



Bellevue Planning Commission

Wednesday, December 10, 2014

6:30 to 9:30 p.m. ■ 1E-113

City Hall ■ 450 110th Avenue NE, Bellevue

Agenda

6:30 p.m.

Executive Session

Potential litigation

Regular Meeting

7:15

1. Call to Order

Aaron Laing, Chairperson

2. Roll Call

3. Public Comment*

Limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic

4. Approval of Agenda

5. Communications from City Council, Community Council, Boards and Commissions

6. Staff Reports

Paul Inghram, Comprehensive Planning Manager

8. Study Session

7:30

A. Community Vision

Brief the Commission on work updating the Community Vision statement
Commissioners deVadoss and Carlson

7:45

B. Comprehensive Plan Update

Continue review of draft updates, including the 156th/Crossroads subarea boundary, Transportation Commission recommendations, designation of urban boulevards and recap of previous reviews

Paul Inghram, Comprehensive Planning Manager; Scott MacDonald, Assistant Planner, PCD

Kevin McDonald, Senior Transportation Planner, Transportation

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9:00

C. Downtown Transportation Plan Implementation

Review of draft changes to the Downtown Subarea Plan to implement the Downtown Transportation Plan

Kevin McDonald, Senior Transportation Planner, Transportation

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9:15 p.m.

9. Other Business

10. Public Comment* - Limited to 3 minutes per person

11. Draft Minutes Review

- September 10
- September 24
- October 8
- October 22

9:30 p.m.

12. Adjourn

Agenda times are approximate

Planning Commission members

Aaron Laing, Chair
Michelle Hilhorst, Vice Chair
John Carlson
Jay Hamlin

Diane Tebelius
John deVadoss
Stephanie Walter

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. 425-452-5262 (TDD) or 425-452-4162 (Voice). Assistance for the hearing impaired: dial 711 (TR).



December 2, 2014

SUBJECT

Major Comprehensive Plan Update

STAFF CONTACT

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Scott MacDonald, Assistant Planner, 452-4852, SMacDonald@bellevuewa.gov

Planning and Community Development

Kevin McDonald, Senior Planner, 452-4558 kmcdonald@bellevuewa.gov

Transportation

DIRECTION NEEDED FROM PLANNING COMMISSION

- Action
- Discussion
- Information

The December 10, 2014, study session continues the update and review of the Bellevue Comprehensive Plan. No formal action is requested at this study session. The goal is to complete the major areas of review in the next two or three meetings to allow development of a complete draft plan. That draft plan will then be subject to additional review of the plan as a whole and be available to the public. The Commission will be reviewing the entire draft in the context of public feedback before forwarding a recommendation to City Council. Following are the outstanding issues for which staff is seeking additional direction from the Commission at the December 10 meeting:

- Outstanding items from previous reviews – see Attachment 1
- Urban Boulevards designations and maps – see Attachment 2 and the enclosed, updated policy table
- Crossroads/Bel-Red subarea boundary – see Attachments 3
- Transportation Element – See Attachments 4 & 5

The following additional items are included in the Commission's packet for information. It is not anticipated that there will be sufficient time to discuss these at the December 10 meeting. These items do not have the significance of policy changes and therefore may require less review, although they could be scheduled for an upcoming meeting at the Commission's discretion:

- Glossary – see Attachment 6
- Maps – enclosed

Staff has also been working with commissioners deVadoss and Carlson on drafting an updated Community Vision statement that incorporates elements of the current statement, input we heard from the community and aspects of the Council's recent visioning work. Commissioners deVadoss and Carlson may provide a brief update on that work at the meeting.

BACKGROUND

The Planning Commission, the city's other boards and commissions and the staff are working to conduct a major update of the Comprehensive Plan, systematically reviewing individual policy areas and reviewing a range of background information about how the community has changed. While the city makes limited amendments to the plan once a year, the last major update was adopted in 2004. During this update the Planning Commission has completed at least an initial review of policies for Citizen Participation, Land Use Housing, Capital Facilities, Utilities, Economic Development, Urban Design, and Environment. Other boards and commissions have reviewed all or parts of Capital Facilities, Utilities, Transportation, Parks, Recreation and Open Space, Human Services and Urban Design (art policies). The Planning Commission has also discussed approaches to updating the community vision statement and reviewed proposed subarea boundary changes.

At the last Planning Commission meeting, the Commission directed moving ahead with a proposed single policy change related to the new master plan for Surrey Downs Park. The Commission also began discussion of the potential boundary request for the BelRed/Crossroads area and the Transportation Commission's work on the Transportation Policies. These items are noted again here in this agenda memo to facilitate the Commission's continued discussion. A number of individual policy questions were also presented in the packet for the last meeting, but there was insufficient time to discuss them at the meeting. Those items are included herein.

Due to staff availability conflicts with the Energize Eastside project, follow up discussion of the Utilities Element, electrical power lines, and the southern Downtown Boundary will need to be scheduled for January.

KEY ITEMS FOR DISCUSSION

1. OUTSTANDING ITEMS FROM PREVIOUS REVIEWS

The Planning Commission worked through policy-by-policy reviews of the chapters of the Comprehensive Plan, including those for Citizen Participation, Land Use, Housing, Capital Facilities, Utilities, Economic Development, Urban Design, and Environment. Tables showing the progression from the original policy to the Planning Commission's direction were distributed at the last meeting for:

- Citizen Participation
- Land Use
- Housing
- Capital Facilities
- Utilities
- Environment

Please bring your set of policy tables to the December 10th meeting.

An updated policy table for Urban Design is enclosed.

The policies for these chapters were thoroughly discussed during study sessions. However, some specific policies were identified for additional discussion or warrant additional review and are pointed out on Attachment 1 for the Commission's consideration. Please note that, due to staff availability, questions regarding the Utilities Element and electrical power lines will be scheduled for January. Some outstanding questions regarding the Housing Element will also be presented in January along with a revised policy table for Economic Development.

2. URBAN BOULEVARDS

In addition to the policy framework that the Planning Commission previously reviewed at the July 9th meeting, the Urban Design Element includes a map of designated boulevards and intersections. This map has helped guide street and intersection improvements that focus on enhancing street landscaping and pedestrian amenities. Staff proposes considering changes to the urban design street designations, which are different from the transportation street classifications, and updating the map to provide greater clarity.

Discussion of the proposed urban boulevards designations, related maps and the policy changes that would be need to support the maps are included in Attachment 2.

3. 156TH BELRED/CROSSROADS SUBAREA BOUNDARY

In addition to past discussions about new subarea boundaries, the Planning Commission began review of a request to change the Bel-Red/Crossroads boundary at its last meeting on November 12. With the establishment of the work program for the Comprehensive Plan update, the City Council identified a need to define a process to update the subarea boundaries citywide and directed review of two specific subarea boundary requests, including the Bel-Red/Crossroads location. Review of a second boundary question related to the southern Downtown boundary will be presented in January.

An analysis of the Bel-Red/Crossroads boundary area and the request from some members of the community is provided in Attachment 3.

4. TRANSPORTATION ELEMENT

At the November 12 meeting staff provided an overview of the Transportation Commission's recommendation. The Planning Commission asked several questions about the Transportation Element and for more clarity with regard to what it is asked to do with the other commission's recommendations. The attached responses clarify the meaning of the draft policies and address the concerns identified at that meeting. Responses to the Commission's questions are provided in Attachment 4 along with the set of recommended policies, Attachment 5.

The Transportation Commission is charged with advising the Council on transportation-related issues, including short-range and long-range transportation policy, projects and planning. It provides recommendations directly to the City Council. The Transportation Commission

recommendations for amending the Transportation Element resulted from a thorough review of the existing policies, conducted over the course of fifteen study sessions.

The Planning Commission is charged with coordinating the overall update of the Comprehensive Plan, and ensuring that the plan fits together as a whole. Like the other Bellevue boards and commissions, the Planning Commission makes its recommendations directly to the City Council. In the charge to the boards and commissions adopted by Council for this project, it was envisioned that individual boards and commission would review respective components and that the Planning Commission would review the document at a whole.

For the Transportation Element, the draft policy recommendations are provided for the Planning Commission's information and to ensure that the policies are consistent with the rest of the Comprehensive Plan, particularly the Land Use Element. It is not necessary for the Planning Commission to get into the fine grain details, because those have been addressed by the Transportation Commission which has primary expertise in that topic. Further, it would be unproductive and confusing to have two different sets of recommendations for the same element.

Staff reviewed the policies for consistency and has identified no inconsistencies with the rest of the draft plan. If the Planning Commission identifies a significant issue that needs to be addressed, a comment or question could be relayed to the Transportation Commission.

In addition to the attached responses, the Planning Commission indicated interest in supporting development of a multipurpose, off-street path that follows the light rail alignment and provides access to light rail stations. As this concept affects the direct East Link negotiations between the city and Sound Transit, the Planning Commission could forward this idea to the City Council for its consideration outside of the Comprehensive Plan update process.

OTHER ITEMS FOR REVIEW (TIME PERMITTING)

5. MAPS

In addition to the element by element policy reviews, staff has been working to update maps, figures and other aspects of the plan. A number of transportation-related maps were provided in the November 12th packet. Enclosed with this packet are maps for the Land Use, Housing, Human Services, and Parks, Recreation and Open Space, Economic Development, and Utilities elements, in addition to the two maps that would be included in the Urban Design element and discussed above. Due to the limited time on the agenda, review of the maps will not be part of the study session presentation although if any specific questions can be identified, that could be helpful. Time to review the maps or to address specific questions could be scheduled for an upcoming meeting.

6. GLOSSARY

The primary purpose of the Glossary is to aid the reader, especially in the understanding of terms that may have a specific planning or municipal use within the plan. The Glossary also defines the land use designations used in the plan and on the Land Use Map. As part of the overall update, the words and terms included in the current Glossary were reviewed to ensure that they remain up to date and consistent with the policies. The updated Glossary also contains a key

organizational change and seeks to remove a number of unnecessary definitions. Similar to the maps, there is not sufficient time on the agenda for detailed review of the Glossary at this meeting. Questions are welcome and time to review the Glossary or specific definitions in greater detail could be scheduled at an upcoming meeting.

NEXT STEPS

The following items are currently scheduled for discussion at the Commission's next meeting on January 14:

- Neighborhood element – Council expressed interest in creating a new neighborhoods element. Staff will present a concept for adding that to the plan.
- Downtown Subarea Boundary – consideration of boundary irregularities south of Main Street
- Utilities Element and Economic Development follow up
- Community health – Staff will present conclusions from the review of policies that relate to community health.
- Other follow up – Other issues identified for follow up or additional discussion

Over the last year, the focus has been on reviewing individual components of the plan. As a complete draft is developed, staff will work to identify whether to recommend additional changes or additions to ensure that the plan works together as an integrated document.

The schedule below is approximate and it based on that discussed at the Planning Commission retreat:

Late January	Full review of components completed
Early February	Public review draft of entire plan available
Mid-February	Joint boards and commissions meeting
Late-February	Public Hearing
Late March	Final recommendations and Transmittal to Council
Mid-June	Council final action
June 30, 2015	Statutory deadline for Comprehensive Plan Update

ATTACHMENTS

1. Outstanding Items from Previous Reviews
2. Urban Boulevards Review
3. Crossroads/156th Avenue NE Subarea Boundary Analysis
4. Transportation Element Review
5. Transportation Commission Policy Recommendations
6. Draft Glossary

ENCLOSED

1. Updated Urban Design policy table
2. Draft maps

OUTSTANDING ITEMS FROM PREVIOUS REVIEWS

The Planning Commission worked through policy-by-policy reviews of the chapters of the Comprehensive Plan, including those for Citizen Participation, Land Use, Housing, Capital Facilities, Utilities, Economic Development, Urban Design, and Environment. While the policies for these chapters were thoroughly discussed during study sessions, some policies were identified for additional discussion or may warrant additional review and are pointed out here.

Citizen Participation Issues

- The Commission elected to largely retain the existing policies of the Citizen Participation element. One of the proposed policies is intended to establish city direction for master planning of large public projects. In the past the city's planning for larger projects has varied and there is a desire to provide greater assurance to neighborhoods. If not appropriate for the Citizen Participation chapter, would this policy work in the Land Use element or if redrafted?

Utilize a public involvement program, such as master planning, for large, complex public project to ensure community engagement and to provide a predictable review process.

Land Use Issues

- The Commission asked to see a revised proposal for LU-21 about neighborhood character. (Policy LU-21; Line 15 of the Land Use table.) Staff suggests a simplified policy that could read:

Support neighborhood efforts to maintain and enhance their character and appearance.

- For policy LU-26, the Commission asked to see a revised version that was significantly condensed. A revised draft is shown in the policy table at line 20:

Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity.

Environment Issues

- The Commission asked to add a stand-alone policy referencing the need to protect/restore tree canopy in the face of linear transportation (e.g. East Link) or other large infrastructure (e.g. Energize Eastside) projects. Potential policy language for this could be:

Work to minimize the impact to the city's tree canopy and natural environment caused by linear transportation and infrastructure projects and to mitigate for losses, where impacts are unavoidable.

- In the review of Policy EN-82, regarding vehicle emissions, the Commission questioned whether the policy remained current even as the state vehicle emission control testing is anticipated to cease. Staff suggests that this policy could be removed.

~~*Support federal and state actions to reduce vehicle emissions through continued improvements in federal vehicle emission controls and state inspection and maintenance requirements, to include expansion to cover more vehicle classes and additional geographic area.*~~

- Policy EN-92 addresses noise abatement due traffic. The Commission asked to look at how to strengthen the policy to reduce the impacts of highway and arterial noise. A potential change for the policy could be:

Require new residential development to include traffic noise abatement design and materials where necessary, including the preservation of vegetation, to minimize noise impacts from arterials and freeways.

Urban Design Issues

- For Policy UD-1 (line 22), the Commission's suggestions was not fully understood. Staff heard interest in adding "avoiding stark spaces" to the policy and would like to confirm if that was captured correctly.

Encourage attractive designs for the built environment that convey excellence in architecture, site design, and workmanship, avoid stark spaces, durability in building materials and enrich the appearance of their surroundings.

- For Policy UD-60 (line 8), the Planning Commission expressed interest in wording more similar to the original policy. While that language support improvements to neighborhood entries, it lacks support for neighborhood improvements that might occur at other locations. Staff proposes a new draft of the policy that would hopefully address the Commission's concern about the clarity of the previous draft while providing flexibility to address a range of neighborhood improvements.

Support neighborhood improvements that reinforce local identity and character.

- In addition to these two policy changes, the current Urban Design policy table includes those policy amendments discussed during the Utilities Element review with the city's NPDES consultant, AHBL, that relate to stormwater management. At that time, the policies were included in a NPDES policy review table along with similar policies amendments proposed for Utilities and Environment elements. These policies focus on support for Low Impact Development principles: minimizing impervious surfaces, minimizing native vegetation loss and minimizing stormwater runoff to comply with new requirements of the NPDES Western Washington Phase II Municipal Stormwater Permit (NPDES Permit). The Urban Design policy table includes those proposed updates to the Urban Design Element that incorporate the NPDES-related policies discussed : NEW-9 (line 40), NEW-10 (line 41), NEW-12 (line 44), NEW-13 (line 45) and NEW-16 (line 76).

URBAN DESIGN TREATMENT MAPS

In addition to the policy framework that the Planning Commission previously reviewed at the July 9th meeting, the Urban Design Element includes a map of designated boulevards and intersections. This map has helped guide street improvements that focus on enhancing street landscaping and pedestrian amenities. 148th Avenue and Lake Hills Connector are two streets that have seen focused landscape improvements in the past and that exemplify the Boulevard designation. The map has also been used to identify street and intersections for specific enhanced landscaping and pedestrian amenities, including current work planned for 119th Avenue SE in Newport Hills. However, in the implementation of streetscape improvements the use of the map has raised a number of questions:

- Streets with a very different character have the same designation. (e.g. 148th Avenue NE has the same designation as Lake Hills Blvd)
- Intersections with very different character also have the same designation (e.g. 119th Avenue SE and SE 60th Street in Newport Hills have the same designation as 116th Avenue NE and NE 8th Street)
- The map is not clear as to why specific intersections or boulevards have been designated
- Current and proposed policy supports quality streetscapes on all arterials throughout the city – but the map and policy aren't clear on what distinguishes a “regular” street that should still have quality design and landscaping and a designated boulevard
- Map doesn't clearly support neighborhood character
- Map does little to inform the character of streets or intersections

Recognizing these issues, staff proposes updating the map to provide greater clarity while keeping it at a high planning level. The city anticipates more detailed and in-depth future work to define streetscapes for a number of key streets that will take into account the specific local character and use of those streets. The Comprehensive Plan cannot go to that level of detail, but the map can be improved to better differentiate between key types of street design.

This map closely relates to transportation street classification maps. However, it is important to note that it does not designate the street classification (contained in the Transportation Element) and is intended to support design improvements consistent with the individual street's function.

Similar to the proposed policy changes that the Planning Commission reviewed and made preliminary recommendations on at the July 9th meeting, the update of the map can better reflect the element's policy intent of improving the pedestrian experience, protecting and enhancing neighborhoods, supporting community gathering spaces, and reflecting the vision of a “City in a Park.” At the center of the mapping issue is that the character of some streets is recognizably different than others. Bellevue is lucky to have many natural and open space areas and many large and significant parks. These areas set Bellevue apart from other cities and make the vision of Bellevue as a “City in a Park” a reality. Many streets traveling through these areas have a distinct scenic quality.

Meanwhile, other streets like 148th Avenue NE and NE 8th Street also have quality attractive landscaping, but are larger, higher traffic streets. They also serve as key streets that connect across the city and serve as entry points into the city. These streets typically operate as a corridor from one end of the city to the other. Along the way, elements from adjacent neighborhoods are incorporated into the streetscape, but there is a consistent element that ties one end of the street with the other. These streets are the primary transportation routes through the city.

Lastly, some neighborhoods have key retail areas and the streets that serve them, either currently or have the opportunity to, function as the neighborhood's "main street." As a component of early outreach efforts for the Comprehensive Plan update, residents and stakeholders felt that neighborhood shopping centers have an important role in neighborhoods as community gathering spaces. Residents indicating wanting to see enhanced, more pleasant access to their local shopping areas. Here, the design intent is for the street to support the retail activity of the adjacent neighborhood businesses and make it safe, attractive and convenient for people from the surrounding community to access their local shopping center. These streets have the opportunity to be focused more on the retail experience than acting as a park boulevard or a primary transportation corridor.

To respond to the issues listed above and this high-level differentiation of streets, three separate categories of urban design treatments for streets are proposed for the Urban Design Element: City Boulevard, Scenic Boulevard, and Shopping Street. These designations would be shown on two new maps to replace the current map.

Urban Design Treatment Map: Boulevards and Intersections Map

- **City Boulevards** are primary transportation corridors that are focused on movement from one part of the city to another. These streets should have a unifying corridor treatment while also incorporating the character of adjacent neighborhoods and areas into their design.
- **Scenic Boulevards** are streets designed to emphasize a park-like streetscape integrating elements from their surroundings and allow visual access to natural and open space areas, parks and other natural features. These streets exemplify the "City in a Park" character and provide a pleasant experience for all users.

Shopping Street Map

- **Shopping Streets** are streets adjacent to neighborhood shopping centers and other commercial areas that offer the opportunity to operate with a "main street" feel for neighboring communities. These include streets like 119th Ave SE in Newport Hills and 156th Ave NE in front of Crossroads Mall.

The proposed Urban Design Treatment: Boulevards and Intersections Map also identifies three different types of locations: Key City Entry Points, Neighborhood Identity Point, and Designated Intersection. Key City Entry Points are identified as the major locations that residents and visitors use to enter the city. Neighborhood Identity Points identify locations that can help support important community areas such as neighborhood shopping centers or an important

neighborhood location. These locations are intended to align with and support neighborhood identity and are not intended to simply mark a boundary or an entrance. Designated Intersections are locations that are identified as important intersections that require special treatment of the streetscape.

Related Policy Amendments

As the original Urban Design Treatment Map was updated, it became clear that the current policy that supports the map would also need to be updated. At a minimum, the policy framework needs to recognize these three categories of street design. The policies can also help convey the intent of the map.

Community outreach highlighted the need to improve neighborhood connections to local transit options, goods and services, parks and schools. Some expressed a desire for a “greenway” type of connection, where local, non-arterials streets would offer pedestrians and bicyclists safer, more comfortable alternatives to the busy higher speed arterials. 108th Avenue is an example of a street that already operates largely in this fashion, providing a local alternative to Bellevue Way and other arterials. It could benefit neighborhoods to identify streets that serve this function and work to make necessary improvements that further the value of greenway-type streets. At this time, it felt premature to accurately designate a system of neighborhood greenways. 108th Avenue stands out as a potential candidate, but it is unclear what other neighborhood streets would be appropriate to designate. Therefore, staff proposes to include a new policy directing the future identification and development of a system of neighborhood greenways to help meet this demand and respond to neighborhood interests. Putting this policy in place now would support looking at potential street designations during the subarea plan update process.

Existing policy:

POLICY	CURRENT POLICY	PROPOSED POLICY
<p>UD-42</p>	<p>Design boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a “City in a Park.” Both within the right-of-way and on adjacent private development, utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, street names, landscaping, decorative paving patterns, and public art. (See Figure UD.1)</p> <p>Discussion: These features may be achieved through a combination of public improvements in the right-of-way and private improvements consistent with city design guidelines.</p>	<p><i>Design <u>key city</u> boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a “city in a park.” Both within the right-of-way and on adjacent private development utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, street names, landscaping, decorative paving patterns, and public art. (See Figure UD.1)</i></p> <p><i>Discussion: These features may be achieved through a combination of public</i></p>

		<i>improvements in the right-of-way and private improvements consistent with city design guidelines.</i>
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New policy:

POLICY	PROPOSED POLICY	WHY?
NEW-18	<u><i>Design boulevards adjacent to parks, natural areas and open spaces to reflect scenic elements of the surrounding areas and neighborhoods. Streetscape design should promote a safe and comfortable park-like experience for all users. (See Figure UD.1)</i></u>	Support the Scenic Boulevard street designation. Bellevue's parks and open spaces help define the unique character of the city. Adjacent streets should reflect this and incorporate the scenic and park-line character of these areas into design.

New Policy:

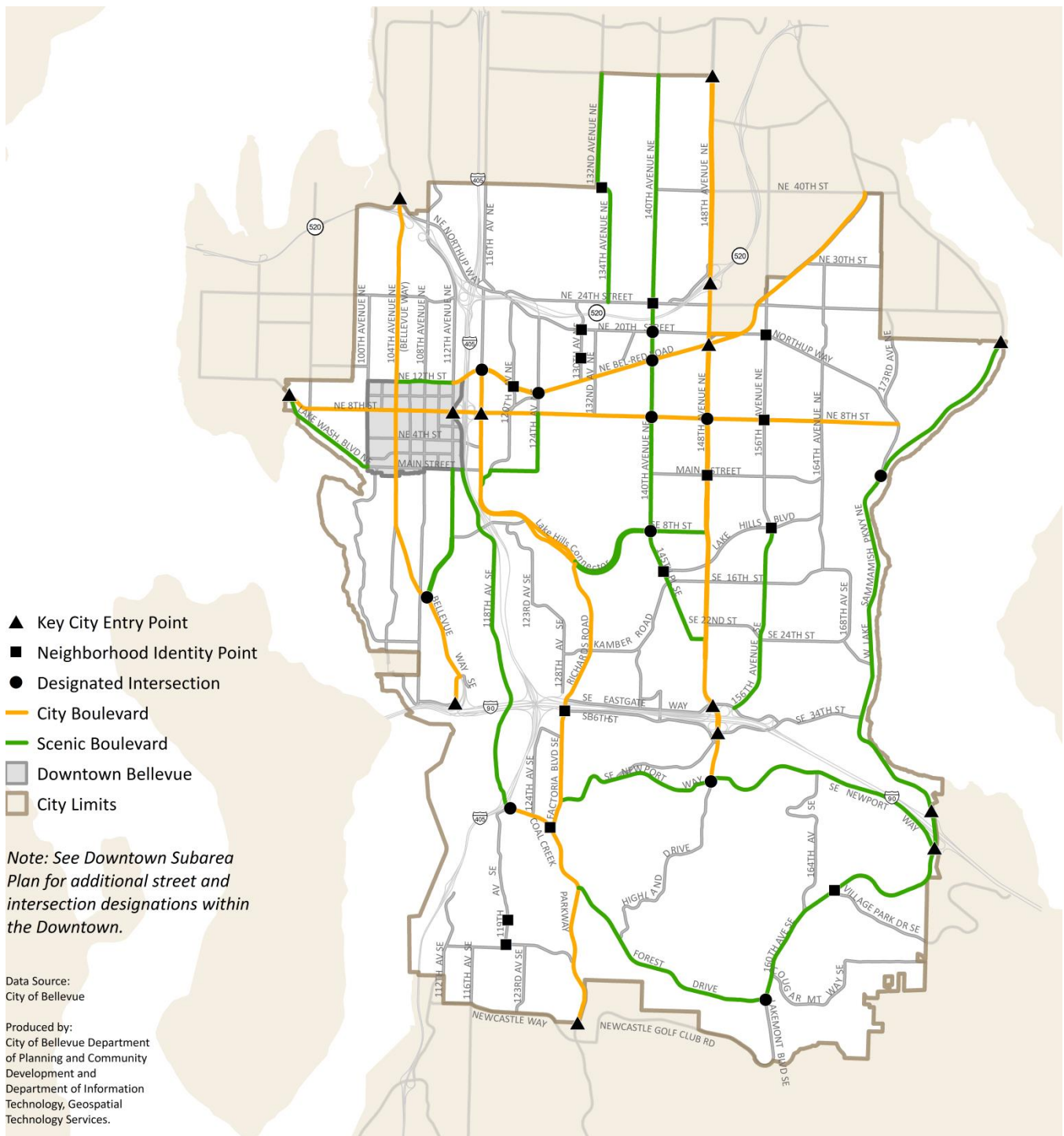
POLICY	PROPOSED POLICY	WHY?
NEW-19	<u><i>Enhance neighborhood shopping streets to operate as the local "main street" with exceptional landscaping, increased pedestrian and bicycle facilities and neighborhood specific character elements. (See Figure UD.2)</i></u>	Support the Shopping Street designation. Streets adjacent to neighborhood shopping centers should promote these areas as the community's "main street" with an attractive appearance that is in character with the neighborhood and offers easy access from surrounding neighborhoods.

New Policy:

POLICY	PROPOSED POLICY	WHY?
NEW-20	<u><i>Identify and develop a system of neighborhood greenways that offer safe alternative routes for pedestrians and bicyclists to connect to local parks, schools and services.</i></u>	Support work to identify neighborhood greenways during the subarea plan updates. Greenways offer an alternative to busy arterials for pedestrians and bicyclists to safely move throughout the city.

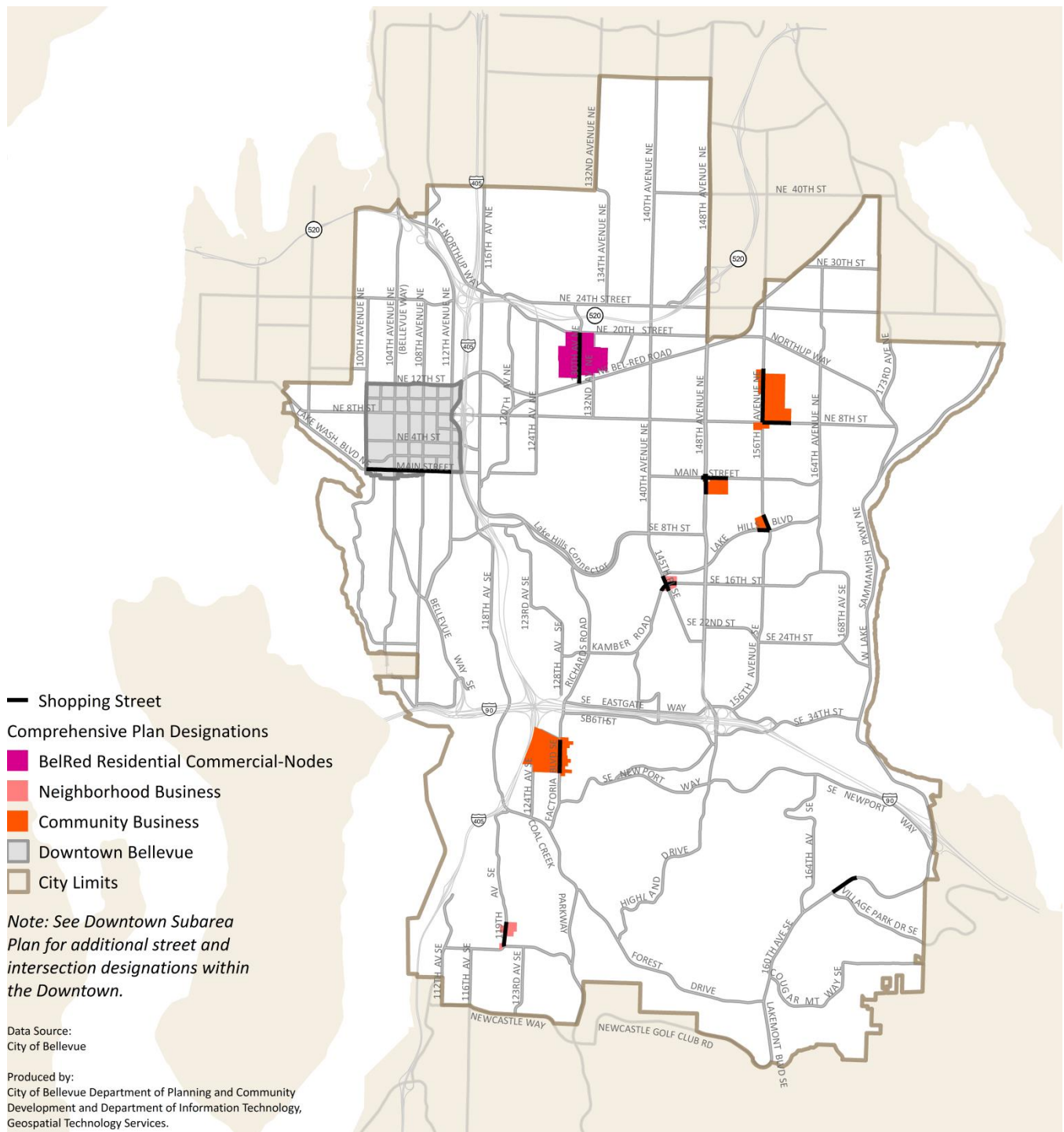
URBAN DESIGN TREATMENT: BOULEVARDS AND INTERSECTIONS

This map designates streets and intersections that play a significant role in establishing the city’s design character. See Policy UD-42 for a description of City Boulevards, Policy UD-__ (NEW-18) for a description of Scenic Boulevards and Policy UD-44 for a description of Key City Entry and Neighborhood Identity Points, and Designated Intersections.



Shopping Streets

This map designates key streets adjacent to neighborhood shopping centers and other neighborhood retail areas that offer the opportunity to operate as the local “main street” and support active retail uses. See Policy UD-__(NEW-19) for a description of Shopping Streets.



CROSSROADS/156TH AVENUE NE SUBAREA BOUNDARY ANALYSIS

Issue: *Should the “Triangle Area” on 156th Ave. (described below) be moved from the Bel-Red Subarea to the Crossroads Subarea, and should Land Use Code provisions for this area revert back to the conditions existing prior to the Bel-Red Plan?*

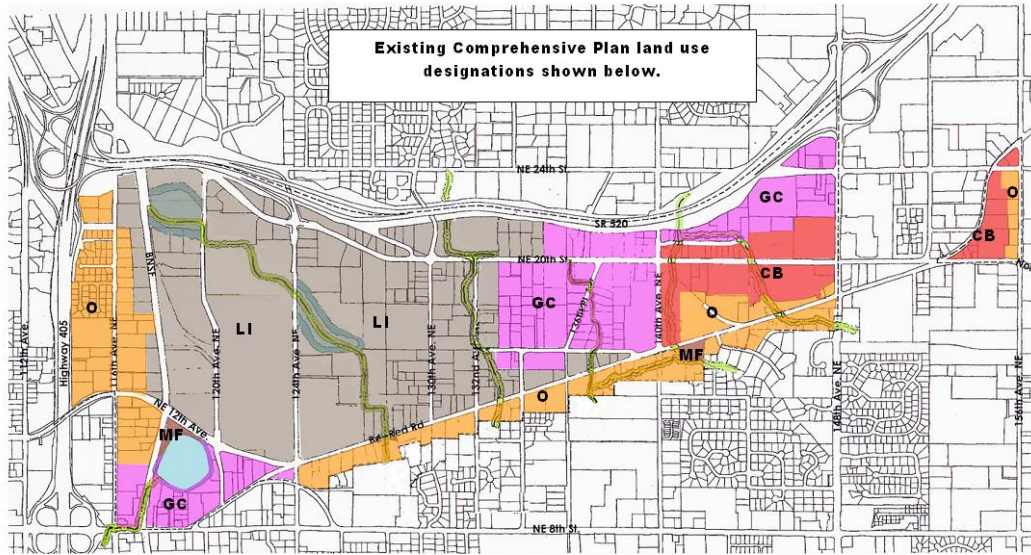
During the scoping process of the Comprehensive Plan update several community members requested returning the triangle area on 156th Avenue NE (where Trader Joe’s is located) from the BelRed Subarea to the Crossroads Subarea. They seek to restore the zoning designations that existed prior to the BelRed planning effort. The area bounded by Bel-Red Road, 156th Avenue NE and NE 20th Street had been part of the Crossroads Subarea and was changed to be part of the BelRed Subarea when the new BelRed Subarea Plan was adopted, in 2009, to recognize the continuity of the BelRed area with Redmond’s Overlake area and to address the potential for development in proximity to the Overlake Village light rail station.

During the East Link light rail planning process following the adoption of the BelRed plan, the Overlake Village light rail station was shifted northward from being adjacent to the old Group Health site to being next to SR-520. Some community members argue that the location of the light rail station further to the north makes the 156th Avenue triangle area less accessible to transit and therefore no longer appropriate for BelRed development intensities. They also expressed concern for traffic the development will generate and the heights and shape of development that may occur in the area. They ask that the zoning revert back to the Office and Community Business zoning designations that were in place prior to the BelRed plan.

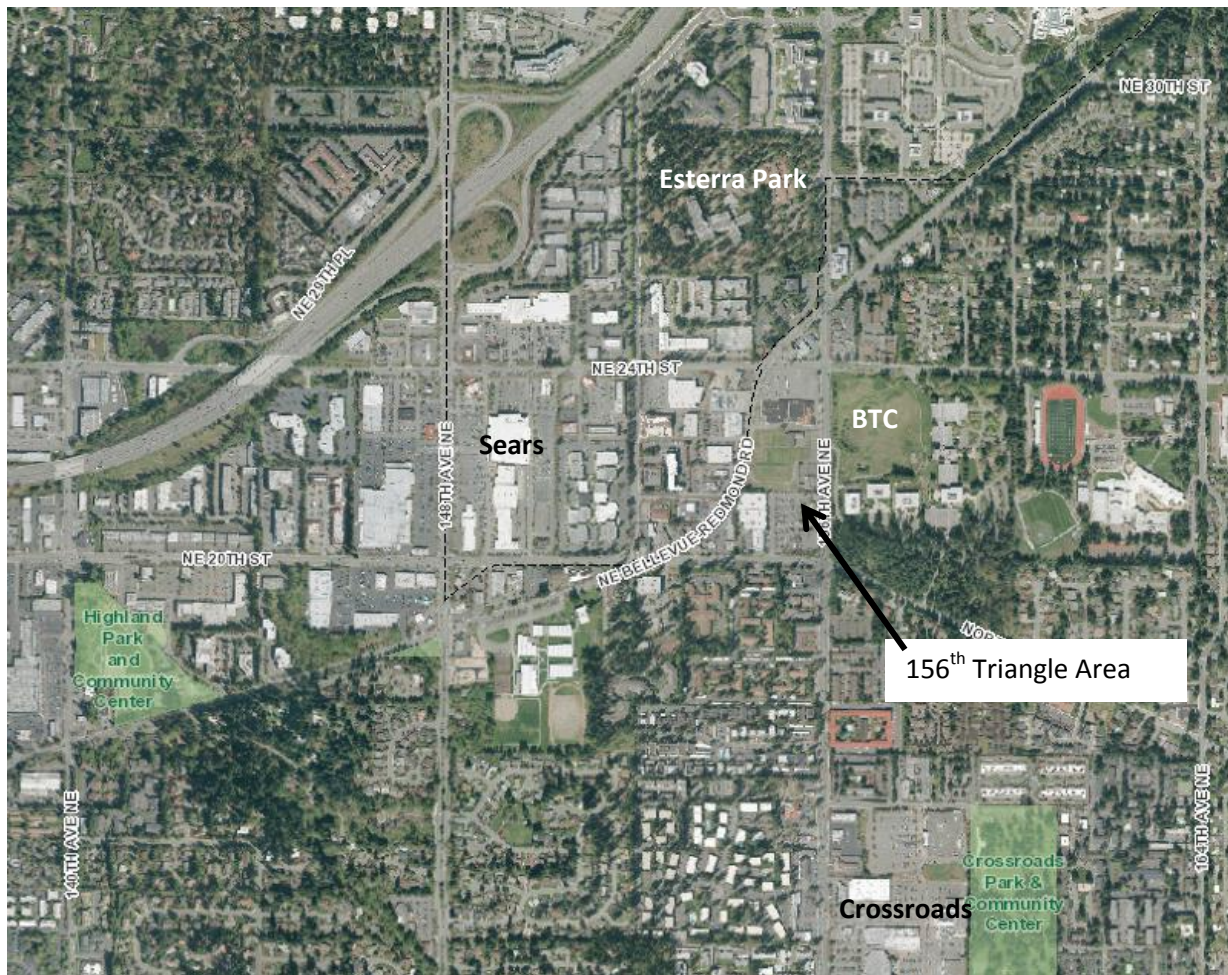
Background

With the initiation of the BelRed project, Council established several principles, including the need for a long-term vision for the area. “The preferred vision resulting from this project should be long-term, ambitious, and rooted in reality, providing clear direction for the future of the Bel-Red area.” Council direction also was to look at how light rail planning could be an opportunity for the area and how to best protect surrounding neighborhoods.

The decision to include the 156th triangle area in the BelRed planning effort was made early on. Triangle area was included throughout the BelRed process, including as the Steering Committee looked at early land use alternatives and the city’s development of an Environmental Impact Statement for the BelRed plan. The triangle area had more in common with other parts of BelRed and Redmond’s Overlake area than areas to the south and east. It included a mix of commercial and vacant property already zoned for mixed use development. A transit station was anticipated, although not confirmed at the time, to be located somewhere near 152nd Avenue and NE 24th Street to serve Redmond’s Overlake Village area. By including the triangle area, it helped establish 156th Avenue as a clear boundary to the lower density areas to the east.



Map from the BelRed planning effort showing prior land use designations



Aerial image of the BelRed, Overlake and Crossroads areas

Redmond's Overlake Plan

The inclusion of the 156th triangle area in BelRed relates to the surrounding land uses and plans for the area. On a Bellevue city map, the triangle area appears oddly detached from the rest of BelRed. However, when considering an aerial photo without regard to jurisdiction boundaries, the area appears as a continuation of commercial lands from the west with less in common with the greener landscapes to the east. Due to the nature of the Bellevue-Redmond boundary in this area, the triangle area curves around Redmond's Overlake area that includes commercial and office uses, such as Sears, Marshall's, and Office Depot.

Redmond conducted a number of planning efforts for the Overlake area beginning in the late 1990s. The Overlake subarea plan calls for a mix of office and residential uses with building heights of eight to twelve stories in the area just west of the 156th Avenue triangle and development intensities of up to 4.55 FAR. In 2007 the Overlake area was changed from a designated regional Manufacturing and Industrial Center to a Regional Growth Center, recognizing its mix of jobs, retail and housing. Additional planning work was conducted in the mid-2000s to consider future use of the former Group Health site.

More recently, Capstone has proceeded with plans for redevelopment of the 28-acre former Group Health site, now known as Esterra Park, with a mix of residential and office uses. Construction of the site is underway. Capstone calls its plan for Esterra Park to be an urban live-work campus with the added benefits of park and hotel components. The project is planned to ultimately include more than 1.2 million square feet of commercial space, more than 1,400 residential units, a 250-room hotel, all surrounding a new 2.7-acre park. Work on the first phase of the project, including three buildings, is underway.

Transit Service

With the voter approval of East Link (ST2) in 2008 a future light rail station was identified in the vicinity of 152nd Avenue NE and NE 26th Street. Redmond and Sound Transit conducted more detailed planning studies and reviewed multiple station alternatives. Ultimately, a station location was selected adjacent to SR-520, about 1000 feet north of the preliminary location. In 2011 the Metro Rapid Ride 'B' line was established connecting Downtown Bellevue and Downtown Redmond and serving the Overlake and Crossroads neighborhoods.

Vision for the 156th Triangle in BelRed

During the BelRed planning process the vision for the 156th triangle area was for it to provide a blend of retail and housing that would make for a graceful edge to BelRed and create an appropriate transition to the lower intensity office/commercial and residential to the east. Ultimately, the BelRed Subarea Plan was adopted with a specific policy for the area:

Node at 156th Avenue NE, Near the Overlake Transit Station Location in Redmond
POLICY S-BR-89. Provide for a mix of housing and retail uses in this area. Potential heights may reach 70 feet in this area, with a limitation of 45 feet along 156th Avenue NE.

Discussion: This mixed use node is on the edge of Redmond's designated Overlake neighborhood, and is within the walkable area of the planned Overlake transit station at 152nd Avenue NE.

While Sound Transit had not selected the final location of the light rail stations at the time the BelRed plan was adopted, the BelRed zoning was designed with anticipation of four stations located near the hospitals, at 120th Avenue, at 130th Avenue, and in Overlake Village. The zoning intensities established for the triangle area support walkable access to the Overlake Village area and to the planned light rail station in the general vicinity along 152nd Avenue NE. The final locations for three of the four BelRed light rail stations (Hospital, 120th and Overlake) were adjusted during the East Link planning process following the adoption of the BelRed plan. The 120th station was moved somewhat north and placed in an open trench. The BelRed plan anticipated multiple locations for the Hospital station, which ended up located adjacent to Whole Foods.

Community Concerns during BelRed

During the BelRed planning process a number of community members expressed concerns about the 156th triangle area and several commenters objected to the idea of including it in the BelRed subarea. At that time, there were concerns expressed about the type of redevelopment that might occur in the triangle area and the potential impacts on the surrounding area. There were concerns about building heights, scale, neighborhood compatibility and views to the west from the Unigard Park site. These are largely the same concerns today.

The concerns about height, scale, views and neighborhood compatibility were looked at in detail by the Planning Commission during the BelRed planning process. Photo analysis of view impacts and traffic analysis of the overall plan were included in the BelRed EIS. The Commission's direction, which was ultimately adopted, sought to address a number of issues for the area while continuing to support appropriate redevelopment:

- A uniform zoning across the sites to resolve the previously split of Office and Community Business zoning

- A new Commercial Residential zoning that would allow for a similar mix of residential, retail and commercial uses as the prior zoning
- Height limits similar to the prior zoning (70 and 45 feet, compared to 60 and 45 feet) as opposed to the taller 125-150 foot heights allowed at the other BelRed nodes
- A building setback along 156th Avenue limiting heights to 45 feet, same as the previous O zone
- View corridor spacing between buildings to address community interest in western views, not previously required
- Design review and design guidelines to influence the quality of new development; general design review was required under the previous CB zoning, but with broad citywide guidelines that are not specific to BelRed
- Identification of a new future small park site in the triangle area

In addition to community interest in the triangle, a development company purchased an option for the Angelo's site and was engaged in the project throughout the BelRed planning process. Also, the OPUS development company teamed with Walgreens to explore a mixed use development project on the old Uwajimaya site (later abandoned due to the recession).

Changes Since 2009

Since the adoption of the BelRed plan, Uwajimaya moved from the triangle area to Wilburton, Trader Joe's moved just to the north and Walgreens completed a major improvement to the former Uwajimaya building.

As noted above, Sound Transit went through the East Link planning process to define the precise station locations. Redmond and Sound Transit conducted more detailed planning studies and selected a station location adjacent to SR-520, about 1000 feet north of the preliminary location. In 2011 the Metro Rapid Ride 'B' line was established connecting Downtown Bellevue and Downtown Redmond and locating a stop on 156th Avenue NE at the triangle area.

In 2014 Goodman RE received Master Development Plan and Design Review approval for development of residential and senior housing uses at the former Angelo's Nursery site. This project that includes about 480 housing units, is well under construction and is expected to open in 2015.



Goodman RE project illustration

The triangle area continues to receive development interest. In addition to the Goodman RE project, interest has been expressed for a mixed use project at the Sherwood shopping center site, the former site of Trader Joe's.

Option for Consideration

There are a number of options available for whether and how the triangle area could be addressed. In addition to the “bookends” of keeping it as is (no change), to the proposers’ recommendation to move it back to Crossroads, the table below explores a number of other options. Each options considers both a potential Comprehensive Plan change of the subarea boundaries as well as the subsequent zoning and/or code change that would correspond to the boundary change.

Options	Implications
<p>1. Maintain current BelRed subarea boundaries and BelRed zoning</p>	<ul style="list-style-type: none"> • Supports vision for area adopted after lengthy community process for BelRed • Allows development in a manner consistent with the recent GRE development • Provides appropriate transition to Redmond’s Overlake Village area to the west • Regulations require building stepback, view corridor, design review and other aspects that respond to community concerns • Consistent with the EIS and planning analysis completed for BelRed • Establishes clear 156th boundary between denser development to the west and lower intensity and residential neighborhoods to the east
<p>2. Change to Crossroads Subarea; maintain BelRed zoning</p>	<ul style="list-style-type: none"> • Rejoins BelRed “tail” area with adjacent Crossroads Subarea while keeping BelRed zoning • Would make Comprehensive Plan map look “right” without actually changing regulations • Maintains consistency of current BelRed zoning – including transition, stepback and view corridor provisions • Ensures new development follows same standards as recent development • Creates inconsistency between Comprehensive Plan and zoning • Raises questions about application of subarea policies – Would create a disconnect between Crossroads policies and BelRed zoning that may impact future development • BelRed policies would either no longer apply or a legislative fix would need to “point” to BelRed Subarea Plan for this portion of Crossroads

<p>3. Change to Crossroads Subarea; create new zoning and Code provisions specific to this area</p>	<ul style="list-style-type: none"> • Rejoins BelRed “tail” area with adjacent Crossroads Subarea • Could retain the benefits of the BelRed zoning and resolve the inconsistency between the subarea and zoning in #2 by creating new zoning that is specific to this area • Would require drafting brand new zoning sections • Would lack the subarea policies support of the BelRed plan – may need Comprehensive Plan updates to the Crossroads Subarea Plan • Would require a significant staff and Commission work and environmental analysis to draft new Land Use Code, with undefined benefits
<p>4. Change to Crossroads Subarea; restore combination of O and CB zoning</p>	<ul style="list-style-type: none"> • Rejoins BelRed “tail” area with adjacent Crossroads Subarea and restores previous zoning conditions as requested by some members of the community • Would return to splitting the area Office and CB • GRE development would become non-conforming • Redevelopment of other properties might be less likely due to older zoning and split across site • Views could be blocked even with low rise buildings – would no longer have view corridor provisions • BelRed design guidelines would no longer apply

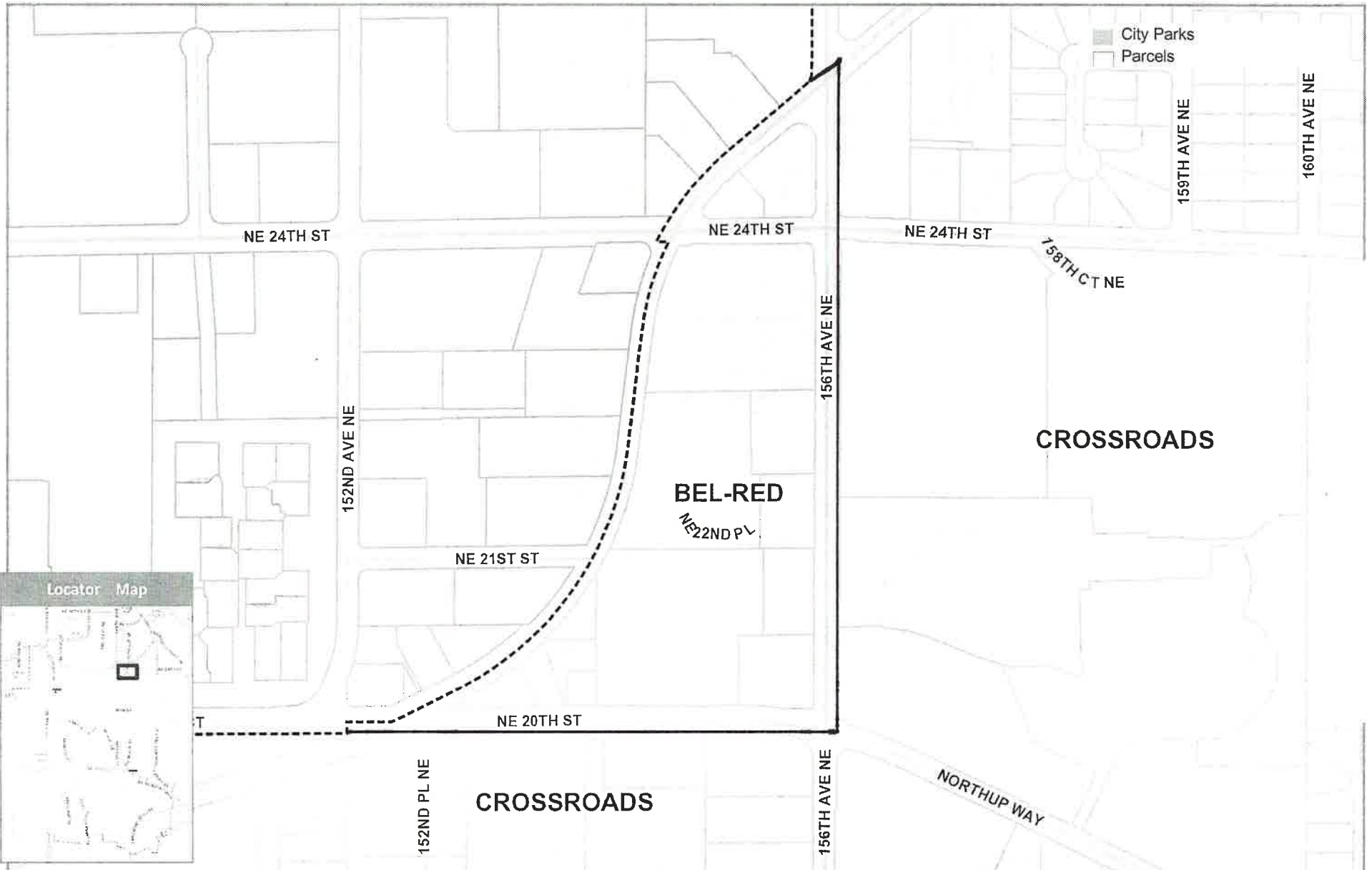
Recommendation

Staff recommends option 1. The BelRed designations were made through a lengthy public engagement process that included detailed analysis of impacts and an extensive number of Planning Commission meetings. Retaining the current BelRed subarea map and zoning designations responds to the issues raised by community through BelRed plan and code provisions that address views, heights, building design and the transition from west to east. While the older code may discourage redevelopment, the current BelRed code is likely to result in redevelopment that better addresses the design and character of the area. The light rail station location is modified from that originally anticipated; however it remains within the general vicinity of the triangle area. Regardless of station location, the triangle area is across the street from the planned, dense Overlake Village area and just south of the Esterra Park development. These new developments will provide neighborhoods amenities in close proximity to the 156th triangle area. The issues raised today are largely the same as those considered carefully during the BelRed process.

Option 4 would directly address the request by some members of the community. However, it would also result in a number of issues, create uncertainty for future

redevelopment and remove provisions that had been put in place to address community concerns, namely view corridor and design guidelines.

Option 3 might appear to be a preferred solution, returning the area to the Crossroads subarea to “fix” the map while creating zoning and code that is tailored to the specific objectives of the 156th triangle area. The map change would be relatively easy, although creating new zoning would require a significant effort, including community engagement, environmental, traffic and other studies, and a number of Planning Commission study sessions. What the benefits would be of all that work are unclear.



 **156th Ave. NE/NE 24th Triangle**

0 355 711
Scale 1: 4,267 Feet



TRANSPORTATION ELEMENT REVIEW

On November 12, 2014, staff reviewed the Transportation Commission's recommendation for policy amendments to the Transportation Element. A legislative draft of the Transportation Element policies documented the recommended changes from the adopted policies. During the Planning Commission discussion, several questions arose regarding the policy recommendations. An overview of the Transportation Commission's recommendation is below, followed by staff responses to Planning Commission questions.

Transportation Element Update Summary

The Transportation Element provides policy direction to guide programs, priorities and investments that address local and regional mobility of people and goods. There is a strong linkage between transportation policy and land use policy. The Transportation Commission recommendation updates existing policies and provides for new policies that support planned land use and address and anticipate mobility challenges for residents, employees and visitors.

Transportation Commission Policy Recommendations

The following items represent the significant changed circumstances, or trending conditions that the Transportation Commission considered in preparing policy recommendations:

- **East Link:** Policy recommendations reflect light rail alignment and station location decisions and position Bellevue to play a role in future high capacity transit planning and funding.
- **Transit Master Plan:** Council adopted the Transit Master Plan in July, 2014. Transportation Element Transit policies are shaped by the Transportation Commission's work on the Transit Master Plan.
- **Pedestrian and Bicycle Transportation Plan:** Pedestrian and bicycle-related policies are consistent with the adopted Pedestrian and Bicycle Transportation Plan and are incorporated in the Transportation Element.
- **Downtown Transportation Plan:** Planning for Downtown mobility, led by the Transportation Commission, emphasizes enhancements for transit, pedestrians and bicycles, recognizing that the private vehicle will continue to play a prominent role for many types of trips. Council gave direction to implement the recommendations through policies and projects. Several policies developed for Downtown have found a city-wide application and are included in the Transportation Element.
- **Multi-modal Level-of-Service and Concurrency:** The Transportation Commission recommends policy to develop multi-modal metrics and standards, based on review of existing conditions, planned land use, community interests, and best practices. A multimodal approach would diverge from the existing standard that implicitly considers land use and all modes of travel but explicitly establishes level-of-service standards only for vehicles (expressed as the volume-to-capacity ratio at intersections).

- Neighborhood Protection: The Transportation Commission recommends a wide range of policy-level solutions to match the transportation-source problems identified in neighborhoods, whether related to speeding, traffic volume, spillover parking, etc.
- Transportation Finance: Policy recommendations incorporate the full range of financing tools available for transportation capital projects.
- Greenhouse gas emission (GHG) reductions from transportation sources: Transportation Commission policy recommendations support mobility options that help achieve GHG emissions reduction targets and also enhance public health, neighborhood livability and the natural environment.

Questions Raised at the Planning Commission Briefing, November 12, 2014

What is meant by “multimodal” transportation planning?

A definition of “multimodal” will be added to the Comprehensive Plan Glossary that would read as follows:

Multimodal - The consideration of walking, bicycling, riding transit, driving, and freight mobility as means of transportation, and the incorporation of connections among modes.

This definition does not imply a phasing out of driving or any other mode, but rather a focus on the provision for multiple travel options.

What is the rationale for pursuing a multimodal approach to mobility?

The Transportation Commission recommends policy that would explicitly incorporate multimodal transportation planning in establishing level-of-service standards for each mode of travel along corridors and within specified geographic areas.

The long-standing policy in Bellevue establishes level-of-service (LOS) standards for vehicles only, however, land uses and other modes are considered in establishing the standard. LOS is expressed in terms of the ratio of vehicle demand relative to the vehicle capacity at an intersection (expressed as the volume to capacity ratio or V/C). The V/C level-of-service standard varies across the city in geographic areas called Mobility Management Areas (there are 14 MMAs). The MMA and the level-of-service standard adopted for each one, implicitly include factors such as existing and planned land use and the types and availability of other modes of transport such as pedestrian and bicycle facilities and transit service. Where land use is intense, as in Downtown, and where mobility options such as transit are available, the adopted LOS allows for more congestion (a higher V/C) than in single family residential areas where private vehicles are a more essential component of personal mobility (a lower V/C is adopted for these low-density neighborhood areas).

The Transportation Commission’s recommendation retains the intent of longstanding adopted policy by amending adopted policy **TR-6**, with evolving policy language to meet the needs of the future land use and mobility, to read as follows:

Establish multimodal level of service and concurrency standards and other mobility measures and targets for roadway corridors and in each area of the city in consideration of planned development patterns and mobility options.

The Commission held several study sessions regarding multimodal level-of-service and determined that an approach to mobility in Bellevue should evolve from existing policy to explicitly include all modes. What is new in this policy is that new level-of-service standards may include quantitative metrics such as transit speed and reliability along a high-frequency transit corridor, and qualitative metrics that are part of the walking and bicycling environment within a neighborhood. This recommended policy sets up future Transportation Commission work that will consider transit, bicycling, walking and driving modes of travel in developing level-of-service standards.

Is a multimodal approach new for Bellevue?

A multimodal approach is not new to Bellevue. In the city's (1989) pre-Growth Management Act Comprehensive Plan, the Transportation/Circulation Element acknowledged that "most decisions about transportation were made assuming the automobile was the sole mode of transportation, while little attention was paid to other modes such as transit, carpooling, walking and bicycling" Language in the Element goes on to say that "The City needs to prepare for such shift in the type of travel needs...".

Continuing, multimodal considerations have been the city's policy since the first comprehensive plan was adopted under the Growth Management Act in 1993. Expansive policy language adopted in **TR-34** clearly articulates a multimodal approach:

Observe the following guidelines in adopting and revising arterial level-of-service standards by Mobility Management Areas:

- ***Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the City under the following conditions:***
 1. ***In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and***
 2. ***Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve.***
- ***Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic.***

Multimodal mobility direction is supported by existing Transportation Element policy **TR-6:**
Establish arterial level of service standards and other mobility targets in each area of the city in light of area-by-area development patterns and growth management objectives.

Does a multimodal approach sync up with the City's land use vision?

Land uses and mobility options vary across the city, and a multimodal approach to mobility does synch up with the land use vision. In dense, mixed-use areas of the city, a well-integrated multimodal transportation system provides options for people to select the mode of travel that suits their needs while also supporting economic vitality and livability. Here, the existing LOS for vehicles is E or less. Where land use is lower density and homogenous, facilities for walking and bicycling are very important, transit use is less, and roadways/intersections are adequate to accommodate vehicle trips. LOS D is generally the existing adopted standard for these areas. Multimodal level-of-service standards are currently set up to acknowledge the land use vision for each area of the city, but the shortcoming is in the metrics for modes of travel other than vehicles traveling through intersections, and in the integration of each mode into the transportation system as a whole.

Does a multimodal approach imply that single family areas in Bellevue will no longer be well served for private vehicle access?

Single Family neighborhoods will continue to be well served for vehicles, but there will be better facilities for walking, bicycling, and transit access. During the Transportation Commission's review of options for multimodal level-of-service, Commissioners specifically cited the need to adjust level-of-service standards to relate to the land use, whether along corridors or within geographic areas. This approach would refine the existing system that sets LOS standards for vehicles according to Mobility Management Areas. A revised multimodal approach could establish standards for all modes along a corridor based on both mobility needs and the land use context. Providing for mobility options based on multimodal metrics could accommodate the vehicles in stable single family areas while reducing the need for wider arterials, thus protecting neighborhoods from the adverse impacts of the transportation system.

What does a multimodal approach mean for the City's growth strategy?

A multimodal approach has long been an essential component of the city's growth strategy, with policy direction embedded in comprehensive planning and regulations since the 1980s. The result of that policy is evident in the city's vibrant and growing commercial areas surrounded by stable residential neighborhoods. Where the vast majority of growth is expected, investments in all modes is appropriate because an approach that provides for mobility options will meet the needs of the wide range of people who will live, work and visit these areas. In neighborhoods that are more stable, strategic investments in mobility can improve the environment for walking and bicycling by filling gaps in the planned system and addressing safety concerns.

Does the Transportation Element address the emerging potential for autonomous vehicles?

Much of the policy work on autonomous vehicles is being adopted by federal and state agencies to guide research and technology development and safety testing. The city of Bellevue has no role in the development of autonomous vehicles and there is no existing policy that speaks to the application of autonomous vehicle technology on Bellevue streets. At this time the Transportation Commission may recommend including a policy regarding

autonomous vehicles. Policy may be broadly worded to include a general monitoring of transportation technology advances to ensure that Bellevue is able to employ effective mobility strategies for all modes – policy language will be discussed at the Transportation Commission meeting on December 11, 2014.

Does the Transportation Element address the needs of freight mobility, including the pick-up and drop off of parcels to residences and businesses?

The Transportation Commission recommended Transportation Element policy that does address freight mobility as follows:

- **TR-101.** *Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.*
- **TR-102.** *Require new development to provide for large-scale freight loading and unloading on-site rather than on the public right-of-way.*
- New policy developed through the Downtown Transportation Plan to accommodate curbside deliveries to benefit residents and small businesses, expanded to citywide application. Recommended new policy: *Provide for curbside space to accommodate small-scale parcel delivery and loading through development review.*

In addition, the Comprehensive Plan will include a map of Truck Routes that shows the adopted truck routes in Bellevue City Code Chapter 11.70, Regulating the Kinds and Classes of Traffic on Certain Streets.

Planning Commission 12/10/2014

Transportation Element Policies Transportation Commission Recommendation

Transportation and Land Use

Existing #	New #	Recommended Policy Language – Reorganized by Topic
TR-1		Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan.
TR-4		Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes.
TR-3		Direct transportation investments and service to support the Urban Centers growth strategy of the Countywide Planning Policies
TR-7		Locate new community facilities near frequent transit network routes and in areas convenient to pedestrians and bicyclists.
TR-8		Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.
TR-15		Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.
TR-16		Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities.
TR-75.19		Ensure that land use changes near high capacity transit stations are consistent with the Comprehensive Plan, recognizing that: <ol style="list-style-type: none"> 1. Transit may support more intense development around some stations; 2. Transit supportive design and orientation may be implemented without changes to land use intensity; and 3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas
Transportation Demand Management		
New		Establish targets for non-SOV commute trips, and periodically evaluate progress to these targets.

Transportation Element Policies

Transportation Commission Recommendation

TR-9		<p>Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address the following factors:</p> <ol style="list-style-type: none"> 1. Parking; 2. Services to facilitate and increase the use of transit, carpooling; vanpooling, walking, bicycling, and alternative work schedules; 3. Other demand management program elements, including marketing, outreach and incentives; and 4. Reporting, monitoring, and performance evaluation standards.
TR-10		<p>Require large employers to implement a commute trip reduction program for employees, as mandated by the state Commute Trip Reduction law, and evaluate program effectiveness on a regular basis.</p>
TR-11		<p>Together with other jurisdictions in King County, establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as:</p> <ol style="list-style-type: none"> 1. Ensuring that parking supply meets parking demand without encouraging drive-alone trips; 2. Establishing methods to charge for parking single-occupant vehicles; 3. Imposing a parking tax, through state enabling legislation; 4. Providing tax incentives and other credits to employers that eliminate employee parking subsidies; and 5. Facilitating and encouraging employer cash-out programs for their employees.
TR-12		<p>Encourage employers to help reduce peak hour commute trips by facilitating employees' use of telework, flexible work hours, compressed work week schedules, and other scheduling options.</p>
TR-13		<p>Continue to ensure that the city as an employer sets a positive example by maintaining a comprehensive and effective transportation demand management program for its employees.</p>
TR-14		<p>Promote use of travel options by requiring new development to incorporate design features such as:</p> <ol style="list-style-type: none"> 1. Preferential parking for carpools and vanpools; 2. Special loading and unloading facilities for carpools and vanpools; 3. Transit passenger facilities, including comfortable bus stops and waiting areas that may be integrated in the building design; and 4. Secure and covered bicycle parking, showers, lockers, and related facilities to support bicycle commuters.
New		<p>Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drive-alone commute trips to the site.</p>
TR-17		<p>Provide outreach and assistance to increase awareness and use of alternatives to driving alone for all types and purposes of trips.</p>
TR-18		<p>Evaluate and facilitate car-sharing and bike sharing programs.</p>

Transportation Element Policies

Transportation Commission Recommendation

TR-20		Support federal and state tax policies that promote transit use and ridesharing.
New		Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities.
New		Support the establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of travel demand management.
Mobility Management		
TR-21		Manage the multimodal transportation system in a corridor approach within and across Mobility Management Areas.
TR-22		Implement and prioritize transportation system improvements to meet the level-of-service standards for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.
TR-23		Coordinate improvements and operations among travel modes and provide connections between modes.
TR-24		Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Master Plan.
New		Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and corridor studies.
TR-25		Increase system connectivity for all modes by providing for roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas.
TR-26		Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA).
TR-121		Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.
TR-36		<p>Observe the following policy guidance in revising level-of-service standards by Mobility Management Area:</p> <ol style="list-style-type: none"> 1. Reflect the availability of mobility options; 2. Consider community goals that may be as important as managing vehicular congestion, such as goals for land use, neighborhood protection from wider streets and cut-through traffic, livability, or economic vitality. For example, a higher level of vehicular congestion is allowed in some areas of the city under the following conditions: <ol style="list-style-type: none"> a. In return for stronger emphasis on transit, walking, bicycling and other mobility options, and b. Where the impacts of wider streets or intersections are judged to be worse than the congestion they are designed to solve. 3. Establish multimodal level-of-service standards adequate to ensure a functional transportation system.

Transportation Element Policies Transportation Commission Recommendation

TR-6		Establish multimodal level-of-service and concurrency standards and other mobility measures and targets for transportation corridors and in each area of the city in consideration of planned development patterns and mobility options.
New		Define Mobility Management Areas that reflect street patterns and connectivity, available mobility options, topography, development patterns, and land use objectives.
New		Utilize level-of-service standards for transportation corridors that reflect the range of available and intended mobility options.
New		Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.
New		Monitor the level-of-service for all modes and adjust programs and resources as necessary to achieve mobility objectives.
TR-37		Review transportation system impacts of proposed developments and require appropriate mitigation as necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.
TR-38		Require transportation system mitigation to offset the adverse impacts of development with regard to level-of-service, safety, access and neighborhoods.
New		Develop and utilize a citywide Transportation Master Plan to identify and prioritize the implementation of transportation system improvements.
Regional Transportation Coordination		
TR-2		Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that support the city's Comprehensive Plan.
TR-29		Develop the transportation system in a manner that supports the regional land use and transportation vision adopted in VISION 2040, Transportation 2040 and the Countywide Planning policies for King County.
TR-30		Work with other Eastside Transportation Program (ETP) participants to identify and implement high priority transportation investments.
New (From the ETP TFP)		Utilize the Eastside Transportation Program participating jurisdictions and agencies as a forum for the planning and programming of transportation system improvements that involve multiple jurisdictions. Specific activities may include developing a timetable for implementation, identifying funding sources for projects by jurisdiction, and reporting on project completion dates and funding status.

Transportation Element Policies

Transportation Commission Recommendation

TR-31		Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.
TR-32		Develop and implement inter-local agreements for cooperative solutions for mutual land use and transportation concerns.
TR-34		Require development within Bellevue to include mitigation for significant transportation impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant transportation impacts on Bellevue.
TR-39		Provide an arterial system, and encourage the state to provide a freeway system, that together support local and regional mobility and land use plans.
Potential New TC 12/11		Monitor emerging technologies related to autonomous vehicles and other transportation modes intended to improve mobility, safety, efficiency and capacity on existing and planned transportation facilities.
Roadways		
TR-40		Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.
TR-41		Classify city streets according to their function, so that needed mobility capacity may be preserved, and planned street improvements will be consistent with those functions.
TR-42		Expand arterial capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood.
TR-43		Provide sufficient arterial rights-of-way to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.
TR-44		Design arterials and streets to fit the intended character of the areas through which they pass.
TR-46		Maintain and enhance safety for all users of the roadway network.
New		Maintain a collision reduction program to identify high collision locations, evaluate potential safety improvements and implement recommended changes.
New		Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.

Transportation Element Policies Transportation Commission Recommendation

TR-47		Minimize visual distractions, extraneous objects, and excessive clutter along arterials.
New		Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.
TR-49		Ensure that city roadway improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods.
TR-120		Develop and implement an arterial street plan, addressing the nature and conditions of arterials, and establishing guidelines for the design of these streets to be compatible with the abutting uses.
ETP-6		Ensure that maintenance of the existing transportation system be given priority consideration.
New		Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
Transit		
TR-50		Work with transit providers and other partners to implement the Bellevue Transit Master Plan to ensure that transit is an easy and attractive travel option for those who live, work, visit, learn or do business in Bellevue.
New		Support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership.
TR-51		Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations.
New		Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.
TR-54		Work with transit providers to create, maintain, and enhance a system of transit-supportive facilities and amenities.
TR-55		Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.
New		Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods.

Transportation Element Policies Transportation Commission Recommendation

TR-58		Ensure that transit services and facilities in Bellevue and the Eastside are high priorities for regional system plans and improvements consistent with the Bellevue Transit Master Plan.
TR-60		Secure transit system facilities and service to support planned land use.
New		Advocate for transit service enhancements paired with city commitments to implement transit-supportive infrastructure.
TR-61		Work with transit providers to maintain and expand frequent and reliable transit service in Bellevue to support community needs, the city's land use plans and mode share targets.
New		Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.
TR-62		Ensure that the transit system includes commuter parking facilities that are located and managed to intercept trips close to the trip origins.
TR-67		Identify and preserve necessary right-of-way for transit facilities.
TR-75.25		Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that: <ol style="list-style-type: none"> 1. Provides short, direct routes within a ten-minute walk; 2. Design the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximizes safety for pedestrians at street crossings; and 4. Gives priority to pedestrian access and safety.
TR-75.28		Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services with an emphasis on safety for people transferring between the station platform and the various modes.
TR-75.29		Develop and implement, in conjunction with the transit providers, an integrated way-finding system to facilitate transit ridership that incorporates principles of universal design and uses multiple languages.
TR-75.30		Evaluate proposed new and expanded park and ride facilities in Bellevue, for their effectiveness to serve the community and the transit system, and for their potential environmental and community impacts.
New		Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure.
New		Acknowledge the importance of employer-based transit systems and work collaboratively to ensure that these systems are integrated into the transit service planning within the city.
High Capacity Transit		
TR-73		Work with transit providers to ensure that high capacity transit service supports Bellevue's role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside cities and the region.

Transportation Element Policies Transportation Commission Recommendation

TR-75.1		Develop a high capacity transit system in collaboration with the transit providers that advances the city’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and optimizes regional system performance.
TR-75.2		Research and apply best practices of other cities and systems to guide city actions and advocacy in pursuit of the best community outcomes for developing and operating high capacity transit.
TR-75.3		Develop and maintain a strong working relationship with transit providers to ensure a collaborative effort to plan and implement high capacity transit.
TR-75.4		Provide ample opportunity for meaningful, comprehensive, cooperative community involvement, coordinated with the transit providers to help shape the ultimate configuration and operation of any high capacity transit system.
TR-75.5		Ensure that high capacity transit adds new travel capacity within its own right-of-way, rather than replacing existing travel lane capacity, in order to maximize speed and reliability for high capacity transit while minimizing impacts to other modes.
TR-76.6		Support plans by transit providers to connect Bellevue, Seattle and Redmond activity centers with high capacity transit service that optimizes convenience for riders.
TR-75.8		Plan and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision by: <ol style="list-style-type: none"> 1. Optimizing ridership, system performance, and user convenience; 2. Providing exceptional pedestrian and bicycle access to stations; 3. Promoting superior urban design; 4. Minimizing impacts on businesses and residents during construction; 5. Minimizing overall impacts on the operation of the street network; <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 6. Protecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood.
TR-75.12		Partner with transit providers and work closely with neighborhoods, businesses and other stakeholders in the design of transit stations and facilities to integrate them into the community as follows: <ol style="list-style-type: none"> 1. Incorporate context-sensitive design that considers neighborhood objectives and superior urban design; 2. Integrate art, public spaces and other public amenities; 3. Utilize durable, high-quality and complementary building materials; 4. Integrate substantial landscaping at stations and along the alignment, and 5. Protect sensitive residential, outdoor recreation, and commercial land uses by minimizing and mitigating environmental, traffic and noise impacts.

Transportation Element Policies Transportation Commission Recommendation

TR-75.15		<p>Implement standards and guidelines to create transit stations that are valued places in the community by providing:</p> <ol style="list-style-type: none"> 1. Comfortable and safe access to the surrounding community; 2. Space that is comfortable for both large and small numbers of people; and 3. Design that encourages social interaction.
TR-75.16		<p>Work with neighborhood groups, business owners, other stakeholders, and transit providers to identify and fund improvements that can be constructed efficiently in conjunction with transit projects.</p>
TR-75.18		<p>Protect residential neighborhoods adjacent to high capacity transit facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, using techniques such as residential parking zone programs and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.</p>
TR-75.20		<p>Maintain and enhance the safety when incorporating high capacity transit along Bellevue streets, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.</p>
TR-75.21		<p>Provide for efficient high capacity transit operation and support transit speed and reliability, while maintaining capacity for other modes.</p>
TR-75.23		<p>Coordinate with transit providers to employ crime prevention principles in the design of high capacity transit stations, and use available technologies to deter crime. Examples include:</p> <ol style="list-style-type: none"> 1. Design the station platform for visibility from adjacent streets, sidewalks, and parking; 2. Provide open and well-lighted pedestrian connections to sidewalks, parking and adjacent community; 3. Implement video surveillance on station platforms and transit vehicles; and 4. Establish and enforce a fare-paid zone for station platforms.
TR-75.24		<p>Ensure that agreements with transit providers include elements to provide long-term safety and security, operation and maintenance of stations.</p>
TR-75.31		<p>Develop permit conditions and other agreements with transit providers to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.</p>
TR-75.32		<p>Collaborate with transit providers to create a construction management plan for all new major transit investments that minimizes the corridor length disrupted by construction at one time and minimizes the time period of disruption.</p>

Transportation Element Policies Transportation Commission Recommendation

TR-75.33		Prioritize the use of noise avoidance or absorption techniques over noise deflection from residential uses when developing mitigation measures with transit providers. Monitor the outcomes of these efforts and pursue adjustments with transit providers to ensure continued effectiveness.
TR-75.34		Develop and implement an early and ongoing program with transit providers to provide assistance to residents and businesses to address adverse impacts of transit infrastructure construction.
TR-75.35		Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with transit providers, through actions such as site selection, design, and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.
Pedestrian and Bicycle Transportation		
TR-76		Promote and facilitate walking and bicycling.
TR-77		Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.
TR-79		Implement the Pedestrian and Bicycle Master Plan and prioritize projects that: <ol style="list-style-type: none"> 1. Address safety issues; 2. Provide access to activity centers; 3. Provide access to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities; 5. Develop primary north-south and east-west bicycle routes through the city; 6. Improve multimodal level of service along travel corridors; and 7. Serve residents who have special accessibility needs.
TR-83		Construct, maintain and repair pedestrian and bicycle facilities in accordance with current standards.
TR-84		Obtain sidewalk and trail improvements and easements, and on-site bicycle parking consistent with the Pedestrian and Bicycle Master Plan and the Land Use Code through development review.
TR-85		Coordinate with neighboring jurisdictions the planning, design and construction of pedestrian and bicycle facilities that pass through Bellevue as part of a regional system.
TR-86		Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street pedestrian or bicycle facility.
TR-87		Promote a share the road/share the trail message through education and information programs.
TR-88		Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.

Transportation Element Policies Transportation Commission Recommendation

TR-35		Recognize the potential transportation and recreation uses under consideration for the Eastside Rail Corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.
New		Promote and support the design, development and use of the Eastside Rail Corridor as a regional multimodal facility.
New		Provide for multi-modal transportation use and access when considering public and private projects adjacent to and across the Eastside Rail Corridor.
New		Support establishment and operation of a bicycle sharing program in Bellevue.
New		Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.
State Highways/Corridors		
TR-89		Support and advocate for improved freeway-to-freeway access.
TR-90		Support and advocate for the completion of the regional HOV system, including HOV access to the freeway system and freeway-to-freeway HOV linkages.
TR-91		Encourage the Washington State Department of Transportation to enhance freeway access to serve Downtown Bellevue, Wiburton, Bel-Red, Eastgate and Factoria.
TR-92		Work with state and regional agencies to ensure adequate capacity for both general purpose and high occupancy vehicle traffic on state highways.
TR-93		Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.
TR-96		Support high capacity transit facilities and service on I-90, I-405, and SR- 520 that will accommodate anticipated transit ridership.
TR-97		Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.
TR-98		Support including facilities for pedestrians and bicycles when planning, designing and constructing enhancements to I-90, I-405 and SR-520.
TR-100		Actively participate in the planning, design and construction of the Eastside Transit and HOV Project on SR-520, including interchange improvements at 124 th Avenue NE and the completion of the SR-520 Trail.
Freight Mobility		
TR-101		Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.
TR-102		Require new development to provide for large-scale freight loading and unloading on-site rather than on the public right-of-way.

Transportation Element Policies

Transportation Commission Recommendation

New		Provide for curbside space to accommodate small-scale parcel delivery and loading through development review.
Transportation Finance		
TR-103		Maintain financing capability to meet the city’s adopted mobility targets through a mix of funding sources. Seek broadly-based financing through proportional participation from the beneficiaries of the system, including: <ol style="list-style-type: none"> 1. The citywide community; 2. Existing businesses and property owners; and 3. New development.
TR-104		Support state legislation that preserves or increases state-shared revenues (e.g., gas tax) and retains and develops programs and local authorities (e.g., Public Works Trust Fund, Transportation Improvement Board, motor vehicle excise taxes, transportation benefit districts, etc.) that benefit and support the state, regional, and local transportation system.
TR-105		Seek state and federal funds for transportation capital, maintenance, and operations.
TR-106		Balance funding to achieve scheduled progress on mobility targets/level-of-service standards for all modes within the Mobility Management Areas, by using results from monitoring the targets/level-of-service to prioritize transportation facility and service investments.
TR-107		Provide adequate transportation funding to ensure that adopted level-of-service standards are met.
TR-108		Take one of the following actions if transportation funding falls short of meeting the city’s adopted level-of-service standards and methods of obtaining more revenue have been exhausted: <ol style="list-style-type: none"> 1. Review and adjust the city’s overall land use vision to lower the overall transportation demand to help the transportation system to operate within adopted levels-of-service; 2. Review and adjust the level-of-service standards; 3. Reallocate capital resources to implement mobility options that maintain or enhance level-of-service.
TR-109		Use statutorily authorized funding mechanisms available to local governments that are based on the special benefits received by property owners to fund transportation improvements. (e.g.: Local Improvement Districts, Latecomer Agreements, and Special Benefit Offsets).
TR-110		Support joint projects, including the contribution of city matching funds, with adjoining cities, King County, the transit providers, or the state, where such partnerships help establish or accelerate projects beneficial to the city.
TR-19		Support federal and state gasoline taxes and other funding measures to provide adequate funding for transportation improvements that keep pace with regional and community growth.
New		Secure funding to implement transit service and capital facilities.

Transportation Element Policies

Transportation Commission Recommendation

Environmental Considerations

New		Develop the transportation system in Bellevue to minimize environmental and neighborhood impacts, while addressing the city's long-term transportation and land use objectives.
TR-111		Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.
New		Support means to reduce transportation-source greenhouse gas emissions.
TR-112		Consider design treatments for arterials to reduce traffic noise in residential neighborhoods.
TR-118		Avoid, minimize or mitigate significant adverse impacts to air quality, noise, light/glare and other elements of the environmental in planning and implementing transportation projects.
New		Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed.
New		Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible.

Neighborhood Protection

R-115		Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.
TR-116		Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases.
TR-117		Evaluate neighborhood impacts as part of corridor and subarea transportation studies.
TR-28		Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.
TR-119 S-DT-119		Minimize spillover parking into residential neighborhoods through residential parking zones and other measures.
S-DT-118		Monitor traffic volume on residential streets and establish appropriate traffic control measures with residents' concurrence.
New		Balance the needs of all roadway users when designing and building neighborhood traffic safety projects.
New		Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity.
New		Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce the volume of cut-through traffic.

DRAFT COMPREHENSIVE PLAN GLOSSARY

The words and terms included in the Glossary were reviewed to ensure that they remain up to date and consistent with the policies of the Comprehensive Plan. The primary purpose of the glossary is to aid the reader, especially in the understanding of terms that may have a specific planning or municipal use within the plan. The Glossary also defines the land use designations used in the plan and on the Land Use Map.

To make it easier for the reader to find the land use designations and to read them while reviewing the Land Use Map, the definitions of the land use designations have been separated and listed first. Other changes include removing terms no longer needed or out of date, updating terms with modern definitions, making definitions consistent with the Countywide Planning Policies and making changes to improve clarity. It may be appropriate to add definitions to the glossary during the update review process if terms are identified in the draft that are not well understood. Generally, if a term is used with its common definition it is not necessary to include the definition here. A number of definitions that simply repeat a common dictionary definition are proposed to be removed.

Definitions for the Shoreline Management Program are listed separately at the end of the Glossary. Changes to the Shoreline Management Program definitions – *not shown here* - have been developed as part of the separate Shoreline Management Program update project and will be reviewed and adopted through a separate action.

Glossary

The glossary provides definitions of words, terms and land use designations that are used in a particular way in the Comprehensive Plan. Some terms may also be defined by the Land Use Code or other regulations. Where definitions are provided in the Land Use Code, the Land Use Code definitions take precedence for the purpose of the Code's application.

All definitions for the Shoreline Management Program Element are listed at the end of the glossary.

LAND USE DESIGNATIONS

Bel-Red – A series of land use designations applicable to the Bel-Red Subarea that provide for the location of office, residential, commercial, and existing uses. The Bel-Red designations include:

Bel-Red Commercial/Residential (BR-CR)

Comment [PI1]: The Land Use designations are pulled out and listed first to make it easier to match them with the Land Use map.

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail, office and service uses, with an emphasis on retail and service uses. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.

Bel-Red General Commercial (BR-GC)

A land use designation in the Bel-Red Subarea that provides for a wide variety of business activities that provide goods and services to other businesses and the general public.

Bel-Red Medical Office (BR-MO)

A land use designation in the Bel-Red Subarea that provides for office uses, with an emphasis on medical office.

Bel-Red Medical Office Node (BR-MO-1)

A land use designation in the Bel-Red Subarea that provides for medium intensity office uses within the core of a nodal area, with an emphasis on medical office. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Office/Residential (BR-OR)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use.

Bel-Red Office/Residential Node 1 (BR-OR-1)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses within the core of a nodal area, with office as the predominant use. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Office/Residential Node 2 (BR-OR-2)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.

Bel-Red Office/Residential Transition (BR-ORT)

A land use designation in the Bel-Red Subarea that provides for low-intensity office and uses and low density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties.

Bel-Red Residential (BR-R)

A land use designation in the Bel-Red Subarea that provides for residential uses. Limited retail and service uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

Bel-Red Residential/Commercial Node 1 (BR-RC-1)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services in this nodal area, with an emphasis on housing. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Residential/Commercial Node 2 (BR-RC-2)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services. The district is located within a node but outside the node’s core, and building heights provide for a transition between the node’s core and areas outside the node.

Bel-Red Residential/Commercial Node 3 (BR-RC-3)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail, and services, with an emphasis on housing. The district is located within a node but in close proximity to mature, stable neighborhoods, and is thus appropriate for transitional heights.

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.

Community Business — A retail land use designation that provides for the sale of convenience and comparison goods and services to the community. *(Amended by Resolution 5778, 5/2/94; not effective within the jurisdiction of the East Bellevue Community Council.)*

~~**Community Business** — A retail land use designation that provides for the sale of convenience and comparison goods and services to the community for direct consumption and not for resale. *(Effective within the jurisdiction of the East Bellevue Community Council only.)*~~

Eastgate – Transit Oriented Development (EG-TOD) – A land use designation in the Eastgate subarea designed to provide for a mix of office, housing, retail, and services. Multiple uses and appropriate densities are encouraged to create a concentration of activity that supports transit service and retail development.

Comment [PI2]: Added to support the implementation of the Eastgate/I-90 plan.

General Commercial (GC) District — A land use designation that provides for the location of a wide variety of business activities that provide goods and services to other businesses and the general public. *[Amended Ord. 5433]*

Light Industrial (LI) — A land use designation that provides for the location of an ~~broad~~ array of activities, including manufacturing, wholesale trade, research and development, and distribution activities. ~~Offices are discouraged unless they support the primary functions of the~~

Comment [PI3]: Change is consistent with the direction of the Eastgate/I-90 plan.

~~L-district~~. Sales of goods and services subordinate to permitted activities and low traffic-generating uses that sell bulky or large scale items are appropriate. Auto sales and rentals are appropriate only in certain locations.

Medical Institution (MI) — A land use designation that provides for the location of hospital uses and ancillary uses to the primary hospital use located in the same district. The purpose of the district is to encourage master development planning, allow flexible dimensional standards to facilitate development for major medical institutions, and promote high quality urban design that is pedestrian- and transit-friendly and compatible with nearby neighborhoods.

Multifamily High-density (MF-H) — A residential land use designation allowing up to 30 dwelling units per acre.

Multifamily Low-density (MF-L) — A residential land use designation allowing up to 10 dwelling units per acre.

Multifamily Medium-density (MF-M) — A residential land use designation allowing from 11 to 20 dwelling units per acre.

Neighborhood Business (NB) — A retail land use designation that provides for the sale of convenience goods and personal services for the day-to-day needs of the immediate neighborhood. These sites may also accommodate a limited amount of administrative office space, provided the office use does not interfere with the site's primary neighborhood serving function.

Neighborhood Mixed Use (NMU) — A land use designation that provides for a mix of retail, service, office, and residential uses, with an emphasis on neighborhood retail and service uses. This district is designed to be compatible with nearby residential neighborhoods and to be easily accessible from the nearby office and residential uses that it serves.

Comment [PI4]: Added to support the implementation the Eastgate/I-90 plan.

Office — A land use designation that provides for the location of business, financial, administrative and professional services.

Discussion: A low intensity office is an office building or office portion of a building with a floor area ratio (FAR) of 0.5 or less and where the following sliding scale is used: At 0.5 FAR, no office building or portion of a building may exceed 50,000 square feet of gross floor area; at 0.3 FAR, 100,000 square feet; at 0.1 FAR, 150,000 square feet.

To provide significant permanent open space and to allow a shift of development potential, office intensity of no more than .5 is allowed on properties designated OLB-OS. In this district, the sliding FAR scale does not apply.

A medium intensity office is a building of at least 0.5 FAR but not exceeding 4.0 FAR. A high intensity office is a building of at least 3.0 FAR.

Medium and high intensity offices are only located in the Downtown with the following exceptions: The 1993 Factoria annexation agreement created special circumstances for

Comment [PI5]: This change focuses on the definition and removes the regulatory discussion of the definition, which is already covered by the Land Use Code. Removing it improves the definition and is necessary to allow for the flexibility of new Eastgate designations.

development in Factoria from 1993-2000 to permit office buildings of higher intensities; and office limit for FAR for the area north of Factoria Mall can be increased up to 0.75 consistent with Ordinance 5799 and Policy S_FA_30.1.

Medium intensity office is also permitted in the Bel Red Subarea, where extensive area-wide land use and transportation planning has shown how medium intensity office uses can be accommodated, while helping to create the transit supportive form envisioned by the Bel Red Subarea Plan.

Office, Limited Business (OLB) — A land use designation that provides areas for ~~integrated complexes made up of~~ office, hotels, or motels. ~~Subordinate uses~~ Uses such as eating establishments ~~and~~, retail sales, ~~and services are also permitted to provide the amenity of~~ shopping and services within easy walking distance to support nearby businesses and employees.

Comment [PI6]: Change needed to implement the Eastgate/I-90 plan and allow for greater flexibility within OLB.

Office, Limited Business – Open Space — A land use designation that provides for significant amounts of open space and for offices, hotels, or motels, and other uses permitted in the Office, Limited Business district, except for residential uses. The OLB-OS properties are developed as a cohesive site with unified building design. The open space area is reserved for public use and access and may include active and passive recreational uses. OLB-OS properties are at least 25 acres in size with at least forty percent of the total site reserved as a contiguous open space area.

Professional Office (PO) — A land use designation that provides for the location of facilities for low intensity business, financial, administrative, and professional services with exterior designs that are compatible with surrounding residential development.

Public Facilities (PF) — A land use designation suffix that recognizes use by public facilities that ~~Facilities which~~ serve the general public or provide public benefit, such as streets, roads, highways, sidewalks, bicycle facilities, street and road lighting systems, traffic signals, domestic water systems, sanitary sewer systems, storm water conveyance systems, park and recreational facilities, schools, libraries, fire stations and other city facilities. Public facilities are fixed assets.

Single-family High-density (SF-H) — A residential land use designation allowing up to 5 dwelling units per acre.

Single-family Low-density (SF-L) — A residential land use designation allowing up to 1.8 dwelling units per acre.

Single-family Medium-density (SF-M) — A residential designation allowing up to 3.5 dwelling units per acre.

Single-family Urban Residential (SF-UR) — A residential land use designation allowing up to 7.5 dwelling units per acre.

GENERAL TERMS

Accessory Dwelling Unit — A subordinate dwelling unit ~~incorporated within~~ attached or detached to a single family structure. The unit may not be subdivided or otherwise segregated in ownership from the primary residence structure.

Comment [PI7]: This change makes the definition consistent with existing policy. Whether or not detached ADUs are allowed or where they would be allowed would be determined by the policy and code.

Active Recreation Facilities (Parks) — Facilities for structured or unstructured outdoor and indoor recreation activities such as sports fields, play areas, golf courses, marinas, waterfront, swimming pools, skating rinks, outdoor theaters, gyms, meeting space, or game rooms.

Activity Areas — ~~Areas defined in the Countywide Planning Policies as locations that contain a moderate concentration of commercial land uses and some adjacent higher density residential areas. These areas are distinguishable from community or neighborhood commercial areas by their larger size and their function as a significant focal point for the community.~~

Comment [PI8]: This term is no longer defined by the Countywide Planning Policies and is an unnecessary definition for the Comprehensive Plan.

Adaptive Management — ~~A formal process allowing an agency to review its policies, management practices, projects, regulations and programs through a process of rigorous, science-based evaluation of those actions, and modify its practices if such review indicates that the intended objectives are not being met.~~

Comment [PI9]: Not needed. Can be deleted.

Affordable Housing — Housing ~~which that~~ is affordable to a family that earns up to 80 percent of the area median income, adjusted for family size. See: Low-income Housing, Very Low-income Housing and Moderate-income Housing.

Anadromous Fisheries — ~~Fish that spawn in fresh water, migrate to salt water to grow and mature, then return to fresh water to spawn, and (most species) die.~~

Comment [PI10]: This definition does not provide any additional information over the common definition and can be removed.

Area Median Income — The annual household income for the Seattle-Bellevue Metro Area as published on approximately an annual basis by the U.S. Department of Housing and Urban Development.

Comment [PI11]: Consistent with the King County Countywide Planning Policies.

A Regional Coalition for Housing (ARCH) — A public interlocal agency whose members include Bellevue, King County and other cities in east King County ~~A regional group formed by King County and the cities of Redmond, Kirkland, and Bellevue~~ formed to preserve and increase the supply of housing for very-low, low and moderate income families on the Eastside.

Armored Stream Bank — ~~The bank of a stream that has been artificially stabilized with the use of materials that are not naturally occurring on the site, such as concrete, lumber, or stacked boulders.~~

Comment [PI12]: Not needed. Technical aspects of critical areas are defined in the Land Use Code. Shoreline definitions are listed separately.

Bank Stabilization — ~~An action taken to control the rate of erosion along the bank of a stream or a shoreline. Typical methods of bank stabilization include placement of large woody debris, rounded or angular rock, soil, geotextile fabric, and planting of native woody vegetation.~~

Comment [PI13]: Not needed. Technical aspects of critical areas are defined in the Land Use Code. Shoreline definitions are listed separately.

Best Available Science (BAS) — Current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process as defined by WAC 365-195-900 through 925, now or as hereafter amended.

Bicycle Facilities — A general term referring to ~~I~~An improvements that accommodates or encourages bicycling. Some examples include commuter bicycle parking facilities, bike racks, bicycle route mapping, and bicycle route development. Also a general term to describe a bike and various types of bicycle lanes and shared use paths, bike path, or shared roadway/wide shoulder.

Bicycle Route — Any route (~~Type A, B, C, or D~~) specifically designed and designated for bicycle travel, whether exclusively for bicyclists or to be shared with other transportation modes. Refer to the Pedestrian and Bicycle Master Plan for the various types of bicycle facilities that may be employed to create a bicycle route.

Comment [PI14]: Refer to the Ped/Bike plan for designation of categories.

Type A — Separated Multi-Use Path: A portion of a public or private roadway dedicated to the use of bicyclists and pedestrians, and separated from motorized vehicular traffic by open space, landscaped area, or barrier.

Type B — Bicycle Lane: A portion of a public roadway designated by striping and pavement markings for the preferential or exclusive use of bicyclists (5 feet wide with curb and gutter; 4 feet wide without curb and gutter). Refer to City of Bellevue bicycle design standards.

Type C — Shared Roadway/Wide Shoulder or Shoulder Bikeway: Key links in the bicycle system, generally unmarked. These streets will usually have wider curb lanes (14-foot minimum) and should provide for bicycle access. These links are identified on the bicycle system maps and bicycle project lists that will provide more details on street design and specifications.

Type D — Other Bicycle Streets: Any roadway without a designated bicycle lane but which may be legally used by bicyclists.

Bicycle System Plan Map — A map in the Pedestrian and Bicycle ~~Transportation~~ Master Plan, that depicts a plan for a complete network of bicycle routes serving the entire community and compatible with regional and interjurisdictional needs facilities.

Bioengineering — The use of living plants in combination with non-living plants and inorganic materials in the reconstruction, stabilization and introduction of morphological and vegetative features particularly in streams or along shorelines.

Capital Investment Program Plan (CIP) — Bellevue's six-year financing and implementation plan for capital projects ~~Capital Facilities Element policies and other functional plans~~.

Capital project/improvement — Major construction, acquisition or renovation activities that add value to a government’s fixed assets or which significantly increase the useful life of such assets.

CBD — ~~Central Business District~~ (See **Downtown**)

Certified (backyard wildlife) — ~~Programs offered by state and national organizations to acknowledge and support private property owner efforts to conserve and improve wildlife habitat. Certified habitats include landscaping for wildlife friendly environments that offer food, water, cover and places to raise offspring.~~

Comment [PI15]: Draft proposes to change policy that relates to this definition, recognizing that certification occurs through other organizations, not the city.

CHAS — ~~Comprehensive Housing Affordability Strategy~~ — A document that provides an inventory and analysis of existing and projected housing needs and outlines strategies for achieving a balance between the two.

Comment [PI16]: An out of date definition.

Clustering (Development) — A development design technique that places buildings on the part of a site that is least sensitive to impacts from development while preserving the natural features and functions on the remainder of the site.

Collector Arterial – A street that is two or three-lanes that collects (or distributes) traffic within a neighborhood and provides connections to minor or major arterials. Collectors serve neighborhood traffic and also provide access to abutting land uses. They do not carry much through traffic and are designated to be compatible with residential neighborhoods and local commercial areas.

Community — ~~The combined interests of the city, its residents, commercial interests, and other local parties who may be affected by the city’s actions.~~

Comment [PI17]: Definition doesn’t add value beyond its common usage.

Commute Trip — A trip from a worker’s home to a worksite with a regularly scheduled arrival time of 6:00 a.m. to 9:00 a.m. inclusive on weekdays.

Commute Trip Reduction Act — State legislation enacted in 1991 and incorporated into the Washington Clean Air Act. The law establishes goals for the reduction of commute trip vehicle miles by the employees of large employers.

Complete Street – A street that provides appropriate accommodation for multiple modes of travel, including vehicles, pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users.

Complexes — ~~An aggregation or group of related and/or interconnected structures planned for single or mixed uses (e.g. industrial complex, office complex, school complex, hospital complex, cultural complex).~~

Comment [PI18]: Unnecessary definition for the Comprehensive Plan.

Comprehensive Plan – The city’s long range plan prepared following the requirements of the Washington Growth Management Act, containing policies to guide local actions regarding land

Comment [PI19]: Consistent with the King County Countywide Planning Policies.

use, transportation, housing, capital facilities, and economic development in ways that will accommodate at least the adopted 20-year targets for housing and employment growth.

Consolidated Plan - Consolidated Housing and Community Development Plans. Document that reviews current and future trends taking place in the community regarding housing and human services and outlines strategies to address needs.

Countywide Planning Policies — The countywide growth management policy plan required by the state Growth Management Act (GMA) that promotes regional cooperation and specifies the roles and responsibilities of cities and the county. The King County Countywide Planning Policies (CPPs) are developed by the Growth Management Planning Council, a council of representatives of cities and King County, consistent with the Regional Growth Strategy of the Puget Sound Regional Council.

Cultural Competence — A set of congruent behaviors, attitudes and policies that come together in a system or agency that enable effective interactions in a cross-cultural framework.

Comment [PI20]: Consistent with the work of Bellevue's Diversity Initiative.

Critical Areas — Areas required to be protected under the Growth Management Act, RCW 36.70A, including the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. *(See Bellevue's Land Use Code for current regulatory definition.)*

Critical Areas Overlay District — An area that includes designated critical areas together with adjacent land, within which special provisions apply to protect and restore the natural environment. The Critical Area Overlay District is comprised of the critical area and a buffer area immediately adjacent to the critical area.

Critical Areas Study Report — A special study conducted in association with a proposed project in a Critical Area Overlay District to determine the long term effects of the project on the habitat features on or near the subject site, and to determine a range of development options to protect the environment equal to or better than the prescriptive regulations.

Daylighting (stream) — An action to excavate and restore a piped stream channel to an open (non-piped) natural condition.

Development — All structures and other modifications of the natural landscape above or below ground or water. Please note that a different definition of "Development" exists for implementation of the provisions of the Shoreline Management Act within the Shoreline Overlay District.

Developed Environment — Artificially created fixed elements, such as buildings, structures, and surfaces, that together create the physical character of the area.

Diversity — People of all cultures, languages, classes, races, ethnic backgrounds, disabilities, ages, religions, genders, sexual orientations and other diversity-related factors. At

Comment [PI21]: Consistent with the work of Bellevue's Diversity Initiative.

the root of this definition is an acknowledgement that differences exist between any two people.

Downtown — Bellevue's ~~Urban Center, also known as the CBD, where regional primary center~~ of retail, commercial, and service activities ~~are focused~~. The Downtown also provides a location for high-density, residential development. Downtown Bellevue is designated a Regional Growth Center in VISION 2040 and an Urban Center in the Countywide Planning Policies.

Eastside Rail Corridor (ERC) – The former Burlington Northern Santa Fe (BNSF) rail corridor in King County between Renton and Woodinville. The corridor is owned by multiple agencies and jurisdictions for multiple regional purposes including recreation, transportation and utilities infrastructure.

Eastside — A geographic area that includes the King County communities east of Seattle.

Ecosystem — The interacting and dynamic community of living organisms and the physical environment in a defined geographic area.

Environment — ~~All external conditions and influences affecting the life, development, and ultimately, the survival of an organism.~~

Comment [PI22]: Definition doesn't provide any additional information beyond the dictionary version.

Environmental Stewardship — ~~The responsibility to make land use decisions with proper regard for protecting and enhancing the environment~~ the responsible use and protection of the natural environment through conservation and sustainable practices.

Equestrian Overlay Area— A designated area of the city intended to preserve an existing equestrian community. An Equestrian Overlay Area lends support for maintaining an equestrian supportive environment. It provides a framework for making land use and capital investment decisions regarding the type and location of transportation or trail facilities, or the location of arterial crossings leading to regional facilities, consistent with existing subarea and comprehensive plan land use policies. An Equestrian Overlay Area encourages the ability to safely circulate within equestrian neighborhoods, access to regional/community trails or equestrian facilities, and signage to alert residents, newcomers, and travelers to the community's character. Additionally, an Equestrian Overlay Area seeks to promote community, encourage environmentally sound horse keeping, and sustain the area's historical character.

Equestrian System — A network of horse trails serving portions of the community and compatible with regional and interjurisdictional needs.

Essential Public Facility (EPF)— Any facility meeting the definition of Essential Public Facility set forth in RCW 36.70A.200(1), now or as hereafter amended, any facility identified on the statewide list maintained by the Office of Financial Management as required pursuant to RCW 36.70A.200(4), now or as hereafter amended, and any facility identified on the countywide list of essential public facilities.

Comment [PI23]: Consistent with the Land Use Code definition.

Fault — ~~A fracture or fracture zone along which there has been displacement of the sides relative to one another parallel to the fracture.~~

Comment [PI24]: Definition does not add value beyond the common use of the word.

Fish Passage Barrier — An artificial structure in a stream channel such as a culvert or a dam, or a natural feature such as a waterfall, that precludes the upstream or downstream movement of fish.

Floodplain — The land area susceptible to being inundated by a flood having a 1 percent chance of occurring in any given year, also referred to as a 100-year floodplain and frequently flooded areas.

Floor Area Ratio (FAR) — The gross floor area of all buildings on a lot divided by the lot area, expressed most often as a decimal. For example, 0.50 indicates that the floor area of a building equals 50 percent of the total lot area. *(See Bellevue's Land Use Code for the regulatory use of FAR, which excludes some specific areas.)*

Functions and Values — Functions are the ecological things that critical areas do and can include biochemical, hydrological and food web and habitat processes at a variety of temporal and spatial scales. The economic or social roles provided by critical areas are also functions. Values are societal perceptions regarding the goods and services provided by critical areas.

Glacial Till — ~~Unsorted and unstratified sediment deposited by a glacier, typically comprised of pebbles, sand and clay, and compacted by the weight of the glacier.~~

Comment [PI25]: A common term and not essential for understanding of the Comprehensive Plan.

Green Building — A general term that encompasses a wide range of innovative building construction and site development techniques that are intended to reduce adverse environmental impacts and improve long term sustainability relative to traditional construction.

Greenway — An open space connector linking parks, natural reserves, cultural features, or historic sites with each other and with populated areas. A greenway may be established along a natural corridor such as stream or ridgeline, on undeveloped land through neighborhoods, overland along a railroad right-of-way, scenic road or other route, or any other course for pedestrian or bicycle passage.

Growth Management Act (GMA) — State legislation (RCW 36.70A) enacted in 1990, and later amended in 1994, requiring counties and cities to create cooperative regional strategies to manage growth and to adopt local comprehensive plans and regulations ~~that will to~~ implement these strategies.

Habitat — The environment in which a population or individual lives and includes not only the place where a species is found but also the particular characteristics of the place that make it well suited to meet the life cycle needs of that species.

High-capacity Transit (HCT) — Various types of transit systems operating on a fixed guideway, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit. HCT may include a mix of commuter rail,

light rail, express bus services and facilities and/or other high capacity transit technologies, plus other associated transit improvements that tie local/regional transit services to each other and to other travel modes. A system of transportation services, operating principally on exclusive right-of-ways, which provides substantially higher levels of passenger capacity, speed, and service.

High-occupancy Vehicle (HOV) — A vehicle containing two or more occupants including carpools, vanpools, and transit vehicles.

Hydrology — Scientific study of the properties, distribution and effects of water on the Earth’s surface, in the soil and underlying rocks, and in the atmosphere.

Impervious Surface — A hard surface that prevents or slows the infiltration of water into the soil.

Incentives (Non-Regulatory) — Provisions offered by the city to encourage a private property owner to conduct voluntary ~~critical area~~ improvement projects.

Incentives (Regulatory) — Regulatory relief or options offered by the city to reduce the adverse economic impact to a property owner from complying with regulations intended to protect the functions and values of critical areas.

Infill — Sites within developed areas that have been bypassed and now can be “filled in.”

In-Kind Mitigation — A replacement of the lost functions and values of critical areas with characteristics and functions that closely approximate those adversely impacted by development or redevelopment.

Invasive Weed — Plant species that become easily established in disturbed conditions, that reproduce readily and that often take over a site to the exclusion of indigenous species.

Large Woody Debris (LWD) — Tree branches, stumps, and logs that fall naturally into streams or are strategically placed in them to improve or restore the functions and values of the stream segment . Most naturally occurring LWD in streams is derived from trees growing in the riparian corridor.

Level of Service (LOS) — The term used to denote different operating conditions when accommodating various levels of use. For traffic conditions, that occur at a given intersection when accommodating various volumes of traffic. LOS is represented on a scale ranging from LOS A, which represents free flowing conditions, to LOS F, which represents ~~jammed~~ conditions with excessive delay.

Comment [PI26]: Modify to recognize that LOS can apply to different types of infrastructure and services.

Life Cycle Cost Analysis - A tool to determine the most cost-effective option among different competing alternatives to purchase, own, operate, maintain and, finally, dispose of an object or process, when each is equally appropriate to be implemented on technical grounds.

Liquefaction — A phenomenon that is caused by earthquake shaking, whereby saturated soils — typically sandy soils — can lose their strength and structure, becoming liquid like. The liquefied soil may flow and the ground may crack and move causing damage to surface structures and underground utilities.

Comment [PI27]: A common term that does not need to be defined in the Comprehensive Plan.

Low Impact Development — An approach to land development and stormwater management that reduces adverse impacts while accommodating growth. Key principles include protecting native soils and vegetation and minimizing and managing stormwater at the source. A stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.

Comment [PI28]: Consistent with the state Stormwater Manual.

Local Street — A street designed primarily to provide access to abutting land uses and carry local traffic to collector arterials. This classification includes both local and neighborhood collector streets as described in the city's Development Standards.

Low-income Housing — Housing which that is affordable to a family that earns less than 50 percent of the area median income, adjusted for family size.

Low-rise Building — A structure that contains no more than four stories, except in buffer areas where such structures contain no more than two stories.

Major arterial — A street that provides efficient direct routes for long-distance auto travel within the region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials. Traffic on major arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic.

Major Pedestrian Corridor — An alignment which A corridor that is primarily for exclusive pedestrian use in the vicinity alignment of NE 6th Street between 102nd Avenue NE and 112th Avenue NE in the Downtown. Pedestrian-oriented frontage, plazas, street arcades, and other amenities are to be located along the corridor.

Materials Management — An approach to using and reusing resources most efficiently and sustainably throughout their lifecycles. It seeks to minimize materials used and all associated environmental impacts.

Metro — Municipality of Metropolitan Seattle — A regional governmental entity with responsibility for waste water treatment and public transportation. In January 1994, Metro became a department of King County government, the Department of Metropolitan Services (DMS).

Minor Arterial — A street that provides connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets.

Mitigation — Methods used to compensate for adverse impacts to critical areas.

Mixed-Use Development — A building or buildings constructed as a single project that contains more than one use, typically including housing plus retail and office uses.

Comment [PI29]: Consistent with the King County Countywide Planning Policies.

Mobility Option — The ability of a person traveling within the city or the region to choose one or more of several means of transport, including automobiles, public transit, walking, bicycling, and ridesharing.

Moderate-income Housing — Housing which ~~that~~ is affordable to a family that earns between 50 percent and 80 percent of the area median income, adjusted for family size.

Multifamily Dwelling — A building designed to house two or more families living independently of each other.

Comment [PI30]: Consistent with Land Use Code definition.

Multimodal Transportation — ~~Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling, and ridesharing. The consideration of walking, bicycling, riding transit, driving, and freight mobility as means of transportation and incorporating connections among modes.~~

Natural Determinants — Existing topography, geology, soils, hydrology, water quality, climate, air quality, noise, vegetation, wildlife, marine life, and natural resources recognized as important in determining the types and forms of development permissible.

Comment [PI31]: Outdated term.

Nonmotorized Transportation — ~~Transportation modes~~ A mobility option that does not require a motors. These modes commonly include pedestrian travel and bicycle travel, and may also include jogging, skateboarding, horseback riding, and rollerblading.

Noxious Weed — Plants that are not indigenous to the area, that grow unchecked by natural predators and that generally out-compete indigenous species for moisture and nutrients. The King County Noxious Weed Control Board maintains a list of noxious weeds.

Open Space (Parks) — ~~Public~~ Land for active and/or passive recreational uses. Includes parkland, wildlife corridors, natural areas, and greenways. May also include school lands and private land permanently reserved as undeveloped.

Outwash — Deposits from glacial meltwater streams, consisting mostly of sand and gravel, but also including cobbles and boulders.

Passive Recreation (Parks) — Outdoor recreation which does not require significant facilities, such as walking, picnicking, viewing, and environmental education activities.

Pedestrian Crossing — Locations of designated pedestrian street crossings other than at intersections. Potential locations ~~that~~ are identified on the Pedestrian System Plan Map for further study to determine if, and what type of, improved pedestrian crossing can be built.

Pedestrian System Plan Map — In the Pedestrian and Bicycle ~~Transportation~~ Master Plan, a map that depicts a complete network of sidewalks, access, and recreation paths pedestrian facilities that serveing the entire community and are compatible with regional and inter-jurisdictional needs-facilities. Pedestrian facility types are defined and described in the Pedestrian and Bicycle Master Plan. ~~categories include the following:~~

Sidewalks — ~~The portion of a roadway designed for preferential or exclusive use by pedestrians. Sidewalks are usually constructed of concrete and are typically grade separated vertically and set back horizontally from the roadway.~~

Multipurpose Path — ~~A medium width path (6 to 10 feet) surfaced with compacted gravel, asphalt, or wooden boardwalk.~~

Paved Path — ~~A medium width path (6 to 10 feet) surfaced with concrete or asphalt used primarily as a transportation facility. These are often built alongside streets as a temporary walking facility, or separated from the street.~~

Limited Purpose Path — ~~A narrow width path (2 to 6 feet) surfaced with wooden boardwalk, gravel, wood chips, or dirt used primarily as a recreation facility, including equestrian system trails.~~

Pedestrian-friendly Design — Physical development characteristics that promote pedestrian activity and may be incorporated into private development and right-of-ways.

Personal Services — Services involving the care of a person or of a person's apparel, such as laundry and dry cleaning services, beauty shops, barber shops, shoe repair shops, and tailors.

Piped Stream — ~~A segment of a stream that flows under property through a pipe, as opposed to a culvert which is a conduit that carries drainage water under a driveway, roadway, railroad, pedestrian walk, or public way.~~

Planned Community — ~~Development that has a coordinated design and layout of residential, neighborhood-commercial, and public uses.~~

Comment [PI32]: Unnecessary definition for the Comprehensive Plan.

Potential Annexation Area (PAA) Sphere of Influence Boundary — A line within the Urban Growth Area and outside the city's existing southern and eastern boundaries to which the city may eventually expand through annexation. ~~This line is also called the Potential Annexation Area (PAA) boundary.~~

Planned Unit Development (PUD) — A development permit that allows more flexibility in site development than a standard subdivision. A PUD may contain features such as variety in the type, design, and arrangement of structures; a mix of land uses; conservation of natural land features; and efficient use of open space. ~~Such a development for residential purposes only may be referred to as a PRUD.~~

Prescriptive Regulations — ~~Land Use Code~~ Development regulations that provide specific standards.

Programmatic Critical Areas Study — ~~A critical areas study conducted for an area larger than a single site.~~

Comment [PI33]: Not needed in the Comprehensive Plan.

Protection Zone — ~~The area within the Critical Areas Overlay District that includes the designated critical area plus a buffer area where natural features and functions are retained or restored, and where development is generally prohibited.~~

Comment [PI34]: Out of date term.

Region — An area which in its largest sense generally includes King, Pierce, Snohomish, and Kitsap Counties. It may also be limited to a smaller area. If so, this is generally noted in the context of the policy.

Restore — To reestablish ecological processes, structures, functions and biotic and abiotic linkages that lead to the recovery of an ecosystem that has been degraded, damaged or destroyed. Restoration, as used in the Comprehensive Plan, does not mandate a return to pre-development conditions.

Ridesharing — Travel by more than one person in privately- or publicly-owned vehicles, including carpools and vanpools.

Riparian — ~~Land area adjacent to a body of water that is influenced by the presence of water and that directly influences the aquatic ecosystem by providing shade, fine or large woody debris, nutrients, organic and inorganic debris, terrestrial insects, or wildlife habitat.~~

Comment [PI35]: Unnecessary definition for the Comprehensive Plan.

Salmonid — A member of the fish family *salmonidae*, which includes salmon, trout, dolly varden, char and white fish.

Seismic Seiche — ~~The oscillation of an enclosed body of water caused by seismic motion or large landslide displacement.~~

Comment [PI36]: Unnecessary definition for the Comprehensive Plan.

Semi-public — Those portions of private development ~~which~~ that connect with public spaces and are used incidentally by the public.

Sensitive Area — See Critical Area.

Significant Tree — A tree that has attained proportions as defined in the Land Use Code, for which protections from cutting may apply.

Single Family Dwelling — 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.

Comment [PI37]: Consistent with the Land Use Code definition.

Single-occupant Vehicle (SOV) — A vehicle containing one occupant.

Steep Slopes — Hillsides with a slope of 15 percent grade or more as defined in the Land Use Code.

Stormwater — Precipitation that does not infiltrate into the soil, or evaporate, but flows over the surface into a stormwater drainage system pipe or directly to a surface water body.

Street Classification — The classification of city streets according to their function. These classifications relate to established development standards upon which street improvements are based. Street classifications include major arterial, minor arterial, collector arterial and local street.

Streetscape — The design and appearance of streets, sidewalks, and the frontage of bordering development including landscaping, street furniture, signs, etc.

Subarea — A geographic subdivision of the city with its own character and development focus.

Superblock — Typical 600-foot block established by the Downtown street grid.

Sustainable — A dynamic environment in which an ecosystem and its inhabitants are in ecological balance by maintaining the health and with the flow of resources needed to support them in perpetuity.

Sustainable Building — ~~A structure that incorporates design and materials elements that contribute to reduced environmental impact and long term cost savings.~~

Comment [PI38]: A single definition of sustainable suffices, rather than including multiple versions.

Sustainable Urban Environment — ~~The long term relationship between the built and natural environment through which the community can meet its current needs and those of future generations.~~

Sustainable Urban Habitat — see Sustainable Urban Environment.

Thrust Fault — ~~A fault with a low angle of inclination in which the upper block moves upward over the underlying block.~~

Comment [PI39]: Unnecessary definition for the Comprehensive Plan.

Transportation 2040 — An action plan produced by the Puget Sound Regional Council for transportation in the Central Puget Sound Region.

Transition Area — ~~An area in which special design standards are required for higher intensity uses located close to lower intensity uses. These standards are intended to protect the lower intensity uses from the effects of higher intensity uses.~~

Comment [PI40]: This is a term used and defined in the Land Use Code and not essential for understanding of the Comprehensive Plan policy.

Transit-supportive Design — Physical development characteristics that encourage transit use.

Universal Design — A system of design that helps ensure that buildings and public spaces are accessible to people with or without disabilities and regardless of age.

Urban Center – Areas designated by the Countywide Planning Policies located on existing or planned transit corridors. Small, dense, clearly defined geographic areas within designated cities where there will be higher levels of residential density and employment intensity that support regional land use and transportation goals.

Very Low-Income Housing – Housing that is affordable to a family that earns less than 30 percent of the area median income, adjusted for family size.

Village — A contained community that includes ~~single family and multifamily~~ housing along with commercial and office uses serving local needs. Mixed-use structures and developments are encouraged, but not mandatory.

VISION 2040 – The regional growth strategy for King, Pierce, Snohomish and Kitsap counties.

Watershed — A drainage basin defined by topographic divides from which precipitation and irrigation water flows to a stream or river. A geographic region within which water drains into a particular river, stream, or body of water. Watersheds can be as large as those identified and numbered by the State of Washington Water Resource Inventory Areas (WRIAs) as defined in Chapter 173-500 WAC.

Comment [PI41]: Consistent with state Stormwater Manual.

Wetlands — See “Critical Areas.” Areas citywide where saturation with water is the dominant factor determining the nature of soil development and types of plant and animal communities living in the soil and on its surface. Most wetlands share two common features: soil that is at least periodically saturated with or covered by water, and soil that supports a prevalence of plants and animals typically adapted for life in saturated soil conditions. (See Bellevue’s Land Use Code for current regulatory definition.)

Shoreline Management Program Element Definitions

[Proposed changes to the existing Shoreline Management Program definitions, not shown here, have been reviewed by and will be adopted through the Shoreline Management Program update project separately from the Comprehensive Plan update.]

Boat Launching Facility — A facility used for launching boats by auto or hand including ramps and other devices, along with adequate parking and maneuvering space.

Breakwater — Protective structure usually built offshore for the purpose of protecting the shoreline or harbor areas from wave action.

Bulkhead — A wall or embankment used for holding back earth.

Dredging — Removal of earth from the bottom of a body of water usually for the purpose of deepening a navigational channel or obtaining bottom materials.

Enclosed Overwater Structure — A structure extending on or over the surface of the water which has one or more walls with or without a roof.

Facilities in Common — Facilities jointly used by a specific group of property owners.

Groin — A barrier-type structure extending from the backshore into the water across the beach. The purpose of a groin is to interrupt sediment movement along the shore.

Inland Shoreline Areas — Shoreline areas other than Lake Washington and Lake Sammamish and their associated wetlands which include all other wetlands, smaller lakes, and streams covered by the Shorelines Management Act.

Jetty — An artificial barrier used to change the natural littoral drift to protect inlet entrances from clogging by excessive sediment.

Landfill — Creation or maintenance of beach or creation of dry upland area by the deposition of sand, soil, gravel, or other materials into shoreline areas.

Marina — A facility providing for the rental or public use of moorages for pleasure craft and which may include accessory facilities such as sales, rentals, and servicing of these craft.

Moorage — Any device or structure used to secure a vessel for temporary anchorage, but which is not attached to the vessel (such as a pier or buoy).

Pier — A general term including docks and similar structures consisting of a fixed or floating platform extending from the shore over the water.

Public Access — A means of physical approach to and along the shoreline available to the general public. Public access may also include visual approach (views).

Shoreline — The water, submerged lands, and uplands of Lake Washington, Lake Sammamish, and Phantom Lake as well as the wetland areas associated with these lakes.

Shoreline Activity — Activities include, but are not limited to, fishing, swimming, boating, dredging, fish spawning, and wildlife nesting. Not all activities necessarily require a shoreline location.

Shoreline Development — A use consisting of the construction or exterior alteration of structures, dredging, drilling, dumping, filling, removal of any sand, gravel or minerals, bulkheading, driving of piling, placing of obstructions, or any other project of a permanent or temporary nature on the shoreline.

Shoreline Use — The commitment of land or water surface to a given purpose or activity. Examples of shoreline uses include, but are not limited to, residential units, parks, marinas, open space, office buildings, ports, restaurants, wildlife preserves, factories, or even non-use. Not all uses, however, are necessarily reasonable or appropriate for a shoreline location.

Shoreline Wetlands — Land extending landward to 200 feet in all directions as measured on a horizontal plane from ordinary high water mark, and all marshes, bogs, swamps, floodways, deltas, and floodplains designated by the Department of Ecology as wetland areas.

Water-dependent — A use or portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of these uses may include marinas that provide moorage, access, fuel, boat repair, and boat launch facilities.

Water-enjoyment Uses — A recreational or similar use facilitating the general public's access to the shoreline as a primary characteristic of the use; or, a use that provides and assures for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use through the use's location, design, and operation. These uses may include public access, parks (with waterfront access), and scientific/ecological reserves.

Water-related — A use or portion of a use which is not intrinsically dependent on a waterfront location but whose operation cannot occur economically without a shoreline location. Some examples of these uses are support facilities for swimming and boating activities.

City of

Bellevue



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December 4, 2014

SUBJECT

Downtown Transportation Plan: Downtown Subarea Plan Policies

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DIRECTION NEEDED FROM PLANNING COMMISSION

Action

Discussion

X Information

The Planning Commission is receiving this overview of the Downtown Transportation Plan and the Downtown Subarea Plan in the context of the Comprehensive Plan Update. In the 15 minutes allocated for this item on the December 10 agenda, staff will provide information on the essential components of the Downtown Transportation Plan and the major policy amendments to the Downtown Subarea Plan. At a future meeting, staff will provide the draft Downtown Subarea Plan so that it may be compiled with the Comprehensive Plan for public review.

BACKGROUND

Concluding with a recommendation to the City Council on October 7, 2013, the Transportation Commission developed a long-range transportation plan for Downtown Bellevue, called the Downtown Transportation Plan (DTP). Council accepted the Commission's recommendation and directed the Commission and staff to begin implementing it. Implementation since then has occurred in two ways, with projects on the ground and with an update to the transportation-related policies in the Downtown Subarea Plan. Amendments to the Downtown Subarea Plan will be considered by the City Council along with other components of the Comprehensive Plan Update.

This memo briefly describes the Transportation Commission process to develop the Downtown Transportation Plan and provides an overview of the significant policy amendments for the Downtown Subarea Plan.

Downtown Transportation Plan – Transportation Commission Recommendation

In the 2011/12 budget, the City Council approved capital and operating funding to support an update to the Downtown Transportation Plan, and directed the Transportation Commission to

develop a comprehensive mobility strategy to support Downtown growth to 2030 and beyond. The Commission recommendations for transportation system improvements will accommodate the motorized and non-motorized trips generated by a forecast increase of 28,000 jobs and 12,000 residents – representing approximately 75 percent of the planned employment growth in the city, and over 50 percent of the planned residential growth between now and 2030.

The Commission’s task, as the City Council defined it, was to prepare a plan to provide mobility options for people to get around to, from and within Downtown Bellevue. From this perspective the Commission prepared a suite of compatible travel options that, together, will support Downtown vitality and livability. As reflected in the Plan, improvements must be made across all modes. The economic engine of Downtown Bellevue will be strengthened with a transportation strategy that pays broader attention to pedestrians, bicycles and transit while acknowledging that efficient vehicle travel will continue to be critically important. Downtown will become even more attractive and accessible as a place to work, to shop and to call home as well-planned multi-modal transportation enhancements are implemented.

Staff and the Commission worked closely with the Downtown community to understand the issues and to develop responsive mobility strategies. The Commission met 24 times on the subject and developed a good understanding of the transportation modeling data, as well as the many qualitative measures of mobility, all of which helped inform the Commission’s recommendation.

The scope of the Commission’s recommendation includes four modal components that are embedded in an overall theme of enhancing Downtown mobility options:

- **Roadways**
Direction from Council was to accommodate the forecast vehicular travel demand based on anticipated land use and other available modes, and to analyze opportunities for on-street parking, loading and other curbside uses to support businesses and residents. The assumed 2030 Baseline transportation network includes roadway capacity projects within and outside of Downtown that support Downtown land use and mobility.
- **Transit**
The Downtown Transportation Plan addresses Council direction with recommended policies and projects that provide transit coverage to serve the planned land use pattern, the transit capacity to support forecast transit demand, transit speed and reliability enhancements to help bus passengers move throughout Downtown, and transit passenger comfort, access and information to support and improve ridership.
- **Pedestrians**
In a Downtown setting, the quality of the pedestrian environment affects mobility, economic development and quality of life. Breaking down the walk trip into its essential components enabled the Transportation Commission to recommend specific enhancements: crosswalks designed to accommodate increasing numbers of pedestrians; mid-block crossings to facilitate pedestrian crossings of wide arterials between signalized intersections; sidewalks and curbside landscaping that serve as the fundamental pedestrian infrastructure, and through-block connections that provide walkable corridors through Downtown superblocks.

- **Bicycles**
Bicycle mobility and access is dependent on a comprehensive network of on-street bicycle facilities and wayfinding plus short-term on-street bicycle parking and long-term, secured commuter parking in garages. For both commuting and recreation, recommended policies and projects will support connectivity within Downtown as well as connections to neighborhoods and regional facilities such as the I-90 Trail and the future Eastside Rail Corridor Trail.

Public Engagement

Beginning in the summer of 2011, staff and the Transportation Commission worked with the community to understand the issues and opportunities related to Downtown mobility. Early in the process, walking and bicycling tours, and an open house provided forums for residents and employees to point out what works well and what could be improved. Staff regularly provided DTP updates to the Bellevue Downtown Association and discussed issues, ideas and recommendations with other community organizations.

A project web site, <http://www.bellevuewa.gov/downtown-transportation-plan-update.htm> provides background materials and up-to-date information, including each memo and presentation from the Transportation Commission meetings.

Downtown Subarea Plan – Transportation Commission Recommendation

The current Downtown Subarea Plan was adopted in 2004. Its policies have guided the physical development of Downtown Bellevue, and the transportation project list is intended to provide adequate vehicle capacity through the planning horizon of 2020.

To implement the Downtown Transportation Plan, the Transportation Commission prepared a list of transportation projects and transportation policy amendments to the Downtown Subarea Plan. The update of the Downtown Transportation Plan acknowledges changed circumstances since 2004, and considers land use and transportation changes anticipated to 2030.

Downtown mobility considers that everyone should be able to get around in Downtown Bellevue safely and comfortably, a concept that requires a balancing of the needs of roadway users, transit riders, pedestrians and bicyclists. Roadway capacity projects in and around Downtown will provide an adequate vehicular level of service in 2030. Improvements are recommended to better accommodate the diverse needs of an increasing number of pedestrians and bicyclists. Modifications to transit service and facilities will help make riding transit an even more attractive option than it is today.

The multimodal strategy is not new, and prior investments have resulted in the vibrant and mobile Downtown Bellevue of today. Yet new policies and projects are needed to help shape the Downtown Bellevue of the future, a future in which walking is the logical option for short trips and longer trips can be made by car, transit or bicycle. Downtown traffic volume is not increasing, even as land continues to develop. People in greater numbers are choosing to walk, bicycle and ride the bus to get around to/from and within Downtown. Mobility options provide choices and help enhance Downtown livability.

Downtown Subarea Plan policies retain the fundamental support for an integrated multimodal transportation system, and provide enhanced or new policy direction to achieve these mobility objectives:

- Transportation facilities and services provide mobility options to support a growing residential and employment population, as well as visitors for shopping and recreation
- Pedestrian and bicycle access is easy for short trips to and through the existing Downtown Bellevue Transit Center and to the planned light rail stations at the Transit Center and at East Main Street. Walking becomes one of the easiest ways to get around in Downtown Bellevue, and intersections and mid-block crossings are comfortable and safe places for people to cross the street.
- Transit on the frequent transit network will serve 97 percent of Downtown residents and employees by 2030, up from about 87 percent in 2010. Nearly everyone who lives or works in Downtown Bellevue will be within a 600-foot walk of a bus stop on the frequent transit network.
- Intelligent Transportation System investments provide efficiencies and transportation system capacity for vehicles of all types, as well as pedestrians.
- Curbside space is used for many purposes, including such things as parking, parcel loading/unloading, taxi-stands, and electric vehicle charging stations.

Downtown Transportation Plan Implementation

Together with direction and resources needed to prepare a Downtown Subarea Plan, the City Council in 2010 also provided capital funds to implement some projects. Projects under construction or in the pipeline are the following:

- 112th Avenue NE northbound bike lane at NE 8th Street
- 108th Avenue NE at Main Street southbound bike lane and extended landscaped median
- 108th Avenue NE at NE 4th Street intersection and landscaping improvements
- Pedestrian Corridor west of 108th Avenue NE ramp, landscaping and lighting improvements
- 102nd Avenue NE at NE 1st Street intersection improvements for access to the Downtown Park

In the 2015/16 budget adopted on December 1, 2104, Council approved funding to continue Downtown Transportation Plan implementation projects, with an emphasis on providing exceptional pedestrian access to the Downtown light rail station. Projects on the list include:

- Corridor studies for 106th Avenue NE, 108th Avenue NE and Main Street to integrate components of the Transit Master Plan, the Pedestrian and Bicycle Transportation Plan, intersection and mid-block crossing improvements identified in the Downtown Transportation Plan, and exceptional pedestrian access to the light rail station
- 106th Avenue NE at NE 6th Street Pedestrian Corridor intersection improvements
- 110th Avenue NE at NE 6th Street intersection improvements
- 110th Avenue NE at NE 7th Street mid-block crossing
- Bellevue Transit Center improvements to enhance transit rider comfort, access, and information

NEXT STEPS

The Downtown Subarea Plan transportation policy amendments are a component of the Comprehensive Plan Update. While the Transportation Commission's recommendation is to the

City Council, the Planning Commission is charged with coordinating the overall update of the Comprehensive Plan, and ensuring that the plan components fit together as a whole. Planning Commission will review of the Downtown Subarea Plan is limited to a high level to ensure it is consistent with the rest of the plan. At a future meeting, staff will provide the draft Downtown Subarea Plan so that it may be compiled with the Comprehensive Plan for public review.

Downtown Transportation Plan mobility projects are being implemented through the Capital Investment Program that provides a 7-year funding stream. The Transportation Commission will be involved in the corridor studies, as will Downtown stakeholders and the general public.



Planning Commission Schedule

December 10, 2014

The Bellevue Planning Commission meets Wednesdays as needed, typically two or three times per month. Meetings begin at 6:30 p.m. and are held in the Council Conference Room (Room 1E-113) at City Hall, unless otherwise noted. Public comment is welcome at each meeting.

The schedule and meeting agendas are subject to change. Please confirm meeting agendas with city staff at 425-452-6931. Agenda and meeting materials are posted the Monday prior to the meeting date on the city's website at:

<http://www.bellevuewa.gov/planning-commission-agendas-2014.htm>

<u>Date</u>	<u>Tentative Agenda Topics</u>
Jan 14	Comprehensive Plan Update
Jan 28	Comprehensive Plan Update
Feb 11	TBD
TBD	Joint Meeting of Boards and Commissions
Feb 25	Potential Public Hearing on Comprehensive Plan

Upcoming 2015 Dates for Planning Commission Meetings

Jan 14	Jun 10
Jan 28	Jun 24
Feb 11	July 8
Feb 25	July 22
Mar 11	Sept 9
Mar 25	Sept 23
Apr 8	Oct 14
Apr 22	Oct 28
May 13	Nov 11
May 27	Dec 9



MEMORANDUM

DATE: December 4, 2014

TO: Chair Laing and Members of the Planning Commission

FROM: Paul Inghram, AICP, Comprehensive Planning Manager
pingram@bellevuewa.gov, 425-452-4070
Erika Conkling, AICP, Senior Planner
econkling@bellevuewa.gov, 425-452-2898
Planning and Community Development

SUBJECT: For Information Only: Public Outreach Update – Comprehensive Plan Update

The Comprehensive Plan is based on the vision, values and expectations of the Bellevue community. Therefore, the update of the plan must connect with the community and gather the community's input to be successful. Public engagement for the project is an opportunity for the community to help shape the plan. It is also an opportunity for the public to learn more about the city and for the community to build connections.

Public outreach for the update project began in January 2013 and has been ongoing. Early in the process Council identified six objectives to guide outreach:

- **All aspects of the community** – Connect with young and old, different ethnicities, different geographic areas, residents, businesses, employees and property owners, those with less access to city services, and those that might be less familiar with city planning.
- **Ongoing outreach** - Seek ideas and perspectives on an on-going basis throughout the entire project on the full range of topics covered in the Comprehensive Plan update..
- **Multiple levels and styles of engagement** – From formal to informal, the project will engage the public in a variety of manners giving people options for how to engage. In addition to traditional events, like open houses and public hearings, the project will connect with people in new and innovative ways and use online tools.
- **Build community** – The update process should lead to more than just a plan. The process itself should help build relationships in the community and a stronger connection to the City.
- **Coordinate and collaborate** – The update will work with associations, organizations, government agencies and other groups for the purpose of helping disseminate information and soliciting feedback about the update.

- **Increased understanding** – Outreach will help members of the community understand the city policy and how it impacts city decisions and priorities.

Outreach to date met these objectives through a combination of strategies that included speaker’s forums, Bellevue’s Best Ideas social media campaign, neighborhood meetings, news releases, board and commission meetings, a project website, stakeholder meetings, and traditional planning meetings. More information about this first phase of public involvement can be found in the [Mid-Project Engagement Report](#) available on the *Forming our Future* webpage for the Comprehensive Plan update.

During a second phase of public involvement outreach will focus on illustrating how policies will affect Bellevue residents and soliciting substantial feedback on the draft Comprehensive Plan. In order to broaden public engagement staff plans to use a variety of strategies to get information out to a wide audience, as well as to target specific groups and engage diverse stakeholders who may not typically engage in civic discourse. The table below outlines some specific methods and materials that will be used in outreach.

Action	Deliverable	Benefits
Issue summaries	A series of issue summaries that summarize the identified key issues in the Draft Comprehensive Plan.	<ul style="list-style-type: none"> • Issue summaries will form the base content for all other outreach material and the online public meeting • Content and images will focus on illustrating how policies connect to an individual’s daily life and the future of their community
Outreach toolkit	Packet of outreach materials for community leaders. Depending on the target audience, specific elements of the toolkit can be included or skipped. Suite of available materials could include: <ul style="list-style-type: none"> • Issue summaries • Talking points and key messages for community leaders • Takeaway business card with link to the online public meeting • Poster illustrating why community members should comment on the Draft Comprehensive Plan 	<ul style="list-style-type: none"> • Leverages existing organizations and groups that work with target audiences who are respected and in their communities • Allows the City to extend their reach into various communities beyond the limited staff time available • Materials will be act as the “hook” to get Bellevue residents interested in learning more and making substantive comments
Online public meeting	The centralized hub where Bellevue residents can learn about key policies and provide their comments.	<ul style="list-style-type: none"> • Includes information by key issue area, allowing viewer to focus on one or more

Action	Deliverable	Benefits
		<ul style="list-style-type: none"> • Provides more detail than the materials in the outreach toolkit, while still accessible to lay audience • Primary way for residents to provide comments – keeps outreach approach efficient and maximizes participation • Ensures streamlined comment analysis and reporting • Connects to online version of Draft Comprehensive Plan for those who want to dig into the details
News media	A series of op-ed pieces on specific issues affected by changes in the Comprehensive Plan.	<ul style="list-style-type: none"> • Will help connect policy changes to individual’s daily life and the future of their community. • Pieces will act as a “hook” to get Bellevue residents interested in learning more and making substantive comments.
Social media	A social media plan to include key messages and schedule for posting to social media outlets.	<ul style="list-style-type: none"> • Uses the City’s robust social media channels to build interested in the online public meeting • Broadly shares the importance of the Draft Comprehensive Plan with Bellevue residents
In-person public meeting	An in-person public meeting to include: <ul style="list-style-type: none"> • Brief presentation • Question and Answer session • Open house style walk-through of key policies • Computers or ipads connecting to online public meeting comment section • Paper comment option 	<ul style="list-style-type: none"> • Provides traditional forum for learning more and providing comments – pairs with online meeting • Allows residents to directly communicate with City staff and get their questions answered in person

Outreach will be timed to coincide with the public release of the first draft of the Comprehensive Plan and continue through the Planning Commission public hearing process.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

September 10, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Laing, Commissioners Carlson, Hamlin, Hilhorst, Tebelius, Walters

COMMISSIONERS ABSENT: Commissioner deVadoss

STAFF PRESENT: Paul Inghram, Nicholas Matz, Department of Planning and Community Development; Mike Bergstrom, Department of Development Services

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:33 p.m. by Chair Laing who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Carlson, who arrived at 7:11 p.m., and Commissioner deVadoss, who was excused.

3. PUBLIC COMMENT - None

4. APPROVAL OF AGENDA

A motion to amend the agenda by moving item 7.C ahead of 7.B, and 8.C ahead of 8.B, and to add an additional public comment following item 8.D, was made by Commissioner Hilhorst. The motion was seconded by Commissioner Hamlin and it carried unanimously.

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

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram reported that following its August break the City Council held a study session on the Shoreline Master Program, and took up the one Comprehensive Plan amendment application and directed that it come back to the Commission for final review. The staff also provided the Council with a brief status report concerning the Comprehensive Plan update process.

8. PUBLIC HEARING

A. Horizon View Rezone

A motion to open the public hearing was made by Commissioner Tebelius. The motion was seconded by Commissioner Hilhorst and it carried unanimously.

Senior Planner Nicholas Matz said the legislative rezone was initiated by the Council in response to requests from property owners in the recently annexed Horizon View area. The property owners expressed concerns regarding recent short plat activities in their neighborhood. Their concern centered on the current R-3.5 zoning and its 10,000-square-foot minimum lot size could enable an increase in short plat activity that is incompatible with the existing neighborhood character. The roughly half-acre average lot size in Horizon View A with views to and from the lots accounts for the existing neighborhood character.

Such rezones are viewed through the legislative process. In initiating the rezone the Council noted an issue of fairness in assuring that all three recently annexed neighborhoods could make a reasonable examination of their zoning and its appropriateness. The Councilmembers were clear that initiating the process would allow for a review of the merits of the proposal, and that their action did not presume approval or denial of the rezone.

The Process IV approach involves a public hearing before the Commission and a recommendation to be transmitted to the Council for action. The Council will make its decision based on the record. A State Environmental Policy Act (SEPA) Determination of Nonsignificance has been issued.

Mr. Matz said the staff were recommending approving of the proposed rezone from R.3.5 to R.2.5 for the 79 lots in Horizon View A. Both R-3.5 and R-2.5 are consistent zoning designations for the underlying single family designation, thus the proposal is consistent with the Comprehensive Plan. The neighborhood has urban infrastructure in place by way of streets, water and sewer connections, and generally the city sees infill development as desirable. However, what appears on its face as a decrease in potential redevelopment is obviated by the fact that the potential never really existed in the first place; the rezone will in fact protect the neighborhood by encouraging existing levels of development. Growth will still be accommodated under the R-2.5 zoning. The proposal is consistent with the Land Use Element and the Newcastle subarea policies.

Staff have concluded that the proposed rezone bears a substantial relationship to the public health, safety and welfare. The proposal does not trigger a need for new public facilities.

The staff also believe the rezone is warranted because the proposed zoning classification is appropriate for reasonable development of the properties. Public opinion is strongly aligned with the finding of the staff with the exception of a Mr. Dworsky whose written submittal opposed the proposed approach. The lot sizes in Horizon View A are somewhat smaller than those in the Hilltop and Horizon View C developments. The existing public sewer in Horizon View A does distinguish the area from the individual septic systems that dominate in the other two developments, yet all three areas share similar view characteristics and all three are urban areas. The city has established the R-2.5 zoning based on the current development pattern and on what is in the Comprehensive Plan. Mr. Dworsky's concern about preventing redevelopment of the sites is difficult to argue across the broad expanse of Horizon View A; there are only two lots that are vacant, and one of them is too small to take advantage of the minimum lot size for either R-2.5 or R-3.5, and the other is big enough it could be split under either zoning.

Mr. Matz said the staff concluded that the rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject property, which would be the surrounding developments of Horizon View C, Hilltop, Eaglesmere and Sommerset.

The rezone has merit and value for the community as a whole. The city has concluded that the tenets of the Growth Management Act continue to be met citywide. Mr. Dworsky has voiced a concern about not being able to meet the growth management targets on the 79 lots in Horizon View A. Rezones of the type proposed are consistent and recognize the rezone as a tool for neighborhood character. The Growth Management Act allows for selectivity in allowing where growth should occur. It is not necessary to meet every tenet of the Act across the entire city. The Act does not demand that all growth be available all the time; that is in fact why growth is concentrated in certain areas of the city.

Commissioner Tebelius said she read all of the comments sent in by landowners in the Horizon View A neighborhood and noted that only two property owners have conveyed comments opposed to the proposed rezone.

Mr. Robert Thorpe, 2737 SE 27th Street, Mercer Island, complimented the staff on their very thorough and supportable report. He noted that in zoning matters the applicant has the burden to make the record. He said his staff at Robert Thorpe and Associates analyzed 20 city goals in the Comprehensive Plan and two goals Growth Management Act. Of the 20 city goals, the conclusion reached was that more half were found to be highly compatible with the proposal. Two or three of the goals were found to be subjective and each of them deals with density in neighborhoods. Under the Growth Management Act the city has the opportunity to put density in the downtown and other activity centers. The proposed rezone is timely, needed to protect the neighborhoods, and is compatible with the Comprehensive Plan. As such the proposal should be supported. In addition to the two vacant lots, however, there is the possibility of a developer purchasing developed large lots and either short platting them or constructing very large homes on them. Renton, Kirkland and Mercer Island are all looking at protecting neighborhood by reducing density much as the Horizon View A proposal seeks to do. The Commission was urged to support the conclusion of the staff and approve the proposed rezone.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Greg Rossellini, 15011 SE 51st Street, spoke as president of the Horizon View Citizens Association. He said the proposal will positively affect the neighborhood and the city. Horizon View A is an older community with more than 50 homes, all of which have a similar character and lot size. Those in the audience who live in Horizon View A were asked to stand and be recognized. He noted that Horizon View C was similarly rezoned at the time of its annexation, and he submitted to the Commission a letter from the Hilltop neighborhood in support of the proposed rezone to R-2.5.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Ken Clark, 14860 SE 61st Street, said the Horizon View A neighborhood is 63 years old and many who live in the neighborhood have been there for almost that long; the average resident has lived there for about 35 years. The proposed rezone was triggered by a short plat action a

developer attempted in order to tear down a house and divide the lot. A total of 59 neighborhood residents went on record as opposing the action. Comments have been made about the uniqueness of Horizon View A given that the Horizon View C and Hilltop neighborhoods are still on septic tanks and drain fields; at some point in the future those neighborhoods are going to have to face the reality of connecting to sanitary sewer. He thanked the staff for understanding and supporting the cause of the neighborhood.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Mike Dworsky, 5079 145th Place SE, said the lot he owns in Horizon View A did not have an address until the city annexed the neighborhood two years ago. The lot was purchased by his parents in 1941. He respectfully opposed the proposed rezone from R-3.5 to R-2.5 for the exact same reasons the city used to approve a short plat in Horizon View just a few months ago and which represents a perfect example of infill development. He said during the time his lot was in the jurisdiction of King County the zoning was R-4 and it could have been short platted; annexation into the city included no comparable zoning so R-3.5 was chosen, ending the possibility of short platting the site. The Comprehensive Plan, the Newcastle subarea plan, the Puget Sound Regional Council Vision 2040 plan, and the Growth Management Act all are aimed at accommodating growth. Without infill development, there will not be any growth. The homeowners association, with is volunteer only, does not represent all of the property owners, many of whom do not want change in the neighborhood, only a change in the zoning. He said he was not asking for change either, only to retain the current zoning. When the lot was acquired by his parents the adjacent land was all forest extending all the way to Somerset. He said he and his brother often hiked through the woods that has for the past 35 years been developed under R-5 and R-3.5 zoning. Bellevue's population has doubled since then but many in the neighborhood refuse to acknowledge that and are unwilling to accommodate growth in their backyard. Bellevue is a beautiful place to live, largely because the planning department has made good decisions over the years. The proposed rezone, however, if approved will not be a good decision. The city should respect the zoning laws that were in place when the property owners purchased their sites, and should retain a zoning designation that is at least close to what was in place under King County. Changing the zoning to a lesser density is contrary to and contradicts the state's Growth Management Act; it may benefit local residents but will effectively penalize all residents of the area relative to their right to develop their properties. With the possibility for infill development, property values will be higher. The Comprehensive Plan states that for older neighborhoods that are not seeing as much private reinvestment, the city may encourage and work to promote investments that add vitality and that are compatible with neighborhood context. Horizon View is seeing that investment thanks to the short plats, but the proposed rezone will stop it cold.

Mr. John Beck, 14557 SE 51st Street, said he has lived in his home for 20 years. He spoke in favor of the proposed rezone. He said he loves the view and the amenities the neighborhood has to offer. He said he and many others want to live there until they die and do not want to see the neighborhood change.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. John Seethoff, 5211 150th Place SE, said he is a relative newcomer to the neighborhood, having been in Horizon View A for just over a year. He noted, however, that what attracted him

to the neighborhood is its character. He said his family moved to the Newport Hills area when he was only seven at a time when there was ample opportunity to walk through and enjoy the forest. There was at that time no Coal Creek Parkway and I-405 was actually a two-lane road. Developed has clearly occurred since then. The question is what is appropriate development. Infill is not required everywhere and there are a variety of opportunities to increase density in Bellevue. It is simply not necessary to have density added to the Horizon View A neighborhood, which could only occur by tearing down a home that is consistent with the neighborhood, splitting the lot into two, and bringing in more density and more traffic, all of which would substantially change the character of the neighborhood. The proposed change is consistent with what has historically existed; it certainly is consistent with the broader neighborhood that surrounds the proposed rezone area. He noted his support for the proposed rezone.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Ms. Katie Phillips, 5001 145th Place SE, said she has lived in Horizon View A for ten years. She said she chose the neighborhood because of its unique characteristics, including the fact that it feels like a pocket of the country close in to the city. The proposed rezone will serve to maintain the character of the neighborhood, something the city sees value in.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

A motion to close the public hearing was made by Commissioner Tebelius. The motion was seconded by Commissioner Hilhorst and it carried unanimously.

C. Camp and Conference Center

A motion to open the public hearing was made by Commissioner Tebelius. The motion was seconded by Commissioner Hilhorst and it carried unanimously.

Principal Planner Mike Bergstrom said the proposal involves the creation of a new land use district in the Land Use Code called Camp and Conference Center. The privately initiated Comprehensive Plan amendment was filed by the Sambica camp in 2008. The new designation was approved by the Council in 2009 along with supportive policies that speak directly to the Sambica site; those policies are housed in the Newcastle subarea plan. Their action, however, only created the basis for the creation of a new land use district. The next step is to actually create the new district. If anyone then wants to take advantage of it, they will need to go through the rezone process.

The Commission worked on the issue in 2010 and 2011 without a great sense of urgency. It was picked up again in June of 2014. The Commission concluded the issue was ready to proceed to public hearing.

Mr. Bergstrom said staff met with the East Bellevue Community Council for a courtesy hearing. On the strength of a 5-0 vote, the Community Council indicated its support for the new land use district. Should the Commission recommend approval, the recommendation will be forwarded to the Council and will in due course loop back again to the East Bellevue Community Council for a final public hearing and action.

The key elements of the ordinance are the allowed uses, the establishment of procedures for review, including a master development plan and design review for the Sambica site, and standards for the district, including dimensional, landscape and other development standards, along with building and site design guidelines.

Mr. Bergstrom reviewed with the Commission the map of the Sambica boundaries and where the Comprehensive Plan would apply the land use designation. He noted that the East Bellevue Community Council had some reaction to the map and suggested that the single family area in the center should have been included. The Commission and the Council are charged with geographic scoping and because the single family lots have homes on them it was deemed inappropriate to expand the boundary to include the lots.

Mr. Bergstrom said following the public hearing the Commission would be asked to recommend approval, approval with modifications, or denial of the proposed ordinance.

Commissioner Hilhorst asked why the shoreline area was not included in the proposal. Mr. Bergstrom said the Land Use Code designation established by the Comprehensive Plan stopped short of the shoreline properties. Sambica does own some property within the shoreline jurisdiction. Commissioner Tebelius said it was her understanding that Sambica does not in fact own land in the shoreline and that the land it uses is owned by private property owners who allow the camp to use the shoreline area. Mr. Bergstrom suggested seeking clarification from the Sambica representative.

Answering a question asked by Commissioner Tebelius about the language allowing for a small retail component, Mr. Bergstrom said the language came out of the Council process. The intent is to allow for a small bookstore or retail shop for the benefit of those attending or working at the camp. The language cannot be interpreted to include a restaurant use.

Commissioner Tebelius noted that she had previously objected to the requirement for the city to approve the architectural design of buildings at the camp. Mr. Bergstrom said there is a design review requirement but no requirement for the city to approve final architectural designs. Design review is a public process the city employs to make sure buildings comply with all the standards in the code.

Commissioner Carlson asked how much time the design review process will add to gaining approval for an application. Mr. Bergstrom said the process would be merged with the master development plan. Design review typically takes six to nine months. The process is not use-driven and there are exemptions allowed.

Ms. Lori Cress, 4013 176th Avenue SE, said her home is located adjacent to the Sambica camp. She said as a former camper and current neighbor of the camp and member of the Sambica board of directors, she asked the Commission to support approving the proposed zoning code amendment. Approval of the amendment will solve ongoing zoning issues faced by the camp. She pointed out the persons in the audience who were in support of approving the proposed ordinance. She submitted a written statement in support of the amendment.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Ms. Kari Nakamura, 4115 West Lake Sammamish Parkway SE, said Sambica is located adjacent

to her property. She gave her full support to the proposed amendment. She said she loves hearing the happy sounds of children emanating from the fun and happy place that is Sambica. She submitted a written statement in support of the amendment.

Mr. Richard Nakamura, 4115 West Lake Sammamish Parkway SE, said his views were included in the written statement submitted by his wife. He agreed that it is wonderful to have Sambica located next door, to hear the happy sounds of the children, and to see the happy faces of the parents as they drop off their children.

Ms. Dee Reif, 17834 SE 40th Place, said her home is three doors down from Sambica. She said she has lived there for six years and her daughter has attended the camp for the last five years. The camp is a wonderful asset to the neighborhood. She gave her full support to the proposal. She also said kudos are due to the camp directors who always make good decisions for the campers and for the neighborhood. She submitted a written statement to the Commission.

Ms. Julie Resseck, 17840 SE 40th Place, said in her professional life she runs a big agency and in her private life makes time for the Make A Wish Foundation. The importance of a good and happy place for children cannot be overstated, and that is what Sambica is. She said she has two boys that go there and friends that send their kids to the camp. The camp has a positive impact on the children who attend; it is a place for the kids to be happy and to unplug. The community at large benefits by having the camp essentially in its backyard. She noted her full support for the proposed amendment and submitted a written statement to that effect.

Mr. Matt Wimmer, 17815 SE 40th Place, said he serves as the executive director for Camp Sambica. He submitted a written statement on behalf of the camp and a written statement from the Strandvic neighborhood which surrounds the camp. She said she recently met with a counselor from a local school who talked about her concerns relative to an increase in the number of young persons attempting to take their own lives, which is tied to an increase in incidents of depression. She talked about Sambica as being a place where children are loved by those at the camp and by God, who loves them just the way they are. She said the camp creates community. He said Sambica has been overwhelmed by the support offered by the community. The camp had a record summer in 2014 with 2733 campers served. That number, however, pales in comparison to the number of lives impacted by service work done throughout the year. The proposed amendment will allow for taking care of the gem that is Sambica. With regard to the shoreline question, he said the camp has a permissive use agreement with Strandvic that goes back to before 1919. Under the agreement, the camp and the neighborhood share the shoreline.

A motion to close the public hearing was made by Commissioner Tebelius. The motion was seconded by Commissioner Hilhorst and it carried unanimously.

B. Room Rental Code Amendment

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

Mr. Bergstrom noted that the Commission has had a number of study sessions on the room rental issue. The issue was first raised as a concern by residents of the Spiritwood neighborhood but has since been highlighted as a concern by other neighborhoods in the city. What the residents are opposed to is the business model of purchasing a single family home and then as absentee landlords renting out individual rooms to individuals who have no real relationship to each other.

Mr. Bergstrom said feedback from the Commission and the public regarding an earlier draft of the regulations triggered the need to create a new draft, which is the current proposed draft. A courtesy hearing was held by the East Bellevue Community Council; questions were asked and answered but no changes to the proposed ordinance were suggested. If approved, the ordinance will apply citywide.

The city has been operating under interim regulations since September 2013. By state law emergency interim regulations can be adopted but only for a period of six months unless extended following a public hearing before the City Council. The interim regulations have in fact been extended twice to date and will remain in effect until March 2015 unless permanent regulations are put in place or if they lapse and must be extended again by the Council.

The Land Use Code has a definition of family that refers to any number of related persons or up to six unrelated persons. The way it is applied, however, is that any number of related persons counts as one toward the maximum of six. Another group of unrelated persons could count as one as well, so while there may be many bodies in the house, for purposes of compliance with the Land Use Code there would be only two in the house, and so forth until the maximum number of six is reached. The interim regulations lowered the maximum from six to four, and include a provision to go beyond four provided a group can show they live as a functional equivalent of a family. The standard is subjective and is not easy to apply.

The draft ordinance focuses on the primary issue, which is multiple adult individuals that otherwise have no relationship to each other occupying a single family house. There are a number of provisions that allow homeowners to rent out single rooms for a variety of reasons, and those provisions are kept intact under the proposed ordinance. The proposed ordinance calls a rooming house any single family home that is not owner-occupied that is used for the purpose of renting out individual rooms and allows the use only when all applicable standards are met. Under the proposed ordinance, the rooming house use would not be permitted in a single family district, only in multifamily or mixed use districts. The definitions of bed and breakfast and boarding house uses are revised by the ordinance to indicate that they are owner-occupied establishments. The ordinance also clarifies the definition of family to say there can be up to six people unless all are related. The functional equivalent concept has been removed. The Land Use Code has historically said that a family lives together as a single housekeeping unit, but has never defined what that means, so the proposed ordinance includes a definition. Leases that do not conform with the new ordinance but which were legally established will be given time to lapse; leases not legally established will have no legal right to continue.

The proposed ordinance would require rooming houses to be located in single family dwellings but not in single family districts. The use could be a transitional use in an area such as Bel-Red that has single family homes but which is likely to redevelop over time. The ordinance limits the number of rooms that can be rented to four and the total number of tenants to five. All rooms for rent must be legally established bedrooms. A local owner, landlord or registered agent must be identified, and there must be legal on-site parking equal to the number of bedrooms rented. Provisions for exterior property maintenance and refuse collection are included. The use must also comply with the noise and nuisance laws as well as all health and safety codes. The owner, landlord or registered agent is the person who would be responsible in any civil violations.

The East Bellevue Community Council conducted a courtesy public hearing in August and had a few questions for clarification, but no changes were proposed. The Community Council

indicated its support for the ordinance.

Mr. Bergstrom said the comments received to date by orally and in writing have been overwhelmingly in support of the draft ordinance. A lengthy email received recently was from a person who is not in favor of the ordinance; the view espoused was that the proposed ordinance in some respects is discriminatory in the sense that it could be more restrictive in situations where there are non-married couples. Where there are related persons living as a family, there could more than six in a home, whereas non-married persons living in a home could not exceed six.

Answering a question asked by Commissioner Hilhorst, Mr. Bergstrom explained that the maximum number of unrelated persons living in a single dwelling without the owner living on site under a single lease would be six. He also explained that all parking areas must comply with the code requirements. There are greenscape requirements for front yards that prevent the mere paving of a front yard from side yard to side yard.

Commissioner Tebelius asked how the ordinance, which would allow six unrelated persons to share a single family house in a single family neighborhood provided there is a single lease, addresses the concerns of the neighborhoods. Mr. Bergstrom said the overriding concern of the neighborhood was rooms being rented to people who did not even know each other and who had nothing in common other than renting rooms in the same house. The limit of six has historically been on the books for some time and ties in nicely with both state and federal laws, making it easier to administer.

Ms. Cheryl Zettler, 1821 155th Avenue SE, said she has lived in her Spiritwood home since 1973. She said she appreciates the difficulties associated with defining things like family, self-identified groups, rooming house, and single housekeeping unit. She said the proposed ordinance is a positive step toward closing loopholes, but pointed out that some are not addressed. In her single family neighborhood there is a monstrous home built with six tiny little bedrooms that are being rented out to six individuals; the home was achieved through subterfuge and misrepresentation. The proposed ordinance prohibits that, but even so six unrelated persons could agree to rent the house and live in it provided they self-identify as a group. What that means is unclear. A rock band working as a self-identified group could lease the house under a single lease and live there. Each person could have a large car or truck and it all would be legal. A family could conceivably be six college students, some of whom have kids, or handicapped individuals. The kids or the handicapped persons would not count toward the limit of six, thus a single home could be occupied by a slew of people under a single lease. Any number of those persons could have cars parked all over the place and the impact on the neighborhood would be substantial. The definition of rooming house is good, but it appears the tenants would be completely exempt from civil penalties for breaking civil laws. The landlord is totally responsible. The language of the ordinance should be revised to make the tenants fully and jointly responsible for certain violations caused by the tenants.

Commissioner Carlson asked Ms. Zettler if a landlord would tend to be a bit more selective if he or she was held to be 100 percent responsible. Ms. Zettler reiterated her desire to see the landlord and the tenants be held fully and equally responsible.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Greg Zettler, 1821 155th Avenue SE, said he will favor anything that can be done to prevent abuses in single family zones. He said everything possible should be done to put teeth into the permanent regulations. It should be made economically difficult for persons to commercially exploit properties in single family zones. A number of restrictions should be imposed on parking, including covered, locked, no cars on the street, or no cars in a driveway.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Steven Fricke, 14430 SE 19th Place, said Mr. Bergstrom had done a good job of addressing the history of the issue and outlining the Commission's task, which is to advise the Council about a rule regarding room rentals. Over the months of study there has been talk of college kids renting rooms in homes, and nothing was found wrong with a group of people banding together to rent a house. Many college kids choose to go that route. He said in his neighborhood there is a group of soccer players from Bellevue College who rent a house as a unit, not as individuals. It does not happen all that often and is not really a problem. It would be totally unfair to make tenants responsible for the rental activities in a house. Those who choose to rent a single room in a house are generally not well educated, do not know the laws, and it would be unfair to put such pressures on them; the pressure and responsibility should rest with the landlord. There are already codes in place relative to parking and nuisances. The proposed ordinance does not address those issues, nor should it. The use should not be viewed in isolation; it should be viewed with the entire code in mind. By disallowing single room rentals in single family areas the ordinance strikes at the heart of most of the problem.

Mr. Bart Goff, 421 155th Place SE, said there are 23 houses on his block. He said prior to moving to Bellevue he lived in Queens, New York, in an apartment building that had 83 units and served as chair of the housing committee and worked as a housing counselor under the Fair Housing Act for a non-profit agency. He said he now deals with homeowners and is in complete agreement with them about the need to disallow single room rentals. What remains to be seen is how serious the city will be in upholding the permanent regulations, what the oversight process will be, and if the city will interact with the banks and insurance underwriters for homes used as rooming houses. Banks generally include a good repair clause that spells out who is responsible to keep the building in good condition. He said he has heard that if college students living in a home throw a party and trash the place, their parents are actually responsible under their own home ownership. With regard to leases, there should be some distinction about how long they will run and where they will be registered. It should also be investigated whether or not the regulation will have a rider that will go onto insurance policies and mortgage documents. Careful consideration needs to be given to whether or not the proposed ordinance will be able to withstand charges by homeowners that the city is restraining their trade.

Mr. Steve Kasner, 1015 145th Place SE, said he would like to see the ordinance restrict the maximum to four unrelated persons. He noted that the East Bellevue Community Council did not see Mr. Bergstrom's chart outlining what is permitted and what is not. The Community Council is in a difficult position in that it cannot amend ordinances, it can only approve or disapprove them. A decision to disapprove the ordinance would leave the Spiritwood community totally unprotected. Compliance with the ordinance is predicated on complaints which on its face causes neighbors to come after neighbors. The city's current compliance staff may not be able to handle all of the complaints once the ordinance goes into effect. Hundreds if not thousands of properties will be out of compliance. Whatever gets put in place will have to work for the community and the neighborhoods. The monster house that started the ball rolling

obviously supports more than four residents and it is unclear what the penalties will be for being noncompliant.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Ron Merck, 14824 SE 18th Place, said it was his understanding that the ordinance was going to limit the maximum number of persons allowed to live in a house to four. He said his preference would be to set the limit at three. He agreed that if the regulation is not gotten right, including some teeth, the East Bellevue Community Council will be put in a nebulous position along with the Spiritwood area.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Ms. Barbara Benson, 14405 SE 117th Street, agreed with Mr. Fricke and with Mr. Kasner. The ordinance allows time for homes that will be noncompliant to become compliant, but there are no conditions or rules about that. Once the permanent ordinance goes into effect, the emergency ordinance will be gone, and that could mean going back to filling up houses with single room renters. She said there should be a limit on the number of people who currently live in houses, and as renters leave no one should be allowed to take their place. Certainly no new uses should be allowed to start during the step-down process.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Ms. Wei Cai, 14403 SE 19th Place, voiced her appreciation for the work of the city staff, the Commission and the Council for the work done to date. She agreed with Mr. Kasner about the need to get it right. She agreed that rooming houses should not be allowed in single family zones. That is a key point in helping to solve the problem. If there are loopholes, they should be closed.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. David Pater, 1614 144th Avenue SE, said his neighborhood has been working cooperatively with city staff, the Commission and the Council since before June 2013. He concurred with the statements made previously and supported the proposed ordinance, and agreed that not allowing the rooming house use in single family neighborhoods is the single most important element. The city has clearly listened to the residents of Spiritwood along with the residents of other concerned neighborhoods. He said he has lived across the street from a rooming house since September 2013. Between September and April there were between six and eight people living in the home, each with a vehicle; one person had two vehicles and a camper trailer. While those living in the house were good people, the use was inappropriate for the single family neighborhood and there were cars parked everywhere. In April the landlord kicked everyone out and the house sat vacant for a month and a half. Currently there are only three or four people sharing the house and things are far more tolerable.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Ms. Betty Hassen, 2618 169th Avenue NE, said she opposed any approach that will allow for multiple rental dwellings. Single family homes should be for single families. Bellevue is not the University district where there are large old homes that people have turned into rooming houses. There is a situation in her neighborhood near Interlake High School in which a rental home is operating, complete with a sign on a tree that advertises a room to let. There are about four cars parked on the sidewalk and it demeans the neighborhood. There are several homes in the neighborhood that are rented to single families, and that is perfectly acceptable. She said a friend lives near Phantom Lake near a home in which six Bellevue College students are living. There is no garbage service. Each resident has a car, but often there are more cars because friends come to visit. The Commission should consider banning rooming houses entirely.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Ms. Mary Ibeck, 14423 SE 17th Street, concurred with the statements made by her neighbors. She said there are 15 young children in the part of the neighborhood where she lives. When there are a lot of cars and a lot of young people driving, it is dangerous. The city should act to protect the children by keeping single family homes for single families.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Ms. Betsy Hummer, 14541 SE 26th Street, said she serves as a member of the East Bellevue Community Council. She expressed support for the work being done by the Commission. She said she is most concerned about enforcement and getting the word out about the regulations once they are adopted. It would be discriminatory to allow six people to live in a house where a homeowner is limited to renting out only two rooms in the home he or she lives in. Some daylight basement homes have as many as four or five bedrooms that could be rented out by a homeowner. It will be problematic to enforce the ordinance by complaint only, making it necessary for neighbors to call out neighbors. It should be made clear what the penalties will be, and they should be detrimental to anyone wanting to buy a house for the sole purpose of renting out single rooms.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Glenn Extor, 3470 162nd Place SE, said a home on his street is being used for individual room rentals. He said at least five are living in the house and there are five cars parked on the street. He said he was opposed to allowing for individual room rentals. If allowed, four would be better than five or six. The interim ordinance currently in effect is not being enforced, so there is some question as to what will happen down the road once the permanent ordinance goes into effect.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Al Larson, 1647 152nd Avenue SE, commented that it appeared a lot of effort had been put into trying to define a number of different things. For most older people, single family homes have been occupied by single families, and it has not been necessary to define boarding houses

and rooming houses. The best approach would be to strictly define what a single family home is and make that the overriding rule.

Chair Laing noted a large number of hands raised by members of the audience in support of the comments made.

Mr. Jerry Hughes, 10231 44th Place SE, said he did not want the Commission to lose track of what is important. The city already has ordinances on the books and the proposed ordinance is a huge improvement on them. It may not be perfect but it is a big step forward. Once the ordinance becomes the permanent ordinance it still can be changed if necessary.

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

D. Clean-Up Code Amendments

A motion to open the public hearing was made by Commissioner Carlson. The motion was seconded by Commissioner Hilhorst and it carried 4-1, with Commissioner Tebelius voting no and Chair Laing abstaining.

There were no members of the public present to address the Commission.

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

****BREAK****

8. STUDY SESSION

A. Horizon View Rezone

A motion to accept the recommendation of the staff to change the zoning from R-3.5 to R-2.5 was made by Commissioner Hilhorst. The motion was seconded by Commissioner Carlson and the motion carried unanimously.

C. Camp and Conference Center

A motion to recommend approval of the Camp and Conference Center land use district was made by Commissioner Tebelius. The motion was seconded by Commissioner Carlson and it carried unanimously.

B. Room Rental Code Amendment

Commissioner Carlson commented that during the break he asked staff why the limit was moved back to six from four and was told the understanding was that the Commission wanted it that way. He said he did not believe that was in fact the desire of the Commission and he suggested moving it back to four. He also asked what the penalties are for noncompliance with the ordinance, noting that if the penalties do not have sufficient teeth they will essentially become a tax. Mr. Bergstrom explained that Chapter 1.18 of the Bellevue city code lays out the penalties for civil violations. He noted that the penalties apply to a number of different codes and can be

very hefty. Once a complaint is lodged, an investigation is carried out to determine if there is cause for further review. Where code compliance staff identifies a violation, they first attempt to achieve voluntary compliance. If that does not work, the issue is brought before the hearing examiner whose decision is appealable to court. Once they get to that point the monetary penalties begin to build beginning with \$100 for the first day, jumping quickly to \$200 per day and so on. A case several years ago had penalties amounting to several hundred thousand dollars; it went all the way through the appellate court and was upheld. He said he was satisfied that the penalties for noncompliance will have deterrent value, but allowed that no matter how the ordinance is written there will be those who will try to find ways around it. As much as neighbors do not want to be the ones having to call in apparent violations, they are in fact the best source of what is going on in their neighborhoods.

Commissioner Walter asked if there is a timeline for voluntary compliance before monetary penalties are imposed. She commented that several years ago there was an abandoned house in her neighborhood and the person who owned the house worked with the city for some time before the issue was simply dropped. It was not until the issue was raised by a second group of people that the property owner ended up paying a \$50,000 penalty. If a neighbor complains, the complaint should not be allowed to just lay dormant. Mr. Bergstrom said he was not an expert in the ways of code compliance but allowed they do have protocols they must follow in terms of following up on a complaint. He said he did not know if there is a timeline that outlines when voluntary compliance transitions into monetary penalties. Certainly follow-through once a complaint has officially been filed is important.

Commissioner Tebelius said it was her understanding that anyone electing to rent out rooms is in fact in a business and is required to obtain a business license, and that the city would not give a business license for setting up such a business where it is not allowed. Mr. Bergstrom concurred, adding that the city's legal staff has reviewed the proposed ordinance and has expressed no concerns about prohibiting the use in single family districts.

Commissioner Tebelius noted that as drafted the ordinance disallows rooming houses in single family districts, and limits them to no more than four rooms with five unrelated individuals. She observed that the draft ordinance also allows homeowners in single family districts to rent to separate persons but only under a single lease, though she suggested the distinction is a difficult one to make. What the ordinance says is that in a single family neighborhood there can be four people plus one, all of whom can be unrelated, and that in a multifamily district four rooms can be rented to four persons plus one. The only distinction is that in single family neighborhoods there must be a single lease.

Commissioner Hamlin pointed out the requirement for owner occupation.

Mr. Bergstrom allowed that as drafted the ordinance would allow for a group of up to six unrelated persons to share a house under a single lease without having the owner also living in the home. Where there are multiple leases, the use is called a rooming house and is not allowed in any single family district. The only distinction is the form of the lease.

Commissioner Tebelius asked how the approach will in fact benefit the neighborhoods. Mr. Bergstrom said the neighborhoods have largely been in agreement that the problems lie with the situations in which there are multiple leases to individuals who do not know each other and only are looking for a place to sleep. Groups that self-select and opt to jointly rent a house tend to operate differently. Commissioner Tebelius said she could not buy the distinction because there

really is no difference. She said she would allow less than four in single family neighborhoods. Rooming houses, as described in the ordinance, belong in multifamily and mixed use districts.

Commissioner Hamlin noted that a rooming house can have no more than four rooms for rent and no more than five total individuals. The definition of family in the proposed ordinance is no more than six unless all are related by blood, marriage or adoption; in the interim code the number is four rather than six. He asked how difficult it would be to move the maximum number back to four given how well six matches up with some federal definitions. Mr. Bergstrom said if the Commission wants to make the change to four, the city's legal staff would be asked to provide comment. He said he was not aware of any real legal issue with four, though it could add some administrative challenges.

Commissioner Hamlin asked if problems could ensue by lowering the limit to three. Mr. Bergstrom said there is a housing affordability issue wrapped up in the subject. People of all stripes need living arrangements they can afford. Even in houses being built or chopped up specifically for the rooming house trade are charging rents of \$600 or more per month. With a lower limit, the more the homeowner is likely to increase the room rates.

Mr. Inghram asked the Commission to keep in mind that in reality family means different things to different people. As a result there can be all manner of variations. It could be two single mothers renting a house together, each with two kids for a total of six. It could be two divorced parents who choose to move in together with their kids. It is not always college kids choosing the single room rental situations, and moving the bar down to two or three may disallow some fairly common forms of family.

Mr. Bergstrom clarified that the city cannot discriminate based on familial status or handicap status under the federal Fair Housing Act. In effect, kids under the age of 18 are not counted at all. Chair Laing noted that somewhere along the line the qualifier that only adults are counted got dropped out. There was consensus to add the clarification to the ordinance.

Commissioner Hamlin asked if staff had even a ballpark estimate on the percentage of renters who are faculty, staff or students at Bellevue College. Mr. Bergstrom said the city has no information in that regard. He pointed out that Bellevue College is still largely a commuter campus, and the percentage of the student body the international students comprise is very low. The problem likely is to persist even if Bellevue College elects to construct on-campus housing; the issue relates to far more than just persons associated with Bellevue College.

Commissioner Tebelius commented that aside from the fact that children are not counted, the instance of two single mothers renting a home together likely would not rise to the level of someone filing a complaint with the city.

Commissioner Walter agreed. On the topic of affordable housing she commented that there are defined thresholds in addition to the common sense application of the term. If six-bedroom homes are shared by six persons, each of whom is paying \$600 per month, many families would not be able to afford them. There are many groups working to see more affordable housing brought online, but there are no orchestrated groups highlighting the needs of middle income families.

Mr. Bergstrom commented that early in the study of the topic staff reviewed a number of cities across the nation with regard to how they define family and the numbers they used. It was found

that the definitions and numbers were wide ranging. Some limited the number of unrelated people by zoning district, and the numbers ranged from two to eight.

Chair Laing stated that the perfect is the enemy of the good. The Commission has done a good job of thinking about every possibility, but at the end of the day it must be recognized that people have been renting rooms in their houses to groups of people for a long time. It is true that what precipitated the conversation was what obviously is a new form, and the proposed ordinance does a good job of addressing it.

A motion to recommend to the Council approval of the proposed Land Use Code amendment to establish permanent regulations governing the rental of individual rooms and non owner-occupied residential dwellings, revised to include that only adult persons are counted, and revised to change the number of unrelated persons who can live together to four, was made by Commissioner Hamlin. The motion was seconded by Commissioner Carlson.

Chair Laing proposed as a friendly amendment adding an express reference for sublease to the rooming house definition in 20.50.044. Commissioner Hamlin as maker of the motion, and Commissioner Carlson as seconder of the motion, accepted the friendly amendment.

The motion carried unanimously.

D. Clean-Up Code Amendments

A motion to postpone the study session on the clean-up code amendments to the Commission meeting on October 8 was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin and it carried unanimously.

9. PUBLIC COMMENT - None

10. DRAFT MINUTES REVIEW

A. June 25, 2014

B. July 9, 2014

Commissioner Tebelius called attention to page 140 of the packet and the motion to exclude the Downtown Perimeter A design district from the table and asked staff to review the meeting recording and have the minutes reflect who voted for the motion and who voted against it.

Pending making the requested change, a motion to approve the minutes was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin.

Commissioner Hilhorst said she would not be able to support the motion because she had not had ample time to read the minutes.

The motion failed; Commissioner Hamlin cast the only vote in favor.

A motion to postpone approval of the minutes until the next Commission meeting was made by Commissioner Hilhorst. The motion was seconded by Commissioner Tebelius and it carried unanimously.

11. NEXT PLANNING COMMISSION MEETING

A. September 24, 2014

12. ADJOURN

A motion to adjourn was made by Commissioner Hamlin. The motion was seconded by Commissioner Tebelius and it carried unanimously.

Chair Laing adjourned the meeting at 9:37 p.m.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

September 24, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Laing, Commissioners Carlson, Hamlin, Hilhorst, Tebelius, deVadoss, Walter

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paul Inghram, Nicholas Matz, Andrew Kidde, Department of Planning and Community Development

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:34 p.m. by Chair Laing who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Hamlin, who arrived at 6:40 p.m., and Commissioner Carlson, who arrived at 7:25 p.m.

3. PUBLIC COMMENT

Mr. Steve O'Donnell, address not given, said he serves as president of the Somerset Community Association, as a member of the Puget Sound Energy Energize Eastside project CAC, and is a co-founder of the Coalition of Eastside Neighborhoods for Sensible Energy (CENSE). The Energize Eastside project spans 18 miles and passes through five jurisdictions; half the line runs through Bellevue, and one mile of it is through Somerset. CENSE hopes the Planning Commission will look to rapidly advancing energy technologies, many of which are non-wired. The vision for 2035 should be different from what the past has been. To look to the future with technologies of the past will be to commit a hundred-year blunder. The Energize Eastside project needs to be right-sized and should not overburden rights-of-way and easements. Puget Sound Energy is contemplating the installation of steel poles as tall as 135 feet with 230KV heavy transmission lines attached to them vertically stacked. The vision for the future of the city should look different from that, possibly calling for all new transmission lines to be located underground, and over time relocating all existing lines underground.

Mr. Don Marsh, 4411 137th Avenue SE, said the Energize Eastside project has generated a new appreciation for the importance of the Comprehensive Plan and the role it plays in the lives of citizens and the future of the city. Two things have brought that to light recently. First is the Energize Eastside project, which is disturbing in its scope, and that fact that the Comprehensive Plan allows for a project that seems so contrary to the vision it portrays for the city. Second is the recently published report on the most livable cities in the nation based on factors such as

crime, economy, education, housing, environment, leisure and infrastructure. Bellevue was judged to be the second most livable city in the nation under the criteria. Such a result is not brought about by accident but rather by decades of hard work and difficult choices. A firm foundation has been laid for the city. The Energize Eastside project is the latest challenge. The fact is a private energy company can build a project with very little oversight to ensure the public will be well served by the project. Complaints filed with the state attorney general and the Washington Utilities and Transportation Commission (WUTC) were met with responses indicating that only city councils have the authority to regulate the project. The Comprehensive Plan and other city statutes are relatively silent on the question of permitting a high-voltage transmission line. A project that will impact so many people and scar the city for decades should have a much higher bar to clear than a local distribution line, which are in fact governed by specific codes, unlike transmission lines. Puget Sound Energy has been asked about alternatives to overhead wires, including small gas-fired peaker plants, grid batteries, and cables submerged in Lake Washington. The company has dismissed each alternative, not because they are too expensive or technically unsound, but rather for reasons associated with siting and permitting. Implicit in their response is the message that overhead transmission lines offer the path of least resistance. The Comprehensive Plan should be aligned with energy policy that takes into account the beauty of the surroundings, the environment, and the quality of life residents enjoy.

Mr. Russell Borgman, 2100 120th Place SE, said there is a need to revise the Utilities Element of the Comprehensive Plan. Bellevue is one of the most beautiful urban regions on the face of the earth. Bellevue has been rated one of the most desirable and livable cities in America for good reasons: world-class views of Mt. Rainier, and world-class city parks, and clean high-tech industries that attract a highly educated workforce. For those and other reasons, the city enjoys an above-average tax revenue base. The region will continue to grow and attract talent from around the world. The city must consider smart growth with an eye on what makes the city so livable and how to continue to enhance the city's infrastructure. The city's recent hiring of an independent technical consultant to delve into the need and purpose of the Energize Eastside project, as well as to look at viable alternatives, should be applauded. The consultant should be charged with delivering facts that will drive decisions for decades to come. The vague generalities that equate on a one-to-one ratio population growth, economic growth and construction growth must be set aside. Nationwide there has been a decline in electricity use in the face of economic growth. Bellevue's Comprehensive Plan must make provisions for incorporating technology alternatives that reflect the region's values as well as its needs. Every assumption and projection should be challenged, and all viable alternatives should be investigated. Alternatives that will enhance grid security must be considered, making Bellevue less dependent on an outdated energy delivery system that relies on wires and poles. Policy UT-39 should be expanded to require underground installation of all new transmission lines, and underground installation of electricity line upgrades of 230KV or more. All electricity transmission lines and substation upgrades located in residential areas should be designated sensitive siting per Comprehensive Plan Figure UT-5A. Councilmember Robinson is to be applauded for suggesting the city hire an independent legal consultant to advise the city about the roles and responsibilities for various city, state and federal agencies that must be involved in large-scale transmission line infrastructure. He said he has been in conversation with Federal Energy Regulation Commission, which has deferred to the Washington State Attorney General's Office; with the Attorney General's Office, which has deferred to the WUTC; and with the WUTC, which has deferred to the city of Bellevue. It appears the buck stops with the city or with the federal authorities at the Department of Energy. The Council should consider alternatives to the existing electricity utility company, possibly forming a parallel Bellevue PUD that invests in non-wired technologies and distributed energy projects. The city should seek

more independent control over its electricity needs. Until the Comprehensive Plan can be revised, the Council should consider implementing a moratorium of at least six months on all above-ground high-voltage transmission lines to allow more facts to come to light.

Mr. Warren Halvorson, 13701 NE 32nd Place, said he serves as an alternative on the Energize Eastside project CAC and is a member of CENSE. The organization is concerned about the seeming disconnect between the city in a park vision and the Comprehensive Plan's proposals as they relate to neighborhoods. Everything from undergrounding, pole size, setbacks, safety and new technologies need to be viewed with an eye on taking actions to protect the neighborhoods. Policy UT-46 must be made stronger in terms of supporting alternatives. The city needs to embrace 21st Century electrical technologies in the city's facilities, and needs to foster wind, solar, and co-generation technologies for all residents. The organization has been told that the city's future growth needs could be met by applying emerging technologies to the city's electrical backbone. A simpler idea would be to require city facilities to adopt new technologies, and Sound Transit should be required to place solar panels on the roof of its planned garage thereby showcasing technology, cutting future costs, and reducing demand on the grid. In the interim there is a need for a moratorium on major projects until the Comprehensive Plan is updated. The Energize Eastside project has not been fully explained, explored or justified. The CAC will ultimately recommend one of forced-choice options, but basic questions about the need remain to be answered. Puget Sound Energy is putting forward a plan that will tear apart neighborhoods. There is a strong likelihood that the company's growth projections will not be met; their usage has been flat over the recent past, as have Bellevue's revenues from taxes on electricity. Experts in the industry are saying there is little if any direct correlation between electrical usage and employment, GDP or population growth, yet Puget Sound Energy continues to use just such a correlation to forecast growth. If the projections are correct, the proposed 230KV line will add 100 percent more capacity to a system that is experiencing a one percent annual growth rate. The proposed 230KV line is in fact shown in the Utilities Element of the Comprehensive Plan as planned; it should be indicated as proposed instead. Alternative approaches must be explored. The neighborhoods should be given top priority.

Ms. Mary Anne Halvorson, 13701 NE 32nd Place, said her memories of Bellevue go back to the early 50s. Things have changed greatly over the years, but there is still much to be proud of. Change is good unless it is bad. The city is approaching a slippery slope and decisions that will affect generations. She said recently she chatted with someone involved in a construction project that was putting in 80-foot poles. The poles are absolutely huge but nowhere near as tall as the poles proposed by Puget Sound Energy as part of a new 230KV transmission line that will cut right through Bellevue neighborhoods. The electrical reliability policies in the Utilities Element should limit the size of poles in residential neighborhoods to no more than 40 feet. The Comprehensive Plan needs to incorporate statements about public safety and the prevention of sabotage. Serious questions should be raised about allowing for the erection of a 230KV transmission line next to the Olympic pipeline corridor, something that makes no sense at all from a safety and security point of view; any natural disaster or act of terrorism would produce catastrophic results on the city's infrastructure. Puget Sound Energy experts have repeated said there are no setback requirements even where such pipelines are involved. There is no law saying one cannot smoke a cigarette on top of a pile of straw, but that does not mean it is a good idea. The city should develop and impose setback requirements. The Commission was urged to give careful and thoughtful consideration to Bellevue's neighborhoods.

4. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Hilhorst. The motion was seconded by Commissioner Hamlin and it carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS – None
6. STAFF REPORTS - None
7. STUDY SESSION
 - A. Montvue Place Annual Comprehensive Plan Amendment Request

Senior Planner Nicholas Matz reported that at the September 8 study session the City Council accepted the threshold review recommendation of the Commission regarding Montvue Place to advance the proposed amendment into the final review phase. The site, located at 14510 NE 20th Street, is 4.67 acres in size. The proposal is to change the map to remove the split BR-CR and BR-GC zoning and to make the entire site BR-CR. The recommendation forwarded to the Council recognized that the zoning split was the historical result of subarea planning that was not anticipated through the Bel-Red planning process. The Commission concluded that the current zoning split is inconsistent with the intent for mixed use redevelopment in the district. The intent of the applicant is to remove the split zoning in order to achieve a unified development.

Mr. Matz suggested a public hearing date of November 12.

A motion to set the proposed amendment for public hearing on November 12 was made by Commissioner Tebelius. The motion was seconded by Commissioner Hilhorst and it carried unanimously.

- B. Comprehensive Plan Update
 - i. Citizen Engagement Element

Mediation program manager Andrew Kidde stressed the importance of public engagement for the city. The public participation element appears first in the existing Comprehensive Plan, which signals its importance. The desire is to see the section updated to be even more robust. The current element focuses almost entirely on planning and land use issues, but public engagement is important to every element of city government. The city has volunteer programs and commissions focused on a number of areas, and the opportunities for citizen involvement should be guided by policy language in the Comprehensive Plan. The draft element also bolsters the existing policies in the area of serving a diverse community. Bellevue has become a very diverse place and thus more strategies are needed.

Commissioner Tebelius noted that she previously had expressed concerns about the draft element. She said the policies in the existing citizen participation element were very well written, but in the draft many of them have been divided and renumbered. The policies are now divided between citywide citizen engagement and citizen engagement in planning and land use. Most of the policies listed under the latter category were in the current Comprehensive Plan. Under the Growth Management Act, local jurisdictions are required to regularly update their comprehensive plans as a way to deal with sprawl reduction, concentrated urban growth and property rights, among other things, all of which deals with land use. She distributed to the

Commissioners copies of an expanded Comprehensive Plan checklist that any city must follow. There state is clear with regard to including a section on public participation, but it stresses public participation in the Comprehensive Plan planning process. The state does not require anything more than that. During the last update of the Comprehensive Plan, the city included a detailed and well-drafted citizen participation element. The proposed draft begins with policies that are not focused in any way on growth management, land use or the Comprehensive Plan. The policies talk about keeping citizens informed about budget allocations; learning from citizens through surveys and outreach; providing access to citizens to city programs, services and events; conducting outreach; including businesses, non-profits and the Bellevue School District as targets for outreach; investing in training; educating Bellevue residents about pathways to civic engagement for citizens; ensuring broad and deep citizen engagement; and increasing access to city government. While each is a fine goal, none are necessary, and none are needed in the Comprehensive Plan. The current element is very well written and should be left as it is.

Commissioner Hamlin said he disagreed with nearly everything Commissioner Tebelius had said. The Comprehensive Plan addresses far more than just land use. It makes perfect sense to include the citywide citizen engagement policies as proposed. The policies set up engagement guidelines and make it clear the city is interested in citizen engagement in far more than just land use. While the Growth Management Act is specific to planning for growth, the Comprehensive Plan is not focused solely on land use issues. The draft policies suggest that citizens should be engaged in everything the city does.

Commissioner deVadoss concurred with Commissioner Tebelius with respect to the scope of the Planning Commission. The element should be kept as simple as possible. The citywide citizen engagement policies seem out of place with respect to the scope of the Comprehensive Plan.

Commissioner Hilhorst said she has been a community leader for a long time and has enjoyed a great relationship with the city's outreach department and city staff. She asked what was broken and why the new policies should be included. The policy to ensure citizen engagement is both broad and deep is noble but is something that cannot be measured. Bellevue does an awesome job of communicating and engaging its citizens and as such the new policies are simply not needed. Mr. Kidde said the Comprehensive Plan serves as a policy blueprint for all of the city. It is not focused only on land use and planning. It includes a focus on utilities, transportation, parks and a number of other areas. He agreed that the city is currently doing a fabulous job of engaging its citizens and those good practices should be captured in policy language as a guide to the future.

Commissioner Walter commented that each of the citywide citizen engagement policies represents a noble objective. She indicated, however, that she was neutral as to whether or not they should be included as proposed.

Chair Laing agreed that the policies in question are all laudable. He suggested some wordsmithing would be in order, particularly the deletion of all "including" language which more often than not becomes the focus. He allowed there is wisdom in the points made by Commissioners Tebelius, deVadoss and Hilhorst in that each policy addresses aspirational things and things the city is already doing. The public participation requirements under the Growth Management Act all refer to the adoption and amendment of the Comprehensive Plan itself. He said he favored a less is more approach and would agreed the policies are not necessary.

Commissioner Carlson agreed that the goals are worthy aspirations. However, the focus should

be on requirements, not goals. If a goal becomes a requirement, it can become a snag. He said he would prefer to keep things simple and fundamental with the expectation that most people involved in the public process are driven by good faith efforts and want to make the process as inclusive as possible.

Commissioner Tebelius agreed with Commissioner Hilhorst that each of the policies addresses something the city is already doing.

A motion to retain the existing citizen participation element was made by Commissioner Tebelius. The motion was seconded by Commissioner Hilhorst.

Commissioner Carlson said his opinion of Bellevue city staff is very high. When it comes to the issue of reaching the public and welcoming a diverse array of opinions, Bellevue does it right and can be expected to continue to do it right.

Commissioner deVadoss said he would support the motion but requested a minor edit to revised policy CP-8 to delete "such as the internet." The maker and seconder of the amendment accepted the suggestion as a friendly amendment.

Commissioner Walter said she felt unprepared to vote one way or the other given that she had not anticipated simply retaining the existing policies.

The motion carried 4-1, with Commissioners Tebelius, deVadoss, Hilhorst and Carlson voting for and Commissioner Hamlin voting against. Chair Laing and Commissioner Walter abstained.

ii. Capital Facilities Element

Mr. Matz said the Capital Facilities Element and the Utilities Element of the Comprehensive Plan share similar yet distinct roles in planning for the future of the city. Both are concerned with ensuring that public and private facilities are developed to respond to the city's growth and changing conditions. The Capital Facilities Element is focused on financial planning for the provision of public infrastructure. The Growth Management Act requires jurisdictions to have a Capital Facilities Element, including an inventory of public facilities, and at least a six-year plan for developing needed facilities. Cities are also required to tie land use and capital facilities planning together, and to reassess the Land Use Element if funding for new facilities fall short of meeting the needs.

The Capital Facilities Element is largely an inventory of everything from streets to water/sewer utilities to fire stations. Facilities operated by other entities, such as schools and libraries, are also included. For city facilities, plans are maintained that address long-term infrastructure development. The Comprehensive Plan summarizes things in terms of financial responsibility and then points to the functional plans for details. Reference is also made to the city's Capital Investment Program. Policy direction is also included regarding the city's essential public facilities, which by definition are typically difficult to site.

Chair Laing invited the Commissioners to comment on the element goals and policies as outlined in the matrix beginning on page 27 of the packet.

With regard to item 1, Policy CF-1, Commissioner Walter suggested the new wording was overly complex. She proposed having the policy read "Ensure that capital facilities are provided

within a reasonable amount of time following identification of needed level of service."

Commissioner Hilhorst said she generally agreed but would prefer to see the language read "Ensure that capital facilities are provided within a reasonable amount of time as needed."

Chair Laing commented that facilities are to be in place in time to meet the demand. The existing policy language and the proposed language both seem to indicate there can be a deficiency in the capital facilities provided it is addressed within a reasonable time. Mr. Inghram explained that under the Growth Management Act projects must be brought online at the time of growth or within the six-year period of capital planning. For growth that occurs today that requires a new street, the street project must be fully funded in the CIP, but it does not have to be constructed the day the new growth opens for business.

Commissioner Walter suggested the policy language should make that clear. Mr. Matz pointed out that along with the policy language, the element will include narrative language that makes the point clear.

Mr. Inghram stressed the need to retain the reference to facilities that are necessary to meet level of service standards. Streets are measured on a grading system ranging from A to F based on how they operate. Capital facilities planning is done precisely in order to meet the required level of service standards.

There was agreement to revise the policy to read "Ensure that capital facilities necessary to meet level of service standards are provided within a reasonable time."

With regard to item 1, a new policy, Commissioner Tebelius asked what is meant by the reference to "target service levels." Mr. Matz said there are a number of adopted service levels, ranging from acres of park per resident to water pipes that pass water through at a rate sufficient to meet the demand. Target service levels also refer to the length of time facilities can be expected to be in service.

Answering a question asked by Commissioner Hilhorst about the difference between items 2 and 8, Mr. Matz explained that item 2 acknowledges the city has aging infrastructure and directs planning efforts to renew or replace it as needed in order to maintain target service levels. Item 8 refers to the functional and facility system plans that help guide the process of identifying and planning for the long-range facilities needs of city services. The idea is to be open and transparent about what the city has, what it needs, and how it will pay for it. The two items are sequential pieces of the puzzle rather than duplicative.

Commissioner deVadoss asked how the city goes about anticipating the need for new facilities. Mr. Matz said that is where the functional plans and the Capital Investment Program come into play. The engineers and planners know that systems will last for a certain amount of time and then need replacement. In the case of utilities systems, replacement is built into the rate structure. Mr. Inghram said part of the planning exercise associated with producing the functional plans includes identifying future needs based on growth and changing technologies.

Turning to item 3, Policy CF-2, Mr. Matz explained that the Capital Investment Program is a rolling program that is updated every two years. The existing policy language does not capture that fact and has meant that planning efforts often referred to a document that no longer existed. The proposed policy language makes that acknowledgment.

There was consensus in favor of the proposed policy language. There also was consensus to delete the old Policy CF-3 as proposed in item 4, and to make no changes to policies CF-7, CF-9 and CF-4, items 5, 6 and 7.

With regard to item 8, a new policy, Commissioner Hamlin asked if "facility system plans" should be capitalized. Mr. Matz explained that the reference is in fact to several different individual plans all of which are capitalized in their own right.

Commissioner Walter proposed spelling out "level of service" in item 9, Policy CF-5, rather than using "LOS." There was agreement to make that change and to otherwise not change the language of the policy.

Answering a question asked by Commissioner Hilhorst regarding item 10, a new policy, Mr. Matz said the intent is to alert members of the community to the fact that the various city departments are considering the collective city needs in designing projects. It is keyed back to the idea that the Capital Facilities Element shows how the city is responding to growth and how it intends to pay for it. Commissioner Hilhorst suggested that "across city departments" would be better than "across city business lines." The other Commissioners concurred.

Commissioner Carlson proposed deleting "to maximize community benefit and avoid conflicts" and there was agreement to make that change as well.

Commissioner Hamlin suggested "avoid conflicts" could be interpreted to mean competition for city dollars. Mr. Inghram pointed out that by having city departments working together conflicts of that sort are dispelled. The intent of the language is to avoid design and engineering conflicts.

With regard to item 11, Policy CF-6, Commissioner Hamlin suggested "other providers" is too broad and abstract. Chair Laing proposed "Coordinate with non city managed capital facility providers consistent with Bellevue's Comprehensive Plan." There was agreement to make the change.

There was consensus to delete Policy CF-8 and Policy CF-10 as proposed in items 12 and 13.

With respect to item 14, Policy CF-11, Commissioner Walter suggested the language could be interpreted as referring to two distinct things. Chair Laing said his reading of the policy was that the city will consider adopting education impact fees upon a school district's showing of its capital facilities plan and demonstrating that it needs such fees to accommodate growth. Commissioner Tebelius suggested that if that is what the intent of the policy is, the language should be tweaked to be clearer.

Chair Laing said the language outlines exactly what is happening relative to the Issaquah school district and as such no change to the policy is needed. While a mouthful, the language is acceptable.

There was consensus not to change the language of Policy CF-11.

Answering a question asked by Commissioner deVadoss regarding item 15, Policy CF-12, Mr. Matz said the city's post-disaster response and recovery plan is in fact an amazing document. He said the intent of the policy is to call attention to the plan that is in place and ready to go in the

event of a disaster.

Commissioner Hamlin suggested changing "Maintain a...plan" to "Maintain the...plan." Mr. Matz agreed to make the change.

Commissioner Carlson agreed but proposed shortening the overall policy to read "Maintain the city's post-disaster response and recovery plan that ensures the city's capability to recover from a disaster."

At the suggestion of Mr. Matz, there also was agreement to work into the narrative around the policy an outline of the components covered by the response and recovery plan.

Commissioner Hilhorst said she would accept the language suggested by Commissioner Carlson provided it included the notion of reconstruction. There was agreement to make those revisions.

Mr. Matz noted that items 16, 17 and 18 are all existing policy language being moved into the Capital Facilities Element from the Annexation Element. The Commissioners offered no comments on the policies.

Mr. Matz explained that items 20 to 28 comprised the essential public facilities policies. He noted that much of the original intent of the policies has been codified since the last update, thus some of the policies are no longer needed. That is the case with item 20, Policy CF-13.

Chair Laing asked why there should not be a policy in the Comprehensive Plan requiring the city to define essential public facilities the same as the state does, and why the city might suggest that it would allow a definition of essential public facilities that is broader than what state law defines. To ensure the definition in the zoning code is consistent with state law of an essential public facility, having policy language in the Comprehensive Plan would be the way to do it. Absent amending the Comprehensive Plan, the Council could not designate something as an essential public facility that state law does not designate. Mr. Inghram reminded Chair Laing that the Planning Commission makes recommendations to the Council on both plan amendments and code amendments. As such the policy language would not necessarily constrain the code. The direction of the Commission throughout the update process has been that less is more and that policies should remain at the policy level, and the existing Policy CF-13 directs the city to take an action by defining a term.

Chair Laing stressed the need for the language at the Comprehensive Plan level. A zoning code can be changed any time of the year at the direction of the Council, whereas the Comprehensive Plan can only be updated once a year and it must follow an established process. As soon as the state determines something is an essential public facility, a local jurisdiction cannot outright preclude it; all the local jurisdiction can do is try to manage it. He said his concern was in giving the Council more ability to call anything an essential public facility, allowing it to be pushed into places it may not fit. The policy should be retained so that at a minimum there will be a longer public engagement process with robust discussions at both the Commission and Council levels before the Council can call an essential public facility anything the state does not call an essential public facility. He suggested the existing policy should be retained with the language revised to read "Define essential public facilities consistent with the Growth Management Act."

Commissioner Walter asked if taking that approach would in any way tie the hands of the Council should a situation arise where it needed to act quickly. Chair Laing said one thing

defined as an essential public facility under state law is group homes. He said given that precedent, the Council could conclude that rooming houses are essential public facilities. The Council should not be put in a position of being able to quickly and easily making such a change.

Commissioner Hamlin countered that policy language is not law and having the policy or not will not prevent the Council from making a decision, but where there is policy language in place the Council must at the very least give consideration to it.

There was consensus to retain the policy language as proposed by Chair Laing.

There was agreement in favor of the proposed language for item 21, Policy CF-14.

With regard to item 23, Policy CF-15, Commissioner Walter suggested the "seek agreements" should be more definitively worded along the lines of "obtain agreements."

Chair Laing said he understood the language to mean the city will seek to work by agreement or consensus rather than by contract. Mr. Matz said the language is intended to point out things like interagency agreements, development agreements, MOU's and interlocal agreements, all of which are tools allowing the city to "seek agreements."

Commissioner deVadoss proposed using the word "pursue" in place of "seek" and there was consensus to make that revision.

There was consensus with regard to the proposed revisions to item 24, Policy CF-16, and to delete policy CF-17 as recommended in item 25.

Answering a question asked by Commissioner Tebelius regarding the equitable distribution of essential public facilities as outlined in item 27, Policy CF-19, Mr. Matz said the notion is to share the burden of placing things like the secure community transmission facilities among cities and counties in the region. Commissioner Tebelius said she had no problem with that.

Commissioner Carlson proposed shortening the policy to read "Work to site or expand essential public facilities in ways that equitably balance social, environmental and economic impacts to achieve citywide and regional planning objectives." There was agreement to make the change.

There was agreement to make no change to Policy CF-20 as proposed by item 28.

With regard to the Comprehensive Plan update, Mr. Inghram pointed out that the process had been slowed by having to address other issues. He called attention to the table in the packet that outlined the topics yet to be discussed and a tentative schedule.

8. PUBLIC COMMENT - None

9. DRAFT MINUTES REVIEW

A. June 25, 2014

Commissioner Tebelius submitted to staff changes she proposed to the minutes. Commissioner Hamlin noted that he had previously done the same.

Chair Laing called attention to the last paragraph on page 5 and suggested the first sentence should be revised.

He also noted changes that should be made to the last paragraph on page 7 , paragraphs 3 and 4 on page 9, and the fourth paragraph on page 11.

Mr. Inghram noted the need to indicate the presence of Councilmember Stokes.

There was agreement to reprint the minutes with the amendments before approving them.

B. July 9, 2014

Chair Laing, Commissioner Hamlin and Commissioner Walter noted changes to the minutes.

Mr. Inghram noted the need to indicate the presence of Councilmember Stokes.

There was agreement to reprint the minutes with the amendments before approving them.

Commissioner Tebelius took a moment to note that at the September 15 Council meeting staff provided the Council with a presentation regarding the Comprehensive Plan update. She suggested it would be helpful for the Commissioners to know what was covered. Mr. Inghram said he would be happy to email the update to the Commissioners. He noted that the Council asked for a follow-up study session on October 20.

Commissioner Tebelius suggested the Commission chair and/or vice-chair should attend the October 20 study session in order to explain where the Commission stands on some of the issues.

10. ADJOURN

A motion to adjourn was made by Commissioner Hamlin. The motion was seconded by Commissioner deVadoss and it carried unanimously.

Chair Laing adjourned the meeting at 8:48 p.m.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

October 8, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Laing, Commissioners Carlson, Hamlin, Hilhorst, Tebelius, deVadoss, Walter

COMMISSIONERS ABSENT: None

COUNCIL LIAISON: Councilmember Stokes

STAFF PRESENT: Paul Inghram, Mike Bergstrom, Nicholas Matz, Department of Planning and Community Development; Phyllis Varner, Department of Utilities; Councilmember Stokes

GUEST SPEAKERS: Wayne Carlson, AHBL

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:37 p.m. by Chair Laing who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present.

3. PUBLIC COMMENT

Mr. Warren Halvorson, 13701 NE 32nd Place, said he and his neighborhood appreciate the service provided by the Commissioners. He observed that going forward the United States government will strongly support solar energy. Currently about ten percent of the energy consumed in Germany and Japan comes from solar; in the United States it is only one percent. There is a clear market opportunity, and that will bring with it the opportunity to get away from the current sources of energy. The Commission has the responsibility to be visionary in updating the Comprehensive Plan, and it should support and endorse alternative sources of energy as well as street lighting options that will greatly reduce the amount of energy needed.

4. APPROVAL OF AGENDA

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

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

Councilmember Stokes reported that for the past four years the Bellevue Downtown Association has sponsored trips to various cities to see how they do things. He said he participated in the recent trip to Austin, Texas, along with several staff from Bellevue. He said it was good to learn that Bellevue is doing a lot of things really well when it comes to planning.

Councilmember Stokes noted that the Council had a very good budget discussion at its meeting on October 6. The primary focus was the CIP. He allowed that there is a lot of work to do in Bellevue and the work of the Planning Commission and the city's other boards and commissions is vital to seeing the work completed.

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram said the Eastgate/I-90 open house at the Newport library was well attended and there was good interaction with the community. He also reported that on October 7 the Neighborhood Outreach Program hosted the neighborhood leaders meeting, something they do two or three times each year. The meeting brings together neighborhood leaders from across the city to discuss different topics or themes. There were 92 neighborhood leaders present along with the mayor, city manager and others and the focus of discussion was change affecting neighborhoods and neighborhood character.

Commissioner Walter said she attended the meeting and enjoyed it. The videos that were shared with the group were very good. Councilmember Stokes said he attended as well and noted that there was a good mix of seasoned neighborhood leaders and new neighborhood leaders. There was a rich discussion.

7. STUDY SESSION

A. Clean-up Code Amendments

Principal Planner Mike Bergstrom reminded the Commissioners that a study session on the clean-up amendments was held in June and the public hearing was held in September. No public input was received, but because the agenda was full the Commission elected to postpone deliberation and formulating a recommendation to a later meeting.

Answering a question asked by Commissioner Tebelius regarding the stricken paragraphs in 20.20.13.E veterinary services, Mr. Bergstrom said the proposal stems from the fact that no one has been able to determine where the restrictions in paragraphs 7 and 8 came from originally. The existing language could be interpreted to mean that should a veterinarian clinic occupy a tenant space at a strip mall and a restaurant chooses to locate within 100 feet of it, the veterinarian clinic might be forced out.

With regard to the proposal to delete a sentence from 20.20.015 Minimum Lot Size - Shape, Commissioner Walter asked if a rectangular lot measuring 12 by 10 were to be split diagonally, the result would be two 10 by 12 lots; she asked if that was the intended result. Mr. Bergstrom said while that would be an extreme example, that is what can be done under the current language. The concern is that in establishing minimum lot size shape, which is done at the platting stage, it is unknown where the buildings will be sited, making it impossible to apply the rule relative to measuring from the building line.

Commissioner Tebelius called attention to 20.25B.040 Development Standards, paragraph A.1

Building Height Definition, and asked for an explanation for the proposed change. Mr. Bergstrom explained that the current language is not clear as to which ridge and which eave is to be used in measuring the mean height. The change is intended to offer some clarity in that regard. Commissioner Tebelius pointed out the need to include the same language in 20.50.012.B Definitions, Building Height. Mr. Bergstrom agreed.

Chair Laing called attention to the building height definitions in Sections 20.25 and 20.50 and said it was his recollection that the light rail overlay includes provisions that deal with height restrictions and transitions. He asked if the proposed change would affect the allowed or required height of anything within the overlay district. Mr. Bergstrom said it would not. He clarified that the transition relative to the light rail overlay district has to do with separation of landscaping.

Commissioner Walter called attention to 20.30D.285 Amendment of an approved Planned Unit Development and specifically the proposal to strike paragraph C.1. She reminded the Commissioners about the Bellevue Technology Center issue and suggested that had the proposed paragraph deletion been in place, the issue would never have come before the Commission. She said she would prefer to see the paragraph rewritten as a standard that can be met. Mr. Bergstrom said the basic concern is the phrase "not foreseen by the applicant or the City." An applicant may in fact have foreseen a natural physical feature but concluded it would not be a problem, but would then have prove they did not see it, which is unlikely. He suggested shortening the paragraph to read "The change is necessary because of natural features of the subject property, and."

There was consensus to make that revision.

Chair Laing called attention to 20.50.020.F, the definition of floor area ratio that counts 16 feet or greater height twice. He said it appeared to him that an FAR of 0.5, which is the residential maximum density, for what is effectively a single story house of 2500 square feet of living area, ceilings of 16 feet or higher would mean the house is actually counted as a 5000 square-foot house. Mr. Bergstrom agreed with that interpretation. Chair Laing said he understood the intent but pointed out that 16 feet is not a two-story house; a two-story house would be 24 feet or more. Space that operates as a two-story space should be counted twice, but the cutoff should be greater than 16 feet. He suggested changing the number to somewhere between 18 and 24 feet.

Commissioner Hamlin voiced concern over increasing the limit to as much as 24 feet. A single-story home with 24-foot ceilings would appear very large. Chair Laing agreed that 24 feet would be too much and would feel comfortable establishing the limit at 18 feet.

Mr. Bergstrom pointed out that the 0.5 FAR is not hard and fast; it can be exceeded under the daylight plane provisions and increased setbacks.

There was agreement to set the number at 18 feet.

Commissioner Hilhorst asked why 20.20.900.E Tree Retention and Replacement, specifically calls out the Bridle Trails subarea. Mr. Inghram explained that several years ago the Bridle Trails community came to the city and asked for a different set of regulations regarding tree retention for their neighborhood. There have been discussion since then about whether or not the regulations should apply elsewhere but to date that determination has not been made. The city does not want to have a different set of tree preservation standards for every individual

neighborhood, so any neighborhood coming forward wanting more protections likely would end up with something very similar to the Bridle Trails regulations. Currently there are only limited tree protection standards in place outside of the Bridle Trails subarea; at the time of development one is required to retain between 15 and 30 percent of the tree diameter inches existing on the site. Homeowners, however, do not have to meet those same restrictions.

A motion to approve the proposed Land Use Code amendment with the changes as noted was made by Commissioner Hamlin. The motion was seconded by Commissioner Carlson and it carried unanimously.

B. Comprehensive Plan Update

Mr. Inghram pointed out that Senior Planner Nicholas Matz was attending the Puget Sound Energy Energize Eastside CAG meeting along with several members of the public interested in the electrical policies in the Utilities Element. There was consensus among the Commissioners to hold off discussion of the policies relating to non-city managed utilities until the October 22 meeting of the Commission.

Paul Andersson, Environmental Stewardship Initiative program administrator, noted that in the presentation made in July 2013 on a range of topics where staff had conducted a gap analysis of the existing Comprehensive Plan and changes that had taken place since it was published in 2004, key performance indicators across different metrics of environmental performance were discussed along with gaps identified in the Comprehensive Plan. Since then there has been a great deal of citizen feedback with regard to environmental topics; there have been some countywide policy changes; and there have been some Council actions. A joint boards and commissions forum was conducted on the environment that engaged a lot of community members as well. All of that background work has resulted in recommendations for new policies that fall into three main categories: edits to existing policy language; new policy editions; and formatting relative to improving readability. The proposed policy additions fall into five categories: tree canopy restoration; public/private partnerships for stewardship projects; lifecycle materials management; greener buildings and infrastructure; and mitigation of greenhouse gas emission.

Commissioner Tebelius observed that many of the proposed policy changes involve verbs that move the policies away from being aspirational toward tying the hands of the Council to do certain things. She said her preference would be to err on the side of being aspirational. Mr. Andersson said there has been some feedback on some of the qualifying and subjective language. Many are opposed to language that does not give clear direction, which includes words such as "encourage" and "promote." Where there is policy language to do some specific thing, the language of the policy should be specific, otherwise the policy is likely not needed at all.

Commissioner Carlson said policy statements by definition are general guidelines. Policies are not code.

There was agreement to work through the matrix line by line.

With regard to line 2, Policy EN-1, Commissioner Hamlin suggested that the revised version of the policy is fairly abstract. The latter part that is proposed to be deleted actually provides needed clarification. Commissioner Hilhorst concurred. Mr. Andersson explained that latter part of the existing policy points out some obligations but not all; there are many more that could

be added and calling out some but not all could be confusing.

Commissioner deVadoss concurred but suggested "in the context of the city's other obligations" should read "in the context of the city's obligations." He also suggested the policy should begin with "balance" rather than "evaluate."

Commissioner Carlson said the language should be simple and straightforward, making it possible for an interested layperson to read it and understand what it means.

There was agreement to have the policy read "Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the city's commitment to provide for public safety, infrastructure, economic development and other obligations."

Turning to line 3, Policy EN-2, Commissioner Tebelius pointed out the need to insert the word "its" ahead of "employees."

Commissioner deVadoss proposed revising the policy to read "...ensures the sustainable use of natural resources...."

With regard to line 4, Policy EN-3, Commissioner Tebelius asked why "where practicable" should be eliminated. Mr. Andersson said practicable is a term that always ends up needing to be defined. Mr. Inghram added that the aspiration is to seek to eliminate. In the capital program and regulations there is more precise definition relative to the means by which the aspiration is carried out.

Councilmember Stokes said the proposed policy language moves the city toward taking a more active role. Phrases such as "where practicable" are vague. It is better to have policy language directing the city to move forward actively.

Chair Laing said he would prefer to see the policy begin with the phrase "Seek to reduce and eliminate...."

Commissioner Walter proposed changing "and the environment" to "or the environment."

Commissioner Carlson pointed out that the policy as proposed could be understood to mean the putting out of poisons to control rodents would no longer be permitted. Chair Laing suggested the city could seek to reduce or eliminate in areas that do not include that specific prohibition. Commissioner Tebelius suggested that in that case the word "seek" might be too strong and "minimize" should be retained. Chair Laing countered that the word "seek" is less active than "minimize" or "eliminate."

Commissioner Hilhorst pointed out that the existing policy language is somewhat clearer with regard to the air, water and soil. Commissioner Carlson proposed combining the existing policy with the proposed policy to read "Minimize and where practicable eliminate the release of substances into the air, water and soil that may have harmful impacts on people, wildlife and the environment."

Chair Laing explained that the policy is really aimed at reducing and eliminating pollution. The existing policy language is a bit of a mouthful and uses plannerese. The proposed policy language uses regular words.

The Commissioners had no comments regarding line 5, Policy EN-4 or line 6, Policy EN-7.

With regard to line 7, New Policy EN-XX, Commissioner Hilhorst proposed changing "take positive actions" to "take corrective actions" and to strike everything after "reduce greenhouse gas emissions."

Answering a question asked by Commissioner Tebelius, Mr. Andersson said in 2007 the Council signed the mayor's Climate Protection Agreement that established a greenhouse gas emission target of seven percent below the 1990 emission levels by 2012. The target is both for municipal operations and for the community as a whole. The target has since more or less expired. The Countywide Planning Policies referenced in the analysis and assessment column directs the establishment of a new target that meets or exceeds the state target, and the Growth Management Planning Council recently adopted a countywide target of a 25 percent reduction by 2020, a 50 percent reduction by 2030, and an 80 percent reduction by 2050. The question is how in practice to get there. The policy does not go so far as to force actions by Bellevue citizens.

Commissioner Carlson said he would like to see micro targets such as goals for enhancing the tree canopy and fuel efficiency. Mr. Andersson noted that line 12, New Policy EN-XX, includes language that talks about tree canopy targets. He said it is possible to measure a number of specific targets and have as the largest number at the end of the day be the greenhouse gas emissions number, which can take dissimilar units of measure and equate it all to a metric ton of CO2 emissions.

Chair Laing pointed out that technically greenhouse gas emissions are not reduced by increasing the tree canopy, rather sequestration of greenhouse gasses is increased by having more trees.

Commissioner deVadoss observed that the use of vehicles that operate without producing greenhouse gasses should be encouraged. As such the phrase "reduce vehicle dependency" should be revised to clarify that what needs to be reduced is dependence on vehicles that do contribute greenhouse gas emissions. Mr. Andersson pointed out that there are transportation policies focused on vehicle dependence in general which call for an overall reduction of the number of vehicles on the roads. He also pointed out that the proposed policy language talks specifically about reducing energy consumption and vehicle emissions before going on to reference enhancing land use patterns that will result in reducing vehicle dependency.

Councilmember Stokes commented that while broad policy statements are helpful to the Council, to the extent that the policy language can help inform or give specific direction, the Council will also be benefited.

Chair Laing observed that while many Bellevue citizens likely would support policy language aimed at reducing energy consumption and vehicle emissions, a good many likely would not support policy language that essentially argues against living in a single family home where it is necessary to have a car in order to get around.

Commissioner Carlson proposed deleting from the proposed language "and enhancing land use patterns to reduce vehicle dependency." Mr. Inghram pointed out that one of the city's strategies for reducing emissions involves the way it plans for growth, which is focused on encouraging growth in those areas that are pedestrian friendly, have better access to transit, and which will result in fewer vehicle trips and therefore fewer vehicle emissions.

The Commission agreed with the proposal not to change line 8, Policy EN-8.

With regard to line 9, Policy EN-9, Commissioner Carlson proposed having it read "Educate the public about environmental issues and demonstrate how individual actions can benefit the environment." Commissioner Walter agreed but said she would use "illustrate" in place of "demonstrate." There was agreement to use "illustrate."

Commissioner deVadoss suggested that in addition to individuals the policy should also encourage entities or organizations. Commissioner Hamlin pointed out that "individual actions" is not necessarily a reference to individuals, it could refer to corporations.

Commissioner Carlson called attention to line 10, Policy EN-28, and suggested that "utilize" should be changed to "use."

Commissioner Tebelius asked what a life cycle cost analysis is. Mr. Andersson said it will be defined in the glossary, but one example would be factoring in the operating costs, resale value and environmental impacts when buying a city vehicle. The city has purchased several hybrid vehicles which have lower life cycle operating costs and higher resale values, so while they might be more expensive up front, the life cycle cost analysis shows they are actually financially and environmentally a better value.

Answering a question asked by Commissioner Tebelius regarding line 11, new Policy EN-XX, Mr. Andersson said the context could be a stream restoration project where the city has acted to create better habitat for fish but where just upstream there are scouring flows and no shade on a private property. The intent of the policy is to support partnerships that will enable private parties to upgrade the habitat on their properties. Mr. Inghram explained that the city does not do public projects on private lands. Policy language can, however, establish a mechanism that allows private property owners to partner with the city, thus opening the door to investing city dollars. The Mountains to Sound Greenway is an example of a private/public partnership.

Councilmember Stokes left the meeting.

Referring to line 12, New Policy EN-XX, Commissioner Walter asked if the reference to tree canopy refers to all trees or just those that are congregated to form an actual canopy. Mr. Andersson said it refers to all trees, both individual trees and trees growing together that form a forest.

Commissioner Carlson asked if by including a reference to residential uses in the policy the city will be given the green light to restrict the cutting down of trees on private residential properties. Mr. Andersson said that would not necessarily be the case. The focus of the policy is on establishing an action plan for maintaining tree canopy while recognizing that there are many different types of land use types having different sensitivities. The city has the power it needs to establish tree canopies along rights-of-way, and by consulting with neighborhoods and residents the city can determine the preferred option for growing the tree canopy in residential spaces.

Answering a question asked by Commissioner Tebelius, Mr. Andersson said the city has lost about 20 percent of its tree canopy since 1986 when measurements were first made. Currently there is about a 36 percent tree canopy coverage citywide. The Arbor Day Foundation recommends a tree canopy of 40 percent for Tree City USA status.

Commissioner Hilhorst commented that in her neighborhood many lots that have only a single house and plenty of trees are being redeveloped with eight houses and no trees. Setting tree canopy targets is one thing, but allowing development of that sort is working directly against the targets. Mr. Andersson said the policy may force the city to recognize what the left hand and right hand are doing. The city requires maintaining a certain percentage of significant trees as part of the development permit process, but what is happening is a lot of prospective clearing. Any property owner can simply clear their properties of trees with the full intent of later getting a permit to develop. The policy would promote a study of what is happening, where and how the tree canopy is being lost, and what can be done to stem the tide.

Commissioner Tebelius commented that the city wants affordable housing but will only get it if there is more development. Development requires the removal of trees. Trees grow so there should be a requirement to replant after development occurs. Mr. Inghram allowed that the city is struggling with that very issue. He said when the Bel-Red standards were adopted they included standards focused on increasing on-site vegetation hand in hand with development, resulting in a net gain. Additionally, there is more green in the downtown than there was 10 or 20 years ago specifically because the city has actively sought to make that happen. By the same token, allowing for adequate root space, trees will be able to grow much larger, will last longer, and will have much larger canopies. There are competing objectives, but policy language can help address them.

Chair Laing pointed out that the Growth Management Act has 13 competing goals and policies. The courts and the Growth Management Hearings Board have repeatedly recognized there is no hierarchy, that all are equal, and that they are competing. The devil is in the details when it comes to implementing the Comprehensive Plan through the CIP or the zoning code, and it is anticipated that recommendations made at the Comprehensive Plan level will result in direct conflicts. He said he would like to see a standalone policy included about linear transportation projects. The light rail project will decimate the city's tree canopy more than all of the residential and commercial development that will occur over the next 30 years. The most impacted stretch will be between I-90 and Surrey Downs Park.

Commissioner Walter said the said circumstance is associated with Energize Eastside. That linear project will remove all trees 130 feet on either side of the transmission lines.

Mr. Inghram said staff would draft a policy for the Commission to review.

With regard to line 13, there was consensus to name the section Waste and Materials Management.

Commissioner Tebelius referred to line 14, Policy EN-5, and asked how the city is going to prevent waste. Mr. Andersson said the concept behind materials management is looking upstream. Materials management is a circular process that begins with upstream design and production, moves on to consumption and use, and finally concludes with end of life management, which feeds back into the first element. The city has been focused on the end of life component. A lot of cities have bans on specific materials which puts some of the onus on upstream design and production. In some instances excessive packaging associated with products is taken back by the producers of the product.

Commissioner Hilhorst suggested that to avoid confusion the policy should read "Reuse and

recycle materials and dispose of all wastes in a safe and environmentally responsible manner." Mr. Inghram said that language does not get at the creation of waste at the production end. Mr. Andersson agreed that if the reference to preventing waste is confusing, making the change will not be productive. He allowed that the policy as proposed by Commissioner Hilhorst would not prevent the city from addressing upstream design and production waste reduction.

There was consensus to keep the current language for Policy EN-5 and to accept the new wording for line 15, Policy EN-6.

Answering a question asked by Commissioner Walter regarding line 16, New Policy EN-XX, Mr. Andersson said the city has received a lot of feedback with regard to purchasing bottled water for city uses and the need for more pesticide-free parks. The policy is intended to walk that fine line.

Chair Laing suggested the policy, if retained, should clarify that it is addressing municipal operations. He said his preference would be to eliminate it.

Commissioner Hilhorst expressed the view that line 16 is covered by line 15 and as such there is no additional benefit to having line 16.

Mr. Inghram proposed revising line 16 to call for using alternatives to materials and products that are determined to have negative ecological impacts. That would move the policy away from any perceived outright prohibition on the use of such goods. Mr. Andersson allowed that line 17, New Policy EN-XX, actually is preferable to line 16.

There was agreement to eliminate line 16 and to reword line 17 to read "Engage in environmentally preferable purchasing practices and support product stewardship."

Commissioner deVadoss stressed the need to be consistent throughout the policies in using words such as prioritize, minimize and balance.

Mr. Andersson explained with regard to line 18, New Policy EN-XX, that the city has a high percentage of residential waste diversion, currently about 68 percent. There is, however, no policy encouraging that trend to continue and to include businesses and multifamily. Multifamily recycling rates currently are close to 19 percent.

Commissioner Tebelius commented that one of the best ways to encourage people to recycle is to not charge them for doing so.

****BREAK****

There was agreement not to make any changes to lines 20 through 24.

With regard to line 25, Policy EN-36, Commissioner Walter suggested that the words "littoral" and "riparian" are not commonly used by the general populace. Commissioner Carlson suggested the proposed change to the policy to add those words was not needed given that a healthy riparian zone will enhance aquatic life.

There was agreement to retain the current language of Policy EN-36, and to not make any changes to line 27, Policy EN-38.

Chair Laing asked why "watersheds" was proposed to be changed to "basins" in line 28, Policy EN-38. Mr. Andersson said the change was made for reasons of consistency. Lake Washington and Lake Sammamish are not recognized necessarily as watersheds. The word "basin" is more reflective of the terminology used by the utilities department. Mr. Inghram pointed out that Lake Sammamish and Lake Washington are in fact both in the same watershed. The current policy language implies the lakes are in separate watersheds.

There was agreement to make the changes to line 27, Policy EN-38, and line 28, Policy EN-39, and to make no changes to lines 29 through 33. There was agreement to accept the change to line 34, Policy EN-46; to make no change to lines 35 and 36; to delete line 37; and to make no changes to lines 38 and 39.

There was consensus to replace "utilize" with "use" in both line 40 and line 42.

With regard to line 41, Policy EN-54, Chair Laing commented that structure setback can be modified and even eliminated with a geotechnical report under the critical areas ordinance. To require a setback in the Comprehensive Plan would set up a conflict. The policy language should be consistent with the zoning ordinance. The policy as it exists is very prescriptive and allows for no relief. If retained, the policy should reflect that setbacks are not hard and fast lines. All that is really needed, however, is Policy EN-52. Mr. Inghram agreed to reconsider Policy EN-53 in light of making it consistent with actual practice.

There was agreement not to make any change to line 42, Policy EN-54; to accept the change to line 43, pen55; and to make no change to lines 44 through 49. There was also agreement to place line 44, Policy EN-56, first in the Earth Resources and Geologic Hazards section in order to set the tone.

There was agreement to relative to line 47 to use the title "Low-Impact Development and Green Buildings."

With regard to line 48, Policy EN-17, Commissioner Walter pointed out that in fact regulations that limit the amount of impervious surface area in new development are already on the books. Rather than use the word "establish," the policy should use "maintain." The Commissioners concurred.

Commissioner Walter said the same argument could be made relative to line 49, Policy EN-18. Mr. Inghram allowed that there may still be new ways to create incentives. He suggested using "provide" in place of "implement" and the Commissioners agreed.

Answering a question asked by Commissioner Tebelius, Mr. Andersson said the proposed change to line 50, Policy EN-27, seeks to remove the language referencing critical areas functions.

Chair Laing suggested line 51, New Policy EN-XX, needs to include "where feasible" to match the state standard for implementing low-impact development. He also proposed eliminating the phrase "minimize impervious surfaces" because it is redundant. Mr. Inghram explained that the proposed language is intended to reflect the federal National Pollution Discharge Elimination System (NPDES) requirements.

Phyllis Varner, NPDES Permit Coordinator with the Department of Utilities, explained that the Department of Ecology has split low-impact development into best management practices where feasible, and low-impact development principles. The latter are considered by the city to be land use policies the Clean Water Act did not address. The state has combined the federal Clean Water Act permit and the state water pollution law into a single permit. The federal government has delegated permit authority to the states, and the states are allowed to exceed the federal standards. The principles specify minimizing impervious surfaces and native vegetation loss. Combined with the best management practices, the intent is to make low-impact development the common and preferred approach to site development. The best management practices have metrics to be met, but the principles are more focused on philosophy. There is no metric for what minimizing impervious surfaces, so the decision is left to local jurisdictions. Bellevue already has impervious surface limits in the codes and standards, and the NPDES permit requirement is to review and revise where appropriate all land use-related codes, standards and policies by January 1, 2017.

With regard to the city's appeal of the permit, Ms. Varner said the Pollution Control Hearings Board upheld the position of the Department of Ecology. While the city does not agree with that finding, it is now in the federal permit and all Phase II municipalities are required to review and revise their land use codes for low-impact development principles. The process has been started, beginning with an opportunity analysis of the Comprehensive Plan policies, codes and standards.

Wayne Carlson with the consulting firm AHBL stressed that there is no standard for minimizing impervious surface and native vegetation loss. As such, getting at native vegetation retention and impervious surface thresholds can be accommodated in a variety of ways. Staff have looked for opportunities to integrate the principles into the Comprehensive Plan, following which they will be incorporated into codes and standards. Line 51, New Policy EN-XX, has to do with the principles.

Commissioner Tebelius asked if the state will need to approve what the local cities do relative to establishing standards. Ms. Varner said the city put that very question to the Department of Ecology and the answer given was that the state wants to see good-faith efforts. They have established a process that includes public involvement and a full review of all policies, codes and standards. To date no jurisdiction has accomplished that task. Legal Planner Catherine Drews has been tapped to serve as the manager for a project team that has been set up; the team involves a number of other jurisdictions. The team started with a review of the Comprehensive Plan policies and a consultant has reviewed the findings and has offered some recommendations. There are 36 existing policies that support the low-impact development principles; there are four policies for which amendments have been recommended; and there are six proposed new policies. Line 51, New Policy EN-XX, represents a recommendation by the project team for an umbrella policy to get at what is required by the NPDES permit.

Commissioner Hamlin agreed with Chair Laing that the reference in the policy to stormwater runoff would capture the concept of minimizing impervious surfaces, so in that respect the phrase is not needed. However, given that the phrase is included in the NPDES permit, it make sense to include it.

Chair Laing proposed wording the policy to minimize native vegetation loss and stormwater runoff through techniques such as minimizing impervious surfaces. To simply require developers to minimize impervious surfaces becomes a problem because no specific impact

having to do with water quality or quantity is being mitigated. The practice does, however, have a profound impact on the viability of a project. The Comprehensive Plan should not blindly call for reducing impervious surface for the sake of reducing impervious surface.

Commissioner Hamlin said the point is well taken but does not address the fact that the NPDES permit specifically uses the reference to impervious surfaces.

Chair Laing reiterated his desire to see "where feasible" included in the language. Ms. Varner said the "where feasible" language applies to the best management practices. She said it will be necessary to use the phrase in that regard.

Mr. Inghram stressed that the policy is aimed at making low-impact development the preferred and commonly used approach to site development. The upshot of the language will be that the principle must be considered for every site to be development, not that a specific technique will have to be implemented. He agreed to have staff take another stab at drafting the policy language.

Turning to line 52, New Policy EN-XX, Commissioner Tebelius asked why new city facilities should exceed the required development standards. Mr. Inghram said there is no need to include a policy that simply calls for meeting the standards. The proposed policy language calls for going above the mere basics. The policy does not apply to existing buildings given the challenges that would bring to bear. Commissioner Tebelius argued against including the policy, saying that if the city wants to go above and beyond it is free to do so but there should not be a policy requiring that approach.

Chair Laing said he was pleased to see language that would have government stepping up and setting an example. Mr. Andersson said Bellevue has a policy to maintain regional leadership on environmental issues and line 52 represents one way to do that. The common standards for buildings in the city already exceed the code requirements; by some calculations downtown Bellevue is the second greenest zip code for new residential living in the nation, not because of the codes but because that is what the market wants.

There was agreement in favor of line 53, New Policy EN-XX, and line 54, New Policy EN-XX. There also was agreement to make no changes to lines 56 through 59. There was agreement to take another look at line 60, Policy EN-82, given that vehicle emissions testing will be going away before 2020.

Commissioner deVadoss proposed using an actionable word in place of "investigate" in line 61, pen83. There was agreement to use the word "evaluate."

There was agreement to accept the proposed change to line 62, Policy EN-84.

With regard to line 63, pen-85, Commissioner Hilhorst suggested that the issue is covered by line 7, New Policy EN-XX.

Chair Laing allowed that while line 63 is specific to air quality, it does feel redundant to line 7. Mr. Andersson agreed the specific issues are covered elsewhere. There was agreement to delete the policy.

A motion to extend the meeting to 10:00 p.m. was made by Commissioner Hilhorst. The motion

was seconded by Commissioner Hamlin and it carried unanimously.

There was agreement not to make changes to lines 64 through 76; to accept the clarification to line 77, Policy EN-62; and to make no change to line 78.

With regard to line 79, Policy EN-64, Mr. Andersson explained that "protection zone" is associated with critical areas. It is for the most part interchangeable with critical area though there are some nuanced overlays where it would be interpreted as protection zone. Mr. Inghram added pointed out that the term is not included anywhere in the Land Use Code.

There was agreement to have the policy read "Preserve and enhance native vegetation in critical area buffers."

There was agreement to make no changes to lines 80 through 83.

Relative to line 84 that while the city does not certify specific wildlife, there are other certifications out there which the city leverages. There was agreement to have the policy read "Promote urban backyard wildlife habitat programs."

There was agreement to make no changes to line 85.

It was noted that line 81, Policy EN-66, and line 86, Policy EN-71, say essentially the same thing. There was consensus to delete line 81 and to redraft line 86 to read "Minimize habitat fragmentation, especially along existing corridors and in patches of native habitat."

There was agreement to make no change to lines 87 and 88; to delete line 89 as proposed; and to make no change to lines 90 through 94.

Answering a question asked by Commissioner Hilhorst regarding line 95, Policy EN-11, Mr. Andersson said the second part of the policy ties back to the consistency issue raised previously by Chair Laing regarding the toe and tip of a slope being accounted for in other policies. The policy offers the example of a site-specific critical areas study to provide a science-based approach to development that will achieve all goals. There was agreement to make no changes to the policy.

There was agreement to make no changes to lines 96 through 100. Staff allowed that the proposal to roll line 101, Policy EN-22 into line 102, Policy EN-23, was in error and that no change was needed. There was agreement to make no changes to lines 101 through 103.

Commissioner Tebelius asked if line 104, Policy EN-25, applied to shorelines. Chair Laing said it would not because the shoreline is not a critical area. He proposed having the policy read "Allow for limited building footprint expansion options for existing single family structures in critical areas, protective buffers and setbacks only in a manner that does not degrade critical area functions." There was agreement to make that change to the policy.

There was agreement to make no change to lines 105 to 109.

With regard to line 109, Policy EN-91, Chair Laing proposed having the policy read "Require a noise analysis for transportation projects in or near residential areas...."

There was agreement to make no changes to line 110.

Commissioner Hilhorst called attention to lines 111 and 112, Policy EN-92 and Policy EN-93, and asked how they are put into practice. She noted that on the western edge of her neighborhood there is a significant amount of green space separating the neighborhood from I-405. The city has approved the construction of 50 homes which will mean all of the green space will be gone. That will make the noise coming from the freeway worse for the local homeowners. The policies are both existing but have not made a difference.

Chair Laing explained that the code requires new residential development in areas where the ambient noise levels exceed the interior and exterior standards to be designed so as to avoid exposing residents to noise levels above the standards. Vegetation does not actually mitigate noise. The reality is that cutting down a swath of trees and building a bunch of houses between a noise source and existing residential homes, the new homes will in fact mitigate the noise for the existing residents. That is because the structures will provide a solid barrier. Trees provide only psychological barriers.

Commissioner Walter challenged that statement. She noted that in her neighborhood she never knew there were buses operating on the adjacent arterial until all the vegetation was removed and a wall was constructed. Chair Laing suggested the hardscape wall is reflecting the noise.

Mr. Inghram said the policy is intended to keep a developer from building a development in which the residents would immediately be subject to a noise impact. He said staff would take another look at the issue and return with suggestions.

8. OTHER BUSINESS - None
9. PUBLIC COMMENT - None
10. DRAFT MINUTES REVIEW
 - A. June 25, 2014
 - B. July 9, 2014
 - C. July 30, 2014

No action was taken to approve the minutes.

11. ADJOURN

A motion to adjourn was made by Commissioner Hamlin. The motion was seconded by Commissioner Hilhorst and it carried unanimously.

Chair Laing adjourned the meeting at 10:07 p.m.

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

October 22, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Carlson, Hamlin, Hilhorst, Tebelius, deVadoss, Walter

COMMISSIONERS ABSENT: Chair Laing

COUNCIL LIAISON: Councilmember Stokes

STAFF PRESENT: Paul Inghram, Nicholas Matz, Department of Planning and Community Development; Pam Maloney, Department of Utilities

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

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

3. PUBLIC COMMENT

Mr. Norm Hanson, 3851 136th Avenue NE, addressed the issue of non city-managed utilities. Calling attention to policy UT-39, he noted that currently the city requires undergrounding of all new electrical distribution and communication lines if they exceed one-half inch in diameter. Temporary installations above ground are permitted. Along 140th Avenue NE there are up to four communication trunk lines that measure a half inch or larger that are above ground. One line has never been utilized; it is curled up and has been that way for four years. The Land Use Code relative to undergrounding communication lines has what amounts to a loophole. It allows that undergrounding is not required where the provider can claim a hardship, and that loophole has been used repeatedly over the last ten years. In some cases electrical lines have been undergrounded by the communication lines have not. The proposed change to the policy will not help in that situation at all. There are transmission lines running through the Bridle Trails area, but the feeder lines and the distribution lines have all been undergrounded. Bridle Trails residents have for many years tried to find a pathway to undergrounding all overhead utilities because the trees there wreak havoc with them when storms come along. Other jurisdictions have imposed a surcharge on all ratepayers as a way to generate funds to underground utilities, and to improve the overall reliability of the system. The language of the existing UT-39 should be retained, and the loophole in the Land Use Code should be removed.

Mr. Andy Swain, 10885 NE 4th Street, municipal liaison manager for Puget Sound Energy, said since 2005 he has worked with Bellevue staff on a range of matters, including comprehensive planning, project coordination, review and permitting, service, quality and reliability, energy efficiency, and local regulations. He thanked the Commission for the work it is doing to update the Comprehensive Plan and said Puget Sound Energy understands how important the work is. Puget Sound Energy appreciates having a good working relationship with the city which helps to ensure that Bellevue residences and businesses receive safe, dependable and efficient natural gas and electric service. The company coordinates with the city annually on a number of projects aimed at helping the city achieve its vision for community growth and development. During the past year the Ardmore substation project was completed in the northeast section of Bellevue. The Lake Hills to Phantom Lake transmission line project is currently under permitting review with the city. The Energize Eastside project is being discussed with residents of Bellevue, Redmond, Newcastle and Renton, and a project route selection for the important transmission system improvement will be unveiled in late 2014 or early in 2015. All of the projects are part of the long-term plans of Puget Sound Energy and have been reflected in the city's Comprehensive Plan since the early 1990s.

Mr. Steve O'Donnell, president of the Somerset Community Association, a member of the Puget Sound Energy Energize Eastside CAC, and a co-founder of the Coalition of Eastside Neighborhoods for Sensible Energy, agreed with the comments made by Mr. Hanson with regard to policy UT-39 and the need to address the loophole in the Land Use Code. He pointed out that Bellevue was recently rated as the number two most livable city in the nation, but the vision for the city does not include an unsightly major high-power transmission line running through the middle. The East Main station area planning CAC has been charged with making recommendations that consider both current and future neighborhood character. Councilmembers hold up neighborhood character as critical to their campaigns; it is also a major criteria for the Commission and the vision for Bellevue. With regard to policy UT-46, supporting alternative energy, the language should include some specifics with regard to the alternative energy sources. Multijurisdictional coordination is referenced in policy UT-48 and with respect to the Energize Eastside project Bellevue should be coordinating with Renton, Newcastle, Redmond and Kirkland. The Energize Eastside project must be sized right to meet the growth needs of the city. Nationwide, statewide and countywide energy use is flat or trending down. Population growth and energy use has been decoupled; over the last three years energy use has dropped by 12 percent even in the face of one billion new devices being put into use. The city's easements and rights-of-way should not be overused and overstretched in creating systems that will not be needed. Residential areas should be avoided completely when it comes to making route selections.

Commissioner Tebelius commented that even if the Commission were fully in agreement, there is no way to express that opinion in the Comprehensive Plan. Mr. O'Donnell pointed out that policy UT-72 speaks to working with Puget Sound Energy to assure compatibility with new and expanded facilities. Expanding on that language would be a good idea. Many counties in the state have PUDs. Puget Sound Energy is owned by a hedge fund out of Australia with Canadian pension fund money. They are racing the investment clock, and the technology clock for grid storage and distributed generation.

4. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Hamlin. The motion was seconded

by Commissioner deVadoss and it carried unanimously.

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

Councilmember Stokes stressed the need to schedule the annual Commission retreat. He proposed setting it for November 12.

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram reported that at its October 20 meeting the City Council reviewed the multifamily tax exemption, a tool cities can use to exempt a portion of property tax on multifamily projects that include a certain amount of affordable units. The issue will be back before the Council in ordinance form later in the year.

Mr. Inghram said the East Main station area planning open house is scheduled for October 28. Information will be sought from the public with regard to what the city should do in response to having a light rail station located in the East Main neighborhood.

He reported that the five police chief candidates will attend an event at City Hall on October 23 between 6:00 p.m. and 7:00 p.m.

Commissioner Tebelius observed that the written staff report provided to the Commissioners included the statement that the Transportation Element, Human Services Element and Parks, Recreation and Open Space Element will all be incorporated per the respective commissions' recommendations. She suggested that approach would be inconsistent with the Commission's work to date. All elements should be reviewed by the Commission in light of the entire Comprehensive Plan. Commissioner Hilhorst agreed to discuss the suggestion with Chair Laing and with staff.

7. STUDY SESSION

A. Comprehensive Plan Update: Utilities Element

Mr. Inghram noted the inclusion in the Commission packets information about the Parks, Recreation and Open Space Element and the Human Services Element for review. He asked the Commissioners to review them and identify any items in need of discussion, or to conclude the elements are ready for inclusion in the larger Comprehensive Plan draft for final review.

Senior Planner Nicholas Matz commented that the Commission has been asked to identify and resolve issues that cross multiple areas of the Comprehensive Plan in reviewing the elements and policies brought before the Commission to date. Some of the policies in the Utilities Element do that and relate to the aesthetics of the built and natural environment. There are two sections to the Utilities Element: city-managed utilities and non city-managed utilities. He noted that Utilities Planning Manager Pam Maloney has been working closely with the Environmental Services Commission on the policies; that group has done a lot of the heavy lifting, particularly with regard to the city-managed utilities policies.

Continuing, Mr. Matz said the use of the Utilities Element is framed around four general themes: 1) facilitating the provision of utilities at appropriate service levels; 2) balancing reliable service

with community impacts; 3) processing permits with predictability and fairness; and 4) encouraging new technologies that enhance service, reduce costs or reduce impacts. The element functions as a collection of descriptions of utility plans, it also includes policies to reflect the quality, reliability, safety and regulation of the services provided.

The Commissioners were reminded that they had previously received information from city utilities engineering staff about city utility systems and the desire of the staff and the Environmental Services Commission to incorporate how the utilities department is planning the management of aging infrastructure, respond to growth, and adapt to changing consumer behavior. The Environmental Services Commission reviewed the utility policies in light of the NPDES requirements.

Commissioner Tebelius observed that the chapter goals are complex and somewhat difficult to read. Mr. Matz explained that they are deliberately worded because of the way in which they work in context with each other. He said it was not his intention by shortening them in the narrative that the policies should be shortened.

Mr. Inghram added that there has not been a lot of focus given to the existing goal statements. He agreed they could be reviewed, particularly with regard to how they relate to the goals for the other elements.

Mr. Matz acknowledged receipt of an email communication from David Plummer who has been fully engaged in reviewing the Utilities Element. His concerns have been around cost-effective analysis and implementation. His email included specific comments with regard to policy language. Cost-effectiveness is often difficult to define and include in policy language, but for the most part many of his suggestions involve things the city already does. His comments also refer to the education policies the Environmental Services Commission is emphatic about; Mr. Plummer would prefer an approach that involves informing people rather than educating them. Staff have had good conversations with Mr. Plummer about the issue of asset management and life cycle costing. He would prefer to see a level of detail that is not appropriate for policy documents but which are certainly appropriate in functional plans that come into play at the implementation stage.

Mr. Inghram added that line 11, a proposed new policy, was added largely in response to issues raised by Mr. Plummer during the process, though Mr. Plummer would prefer to see the language be far more specific.

Turning to line 2, policy UT-2, Mr. Matz said utilities staff and the Environmental Services Commission was clear about the need to incorporate in policy the term "sustainable" in order to reflect the utility's broader evolving mission that is captured in the system plans. Sustainability is a metric that is occurring in different ways in different places. In the case of utilities, it is a necessary component of changing consumer behavior that the city needs to be able to react to in updating its functional plans.

Answering a question asked by Commissioner deVadoss, Ms. Maloney said sustainability is a function of the long-term holistic perspectives associated with the purchase, installation and management of assets and facilities. The term includes the notions of environmental, social and economic costs overall.

With regard to 3, policy UT-1, Commissioner deVadoss proposed replacing "environmentally

sensitive" with "sustainable."

Commissioner Walter suggested that some things are context specific where someone with a specific background will read something into a word differently from the average person. She said to her "sustainable" means long lasting, not environmentally sensitive. Commissioner Hamlin allowed that while the two terms can be used interchangeably, adding "sustainable" to the policy would only create confusion.

There was agreement not to change policy UT-1.

Mr. Matz noted that line 4 introduces a new policy encouraging public/private partnerships that will take advantage of the city's fiber optic network in order to facilitate service delivery and competition.

Commissioner deVadoss asked if it would be better to have the policy read "Encourage innovation" rather than referencing public/private partnerships. Mr. Matz proposed leaving in the reference to public/private partnerships but rewording the policy language to incorporate an innovation focus. Mr. Inghram said at the heart of the policy is the fact that the city is open to working with private companies in utilizing the city's infrastructure.

Mr. Matz explained that line 5 involves a new policy that establishes support for new and emerging technologies that will benefit city-managed utilities.

Commissioner Tebelius asked if the policy was needed given that the city would do that anyway.

Commissioner Carlson commented that the policy language proposed by Mr. Plummer uses fewer words to more simply say more. Mr. Matz said Mr. Plummer's focus is on cost-effectiveness, something that does not work when looking at new and emerging technologies. By default the city uses a cost-effective approach, but without permission to engage, the ability to say why new and emerging technologies are being investigated does not exist.

Commissioner Hilhorst asked if by using Mr. Plummer's verbiage that the city would be limiting when it comes to exploring new and emerging technologies that look to be very expensive. Ms. Maloney said that is the concern she has with Mr. Plummer's suggestion. Utilities defaults to cost-effective approaches, but the process of investigating new approaches must occur before cost effectiveness can be determined. For instance, several years ago utilities began exploring the use of smart meters at a time when the cost was prohibitive; the costs are falling, however, and the time to recommend their installation and use will come. She voiced support for the last part of Mr. Plummer's proposed language, except that "and improve utility services" should read "and technologies that would improve utility services."

Commissioner Hamlin said he preferred the staff-proposed language over that of Mr. Plummer.

Mr. Matz proposed melding the two into a policy reading "Support new and emerging information and telecommunications technologies that would benefit city utility users and technologies that would improve utility service and efficient water and energy use."

Commissioner Walter called for retaining the word "viable" and the other Commissioners concurred.

There was agreement to make no changes to the policies referenced by lines 6, 7 and 8. Mr. Matz stressed that the three existing policies work together to stress that system capacity will not determine land use.

Mr. Matz noted that line 9, policy UT-6, is an existing policy that focuses on the joint use of public facilities, the most common example of which is using detention areas for passive recreation. The proposed language change is focused on reflecting current practice. No changes were made to the draft wording.

Mr. Matz said lines 10 and 11 involve new policies that get to the desire of the Environmental Services Commission and utilities staff to have the necessary tools to address asset management. The language of lines 10 and 11 are predicated on best practices relative to the risk management component and general asset management. In the opinion of the staff, the proposal of Mr. Plummer relative to line 11 seeks to add things not appropriate at the policy language level relative to implementing detail.

There was agreement to delete "business/social" from the proposed language of the new policy in line 10.

Answering a question asked by Commissioner Tebelius, Ms. Maloney stressed the need to take lines 10 and 11 together. If the focus is placed entirely on cost, the result will be higher risk. While cost-effectiveness is an important component of asset management, risk balancing is equally important.

Commissioner Hilhorst proposed moving the line 10 and 11 policies closer to the top.

Commissioner Walter raised the issue of including projected service levels along with maintaining desired service levels in the line 11 policy. Ms. Maloney said the city establishes target service levels, such as how long the average customer should be without water service over the course of a year. Even with growth, every attempt is made to hold those targets constant, which of course requires investing in infrastructure.

Commissioner deVadoss suggested the line 10 and 11 policies could be made a part of line 2 policy UT-2. Mr. Matz said he would be reluctant to merging the policies but would be willing to place them to follow each other. There was agreement to do that.

Mr. Matz said the new policy in line 12 addresses a specific function of the city utility department, namely the need to educate the providers, consumers and the community about the benefit of emerging technologies. The idea is to link the conservation efforts and the existing technology relationship in the Comprehensive Plan to the emerging technologies issue.

There was agreement to change "the benefits" to read "the costs and benefits."

Answering a question asked by Commissioner Carlson, Mr. Matz said "educate" is a more active term than "inform." Ms. Maloney added that when the Council makes the decision to move to smart meters, simply informing the public could involve putting a flyer in the utility billing, whereas educating the public would involve holding workshops and actively working to make sure the public will know what to expect.

Commissioner Carlson asked where the dividing line is between "educate" and "lobby." Mr.

Matz said lobbying involves advocating for a particular approach and would by definition be done before the Council makes a decision about funding that approach. Once the Council acts, utilities would have on their plate educating the public about the new approach. There will never be any lobbying or advocating ahead of the Council adopting the financial means by which a particular approach will be taken.

Commissioner Walter said informing involves telling people what the city is doing whereas educating involves telling people what the city is doing and why. She suggested that educating the public will reduce the number of calls to and criticisms of the city and would save everyone a lot of time.

There was agreement to have the line 12 policy read "Inform and educate utility providers, consumers and the community about the costs and benefits of emerging technologies."

Mr. Matz explained that line 13 proposes a new policy to address something both the utilities operating staff and the Environmental Services Commission concluded is lacking. One of the goals of the update is to create a closer nexus between the policy direction of the Comprehensive Plan and the functional plans that implement the policies. The proposed policy also makes reference to Bellevue Solid Waste planning because of the expectation to at some point in the future go beyond the current mechanism for the transfer and disposal of solid waste.

Commissioner Hamlin commented that the second sentence of the proposed policy reads like an explanation of the first sentence and as such would better serve the policy if made part of a narrative. The Commissioners agreed to make that change.

Commissioner deVadoss said the 20-year horizon referenced in the policy seems very long. Ms. Maloney said in the world of planning piped utilities, 20 years is not very long at all. Most of the assets built have much longer lifespans. Mr. Inghram added that the state's population projections reach out 20 years and they are broken down by subarea level within the city. While the forecasts are not always completely accurate, they do offer guidance for planning.

Mr. Matz said the new policy outlined in line 14 seeks to ensure that low-impact development techniques for stormwater management are considered in infrastructure projects.

No changes were made to the proposed language.

Mr. Matz reminded the Commissioners that the Annexation Element is being dissolved but pointed out that there are policies in it that still need to be used. The policies in lines 15, 16, and 17 fall into that category. All three are directly related to people understanding how the city will extend utility service, which makes it appropriate to include them in the Utilities Element. No changes were made to policies AN-3, AN-6 or AN-8.

Mr. Matz noted that the policies in the intergovernmental relations and coordination section address the city's dealings with other entities that provide city-managed services. The proposal relative to line 19, policy UT-7, is to recognize that by definition service areas are consistent with local plans, which they are.

Commissioner Tebelius commented that the title intergovernmental relations and coordination is less than clear. Mr. Inghram agreed to work on a new title for the section along the lines of relations and coordination between local governments.

There was agreement to delete policy UT-8 as proposed by line 20. Since the existing policy was adopted, the practice has been codified so the policy is no longer needed.

There was agreement to make no changes to policies policy UT-9 and policy UT-10, lines 21 and 22.

With regard to line 23, Mr. Matz said the new policy is needed because the Comprehensive Plan is currently silent about interagency coordination for emergency preparedness. The practice is addressed on a broad scale, but not on the level of local and regional utility partners. No changes were made to the proposed language.

Mr. Matz noted that lines 25 and 26, policies UT-11 and UT-12, exist in the current Comprehensive Plan and that staff were proposing no changes.

Commissioner Walter commented that recently there was a problem in the state of Texas having to do with waste and ebola. The underlying issue is huge. Many jurisdictions do not allow such wastes to be burned. Mr. Matz said hazardous waste and moderate-risk waste are defined terms by the King County Department of Public Health.

Commissioner Carlson pointed out that hospitals call in private companies to handle wastes of that sort. Hospitals certainly do not call the local city to deal with it. Mr. Matz said the policies recognize how waste is managed with regard to the particular classes of waste.

Commissioner Hilhorst commented that since Bellevue is now part of a global society, consideration should be given to better and more clearly addressing medical hazards in the Comprehensive Plan. Mr. Matz agreed to find out from existing providers how they handle those wastes.

Councilmember Stokes pointed out that the language of the two policies is primarily focused on household waste. He agreed the time might be right to address the broader issue, however.

No changes were made to policies UT-11 through UT-15, lines 25 through 30.

With regard to line 31, policy UT-16, Commissioner Carlson proposed eliminating the words "sensitivity to." Commissioner Walter proposed replacing "environmental conditions" with "the environment." The other Commissioners agreed to make both revisions.

With regard to line 33, policy UT-17, Commissioner Tebelius suggested that the current policy language is better than the proposed, which adds limitations to the city's contract renewal negotiations. She said she would delete everything after the word "system" in the first sentence, but could agree to retaining just the first sentence.

Councilmember Stokes agreed that the first sentence is a good policy statement, whereas the second sentence is focused more on implementation.

There was agreement to strike the second sentence.

Commissioner Walter asked what is meant by "unobtrusive components." Ms. Maloney said it could refer to the aesthetics of overhead powerlines or dumpsters. Mr. Matz said he would seek

a different word that captures the intent. Commissioner Carlson suggested "discreet."

There was agreement not to make any changes to line 34, policy UT-18, and to delete line 35, policy UT-19 as proposed.

Mr. Matz explained that line 37, a new policy, is intended to serve as an umbrella policy directing the city to develop a wastewater system that is consistent with the utility mission for assuring public health and safety and protecting the environment. The policy is intended to tell the public why the city does what it does.

Mr. Matz said the recommendation of Mr. Plummer was to provide a reliable and cost-effective system.

Commissioner Hilhorst said she did not see value in including a reference to a cost-effective system.

Commissioner Walter proposed adding the word "viable" instead of cost-effective. Ms. Malone pointed out that the issue of cost-effectiveness is addressed by the asset management approach used by the city.

There was consensus not to make any changes to the proposed policy language.

There was agreement to accept the change proposed to line 38, policy UT-20.

With regard to line 39, policy UT-31, Mr. Matz said the policy allows existing septic systems to continue to be used and addresses when they need to be swapped out. He stressed that King County Public Health determines the requirements for connection, not the city. The city provides the service, but the county decides when the service is needed. The policy language only clarifies what the city already does.

Commissioner Carlson proposed replacing "utilize" with "use."

The Commissioners were informed that the changes to line 41, policy UT-23, were recommended by the Environmental Services Commission to improve clarity, to be consistent with the mission statement, and to address low-impact development and watershed-scale stormwater planning.

Commissioner Tebelius said she hoped the policy would not put the city in a position of not having enough money to do what the state says must be done. Ms. Maloney said the policy reflects the existing stormwater mission statement.

Commissioner Walter asked why "hydrologic balance" was proposed to be removed from the policy. Ms. Maloney said the very technical term means different things to hydrologic engineers than it does to the general public. The staff and the Environmental Services Commission also concluded that it did not add value to the policy.

Commissioner Hamlin commented that since the policy is the language of the mission statement, it should not be changed. There was agreement not to make any changes to policy UT-23.

Mr. Matz explained that line 42, policy UT-22, takes an existing policy and breaks it into two

pieces, and seeks terminology consistency. There was agreement to accept the proposed changes.

Mr. Matz said line 43 includes a new policy specific to the design of stormwater management facilities being appropriate to the neighborhood in which they are situated. Mr. Plummer proposed including the term "cost-effective."

Commissioner Carlson said he understood Mr. Plummer's call for including the notion of cost-effective given that the things referenced are things that can spiral out of control absent a built-in sense of cost-effectiveness. Councilmember Stokes pointed out that the point made earlier was that the cost factor concept is embedded in the lead-off paragraph. The city seeks to be cost-effective in everything it does and adding the phrase to every policy will only serve to water it down.

There was agreement not to change the policy.

With regard to line 44, policy UT-24, Mr. Matz said the Environmental Services Commission has proposed deletion of the policy given that surface water quality is now broadly protected by regulations, obviating the need for the policy. There was agreement to delete the policy.

Before leaving the meeting, Councilmember Stokes informed the Commission that the Council has acted on the Horizon View ordinance. He said Councilmember Robinson made a point of complimenting the Commission on the fine work it did in handling the issue.

Mr. Matz allowed that line 45, policy UT-25, takes a fairly simple policy and broadening it to include low-impact development, pollution protection, aquatic habitat and public engagement, and coordination with schools.

Commissioner Tebelius objected to the overall policy. She said the Comprehensive Plan should not encourage coordination with the schools. The schools have much on their plates and it is not the city's job to be educating the students. Educating the public on water quality issues is okay, but the policy should not be so specific, and public engagement is not related to education. Mr. Matz suggested that the Mercer Slough Environmental Center is a shining example of what the policy calls for. The center is run in cooperation with the Pacific Science Center and local schools. Commissioner Tebelius agreed but pointed out that no policy language was needed to make the center a reality.

Ms. Maloney said the proposed policy language comes directly from the Environmental Services Commission. They were concerned, particularly during the economic downturn, that things like the Mercer Slough Environmental Center are the first to go when budgets get cut. Commissioner Tebelius suggested that fact will not change with or without the policy given the Council's right to determine how limited funds are to be spent.

Commissioner Carlson agreed that the policy could be construed as mission creep. He said the policy as proposed would provide a green light for advocacy. The existing policy is much better.

Mr. Matz asked why the city should not want to do what the policy calls for. Commissioner Carlson responded that the language might be tempting for activist-inclined staffers to use their designation as city officials to lobby and advocate. Mr. Matz suggestion that that would be an inappropriate use of policy; there is a clear distinction between education and advocacy.

Commissioner Hilhorst commented that the proposed language calls for outreach efforts. Ms. Maloney clarified that the language specific to educating about low-impact development is aligned with the NPDES permit; that is where that piece came from.

Commissioner Hamlin offered his support for the proposed policy language, though he said he could support deleting the second sentence.

Commissioner Carlson proposed revising the language of the current policy to read "Educate the ratepayers on water quality issues." Ms. Maloney pointed out that there are many who work or shop in Bellevue but do not live in the city and as such are not ratepayers. Outreach efforts are generally focused on everyone who consumes the utility.

The majority of the Commissioners preferred retaining the language of the current policy.

Mr. Matz noted that line 46 is a proposed new policy and is needed to connect low-impact development practices with how the city manages stormwater. No changes were made to the proposed language.

Mr. Matz informed the Commissioners that line 48, policy UT-26, is crafted around the mission statement for water utility. He said the proposal included retaining the discussion paragraph from the existing policy in the narrative section of the Utilities Element.

Commissioner Tebelius asked why the phrase "environmentally responsible manner" is needed. Ms. Maloney said the phrase is pulled from the mission statement and refers to taking responsible actions relative to protecting the environment.

Commissioner Carlson proposed using the word "affordable" in place of "cost-effective." Commissioner Hamlin stressed that the proposed policy is in fact an adopted mission statement and suggested the Commission should not seek to change it. Commissioner deVadoss concurred.

There was agreement not to change the proposed language.

Mr. Matz explained that the revision to line 49, policy UT-27, is intended to recognize that there are also state drinking water quality standards in addition to federal standards. No changes were made to the policy.

There was agreement to make no change to line 50, policy UT-28.

Turning to line 51, policy UT-29, Mr. Matz explained that the proposal clarifies the existing policy and makes reference to what the city already does. He also noted that the discussion paragraph would be folded into the narrative. There was agreement to accept the proposal.

Mr. Matz said line 52, policy UT-30, clarifies a text reference to the functional plan in terms of when well-water users are allowed access to the city's water system. The proposed policy language reflects current practice. No changes were made to the proposed policy language.

There was agreement not to make any changes to Line 53, policy UT-31.

Moving into the general non city-managed utilities section, Mr. Matz noted that lines 55 and 56 highlight new policies. He explained that mandate under the Growth Management Act is for the city to ensure non city-managed utilities will provide the services needed sufficient for the city's growth. Non city-managed utilities are primarily electricity, natural gas, and telecommunications. Members of the community have weighed in through the various outreach efforts and have indicated a desire to continue coordinating with utility providers to make sure their systems and their intent behind providing services are aligned with what the Comprehensive Plan and the growth forecasts call for.

There was agreement to accept the language of line 55.

Commissioner deVadoss suggested the language of line 56 could be simplified to read "Support new and emerging technologies...." Commissioner Hamlin agreed and suggested that change would broaden the policy to cover more than just information and telecommunications technologies. There was agreement to make the change.

There was agreement to make no changes to lines 57 and 58, policies UT-32 and UT-33.

Mr. Matz said the recommended change to line 59, policy UT-34, is aimed at broadening the scope beyond just trenching activities.

Commissioner Hamlin cautioned against using the phrase "such as." Mr. Inghram said the phrase is generally avoided. However, the desire was not to drop the reference to trenching altogether and it was deemed appropriate to use "such as" in the policy.

Commissioner Carlson proposed replacing "such as" with "including." There was agreement to make that revision.

Mr. Matz said the new policies in lines 60 through 62 reference telecommunications. He said it was clear as a result of the various outreach efforts that the business and residential communities in the city are very interested in deploying telecommunications policies in light of the fact that things change very rapidly. The three policies are aimed at advancing the city's objective of increasing internet access competitively, understanding why that is necessary as an economic development issue, and giving guidance to the permitting process to balance the deployment of new technology with protecting neighborhood character.

Mr. Matz pointed out that Mr. Plummer had called for adding in "cost-effective" to the line 60 policy.

Answering a question asked by Commissioner Tebelius, Mr. Inghram said the policies are intended to encourage competition among providers. He stated, however, that the city has only limited control over the private companies providing the services.

Commissioner deVadoss noted that Bellevue recently was highlighted as being the most connected city in the state. He asked if something aspirational can be done in that context along the lines of maintaining a leadership role. Mr. Matz said that absolutely could be done.

Commissioner Hilhorst asked if the reference to "protecting neighborhood character" in the line 62 policy is explicit to keeping towers out of residential neighborhoods. Mr. Inghram allowed that it is. He noted that the flip side would be to give carte blanche access that would result in

new satellite dishes, towers, wires and utility boxes everywhere. The community wants access to technology choices, but not at any cost. Mr. Matz added that by focusing on the permitting process component allows for engaging in a level of public review or engagement focused on finding tailored solutions.

Mr. Matz explained that line 63, policy UT-35, is focused on the city's policy intent to coordinate undergrounding efforts, both for electrical and telecommunications facilities. The proposed language change is aimed at making the policy direction stronger and more assertive.

Mr. Inghram said the policy and others in the section are about getting lines underground as opportunities arise. It is very costly to put existing overhead lines underground and the policies are focused on identifying opportunities and directing the city to take advantage of them.

Mr. Matz said in the case of telecommunications providers, a requirement to underground can represent a market disadvantage, especially where the competitors did not have to. The intent of the policies is to get everyone dealing with the issue and looking for the opportunities. The city can leverage the process by facilitating it through the permitting process and through the process of building and rebuilding streets.

No changes were made to policy UT-35 or to policy UT-36.

Mr. Matz noted that line 65, policy UT-37, also represents a rewrite of an existing policy to be more assertive when it comes to taking advantage of major capital projects.

Commissioner Walter asked why the reference to scheduling was pulled from the existing policy. Mr. Matz said scheduling of projects is built into the seven-year Capital Investment Program (CIP). Mr. Inghram said the proposed policy language could include specific reference to the schedules for projects within the CIP. There was agreement to make that revision.

There was agreement not to make any changes to line 66, policy UT-38.

With regard to line 67, policy UT-39, Mr. Matz explained that there has been an evolving discussion between the Utilities Element and the connectivity teams around separating telecommunication facilities from electrical distribution. The purpose of policy UT-39 is to ultimately achieve undergrounding of electrical distribution lines. While there must be recognition of the fact that the city does not have a financial structure that allows for mandating undergrounding, the policy clearly states the city's desired outcome. Telecommunications is pulled from the policy but added back into the new policy at line 71.

Commissioner deVadoss asked what the rationale is for separating telecommunication facilities from electrical facilities if the city's goal in both cases is the same. Mr. Inghram said the problem is that under the current policy any new electrical or communication line would have to go underground. Any company wanting to install a new fiber optic cable would be required to put it underground even though all other cables may be strung up on poles. The proposed policy change allows for putting new wires on an existing aerial system, but if any of the lines are ultimately put underground, they all must be undergrounded.

Commissioner deVadoss noted that as proposed the policy says where there is existing legacy infrastructure, more legacy infrastructure will be allowed. That does not seem to be a constructive principle. Mr. Inghram said that has certainly been a concern for many and that is

in fact where the original policy language comes from. What the city is hearing, however, is that a new fiber optic company will not underground lines if there are existing lines up in the air for economic reasons. The existing policy, therefore, means new facilities simply will not be built, reducing competition, and the legacy systems will remain in place.

Commissioner Carlson asked if there has been a discussion at the Council level about eventually phasing out all legacy infrastructure. Mr. Inghram said there are two aspects. Where new development occurs, undergrounding is required. Where there are new street projects, there is an evaluation conducted to determine if undergrounding can be done as part of the work. The new policy states that when undergrounding of an existing line is done, all existing overhead lines must be undergrounded. Other policies in the section advocate for funding mechanisms and require the removal of equipment that become abandoned. There is not, however, currently any policy direction to sunset legacy systems.

Commissioner Tebelius noted that the undergrounding of facilities was contemplated as part of the West Lake Sammamish Parkway project but the cost was deemed to be prohibitive. Mr. Matz said the city wants to recognize that situations like that one do exist.

Mr. Inghram suggested the Commissioners should read several of the policies together and return to discussing them before making changes to them. He reiterated that policy UT-39 is a change in policy, and that the current policy language has been shown to be a hindrance toward allowing new telecommunication facilities.

Mr. Matz explained that the new policy in line 68 addresses determining at the time street projects are implemented whether or not undergrounding of distribution facilities should be required, and if so, how the work should be paid for. The new policy in line 69 links the issue of constraints with advocating for state legislation that helps address the need for funding.

With regard to line 69, Commissioner Tebelius said she had no issue with the city seeking funds from the state, but said she did not believe the direction should be included in the Comprehensive Plan. She proposed eliminating the policy. Commissioner Hamlin expressed the same view.

Mr. Matz noted that Mr. Plummer was calling for the inclusion of "cost-effective" in both new policies.

Mr. Inghram said it is very difficult for the city to go to adjacent property owners to find the money to underground facilities, just as it is difficult for the city to pony up several million dollars to underground facilities. While the desire is there to see systems undergrounded, there appear to be a lot of rules in place that keeps the city from simply requiring the utility to do it. He allowed that while the intent of the policy is clear, the wording may not be. Clearly it will require involvement on the part of non city agencies to prevail. The policy goes well beyond simply seeking grant money and incorporates the notion of identifying different ways to enable funding.

Commissioner Hamlin said that clarification was helpful but suggested the wording of the proposed policy is not quite right. The real intent is on seeking opportunities to mitigate impacts by undergrounding, including advocating for change at the legislative level.

Commissioner Tebelius stated that there are many changes needed to regulations at the

legislative level. However, the Comprehensive Plan should not be the vehicle to use. It would be appropriate for the Commission to recommend that the Council consider advocating for change.

The staff agreed to revise the language and bring it back for consideration.

Returning to the new policy in line 68, Commissioner Hamlin said he liked what the language is trying to say but not the way it is drafted. Mr. Matz allowed that the language was reverse engineered from existing code requirements. The intent is to be directive about the means required at the time opportunities occur.

Answering a question asked by Commissioner Hilhorst, Mr. Matz said there is a statute that allows cities to use an LID to underground facilities, and it is slightly different from the city's general LID authority to pay for projects. Even so, the formation of an LID requires a vote of those who will be benefited.

Commissioner Hamlin and Commissioner Hilhorst proposed wording the policy to read, "When implementing street projects, determine whether the relocation of distribution facilities underground is required. If so, determine the manner of payment: tariff schedule, capital improvement program, or the formation of a local improvement district." There was agreement to do so.

With respect to line 70, Mr. Matz said the idea is to reinforce the intent of the Utilities Element with the urban design policies.

A motion to extend the meeting to 9:45 p.m. was made by Commissioner Carlson. The motion was seconded by Commissioner Hamlin and it carried unanimously.

Mr. Matz explained that the new policy in line 71 is related to policy UT-39 and the separation of electrical and telecommunications facilities. The policy is focused on directing the undergrounding of telecommunications facilities.

Commissioner deVadoss asked how do other cities approach the issue of underground telecommunications. Mr. Inghram said some older cities have a lot of above-ground power poles and they allow new lines to be strung on them without much regulation. Where there are modern developments, utilities are routinely placed underground at the time of development and anything new that comes along must also be undergrounded. In the middle are the cities like Bellevue that have a mix of above-ground and underground facilities. Mr. Matz said for the most part cities try to link the undergrounding of telecommunications facilities to street projects using franchise agreements and rights-of-way. Commissioner deVadoss said it would be helpful to be given data on how cities similar in size to Bellevue handle the issue.

Commissioner Hilhorst observed that line 71 links back to line 67 which the Commission put on hold. She suggested leaving line 71 open for a time as well, allowing time for the Commissioners to give the issue more consideration.

There was agreement in favor of making the proposed change to line 72, policy UT-40; to make no change to line 73, policy UT-41; to make the proposed change to line 74; and to make no changes to lines 75 through 86.

With regard to line 88, policy UT-55, Mr. Matz said the minor wording change is intended to reflect current terminology. There was agreement to make the change.

Mr. Matz explained that the submittal of areawide plans as called for in line 89, policy UT-56, is required by code, and that is why the word "encourage" was changed to "require."

Commissioner Tebelius questioned why the policy is even needed given the code requirement. Mr. Matz answered that the city sometimes has trouble getting permit applicants to submit areawide plans. Commissioner Tebelius said even so earlier on a policy was deleted because the issue was included in the code. Mr. Inghram added that there is oftentimes pushback from applicants and the permitting staff likes to have a policy it can point to. Commissioner Tebelius said her preference would be to focus on making the code requirement clear if it is not already.

There was agreement not to make any changes to lines 90 and 91, policies UT-57 and UT-58.

Mr. Matz explained that the changes to line 92, policy UT-59, were intended to shorten the policy while maintaining its intent, and to avoid redundancy with policies UT-55 and UT-60.

Commissioner Hilhorst said her preference would be to retain the portion proposed to be deleted, except for removing the word "personal." There was agreement to make that revision.

There was agreement to make the proposed changes to lines 93 and 94, policies UT-60 and UT-61.

Answering a question asked by Commissioner Tebelius, Mr. Matz said there is currently no code requirement in place that addresses the issue outlined in line 95, policy UT-62. He said having a policy in the Comprehensive Plan would be the first step to realizing such a code requirement, however.

Commissioner Walter asked if a timeline for removal of abandoned facilities is needed. Mr. Matz agreed it would be useful and suggested adding "the timely" ahead of "removal." There was agreement to do that.

There was agreement to delete lines 96 and 97, policies UT-63 and UT-64, given that both are duplicative of UT-61.

There was consensus to make the change to policy UT-65 as proposed in line 98; to make no change to lines 99 and 100, policies UT-66 and UT-67; to accept the new policy in line 101; and to make no changes to lines 103 and 103, policies UT-68 and UT-69.

With regard to line 105, policy UT-70, Mr. Matz said the city has twice since 2004 reviewed the state of research on electromagnetic fields. The proposed change seeks to broaden the existing policy to include the potential health impacts associated with electrical facilities to assure the relevance of the policy over time.

Commissioner Walter suggested that "review periodically" is vague. She proposed having the policy call for the review of all new accepted scientific research. Mr. Matz said the two reviews conducted by the city were both triggered by a specific issue, and he suggested the city would not make decisions in the absence of the latest information. Mr. Inghram added that the planning staff are not constantly online checking for the latest data regarding electromagnetic radiation.

The literature is reviewed when there is a specific need to do so. He agreed, however, to look for a better word than "periodically."

There was agreement to make no changes to lines 106 through 110, policies UT-70 to UT-75, and to accept the new policy in line 111.

With regard to the new policy in line 112, Mr. Matz explained that the city does exercise oversight of the Seattle City Light and Olympic Pipeline infrastructure, but the current Comprehensive Plan does not include a policy to say so. The city has a franchise agreement with Olympic Pipeline, and should Seattle City Light ever propose upgrading their facilities, the city could regulate them as an electrical utility facility. There was agreement in favor of the new policy.

8. OTHER BUSINESS - None
9. PUBLIC COMMENT - None

A motion to extend the meeting for five minutes was made by Commissioner Hamlin. The motion was seconded by Commissioner Tebelius and it carried unanimously.

10. DRAFT MINUTES REVIEW

- A. June 25, 2014
- B. July 9, 2014
- C. July 30, 2014

A motion to move approval of the minutes to the next Commission meeting was made by Commissioner Tebelius. The motion was seconded by Commissioner Hamlin and it carried unanimously.

11. ADJOURN

A motion to adjourn was made by Commissioner Tebelius. The motion was seconded by Commissioner Walter and it carried unanimously.

Commissioner Hilhorst adjourned the meeting at 9:48 p.m.