although the Bellevue Parks & Community Services 2012 “Environmental Best Management Practices & Design Standards” (Chapter 8 – Streetscape Management) contains the standards used by the City, it needs to be identifiable and findable by property owners and managers. Adding the suggested subsection to LUC 20.20.520.K would alert users to these standards.

Sections 16 and 17, amending LUC 20.25B.010 and .020 - Transition Area Design District Purpose and Applicability.

The proposed amendments to LUC 20.20B.010 and .050 clarify that the purpose of the Transition Area Design District is to protect residential uses within residential districts, rather than all uses (such as churches, schools, etc) in a residential district. Where a proposed non-residential use (such as an office building) in a non-residential district (such as Professional Office) will abut a school or church or similar non-residential use in a residential district, transition area protections should not be required. Normal setback, building height, landscaping, and similar development standards provide sufficient treatment at the interface of non-residential uses. The Commission may recall that they reviewed a Comprehensive Plan Amendment proposal for a property in a Professional Office district in Factoria that is subject to transition area requirements. On September 9, 2013, Council determined that the appropriate manner in which to address this issue was through a Land Use Code amendment such as the one currently proposed, rather than through a CPA and zoning map change.

Section 39, amending LUC 20.50.020 – F definitions – Floor Area Ratio, establishing a definition of FAR for single-family dwellings.

Single-family dwellings are different from non-residential structures in the type of space and architectural features they incorporate. In recent years the City has established and applied a definition of FAR that applies to single-family dwellings, but that definition has never been codified. The proposed amendment to LUC 20.50.020 would codify the working definition, adding clarity to the Land Use Code.

Section 40, amending LUC 20.50.030 – K definitions – Kitchen.

LUC 20.50.018 defines “Dwelling, Single-Family” as “A building containing but one kitchen, designed for and occupied exclusively by one family, except where a valid accessory dwelling unit registration has been approved”. The Land Use Code does not define “kitchen”, and some people have used that lack of definition to add what are effectively additional kitchens to their homes, sometimes to support the creation of an additional dwelling unit. The definition proposed is based on language used in the City’s “Single Family Use Agreement” that is used to ensure that a single family residence will not create a secondary dwelling unit unless that unit is legally established as an accessory dwelling unit. Codifying this definition will help Land Use Code users find the definition as well as give the definition added legal force.

CONCLUSION

Staff will be present at your June 11, 2014, meeting to review the proposed amendment with you and respond to questions you may have. At the conclusion of the study session, the Commission will be asked whether it is ready to schedule a public hearing on the proposed amendment or would like an additional study session prior to a public hearing. A hearing date has not yet been set.

RECOMMENDATION

1. Direct staff to schedule a public hearing for the proposed Land Use Code Clean-Up Amendment;
or
2. Direct staff to return to a future study session for additional discussion of the proposed Land Use Code Clean-Up Amendment; or
3. Provide alternative direction to staff.

NEXT STEPS

Adoption of the ordinance will entail the steps listed below. No dates have been set for these steps.

1. East Bellevue Community Council courtesy hearing
2. Planning Commission public hearing and recommendation to Council
3. Council study session – transmittal of Planning Commission recommendation
4. Council action on ordinance
5. East Bellevue Community Council public hearing and final action

ATTACHMENT

- A. Proposed Land Use Code Clean-Up Amendment

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. _____

AN ORDINANCE amending the Land Use Code and Bellevue City Code relating to zoning, planning, and land use, amending portions of Title 20 (the Bellevue Land Use Code) of the Bellevue City Code to improve clarity and usability, ensure consistency with State law, improve internal Land Use Code consistency, and correct inaccurate or outdated citations, which includes amendments to the following sections of the Land Use Code: 20.10.440 (Use Charts), 20.20.010 (Dimensional Requirements Chart), 20.20.015 (Minimum lot size – Shape), 20.20.125 (Accessory structures in residential districts – Detached), 20.20.130 (Animal keeping and services), 20.20.170 (Child care service use), 20.20.520 (Landscape development), 20.20.590 (Parking, circulation, and walkway requirements), 20.20.720 (Recreational vehicles, watercraft, and utility trailers), 20.20.890 (Trailers, boats and large vehicles – Use as dwelling units), 20.20.900 Tree retention and replacement), 20.25B.010 (Transition Area Design District Purpose), 20.25B.020 Transition Area Design District Applicability), 20.25B.040 (Transition Area Design District Development Standards), 20.25D.070 (Bel-Red Services Land Use Chart), 20.25D.080 (Bel-Red Districts Dimensional Requirements), 20.25D.130 (Bel-Red Development Standards), 20.25H.035 (Critical area buffers and structure setbacks), 20.30D.285 (Amendment of an approved Planned Unit Development), 20.30N.140 (Home Occupation Permit Decision Criteria), Part 20.30T (Reasonable Accommodation), 20.35.015 (Review and Appeal Procedures – Framework for Decisions), 20.35.210 (Process II: Administrative decisions – Notice of application), 20.35.250 (Appeal of Process II decisions), 20.40.500 (Vesting and expiration of vested status of land use permits and approvals), 20.45A.140 (Preliminary Plat – Time Limitations), 20.45A.180 (Final Plat – General), 20.50.012 (B definitions), 20.50.020 (F definitions), and 20.50.030 (K definitions).

WHEREAS, throughout the process of administering the Land Use Code the City has identified necessary amendments to improve its function and usability, which fall into four categories: (1) improve clarity and usability; (2) ensure consistency with State law; (3) improve internal Land Use Code consistency; and (4) correct inaccurate or outdated citations; and

WHEREAS, the City seeks to modify the Land Use Code to improve the administration and clarity of this code and to ensure consistency with the laws of the State of Washington; and

WHEREAS, the proposed amendments to the Land Use Code are exempt from environmental review under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW, and the City's Environmental Procedures Code, BCC 22.02; and

June 2, 2014 Draft

WHEREAS, the Planning Commission held a public hearing on _____, 201__ with regard to such proposed Land Use Code amendments; and

WHEREAS, the Planning Commission recommends that the City Council approve the proposed amendments, now, therefore,

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

Section 1. Section 20.10.440, Residential Land Use Chart, Note (16), is hereby deleted:

~~(16) For Single Family Land Use Districts, "building height" is defined as the vertical distance measured from the average existing grade around the building to the highest point of a flat roof, or to the mean height between the eaves and ridge of a pitched roof, provided this measurement does not apply to flag poles and short wave radio antennas. Refer to the definition of building height for Single Family Land Use Districts at LUC 20.50.012.~~

Comment [CoB1]: Removes errant note; 20.10.440 does not address building height.

Section 2. Section 20.10.440, Residential Land Use Chart, is hereby amended to add Note (16), to read as follows:

(16) See LUC 20.20.190 for additional regulations.

Comment [CoB2]: User convenience – directs user to special setback and auto access requirements in 20.20.190.

and to attach Note (16) to the following uses:

- Group Quarters: Dormitories, Fraternal Houses, Excluding Military and Correctional Institutions and Excluding Secure Community Transition Facilities; and
- Congregate Care Senior Housing; and
- Nursing Home.

Section 3. Section 20.10.440, Recreation Land Use Chart, is hereby amended to add Note (11), to read as follows:

20.10.440 Recreation Land Use Chart.

(11) See LUC 20.20.190 for additional regulations.

Comment [CoB3]: User convenience – directs user to special setback and auto access requirements in 20.20.190.

and to attach Note (11) to the following uses:

- Recreation Activities: Golf Courses, Tennis Courts, Community Clubs, Athletic Fields, Play Fields, Recreation Centers, Swimming Beaches and Pools.

Section 4. Section 20.10.440, Resources Land Use Chart, is hereby amended to add Note (5), to read as follows:

20.10.440 Resources Land Use Chart.

(5) See LUC 20.20.130.E for additional regulations.

Comment [CoB4]: User convenience – directs user to additional regulations elsewhere in the Land Use Code.

Section 5. Section 20.10.440, Services Land Use Chart, is hereby amended to add Note (26), to read as follows:

20.10.440 Services Land Use Chart.

(26) See LUC 20.20.190 for additional regulations.

and to attach Note (26) to the following uses:

- Military and Correctional Institutions; and
- Education: Primary and Secondary; and
- Universities and Colleges; and
- Religious Activities.

Section 6. Section 20.20.010, Dimensional Requirements Chart, Note 44, of the Bellevue Land Use Code is hereby amended to read as follows:

(44) Maximum building height for single-family uses in single-family residential land use districts is 30 feet measured from the average elevation of the existing grade around the building to the highest point of a flat roof, or 35 feet to the ridge of a pitched roof. Refer to 20.50.012 for definition of Building Height – Single-Family Land Use Districts.

Section 7. Section 20.20.015 of the Bellevue Land Use Code is hereby amended to read as follows:

20.20.015 Minimum lot size – Shape.

Every lot shall be of a shape such that two lines, one equal to the required width and one equal to the required depth for the land use district, may be placed at right angles to each other entirely within the lot boundaries. Lot width shall be measured at the building line of the primary structure, which structure does not include garages or other accessory buildings.

Section 8. Section 20.20.125.E of the Bellevue Land Use Code is hereby amended to read as follows:

20.20.125.E Accessory structures in residential districts – Detached.

E. Limitations on Location and Lot Coverage.

~~1. Detached accessory structures shall not be located less than six feet from the associated primary structure.~~

21. Detached accessory structures shall be included in the calculation of lot coverage necessary to comply with the Maximum Lot Coverage by Structures requirements contained in LUC 20.20.010. In addition, detached accessory structures are limited to a maximum lot coverage of 10 percent except as otherwise provided in paragraph F.2. of this section.

32. Detached accessory structures are required to comply with the front and side setbacks required for the primary structure and are required to maintain a five-foot setback from the rear lot line except as otherwise provided in paragraph F.3. of this section.

Comment [CoB5]: User convenience – directs user to special setback and auto access requirements in 20.20.190.

Comment [CoB6]: User convenience.

Comment [CoB7]: Removes confusion, adds user clarity.

Comment [CoB8]: Consistency with International Residential Code adopted by the City of Bellevue.

Note: The ~~International Building Code~~ International Residential Code as adopted and amended by the City of Bellevue contains additional fire protection requirements that are applicable to some structures constructed within a side or rear yard setback.

Comment [CoB9]: The IRC is the code now used by the City of Bellevue.

Section 9. Section 20.20.130.E of the Bellevue Land Use Code is hereby amended to read as follows:

20.20.130.E Veterinary Services.

In addition to the development standards applicable to the land use district, including BCC Title 8 and Chapter 9.18 BCC, veterinary services are subject to the following requirements:

1. A veterinary clinic designed for the treatment and care of pet animals shall be operated by a registered veterinarian.
2. Animals shall be confined within the exterior walls of the building at all times.
3. Pet day care services may be allowed as a subordinate use subject to the provisions of subsection D of this section and LUC 20.20.840. All pet day care services shall be isolated by soundproofing from all adjacent property and uses.
4. Walls of interior-court animal runs shall be a minimum of eight feet high. Interior-court animal runs shall be roofed and if there are open air spaces between the top of the wall and the roof, they shall be enclosed with wire mesh.
5. All rooms housing animals shall have ample natural or mechanical ventilation.
6. There shall be no cremation or other disposal of dead animals on the premises.
7. ~~A veterinary clinic or hospital building shall not be located closer than 100 feet to an existing residence, residential district (R-1 through R-30), restaurant, clinic or hospital for humans.~~
8. ~~The setback required above shall not apply in the case of a residence used by the veterinarian himself, or any caretaker or watchman on the same or an adjoining lot.~~

Comment [CoB10]: Outdated requirement with no basis in either King County or Washington State regulations regarding health or other veterinary activities/locations.

Comment [CoB11]: If subsection (7) above is removed, this subsection (8) is no longer relevant.

Section 10. Section 20.20.170.C of the Bellevue Land Use Code is hereby amended to read as follows:

20.20.170.C Child care service use.

C. Family Child Care Home in a Residence.

Family child care providers must obtain an operating license from the Department of ~~Social and Health Services~~ Early Learning. Minimum licensing requirements can be found in Chapter ~~388-155-170-296~~ 4-024.03 WAC. Family child care providers also must obtain a Registration Certificate from the City of Bellevue as required by Chapter 4.024.03 BCC (Tax Administration Code). All family child care homes must comply with applicable building and fire codes, the Sign Code, Chapter 22B.10 22 BCC, and LUC provisions governing lot size,

Comment [CoB12]: Reference and code citation corrections.

building dimensions, setbacks and lot coverage requirements for the zone in which they are located.

Section 11. Section 20.20.520.K of the Bellevue Land Use Code is hereby amended to add a new subsection 3, to read:

20.20.520.K Maintenance of Plant Materials.

3. Streetscape plant materials shall be maintained in a manner consistent with the Bellevue Parks & Community Services 2012 “Environmental Best Management Practices & Design Standards”, Chapter 8 – Streetscape Management, now, or as hereafter amended.

Comment [CoB13]: Clarification of maintenance standards.

Section 12. Section 20.20.590.F.1 of the Bellevue Land Use Code is hereby amended to read as follows:

20.20.590.F Parking, circulation and walkway requirements.

F. Minimum/Maximum Parking Requirement by Use.

1. Specified Uses. Subject to LUC 20.20.590.G and 20.20.590.H, the property owner shall provide at least the minimum and may provide no more than the maximum number of parking stalls as indicated below:

Use	Minimum Number of Parking Spaces Required	Maximum Number of Parking Spaces Allowed
a. Auditorium/assembly room/exhibition hall/theater/commercial recreation (24)	1:4 fixed seats or 10:1,000 nsf (if there are no fixed seats)	No max.
b. Boat moorage, public or semi-public	1:2 docking slips	No max.
c. Financial institution	4:1,000 nsf	5:1,000 nsf
d. Funeral home/mortuary	1:5 seats	No max.

Comment [CoB14]: Numbering change resulting from elimination of notes 1 and 2.

e.	High technology/industry (1)	4:1,000 nsf	5:1,000 nsf
f.	Home furnishing-retail and major appliances-retail	1.5:1,000 nsf	3:1,000 nsf
g.	Hospital/in-patient treatment facility/outpatient surgical facility	1:patient bed	No max.
h.	(Deleted by Ord. 5790)		
i.	Manufacturing/assembly (other than high technology/light industry)	1.5:1,000 nsf	No max.
j.	Office (1) business services/professional services/general office	4:1,000 nsf	5:1,000 nsf
k.	Office (2) medical/dental/health-related services	4.5:1,000 nsf	5:1,000 nsf
l.	Personal services:		
	Without fixed stations	3:1,000 nsf	No max.
	With fixed stations	1.5:station	No max.
m.	Residential:		
	Single-family detached	2:unit	No max.

Comment [CoB15]: Note eliminated. See below.

Comment [CoB16]: Note eliminated. See below.

Comment [CoB17]: Note eliminated. See below.

Multiple unit structure:		
One-bedroom or studio unit	1.2:unit	No max.
Two-bedroom unit	1.6:unit	No max.
Three or more bedroom unit	1.8:unit	No max.
n. Restaurant:		
Sitdown only	14:1,000 nsf	No max.
With takeout service	16:1,000 nsf	No max.
o. Retail/mixed retail/shopping center uses (13):		
Less than 15,000 nsf	5:1,000 nsf	5.5:1,000 nsf
15,000 – 400,000 nsf	4:1,000 nsf	4.5:1,000 nsf
400,000 – 600,000 nsf	4:1,000 nsf	5:1,000 nsf
More than 600,000 nsf	5:1,000 nsf	5:1,000 nsf
p. Senior housing:		
Nursing home	0.33:bed	1:bed
Congregate care senior housing	0.5:unit	1.5:unit
Senior citizen dwelling	0.8:unit	1.5:unit
q. Rooming/boardings	1:rented room	No max.
r. Wholesale, warehouse	1.5:1,000 nsf	No max.
s. Vendor cart	1:cart	No max.

Comment [CoB18]: Numbering change resulting from elimination on notes 1 and 2.

nsf = net square feet (See LUC 20.50.036).

Notes: Minimum/Maximum Parking by Use:

~~(1) A property owner proposing a high technology light industry use or an office use (excluding medical/dental/health related office) shall provide area for future parking so that 4.5 stalls~~

Comment [CoB19]: Provisions contained in Notes 1 and 2 have not been utilized and are unnecessary.

~~per 1,000 net square feet can be provided, if the proposed initial installation is less than 4.5 stalls per 1,000 nsf. (See paragraph K.7 of this section for design requirements). If at any time the Director of the Development Services Department determines that adequate parking has not been provided through the initial installation ratio, the Director may require the installation of stalls designated as reserve parking up to the 4.5 per 1,000 nsf ratio to assure that parking availability satisfies parking demand. Reserved parking areas must be clearly designated on the approved site plan and a document describing such area and the obligation to convert such area to parking must be recorded with the King County Division of Records and Elections and the Bellevue City Clerk.~~

~~(2) A property owner proposing a medical/dental/health related office use shall provide area for future parking so that 5.0 stalls per 1,000 nsf can be provided, if the initial installation is less than 5.0 stalls per 1,000 nsf. (See paragraph K.7 of this section for design requirements.) If at any time the Director of the Development Services Department determines that adequate parking has not been provided through the initial installation ratio, the Director may require the installation of stalls designated as reserve parking up to the 5.0 per 1,000 nsf ratio to assure that parking availability satisfies parking demand. Reserved parking areas must be clearly designated on the approved site plan and a document describing such area and the obligation to convert such area to parking must be recorded with the King County Division of Records and Elections and the Bellevue City Clerk.~~

Comment [CoB20]: Provisions contained in Notes 1 and 2 have not been utilized and are unnecessary.

~~(13)~~ Office, restaurant and movie theater uses included within a retail/mixed retail/shopping center use (paragraph F.1.o of this section) must provide parking stalls as indicated below:

Comment [CoB21]: Numbering change resulting from elimination on notes 1 and 2.

- a. Office Uses. If office uses comprise more than 10 percent of the total net square footage of a retail/mixed retail/shopping center use with 25,000 to 400,000 total nsf, the property owner shall provide parking for all office uses at a ratio of at least 4.0 parking stalls per 1,000 nsf for all office space. The office net square footage is not used to calculate the parking for other associated uses.
- b. Restaurant Uses. If restaurant uses comprise more than five percent of the total net square footage of a retail/mixed retail/shopping center use, the property owner shall provide parking for all restaurant space at a ratio of at least 14 stalls per 1,000 nsf for sitdown restaurants or at least 16 stalls per 1,000 nsf for restaurants with take-out service. The restaurant net square footage is not used to calculate the parking for other uses.
- c. Movie Theaters. Movie theaters in a retail/mixed retail/shopping center use shall provide additional parking as follows:

Size of Retail/Mixed Retail/ Shopping Center Development (nsf)	Parking required in addition to requirements of LUC 20.20.590.F.1
less than 100,000	3.0:100 total seats
100,000-199,999 and more than 450 seats	3.0:100 total seats
200,000 and more than 750 seats	3.0:100 total seats

Movie theater square footage is used to calculate the parking for LUC 20.20.590.F.1.

(24) Room or seating capacity as specified in the International Building Code, as adopted and amended by the City of Bellevue, at the time of the application is used to establish the parking requirement.

Comment [CoB22]: Numbering change resulting from elimination on notes 1 and 2.

Section 13. Section 20.20.720.F of the Bellevue Land Use Code is hereby amended to read as follows:

20.20.720.F Recreational vehicles, watercraft, and utility trailers. *

F. As to recreational vehicles only, the requirements of subsection A of this section shall not apply to a residence if one or more occupants thereof has a current windshield placard or special license plate issued to them by the State of Washington as a qualified disabled person in accordance with RCW ~~46.16.384~~ 46.19.010. Persons claiming this exemption shall apply to the Director for approval thereof. The Director shall establish procedures and standards for acting on exemption requests hereunder. Only one recreational vehicle per residence may be exempted under this provision.

Comment [CoB23]: Citation correction.

* Not effective within the jurisdiction of the East Bellevue Community Council.

Section 14. Section 20.20.890.E of the Bellevue Land Use Code is hereby amended to read as follows:

20.20.890.E Trailers, boats, and large vehicles – Use as dwelling units. *

E. As to recreational vehicles only, the requirements of subsection D of this section shall not apply to a residence if one or more occupants thereof has a current windshield placard or special license plate issued to them by the State of Washington as a qualified disabled person in accordance with RCW ~~46.16.384~~ 46.19.010. Persons claiming this exemption shall apply to the Director for approval thereof. The Director shall establish procedures and standards for acting on exemption requests hereunder. Only one recreational vehicle per residence may be exempted under this provision.

Comment [CoB24]: Citation correction.

* Effective only within the jurisdiction of the East Bellevue Community Council.

Section 15. Section 20.20.900.E.1 of the Bellevue Land Use Code is hereby amended to read as follows:

20.20.900.E Tree retention and replacement.

E. Retention of Significant Trees in the R-1 Land Use District in the Bridle Trails Subarea for any Type of Land Alteration or Development.

1. Permit Required. As required by BCC ~~23.76.025.A.7~~ 23.76.035.A.8, a clearing and grading permit must be obtained from the City prior to the removal of any significant tree from any lot in the R-1 Land Use District in the Bridle Trails Subarea. The applicant may request a vegetation management plan to cover all proposed tree removal activities within a three-year period. In addition, for the removal of more than two significant trees within any three-year period, the requirements of subsections E.2 and E.3 below apply.

Comment [CoB25]: Citation correction.

Section 16. Section 20.25B.010 of the Bellevue Land Use Code is hereby amended to read as follows:

20.25B.010 Purpose

The Transition Area Design District provides a buffer between residential uses in a residential land use district and a land use district which permits development of higher intensity. Where multifamily development is planned adjacent to single-family residential uses or commercial development is planned adjacent to residential uses, such development should incorporate elements in the site design and building design to soften its impact and to result in a compatible transition.

Comment [CoB26]: Purpose clarification

Section 17. Section 20.25B.020 of the Bellevue Land Use Code is hereby amended to read as follows:

20.25B.020 Applicability

A. General.

This chapter applies to any portion of property located in a district designated on the chart below as “Districts providing transition” which is located within 300 feet of property located in a district designated on the chart as “Single-family districts receiving transition” or within 150 feet of property located in a district designated on the chart as “Multifamily districts receiving transition.”

B. Limitations.

1. Where a transition area abuts a portion of I-90, I-405, SR 520, Burlington Northern Railroad right-of-way, or power transmission line which is located in a single-family or multifamily district, the City shall include that portion as part of the required width of the transition area.
2. If the applicant establishes that a minimum 150-foot width of greenbelt or native growth protection easement is permanently dedicated for nonbuildable purposes and is located in a single-family or multifamily district, the City shall include that portion as part of the required width of the transition area.
3. Development within any Downtown Land Use District is not subject to Transition Area Design District requirements (refer to LUC 20.25A.090, Perimeter Design District).
4. Development within the F1 Land Use District is not subject to Transition Area Design District requirements.
5. Development within the OLB-OS Land Use District is not subject to Transition Area Design District requirements where that property receiving transition is developed in a nonresidential use.
6. Development of a wireless communications facility is not subject to Transition Area Design District requirements.
7. Development within the Medical Institution Land Use District is not subject to Transition Area Design District requirements.

8. Development within the Bel-Red Land Use Districts is not subject to the Transition Area Design District requirements unless specifically made applicable pursuant to Part 20.25D LUC.

9. Where a transition area abuts a single-family or multifamily district and all properties that would receive transition are developed with legally-permitted non-residential uses, the requirements of this Part 20.25B shall not apply.

Comment [CoB27]: Purpose clarification.

. . . .

Section 18. Section 20.25B.040.A of the Bellevue Land Use Code is hereby amended to read as follows:

20.25B.040 Development Standards

A. Building Height.

1. Definition. ~~For purposes of this chapter~~ In a Transition Area, building height shall be measured from average existing grade around the building to the highest point of a flat roof or parapet or to the mean height between the tallest eaves and tallest ridge of a pitched roof. Mechanical equipment and satellite dish antennas are included in building height calculations, except that mechanical equipment may extend into be located within the upper one-half of a pitched roof form not to exceed 10 feet above maximum building height. This additional 10 feet is for equipment or screening purposes only and not to obtain additional habitable space. Specifically excluded from this definition are parapet walls designed solely, and only to the extent necessary, to screen mechanical and elevator equipment, and slender structural elements not intended for human habitation and not exceeding 10 feet above the maximum building height including chimneys, smoke ventilation stacks, omni-directional antennas, and flagpoles. This definition supersedes the building height definition in LUC 20.50.012 for purposes of this chapter only.

Comment [CoB28]: Various clarifications to definition of building height in a transition area.

Comment [CoB29]: Adds mechanical equipment screening as an element excluded from building height measurement, to ensure that screening can be of similar height to the equipment it is screening.

Section 19. Section 20.25D.070, Bel-Red Services Land Use Chart, of the Bellevue Land Use Code is hereby amended to remove note (4) from the Professional Services: Medical Clinics and Other Health Care Related Services use in the BR Residential Commercial Nodes districts (BR-RC-1, RC-2, and RC-3).

Comment [CoB30]: Removes errant footnote (note 4 relates to auto/motorcycle sales and leasing, not professional services).

Section 20. Section 20.25D.080.A – Dimensional Requirements Chart - of the Bellevue Land Use Code is hereby amended to read as follows:

20.25D.080 Dimensional Requirements.

A. General.

This subsection (Chart 20.25D.080.A, Dimensional Requirements in Bel-Red Districts) sets forth the dimensional requirements for each land use district in the Bel-Red Subarea. The Dimensional Requirements of Chart 20.20.010 do not apply in the Bel-Red land use districts. Each structure, development, or activity in a Bel-Red land use district shall comply with these requirements except as otherwise provided in this section. If a number appears in a box at the intersection of a column and a row, the dimensional requirement is subject to the special limitation indicated in the corresponding Note.

Chart 20.25D.080.A

Dimensional Requirement in Bel-Red Districts.

Bel-Red Land Use District (19)	Tower Type (1) (17)	Minimum Setbacks/Stepbacks (3) (5) (7) (8) (10)			Gross SF/Floor Above 40 ft. (gsf/f) (16) (20) (21)	Gross SF/Floor Above 80 ft. (gsf/f) (16) (20) (21)	Maximum Impervious Surface/Lot Coverage (6)	Building Height (4)(22)		Floor Area Ratio (4) (9)	
		Front	Rear	Side				Base	Max.	Base	Max.
MO-1 OR-1 RC-1	Nonresidential Residential	0 (2)	0 (14)	0 (14)	28,000 28,000/12,000	28,000 9,000	75%	45	150	1.0	4.0
OR-2 RC-2	Nonresidential Residential	0 (2)	0 (14)	0 (14)	28,000 28,000/12,000	28,000 9,000	75%	45	125	1.0	4.0
RC-3 (15)	Nonresidential Residential	0 (2)	0	0	28,000 28,000	NA	75%	45 (13)	70 (13)	1.0	4.0
CR (15)	Nonresidential Residential	0 (2)	0	0	28,000 28,000	NA	75%	45 (13)	70 (13)	1.0	2.0
R	Nonresidential Residential	0 (2)	0	0	NA	NA	75%	30	45	1.0	2.0
MO OR	Nonresidential Residential	0 (2)	0	0	28,000 28,000	NA	75%	70	70	1.0	1.0
GC	Nonresidential Residential	0 (2)	0	0	NA	NA	75%	45	45	1.0	1.0
ORT	Nonresidential Residential	20	30	20	NA	NA	75%	45(4211)	45 (4211)	0.75	0.7
All	Parking (12) (18)				NA	NA	75%	30	30	0.5	0.5

Comment [CoB31]: Incorrect reference.

Notes: Chart 20.25D.080.A Dimensional Requirement in Bel-Red Districts.

(1) - (10) *No change*

(11) Maximum building height in the BR-ORT land use district shall be measured from average existing grade. See LUC 20.25D.130.D.4.d for additional transition edge development requirements.

Comment [CoB32]: No change - Shown only to identify correct reference.

(12) The ground floor of a parking structure shall include Required Ground Floor Uses pursuant to LUC 20.25D.130.A.

Comment [CoB33]: No change - Shown only to identify incorrect reference.

(13) - (22) *No change*

Section 21. Section 20.25D.080.C.3 of the Bellevue Land Use Code is hereby amended to read as follows:

20.25D.080.C Bel-Red Dimensional Requirements

C. Impervious Surface/Lot Coverage

3. Buildings constructed partially below grade and not higher than 30 inches above average finished grade are not structures for the purpose of calculating impervious surface; provided, that the rooftop of the building shall be landscaped consistent with the City of Bellevue's Utilities Department Engineering Standards, Chapter ~~D9D6~~, now or as hereafter amended, for the building roof area as approved by the Director.

Comment [CoB34]: Citation correction.

Section 22. Section 20.25D.130.D.4.d of the Bellevue Land Use Code is hereby amended to read as follows:

4. Applicable Standards for Building Design.
 - a. Building facades shall incorporate elements including but not limited to stepbacks, offsets, roof overhangs, and recesses with a minimum depth of 18 inches. Incorporated recess and offset elements should generally occur along the building facade at intervals no greater than 30 feet.
 - b. A building facade visible from abutting residential properties shall not exceed 150 feet.
 - c. A primary structure shall be a minimum of 20 feet from another primary structure, provided this dimension may be modified pursuant to LUC [20.25H.040](#) on sites in the Critical Areas Overlay District.
 - d. The maximum building height of 45 feet above average finished ~~existing~~ grade may be reached only when incorporating pitched or stepped roof forms.
 - e. Communication dishes greater than one meter (3.28 feet) in diameter shall not be visible from adjacent residential districts.
 - f. Natural materials and neutral colors shall be used.

Comment [CoB35]: Consistency with 20.25D.080.A, note (11).

Section 23. Section 20.30D.285 of the Bellevue Land Use Code is hereby amended to read as follows:

20.30D.285 Amendment of an approved Planned Unit Development

- A. There are three ways to modify or add to an approved Planned Unit Development: process as a new decision, process as a Land Use Exemption, or process as an administrative amendment.
- B. Except as provided in subsections C and D of this section, modification of a previously approved Planned Unit Development shall be treated as a new application.
- C. Land Use Exemption for a Planned Unit Development.

The Director may determine that a modification to a previously approved Planned Unit Development is exempt from further review under the administrative amendment process or as a new application, provided the following criteria are met:

- ~~1. The change is necessary because of natural features of the subject property not foreseen by the applicant or the City prior to the approval of the Planned Unit Development; and~~
12. The change will not have the effect of significantly reducing any area of landscaping, open space, natural area or parking; and

Comment [CoB36]: Impossible standard to meet.

- | 23. The change will not have the effect of increasing the density of the Planned Unit Development; and
- | 34. The change will not add square footage that is more than 20 percent of the existing gross square footage of the Planned Unit Development; and
- | 45. If an addition or expansion has been approved within the preceding 24-month period, the combined additions will not add square footage that exceeds 20 percent of existing gross square footage of the Planned Unit Development; and
- | 56. The change will not result in any structure, circulation or parking area being moved significantly in any direction; and
- | 67. The change will not reduce any approved setback by more than 10 percent; and
- | 78. The change will not result in a significant increase in the height of any structure; and
- | 89. The change does not result in any significant adverse impacts beyond the site.

....

Section 24. Section 20.30N.140.A of the Bellevue Land Use Code is hereby amended to read as follows:

20.30N.140 Decision Criteria

- A. The Director of the Development Services Department may approve or modify and approve a Home Occupation Permit if the following decision criteria are met:
 - 1. *(no change)*
 - 2. *(no change)*
 - 3. *(no change)*
 - 4. There is no exterior display, exterior alteration of the property, including expansion of parking or the addition or expansion of exterior mechanical equipment, no exterior sign other than business signage on the applicant's vehicle, no exterior storage of materials or other exterior indication of the business; and
 - 5. *(no change)*
 - 6. *(no change)*
 - 7. *(no change)*
 - 8. *(no change)*
 - 9. *(no change)*
 - 10. *(no change)*
 - 11. *(no change)*
 - 12. *(no change)*

Comment [CoB37]: Clarification, reflects actual code application practice. Prevents home occupations from adding commercial kitchens that require mechanical equipment out of character with residential uses.

Section 25. Part 20.30T of the Bellevue Land Use Code is hereby amended to read as follows:

20.30T Reasonable Accommodation

Any person claiming to have a **handicap or disability**, or someone acting on his or her behalf, who wishes to be excused from an otherwise applicable requirement of this Land Use Code under the Fair Housing Amendments Act of 1988, 42 USC 3604(f)(3)(b), or the Washington Law Against Discrimination, Chapter **49.60** RCW, must provide the Director of the Development Services Department with verifiable documentation of handicap **or disability** eligibility and need for accommodation. The Director shall act promptly on the request for accommodation. If handicap **or disability** eligibility and need for accommodation are demonstrated, the Director shall approve an accommodation which may include granting an exception to the provisions of this Code. The Director shall not charge any fee for responding to such a request. The Director's decision shall constitute final action by the City on the request for accommodation, and review of that decision will be available only in court. An action seeking such review must be filed not more than 21 days after the Director's decision.

Comment [CoB38]: Consistency with Federal and State law (Federal Fair Housing Amendments Act uses "handicap"; Washington Law Against Discrimination uses "disability").

Section 26. Section 20.35.015.A of the Bellevue Land Use Code is hereby amended to read as follows:

20.35.015.A Framework for decisions

A. Land use decisions are classified into **fourfive** processes based on who makes the decision, the amount of discretion exercised by the decisionmaker, the level of impact associated with the decision, the amount and type of public input sought, and the type of appeal opportunity.

Comment [CoB39]: Correction; internal consistency.

Section 27. Section 20.35.015.C.12 of the Bellevue Land Use Code is hereby amended to read as follows:

20.35.015.C Framework for decisions

C. Process II decisions are administrative land use decisions made by the Director. Threshold determinations under the State Environmental Policy Act (SEPA) made by the Environmental Coordinator and Sign Code variances are also Process II decisions. (See the Environmental Procedures Code, BCC 22.02.034, and Sign Code, BCC22B.10.180). The following types of applications require a Process II decision:

1. Administrative amendments;

. . . .

~~12. Review under the State Environmental Policy Act (SEPA) when not consolidated with another permit. Land use approvals requiring a threshold determination under SEPA when not consolidated with another land use decision identified in this Section 20.35.015.~~

Comment [CoB40]: Consistency with State law.

Section 28. Section 20.35.015.G of the Bellevue Land Use Code is hereby amended to read as follows:

20.35.015.G Framework for decisions

G. Other types of land use applications and decisions made by the Director, including those set forth below, are minor or ministerial administrative decisions, exempt from the above land use processes. Notice and an administrative appeal opportunity are not provided. LUC 20.35.020 through 20.35.070, however, apply to all land use applications.

1. Boundary Line Adjustment;

2. Final Plat (also requires Hearing Examiner approval prior to recording);
3. Final Short Plat;
4. Land Use Exemption;
5. Temporary Use Permit;
6. Vendor Cart Permit;
7. Requests for Reasonable Accommodation as defined by Part 20.30T LUC.*
8. Applications and decisions for activities for which the Director of the Utilities Department has granted an exemption to the "Minimum requirements for new development and redevelopment" pursuant to BCC 24.06.065.C.

Comment [CoB41]: Clarifies relationship of Land Use Code and certain applications/decisions pursuant to Utilities Code.

*Not effective within the jurisdiction of the East Bellevue Community Council.

Section 29. Section 20.35.210.A (Table 20.35.210.A) of the Bellevue Land Use Code is hereby amended to read as follows:

20.35.210.A Notice of Application.

A. Notice of application for Process II land use decisions shall be provided within 14 days of issuance of a notice of completeness as follows:

Table 20.25.210.A

Application Type	Publish	Mail	Sign
Administrative Amendment	X	X	X
Administrative Conditional Use	X	X	X
Design Review	X	X	X
Home Occupation Permit	X	X	
Interpretation of Land Use Code	X		
Preliminary Short Plat	X	X	X
Shoreline Substantial Development Permit	X	X	
Variance, Shoreline Variance	X	X	
Critical Areas Land Use Permit	X	X	
<u>Land Use approvals requiring SEPA Review (when not consolidated with another permit) and use decision, as provided for in LUC 20.35.015.C.12)</u>	X		
<u>Master Development Plan</u>	X	X	X

Comment [CoB42]: Clarification and internal consistency.

Comment [CoB43]: Clarification, and consistency with Process II nature of MDPs (see LUC 20.35.015.C.10).

Section 30. Section 20.35.250.A of the Bellevue Land Use Code is hereby amended to read as follows:

20.35.250 Appeal of Process II decisions.

A. Process II decisions, except for shoreline permits and SEPA Threshold Determinations on Process IV or Process V actions, may be appealed as follows:

Comment [CoB44]: Internal consistency.

. . . .

Section 31. Section 20.40.500.A.1 of the Bellevue Land Use Code is hereby amended to read as follows:

20.40.500.A Vesting and expiration of vested status of land use permits and approvals.

A. Vesting for Permits and Approvals

1. Permits and Approvals Other than Subdivisions and Short Subdivisions and Conditional Uses. Applications for all land use permits and approvals except subdivisions and short subdivisions and conditional uses shall be considered under the Land Use Code and other land use control ordinances in effect on the date that a fully complete Building Permit application, meeting the requirements of BCC ~~23.40.032~~23.05.090.E and F, is filed. If a complete Building Permit application is not filed, the land use permit or approval shall become vested to the provisions of the Land Use Code upon the date of the City's final decision on the land use permit or approval.

Comment [CoB45]: Consistency with state law.

Comment [CoB46]: Citation correction.

Section 32. Section 20.40.500.A.2 of the Bellevue Land Use Code is hereby amended to read as follows:

20.40.500.A Vesting and expiration of vested status of land use permits and approvals.

2. Subdivisions and Short Subdivisions and Conditional Uses. An application for approval of a subdivision or short subdivision of land, as defined in LUC 20.50.046, or for a conditional use, as defined in LUC 20.50.014, shall be considered under the Land Use Code and other land use control ordinances in effect when a fully completed application is submitted for such approval which satisfies the submittal requirements of the Director specified pursuant to LUC 20.35.030.

Comment [CoB47]: Consistency with state law.

Comment [CoB48]: Consistency with state law.

Section 33. Section 20.45A.140 of the Bellevue Land Use Code is hereby amended to read as follows:

20.45A.140 Preliminary plat – Time limitation.

A preliminary plat automatically expires and is void if the applicant fails to file for approval of the final plat within:

- A. Seven years of the effective date of preliminary plat approval if preliminary plat approval is on or before December 31, 2014; or
- B. Five years of the effective date of the preliminary plat approval if preliminary plat approval is on or after January 1, 2015; or
- C. Ten years of the effective date of preliminary plat approval if the project is not subject to requirements adopted under Chapter 90.58 RCW and the date of preliminary plat approval is on or before December 31, 2007.

Comment [CoB49]: Changes below are for consistency with state law.

Provided, that, unless the plat is a phased development and the applicant has received an extension for the preliminary plat pursuant to LUC 20.45A.150, these time limitations may be increased by the length of the approved extension.

Section 34. Section 20.45A.180 of the Bellevue Land Use Code is hereby amended to read as follows:

20.45A.180 Final plat – General.

The applicant must submit the final plat within:

Comment [CoB50]: Changes below are for consistency with state law.

- A. Seven years of the effective date of preliminary plat approval if preliminary plat approval is on or before December 31, 2014; or
- B. Five years of the effective date of the preliminary plat approval is preliminary plat approval is on or after January 1, 2015; or
- C. Ten years of the effective date of preliminary plat approval if the project is not subject to requirements adopted under Chapter 90.58 RCW and the date of preliminary plat approval is on or before December 31, 2007.

Provided, that, or the extension date if an extension was granted pursuant to LUC 20.45A.150, these time limitations may be increased by the length of the approved extension.

Section 35. Section 20.50.012 of the Bellevue Land Use Code is hereby amended to revise the definition of “Building Height” to read as follows:

20.50.012 B definitions.

Building Height. The vertical distance measured from the average elevation of the finished grade around the building or building segment to the highest point of a flat roof, or to the mean height between the eaves and ridge of a pitched roof. Specifically excluded from this definition and from the regulation of maximum building height are structural elements not intended for habitation and not exceeding 15 feet above the maximum building height including penthouses for mechanical and elevator equipment, chimneys, wireless communication facility antenna arrays, smoke and ventilation stacks, flag poles, mechanical and elevator equipment, and parapet walls designed solely to screen mechanical and elevator equipment. This definition does not apply to projects located within a Transition Area Design District (refer to LUC 20.25B.040), the Shoreline Overlay District (refer to LUC 20.25E.017), Single-Family Land Use Districts (refer to the definition of Building Height – Single-Family Land Use Districts contained in this section; see also ~~LUC 20.10.440, Note (16)), and to~~ the F1 Land Use District (refer to LUC 20.25F1.040, Footnote (6)).

Comment [CoB51]: Internal consistency – footnote deleted.

Section 36. Section 20.50.012 of the Bellevue Land Use Code is hereby amended to revise the definition of “Building Height – Single-Family Land Use Districts” to read as follows:

20.50.012 B definitions.

Building Height – Single-Family Uses in Single-Family Land Use Districts. The vertical distance measured from the average elevation of the existing grade around the building to the highest point of a flat roof, or to the ridge of a pitched roof, provided this measurement does not apply to chimneys, wireless communication facility antenna arrays, shortwave radio antennas, smoke and ventilation stacks, and flag poles. This definition applies only to single-family residential structures, and structures accessory thereto, located in a single-family land use district. For all other structures, regardless of land use district, see the definition of Building Height contained in this section.

Comment [CoB52]: Clarifies intent and application of this definition. Non-single-family structures would be subject to the definition of “Building Height”, above.

Comment [CoB53]: User convenience.

Section 37. Section 20.50.012 of the Bellevue Land Use Code is hereby amended to add the following new definitions:

20.50.012 B definitions.

Building Height – Shoreline Overlay Districts. See LUC 20.25E – Shoreline Overlay District definitions.

Comment [CoB54]: Internal consistency and clarification.

Building Height – Transition Area Design Districts. See LUC 20.25B.040.A.1 – Transition Area Design District Building Height definition.

Comment [CoB55]: Internal consistency and clarification.

Section 38. Section 20.50.020 of the Bellevue Land Use Code is hereby amended to revise the definition of “Floor Area Ratio (FAR)” to read as follows:

20.50.020 F definitions.

Floor Area Ratio (FAR). A measure of development intensity equal to the gross floor area, excluding parking and mechanical floors or areas, divided by net on-site land area (square feet). Net on-site land area includes the area of an easement but does not include public right-of-way except in the Downtown as provided for in LUC 20.25A.020.D. Refer to LUC 20.25H.045 for additional limitations on development intensity applicable to sites with critical areas or critical area buffers. This definition does not apply to single-family dwellings (refer to the definition of Floor Area Ratio (FAR) – Single-Family Dwellings contained in this section).

Comment [CoB56]: Internal consistency and user convenience.

Section 39. Section 20.50.020 of the Bellevue Land Use Code is hereby amended to add the following new definition:

20.50.020 F definitions.

Floor Area Ratio (FAR) – Single-Family Dwelling. A measure of development intensity equal to the gross floor area divided by net on-site land area (square feet). Included in the calculation of gross floor area is the floor area of the ground floor plus that of any additional stories of all buildings on the lot, including accessory structures. High-volume spaces – 16 feet or greater in height – are counted twice. Excluded in the calculation of gross floor area is the floor area or partially exposed lower levels that are less than five feet above finished grade, attic areas which are unfinished and non-habitable, and carports, porches, and decks that are open on at least two sides. See also LUC 20.20.010, Note (43).

Comment [CoB57]: Differentiates single-family FAR from other FAR, for clarification.

Section 40. Section 20.50.030 of the Bellevue Land Use Code is hereby amended to add the following new definition:

20.50.030 K definitions.

Kitchen. An identifiable area inside a building, including all appliances, fixtures, and features within that area together with high-voltage electrical wires and plumbing serving such appliances, fixtures, and features, that contains a combination of functionally related appliances including a stove, range, oven, microwave, or any combination thereof, a refrigerator or other food storage appliance, a sink, and a counter or cupboards, in proximity to each other.

Comment [CoB58]: Based on language used in the city’s single family use agreement. Clarification of terms (important for determine what constitutes a “dwelling”).

Section 41. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this ordinance.

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Section 42. This ordinance shall take effect and be in force five/thirty (5/30) days after legal publication.

Comment [CoB59]: City Attorney Office to determine.

PASSED by the City Council this _____ day of _____, 201____, and signed in authentication of its passage this _____ day of _____, 201____.

(SEAL)

Claudia Balducci, Mayor

Approved as to form:

Lori M. Riordan, City Attorney

Attest:

Myrna L. Basich, City Clerk

Published _____

DRAFT