

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

July 22, 2015
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner deVadoss

STAFF PRESENT: Paul Inghram, Patti Wilma, Erika Rhett, Department of Planning and Community Development; Kevin McDonald, Department of Transportation

COUNCIL LIAISON: Not Present

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Chair Hilhorst who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Carlson, who arrived at 6:34 p.m., and Commissioner deVadoss who was excused.

3. PUBLIC COMMENT

Ms. Sue Martin, 500 106th Avenue NE, spoke representing the Bellevue Towers Livability Committee and provided the Commission with the results of a February 2015 survey regarding livability priorities of downtown Bellevue residents. Creation of the survey included research regarding global community livability criteria. In order of importance, the criteria highlighted by the residents were transportation, parking, amenities, pedestrian congestion and safety, public spaces, and design outcomes. Not surprisingly, transportation and parking issues accounted for 64 percent of what matters to residents; least important was design. Specific to transportation, the survey found that residents want low to moderate congestion levels, being able to walk to most destinations, access for emergency vehicles, minimum pressure on city arterials from freeway congestion, and safety at garage exits and cross streets. With regard to parking issues, the residents favored accessible parking facilities, affordable vehicle parking, convenient vehicle parking, short-term parking for maintenance and delivery vehicles, and adequate retail parking. The survey respondents indicated that in five years the issues that will have degraded include pedestrian safety, access for emergency vehicles, traffic and congestion, sidewalk and pedestrian congestion, pollution, and building density. The respondents also suggested that positive impacts could result in the next five years by bringing online a free circular shuttle connecting all of the downtown, connecting the transit center to Bellevue Square via a tramway, shuttles to transit centers, and protected bicycle lanes. The respondents gave Bellevue high marks on most livability criteria, but they also expect things to be worse in five years. They are more concerned

about transportation, safety and parking than public spaces and design outcomes. The list of recommendations included ensuring that all planning decisions are tied directly to resident livability priorities for transportation, parking and safety; ensuring all city guidelines for transportation improvements reflect the same priorities; and conducting an expanded survey to include all of downtown Bellevue and other Bellevue residents.

Commissioner Walter asked if having less parking available would lead to better transportation outcomes. Mr. Jordan Louviere, who indicated he invented much of the technology used in the survey, said removing parking spaces would improve the flow of traffic, but that in turn would encourage traffic. Removing parking spaces would only be a short-term solution.

Answering a question asked by Commissioner Walter about parking, Ms. Martin said Bellevue Towers is a green building and noted that in order to attain that status, it was necessary to reduce the overall number of parking stalls. The result is that the parking spaces are maxed out.

Commissioner Barksdale asked what the survey sample size was and Mr. Louviere said 196 of the 630 owners in Bellevue Towers responded, which is a remarkably high participation rate.

Commissioner Carlson asked Mr. Louviere if he believed the survey of Bellevue Towers residents is reflective of downtown Bellevue residents in general. Mr. Louviere said he would not be able to say that, though people in some other buildings have indicated they agree with the findings.

Commissioner Laing asked if it would be possible to simply make the survey available to other building managers in the downtown. Mr. Louviere said that has been discussed.

4. APPROVAL OF AGENDA

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

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

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram reported that the City Council is scheduled to act on the Comprehensive Plan on August 3.

7. DRAFT MINUTES REVIEW

A. June 24, 2015

A motion to approve the minutes as submitted was made by Commissioner Laing. The motion was seconded by Commissioner Walter and the motion carried without dissent; Commissioner Morisseau abstained from voting.

B. July 8, 2015

Commissioner Walter called attention to page 46 and the comments made by Strategic Planning Manager Emil King about the areas directly surrounding the downtown. She noted that she had stressed the importance of looking beyond just the perimeter neighborhoods to all neighborhoods

of Bellevue and how they would be impacted by the downtown, and said that comment was not adequately portrayed in the minutes.

Commissioner Walter also referred to the second paragraph on page 50 and noted her reference to Policy TR-12 should in fact have been to Policy TR-11 and said she had disagreed with the premise that there would be fewer cars if there were fewer parking spaces in facilities.

There was agreement to work on corrections to the minutes before approving them.

8. STUDY SESSION

A. Downtown Transportation Plan

Senior Planner Kevin McDonald explained that the Downtown Transportation Plan recommendations were formulated by the Transportation Commission. He noted that certain items in the recommendations have Land Use Code implications that will fall to the Planning Commission to address. The Transportation Commission focused on downtown mobility for all modes of travel, including driving, walking, biking and transit and their recommendation was transmitted to the Council on October 2, 2013, following which the Council gave direction to begin implementation of the Downtown Transportation Plan. To that end the Transportation Commission has been looking at roadway projects that add vehicle capacity to serve the downtown, though most of the projects are not actually within the confines of the downtown. The recommendations include a number of bicycle facility types for the downtown and the roadways upon which those facilities would be developed to provide connections within the downtown and to and from the neighborhoods and regional trails.

Commissioner Laing left the meeting at 6:56 p.m.

Continuing, Mr. McDonald said pedestrian mobility elements were identified by the Transportation Commission, including how to treat intersections where pedestrians and vehicles interact; the Transportation Commission wanted to ensure the respectful treatment of pedestrians by the design of intersections. A series of intersection types was developed ranging from the typical design with white lines eight feet apart, to an enhanced design with wider crosswalk bars and possibly utilizing special pavement treatments and wayfinding components, to exceptional intersections along the pedestrian corridor and in Old Bellevue utilizing every tool to create a welcoming environment for pedestrians crossing the street.

Commissioner Morisseau asked what criteria will be utilized to determine where typical intersection designs should be used and where exceptional intersection designs should be employed. Mr. McDonald said the exceptional intersections are determined by location along the pedestrian corridor and Old Bellevue. The toggle between a standard intersection and an enhanced intersection largely has to do with the existing or anticipated pedestrian volumes, the existing or anticipated speed of traffic, and urban design or livability considerations.

Mr. McDonald said midblock crossings are important in downtown Bellevue given the superblock layout. The Transportation Commission recommended utilizing a variety of treatments to create midblock crossings that are comfortable and secure, including at-grade and above-grade options. Currently the Land Use Code allows for pedestrian bridges at certain locations on Bellevue Way, NE 8th Street, and NE 4th Street. The Transportation Commission recommended allowing them further to the east on NE 4th Street, NE 8th Street and on NE 6th Street between the downtown light rail station and Meydenbauer Center.

As the Transportation Commission discussed the downtown transportation issues, it encountered issues that are not necessarily within its purview, particularly issues related to the Land Use Code which is in the purview of the Planning Commission. Those are the items the Transportation Commission has referred to the Planning Commission to consider as the work on the Downtown Livability Initiative progresses toward updating the Land Use Code. Sidewalk width is one of those issues. Based on the anticipation of pedestrian volumes and the provisions for art, café seating, great infrastructure facilities and the like, the Transportation Commission recommended widening the basic sidewalk widths along NE 6th Street and Bellevue Way, and giving consideration to substituting continuous landscape strips for street trees in grates as a means of providing a better buffer between pedestrians and vehicles, to provide a better environment for the growth of trees, and to improve stormwater infiltration.

Commissioner Carlson asked if any of the suggested changes would come at the expense of shrinking vehicle lane capacity. Mr. McDonald said the short answer is no. The curb-to-curb space would remain the same, and the sidewalk width increase and landscaping would occur behind the curb. While that might encroach on the development of land, there would be no penalty to the development potential. Additionally, the suggested changes would not come at the expense of parking or bicycle lanes.

Commissioner Walter said it appeared to her that once the depicted system is all built out, the only place left for bicycle lanes will be in the current vehicle traffic lanes. Mr. McDonald explained that certain roadways are earmarked for having shared roadway facilities. There are some strategic locations where dedicated bicycle facilities have been determined to be very important; they are primarily on the perimeters of the downtown.

Mr. McDonald explained that the development review process is the mechanism used for getting sidewalks developed in the downtown. The developer of an underdeveloped parcel coming in for a tower project would be informed that there is a requirement for a 16-foot sidewalk, and would have to set the building back far enough from the curb to accommodate it. The overall development potential of the site would remain unaffected.

Through-block connections, the off-street pathways that go between buildings, often connecting plazas, need to be better advertised. While working on the downtown transportation issues, the Transportation Commission heard often from the public that the through-block connections that exist are largely unknown. The recommendation calls for more prominent access signage or pavement types to make it clear the connections are for use by the public, and for making sure they are ADA accessible.

The Transportation Commission also talked about the pedestrian corridor, the major pedestrian spine running through the center of the downtown. They noted that the corridor does not provide universal accessibility for those with mobility impairments, and the paving and wayfinding leaves much to be desired on some portions of the corridor. The Transportation Commission did not provide any specific recommendations; the suggestion was made to consider those issues in updating the designs for the pedestrian corridor.

The public raised the topic of curbside uses, such as getting parcels to and from buildings and businesses, and the lack of taxi stands. The issue of curbside uses falls under the Land Use Code, so the Transportation Commission referred the issue to the Planning Commission.

Commissioner Morisseau asked if adding curbside uses would impact existing parking. Mr. McDonald said they would not given that such uses would come into play with new development without taking away existing parking or existing travel lanes.

Mr. McDonald said Bellevue does a good job of providing bicycle parking on the street. Providing for bicycle facilities such as lockers and showers falls to developers in the context of their individual projects.

Typically in Bellevue transit riders wait for buses either on the sidewalk or in shelters located on the sidewalks. The Transportation Commission observed that transit shelters clutter the sidewalks and often serve as attractive nuisances and recommended that new development incorporate components of a bus stop within their building frontage, including seating, lighting and transit wayfinding.

B. Downtown Livability

Community Development Manager Patti Wilma informed the Commissioners that in the 1920s there was a ferry crossing Lake Washington between Meydenbauer Bay and Leschi. The Meydenbauer Marina still exists and the new park will be a great amenity once it comes to fruition. The city incorporated in 1953, and the first subarea plan was adopted in 1973. The Land Use Code was developed in 1981 and continued to evolve in the mid-1980s with design guidelines and the establishment of the perimeter design districts. The first Downtown Implementation Plan adopted in 1990 focused on transportation improvement projects. A short time later a task force was appointed by the Council to look at major points of disagreement resulting from development of the downtown with high-rise structures. The group reached no consensus but the Council took what came out of the process and modified some elements of the code, primarily those dealing with the perimeter design districts and the downtown core. In 1992 King County policies recognized downtown Bellevue as an urban center. The Downtown Implementation Plan adopted in 2004 resulted in the subarea plan currently on the books. The Downtown Livability Initiative Citizen Advisory Committee (CAC) was appointed by the Council in 2012 and the current consideration being given to amendments is based on the recommendations from that group.

Mr. Inghram explained that there is both a county and regional process for designating centers. Bellevue was designated on the county level in 1992, then in 1995 on the regional level, putting downtown Bellevue as one of a number of metropolitan centers across the region that are intended to attract both jobs and housing. Centers are also considered as a priority for regional funding for transportation projects.

Commissioner Carlson asked when the wedding cake approach to downtown zoning was adopted. Ms. Wilma said that was incorporated into the original perimeter design districts in the mid-1980s.

Commissioner Morisseau asked if the Land Use Code has ever been amended. Ms. Wilma allowed that it has been amended several times over the years in small ways, but not significantly.

Ms. Wilma said Bellevue's first skyscraper was constructed in the 1960s. It was seven stories tall and was located at NE 4th Street and 108th Avenue NE and housed PACCAR. In the early 1980s Bellevue Square was enclosed which began to establish the vision for a shopping street, a commerce street and an entertainment or events street that is outlined in the Comprehensive Plan. Bellevue Place was built in the early 1980s as well and the development of high-rise structures has continued since then. Downtown Park began to take shape in the 1990s. Meydenbauer Center and the Galleria both opened in the 1990s. In the 2000s construction of both the Expedia and Lincoln Square buildings was mothballed due to the economy and for some

the sidewalks in front of those projects were not usable. The latter part of the 2000s saw a great deal of development, including the completion of the Expedia and Lincoln Square buildings along with the Bellevue Art Museum. Bellevue Towers and Lincoln square both built to the maximum height of 450 feet.

Ms. Wilma shared with the Commissioners the land use plan for downtown Bellevue in the 1970s, noting the presence of single family around the edges and business commercial in the middle. The first generation of the perimeter design districts was simply a transition area. Between 1985 and 2004 the land use vision changed very little.

With regard to zoning, Ms. Wilma said the O1 district in the middle of the downtown had a nonresidential height limit of 300 feet, while residential uses had no height limit at all. The O2 district had and continues to have a height limit of 250 feet. The zones radiating outwards from the center of the downtown have lower and lower height limits. Old Bellevue had a height limit of 200 feet but the residents worked with the city to establish a height limit of 55 feet around the edges, 90 feet inside that, and then 200 feet toward the center of the town. At one time there was no height limit at all in the downtown core, then a 450-foot height limit was imposed. The height limit in the O2 district was at one time 300 feet; that same height is again being considered for that district.

Turning to the issue of building height and form, Ms. Wilma briefly compared what the code currently allows to the recommendations of the CAC. She noted that the CAC had recommended up to 300 feet in the O2 district with no increase in the FAR, an approach that would result in more space between towers and/or additional open space at the ground level. The recommendation for the O1 district was to study up to 600 feet, but the CAC did not delve into what the FAR should be; currently the FAR is unlimited for residential and staff are recommending imposing a limit.

Ms. Wilma noted that 12 early wins had been identified for consideration and rated relative to the likelihood of being used in the short term. Should the Commission conclude the best approach would be to split the code amendment process into two sections, first to address the early wins and second to address the more complex issues, approval from the Council would be needed.

Commissioner Walter called attention to equalizing the FAR for residential and commercial in the MU district and noted that on page 58 of the CAC's report it says the equalized height of 300 feet is based on area 2A action. She said in order to offer an opinion relative to equalizing the FAR, it would first be necessary to know what will happen with regard to 2A. If action is not taken on 2A, everything would be 200 feet, something citizen groups have said would not result in a memorable skyline. Ms. Wilma agreed that some of the CAC's recommendations were predicated on high-level thinking. As the more detailed work moves forward, the validity of the various recommendations relative to achieving the vision will be made clear.

Commissioner Walter said her preference was for taller narrower buildings from a light and air stance but said she assumed it would be more cost-effective to construct the shorter fatter buildings. Ms. Wilma allowed that shorter fatter buildings are less expensive to construct but rents in shorter buildings are less than in taller buildings that have better views.

Mr. Inghram commented that the risk involved in focusing first on early wins is the potential of slowing down or delaying the rest of the work. If, however, there is agreement that some of the early wins could affect development that could occur in the next few years, there may be value in focusing on them first.

Commissioner Barksdale asked if the individual early wins listed in the matrix are related to each other in any way. Ms. Wilma said the second through fifth issues are dependent on significant staff time as well as the amenity system and how it plays it relative to economic value.

Ms. Wilma explained in answer to a question from Chair Hilhorst that a parking code amendment for Old Bellevue is in process. The Council is processing the amendment and will be taking action on it on August 3. The focus is on clarifying some language in the Land Use Code that has been applied inconsistently over time.

The range of permitted uses issue is a housekeeping item staff is eager to address. It will involve reviewing a long list of uses that downtown business and building owners have asked about over time. Items seven to twelve are manageable and will need about three months to address.

Commissioner Morisseau asked how many vacant sites and buildings there are in the downtown area. Ms. Wilma said there are many underdeveloped sites, and in fact about half of the downtown area is yet to be developed to its full potential. The possibility of work being started and stopped exists, and in fact there are a number of sites under construction that could shut down for one reason or another, just as has happened in the past, leaving an ugly site with construction fencing around it. The code needs to be revised with regard to how such sites should be treated. Chair Hilhorst said she would like to see that issue added to the list of issues to be addressed early on. Commissioner Carlson concurred.

Commissioner Barksdale asked about the mechanical equipment and solid waste issue and was told by Ms. Wilma that it has to do with the placement and screening of solid waste receptacles, and the placement of mechanical equipment to avoid having vents blowing air out onto the sidewalks.

Commissioner Walter voiced support for addressing items 7 through 12.

Commissioner Morisseau said she would need more information before being able to say with any degree of certainty which issues should be addressed up front. She asked about the issue of sidewalk café and location/intrusion into the required walkway and said she saw safety issues associated with it in terms of ADA compliance. Ms. Wilma said ADA has a minimum clearance of 48 inches on a public way sidewalk and the city has a standard policy calling for sidewalks six feet wide. Sidewalk cafés and other private uses on sidewalks often insinuate themselves into the circulation path. Having some clear and predictable criteria would be helpful to rely on when enforcement issues arise.

Answering a question asked by Commissioner Barksdale about the downtown parking study, Ms. Wilma said the Council has asked staff to submit a proposal for what the study should entail. That information is currently being collected and a rough study scope will be before the Council for consideration on August 3. The study likely will take a year or more.

There was consensus to draft the early wins list with items 5, 7, 8, 9, 10, 11 and 12.

Commissioner Barksdale proposed seeking citizen input with regard to the list and how it should be prioritized.

C. Eastgate Land Use Code

Senior Planner Erika Rhett reminded the Commissioners that the visioning and policy

development portion of the Eastgate/I-90 work has been completed and the focus is on the concepts needed to inform the amendments to the code.

Ms. Rhett pointed out on a map the area zoned Light Industrial (LI) in Richards Valley and noted it is the largest concentration of LI left in the city. She said Eastgate/I-90 CAC identified Richards Valley as appropriate for research and development uses and for accommodating flex-tech style development. Flex-tech development refers to a type of building form needed to accommodate some of the more advanced manufacturing processes.

In 2014 as part of the Comprehensive Plan update the city conducted an industrial lands analysis that concluded the Richards Valley area LI could be used to support tech uses, advanced manufacturing, and artisanal manufacturing. The analysis also highlighted the local need for LI lands that serve uses that require a lot of outdoor storage, such as landscaping materials, and uses that have minor external impacts.

The city's economic development plan identifies the Eastgate area as an affordable alternative to the downtown in terms of employment. It also noted the area is poised for collaboration and linkage with Bellevue College, and identifies specific industry clusters appropriate for Eastgate, including tech startups, aerospace and retail uses.

Ms. Rhett identified the need to discuss how uses in the LI zone need to be modified in order to support the priorities identified for the corridor. For instance, research and development is already allowed in the Richards Valley area, but it is restricted to multiuse buildings. For something like an advanced manufacturing operation where research and development is part of an overall operation, there would be no barrier. But a pure research and development is not currently allowed as a standalone use. Removing the restriction for research and development should be discussed.

Asked by Commissioner Barksdale why the current restriction exists, Ms. Rhett said one possible reason is the need to distinguish between industrial land by excluding office uses. Some research and development occurs in offices; allowing the use in a multiuse building only narrows the field to those that are part of a manufacturing or industrial context. The question is whether or not the restriction should be kept in light of the fact that by doing away with it office development could occur in the Richards Valley that might not otherwise happen.

Commissioner Morisseau asked if there has been any study done showing there is a need for standalone research and development. Ms. Rhett said there is no specific study in hand, but there is a strong preference from the Eastgate/I-90 CAC. There are, however, potential industry clusters in biotech and scientific and technical services and those uses could be encouraged by opening up the restriction. Of course, those uses could also be accommodated in other zones and part of the question is whether or not the city's industrial lands should be preserved for light industrial uses.

Chair Hilhorst noted for the benefit of the new Commissioners that over the last few years there have been concerns voiced about the fact that Bellevue's light industrial footprint is being reduced. The question is where uses that only fit in the LI zone will in the future go if all the LI land is given over to other uses, and whether doing away with the restriction will preclude future businesses from locating in Bellevue.

Ms. Rhett confirmed that research and development operating primarily as an office use is allowed to locate in other zones.

Chair Hilhorst said the real question is how to get the most out of the land without completely eradicating light industrial. Research and development is clearly a use that is valuable to the city, particularly near Bellevue College, but there are other places where it can be sited.

Commissioner Carlson asked what the recommendation of the CAC was and Ms. Rhett explained that it was to support research and development. The CAC did not give specific direction to remove the requirement that the use must be in a multiuse building in the LI zone. The CAC's vision for the corridor as a whole was to create multiple connections between the employers that are there, smaller businesses that support them with small manufacturing or research and development, and Bellevue College.

Ms. Rhett said another question to be addressed is focused on whether or not non-industrial uses should be limited in the LI zone to keep land available for future industrial needs. Richards Valley is currently home to a variety of uses, including a school, a daycare, auto body shops, small manufacturing, a badminton club and gymnastics, as well as a shooting range, a post office, a marijuana producer and building contractors. Because the land is relatively inexpensive, the area is a magnet for uses that need space but do not have a lot of money to spend. Any narrowing of the allowed uses could see some existing uses become nonconforming. There are ways to limit non-industrial uses beyond simply not allowing them. Already some retail uses are limited as to size. Specific uses could be required to have conditional use permits, and others could be required to operate as part of another use.

Chair Hilhorst cautioned against setting up too many restrictions on uses. In working to find tenants for the vacant grocery store space in the Newport Hills Shopping Center, a business that teaches fencing expressed interest in locating there, but restrictions built into the code would have limited the number of square feet they could occupy and the result was a use that would have been a good fit with the neighborhood located somewhere else. Mr. Inghram said trade-offs of that sort will need to be discussed. Adding research and development uses would be in line with the recommendation of the CAC, but to get there may require placing restrictions on certain other kinds of uses.

Commissioner Carlson asked what the current vacancy rate is. Ms. Rhett said it has changed recently as space has been grabbed up for marijuana production. The rate previously stood at between 17 and 22 percent and historically has tracked five to ten percent higher than the downtown.

Commissioner Barksdale asked what impacts might be associated with LI uses. Ms. Rhett said some LI uses have external impacts ranging from odors to noise and traffic concerns.

Commissioner Carlson commented that the fact that the CAC reviewed the issues in detail and advised expanding the parameters to include research and development, and the fact that there is apparently room to accommodate such businesses, leads in the direction of including research and development in the list of allowed uses without restricting anything else.

Answering a question asked by Commissioner Barksdale about policy alternatives, Mr. Inghram said the packet outlines them. The motivations for making changes include the LI study and the Eastgate/I-90 CAC report. He said staff could bring to the Commission the actual code language showing which uses are permitted in LI and which uses are not, but the policy choice as outlined in the CAC report is whether or not to encourage and support the research and development and flex tech uses, and whether or not non-industrial uses should be restricted.

Chair Hilhorst reiterated her support for allowing more rather than imposing restrictions that

could close doors to future unknown uses. Mr. Inghram said there is the potential of limiting some things to a degree without fully disallowing them. One approach would be to utilize the conditional use permit option, a process geared toward making sure uses fit within the context of other uses.

Commissioner Walter said she favored allowing research and development but not opening the door to converting light industrial space to office space. Change is occurring very rapidly, such as marijuana production which is only allowed in LI. She said she had heard many King County transfer stations are set to be closed, but not the Bellevue station, which will likely see increased usage. Bellevue College is expanding, and the Humane Society is looking to expand as well. All of that will impact the LI land in Richards Valley.

With regard to the topic of transit-oriented development, Ms. Rhett said a new zone is needed to respond specifically to the vision for the area. The CAC identified an area of the Eastgate/I-90 corridor as appropriate for transit-oriented development. The area is highlighted as having the highest intensity of mixed uses, an integrated transportation system, a pedestrian-oriented street running through the middle, and a connection with Bellevue College via a hill climb, all with an emphasis on creating a master plan for the area.

Part of Bellevue's success as a whole is predicated on providing diverse and attractive built environments at different levels of intensity, and the CAC's recommendation for the Eastgate/I-90 corridor fits into that model. In looking at the transit-oriented development area, comparisons were made to the downtown multiuse zone and the office/residential and residential/commercial zones in the BelRed corridor. The comparable zones in the BelRed corridor do not allow manufacturing uses, and the downtown multiuse zone has only a small amount of manufacturing. Craft manufacturing, however, which includes food/beverage and artisanal handcrafted items, could be both economically viable and a good fit. The CAC favored having a brew pub located in the transit-oriented development area given the location close to Bellevue College. However, a use that simply manufactures and bottles product would be more appropriately located in the Richards Valley.

Chair Hilhorst asked if it would be possible to get some data regarding businesses surrounding Washington State University and other two- and four-year colleges. She said in creating an urban village, it will be prudent to create things people can walk to instead of having to drive. Mr. Inghram said staff could look at other college areas to see what they offer, though he noted there likely is a wide range between educational facilities in small towns versus large towns.

Ms. Rhett pointed out that the analysis contained in the Commission packet is clear about allowing retail and service uses that serve the college students and staff. Also important will be the provision of different types of housing. In general, recreational uses should be allowed in the transit-oriented development zone, but the question is at what scale and intensity. The transit-oriented development area is limited in size and while a major sports arena may be a drawing card, it may not be appropriate for the area. Outdoor recreational uses typically require lots of space, and Bellevue College already has such facilities, so those uses may not be appropriate. Indoor recreational spaces could be accommodated in a more compact manner. The likelihood of seeing an aquarium or botanical garden developed in the area is limited. Conditional use is a technique that could be used to limit some uses; a size restriction would be another approach, as would making certain uses subordinate to a permitted use.

Mr. Inghram asked the Commissioners to identify any of the uses listed in Attachment B they would like to see allowed in the transit-oriented development area.

Commissioner Barksdale asked if the CAC had considered the Eastgate corridor as a tourist destination. Chair Hilhorst said she believed that the downtown and BelRed areas will have the strongest pull for tourists. While tourism is not off the table, it was not a focus highlighted by the CAC. Mr. Inghram added that Eastgate is an area people pass through when coming to the area, and for many of them their impression of the city will be drawn by what they see when driving by on I-90. That is the reason the CAC held up the notion of Eastgate as a gateway.

Commissioner Walter commented that because the Mountains to Sound Greenway passes through the corridor, it would be a good thing to have stops for bicyclists to gather in. Ms. Rhett agreed and added that in addition to those just biking through on the trail, there will be people working in or living adjacent to the corridor who would benefit from having things of interest to them. With regard to tech and startup companies, cycling facilities and shops are high on the list of important amenities. The Mountains to Sound Greenway trail will benefit from the planned bridge across the freeway at 142nd Avenue SE connecting with the transit-oriented development area and Bellevue College.

Ms. Rhett said the CAC's vision for the corridor included seeing some 800 residential units developed in the corridor, with the majority of them in the transit-oriented development area. Bellevue College has stated the importance of building a stock of housing both on and off the campus. The downtown and BelRed corridor both allow for a full range of housing types ranging from multifamily to senior housing. The only real difference between those areas and the Eastgate/I-90 corridor is the issue of group quarters and rooming houses. Rooming houses are non-owner occupied dwellings subject to multiple leases in which rooms are offered for rent or lease on an individual room basis. Group quarters are not specifically defined in Bellevue's Land Use Code but are generally defined as places managed by an organization in which people live or stay and in which the residents are provided with housing and/or services ranging from medical care to other types of assistance. In practical terms, such a facility in the Eastgate/I-90 corridor would be a dormitory providing housing and services.

Commissioner Walter offered the opinion that the majority of college housing should be provided on the campus. Rooming houses cannot legally be limited to college students only.

Ms. Rhett said a walking tour of the area could be arranged for a date in September. In subsequent meetings the Commission will be focused on land uses for the rest of the corridor, design and form, design guidelines, FAR limits and alternatives for the public benefit system. There will also be a concerted public outreach process once the concepts are more defined.

9. PUBLIC COMMENT - None

10. NEXT PLANNING COMMISSION MEETING

A. September 9, 2015

Mr. Inghram noted that the first meeting after the August break will be held at Bellevue College to facilitate the walking tour of the Eastgate/I-90 area prior to the meeting.

There was agreement to start the walking tour at 5:15 p.m.

Mr. Inghram said he would check with the Commissioners, staff and Councilmember Stokes to determine their availability before scheduling the Commission's annual retreat. He added that November 9 has tentatively been highlighted for a joint City Council/Commission meeting to discuss incentive zoning.

11. ADJOURN

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

Chair Hilhorst adjourned the meeting at 9:30 p.m.

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Commissioner Walter commented that because the Mountains to Sound Greenway passes through the corridor, it would be a good thing to have stops for bicyclists to gather in. Ms. Rhett agreed and added that in addition to those just biking through on the trail, there will be people working in or living adjacent to the corridor who would benefit from having things of interest to them. With regard to tech and startup companies, cycling facilities and shops are high on the list of important amenities. The Mountains to Sound Greenway trail will benefit from the planned bridge across the freeway at 142nd Avenue SE connecting with the transit-oriented development area and Bellevue College.

Ms. Rhett said the CAC's vision for the corridor included seeing some 800 residential units developed in the corridor, with the majority of them in the transit-oriented development area. Bellevue College has stated the importance of building a stock of housing both on and off the campus. The downtown and BelRed corridor both allow for a full range of housing types ranging from multifamily to senior housing. The only real difference between those areas and the Eastgate/I-90 corridor is the issue of group quarters and rooming houses. Rooming houses are non-owner occupied dwellings subject to multiple leases in which rooms are offered for rent or lease on an individual room basis. Group quarters are not specifically defined in Bellevue's Land Use Code but are generally defined as places managed by an organization in which people live or stay and in which the residents are provided with housing and/or services ranging from medical care to other types of assistance. In practical terms, such a facility in the Eastgate/I-90 corridor would be a dormitory providing housing and services.

Commissioner Walter offered the opinion that the majority of college housing should be provided on the campus. Rooming houses cannot legally be limited to college students only.

Ms. Rhett said a walking tour of the area could be arranged for a date in September. In subsequent meetings the Commission will be focused on land uses for the rest of the corridor, design and form, design guidelines, FAR limits and alternatives for the public benefit system. There will also be a concerted public outreach process once the concepts are more defined.

9. PUBLIC COMMENT - None

10. NEXT PLANNING COMMISSION MEETING

A. September 9, 2015

Mr. Inghram noted that the first meeting after the August break will be held at Bellevue College to facilitate the walking tour of the Eastgate/I-90 area prior to the meeting.

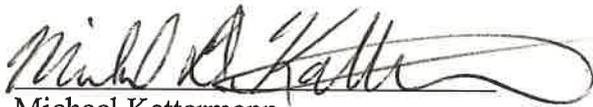
There was agreement to start the walking tour at 5:15 p.m.

Mr. Inghram said he would check with the Commissioners, staff and Councilmember Stokes to determine their availability before scheduling the Commission's annual retreat. He added that November 9 has tentatively been highlighted for a joint City Council/Commission meeting to discuss incentive zoning.

11. ADJOURN

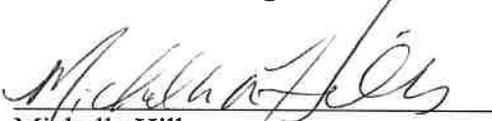
A motion to adjourn the meeting was made by Commissioner Walter. The motion was seconded by Commissioner Barksdale and the motion carried unanimously.

Chair Hilhorst adjourned the meeting at 9:30 p.m.



Michael Kattermann
Staff to the Planning Commission

10-5-2015
Date



Michelle Hilhorst
Chair of the Planning Commission

10/14/15
Date

* Approved September 9, 2015