

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

June 22, 2022
6:30 p.m.

Bellevue City Hall
Room 1E-113

COMMISSIONERS PRESENT: Chair Ferris, Commissioners Brown, Calad, Goepple, Malakoutian, Morisseau

COMMISSIONERS ABSENT: Vice Chair Bhargava

STAFF PRESENT: Thara Johnson, Emil King, Gwen Rousseau, Department of Community Development; Chris Iverson, Transportation Department, Matthew McFarland, City Attorney's Office

COUNCIL LIAISON: Not Present

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER
(6:32 p.m.)

The meeting was called to order at 6:32 p.m. by Chair Ferris, who presided.

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Chair Ferris stated that the meeting and future meetings would be held via hybrid format with both in-person and virtual options via Zoom.

2. ROLL CALL
(6:33 p.m.)

Upon the call of the roll, all Commissioners were present with the exception of Vice Chair Bhargava.

3. APPROVAL OF AGENDA
(6:34 p.m.)

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

4. REPORTS OF CITY COUNCIL, BOARDS AND COMMISSIONS – None
(6:34 p.m.)

5. STAFF REPORTS
(6:34 p.m.)

A. Planning Commission Meeting Schedule

Comprehensive Planning Manager Thara Johnson took a few minutes to review the

Commission's schedule of upcoming meeting dates and agenda items.

Thara Johnson added that staff would be including a brief memo in regard to HB-1099 in the Commission's packet for the first meeting in July. A climate vulnerability assessment will be part of the Environmental Impact Statement scope of work for the Comprehensive Plan periodic update.

Commissioner Goepple mentioned that there were some good articles in a recent edition of *The Economist* that highlighted the importance of looking at the built environment when it comes to sustainability. Most think about climate impacts primarily in terms of transportation or electricity, but the energy outputs and the carbon impacts from the built environment account for about 37 percent of the total.

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6. ORAL AND WRITTEN COMMUNICATIONS (6:38 p.m.)

Carl Vander Hoek addressed the curb management plan, a topic that has gone unaddressed for decades. With major growth underway and on the horizon it is important now more than ever to give the city tools to manage such valuable space shared by so many competing user groups. Vander Hoek Corporation is a fourth generation family owned company that has been in Downtown Bellevue for over 75 years. The family owns and operates commercial buildings in Old Bellevue along with multiple mixed use apartment buildings. The company has firsthand experience and operational knowledge of how the curb space is used and the issues that are faced by residents, customers and business owner. Many of the proposed policies are necessary and will keep the city competitive and responsive to changing needs and technologies while finding a balance between supply and demand for parking space. However, there are concerns in regard to the impacts the policy changes will have on the capacity of the public right-of-way. There are concerns over the equity considerations when taking public space and contributing it to private sector benefit such as Uber, deliveries, food trucks and corporate shuttles. Where curb management has failed in the past it is at the operational level, specifically policies dictating where curb users can or cannot park, deliver and so forth. They have not reached the intended and most important end user: the truck driver, the Uber driver or the customer, and therefore enforcement, consistency and signage are key to successful policy implementation. Without having adequate budget allocated for new enforcement of the policies, they are likely to fail. Vander Hoek Corporation is adamantly opposed to the city implementing paid parking on the street without a specific study of the impacts. The practice will only push users to take their business outside the city or take advantage of the short-term free parking in off-site parking lots allocated for their own residents, retail and restaurant customers. The policies being considered are missing valuable input from important stakeholders such as large employer shuttles, delivery companies, rideshare driver and so forth. Taking away public street parking to allow food trucks not only limits the supply brick and mortar businesses rely on, it takes business from restaurants that pay much higher rents, utilities and taxes to the city. If the city wants businesses to locate in Bellevue, their customers and parking should not be taken away.

Ryan Donahue, chief advocacy officer for Habitat for Humanity of Seattle, King and Kittitas counties, as well as chair of the Eastside Affordable Housing Coalition, a group of more than 35 organizations representing housing providers, direct service providers faith leaders, community members and advocates of affordable housing and services. The group is committed to meeting the needs of the neighbors and addressing the necessity for a significant increase in the number of affordable homes available to people in East King County. The Coalition is grateful for the continued communication with planning staff and looks forward to continuing those efforts.

While strongly supportive of the spirit of the C-1 strategy, the Coalition believes there should be a push for even more. The current draft of the CPA is narrowly focused to apply only to religious-owned properties located within single family zones, within 300 feet of multifamily or commercially zoned properties, and within a half mile of transit. That narrowing reduces the number of potential sites from 57 to only 25. The city needs to do better. All religious-, public- and non-profit-owned land should be folded into the process as approved by the City Council in 2017. Additionally, the “ands” should be changed to “or.” The city is facing a housing crisis and needs all of the tools at its disposal. Putting up artificial barriers to producing more housing simply does not make sense. The city needs to go bold, both currently and into the future.

Kate Sayers, 832 170th Place, said there are hotels in Redmond and Kirkland that have been purchased by those cities specifically to provide shelter for the homeless. There must be, however, protections around such places. The hotel in Redmond is next door to a kindergarten and two blocks from a middle school. Many of the people coming from Seattle who will be moving into the hotels are alcoholics, are drug users, or have mental illness. While it is true that some are just poor, not all of them are. The handicapped bathroom at Fred Meyer has been permanently locked in order to keep drug users from going in there. There are ways for the city, companies and religious organizations to include housing in their facilities everywhere, but the city would also need to step up and protect the kids who are walking to school and the individuals with nearby houses. Increased density is needed to address the housing issue, and for church properties that are farther out there could be bus lines running to and from them. Nothing has been said about a police plan to protect the community once the shelters are opened. The people who are putting forward the proposals, the planning staff, live somewhere else. Housing should be purchased and sold to low-income residents, like those who serve school lunches in public schools. There should not be ADUs in backyards, and investors should not be allowed to buy houses only to chop them up for use as a triplex. Mega houses are being built, all the trees are being cut down, and the Commission is not talking to real people about the real issues.

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Betsi Hummer, 14541 SE 26th Street, addressed the C-1 bonus. The affordable housing group had incredible insight and came up with a great plan. The suggestion was made at the beginning of the affordable housing implementation by Councilmember Robertson that members of the affordable housing group should be invited to serve as a resource for the Commission. The members should be brought in and asked detailed questions. Commissioners should also drive to all of the churches and look at the neighborhoods to see what is going on. Thirty-six percent of the proposed properties are in East Bellevue. East Bellevue already has over 20 percent of all subsidized low-income housing in Lake Hills, even though the area has less than ten percent of the city’s population. Much has been said about dispersion of affordable housing and a close look should be made of the churches on Bellevue Way.

7. PUBLIC HEARING – None
(6:55 p.m.)

8. STUDY SESSION
(6:55 p.m.)

A. 2022 Annual Comprehensive Plan Amendments: Amendments to Policies in the Transportation Element and Downtown subarea Plan Related to Curb Management

Senior Transportation Engineer Chris Iverson said the citywide initiative led by the transportation department is focused on future best practices for designing, operating and managing the city’s valuable curb spaces, specifically in the urban core. The Transportation

Commission has been considering Comprehensive Plan policies and sequencing them through the Comprehensive Plan amendment process. The curb management plan will establish new policies and guidance on how curb areas should be designed, maintained and operated over time. In addition to establishing a vision and values framework to root curb decisions and policies, and establishing a contextualized prioritization framework for curb use, the work will include analyzing pricing options to establish a dedicated curb program for curbside demands; develop a curbside playbook of tools needed to deliver better curb outcomes; and build an organizational and staffing framework to implement the curb management plan.

The curb management plan project began in November 2021 and is at its midpoint. Many of the recommendations for the plan are being sequenced through the Transportation Commission and that work will be ongoing throughout 2022. The hope is that a final recommendation for the plan will be completed by the Transportation Commission and transmitted to the City Council in early 2023. The policies specifically are part of the 2022 CPA workplan and are continuing on a different pathway.

The public engagement work undertaken as part of the process included stakeholder interviews and focus groups in February, March and April to gauge public sentiment around curb management. While the topic of curb management does not garner much interest for most, the curb is something everyone interacts with on a daily basis. Six different focus groups were conducted with interests associated with mobility services, local businesses, large retail employers, residents of Bellevue's urban areas, mobility advocates and development interests. In late March a curb summit event was held which was half open house and half workshop for practitioners. The best minds in the curb world were brought in to talk about how Bellevue can create a new curb management plan with best practices in mind. Sixty-five people attended the morning session and 30 attended the practitioner workshop in the afternoon. Many from around the country tuned in virtually for the event. An online questionnaire was posted to the engagingbellevue.com platform and it generated just under 200 responses and the feedback helped feed into some of the initial policy recommendations.

Chris Iverson allowed that the Transportation Commission is empowered to recommend Comprehensive Plan updates in regard to transportation concepts to the Planning Commission. The Planning Commission, however, has charge of providing final Comprehensive Plan recommendations to the City Council.

Current curb management practices vary widely in Bellevue's urban areas from both the operations and enforcement sides. Staff responds to complaints and to inquiries on a case-by-case basis but there has historically been a deliberate approach for determining how best to assign curb space and accommodate demand. There is also currently not a lot of curb operation guidance during development review and within the right-of-way, thus decisions are often made during each individual development and review processes. Existing policy around curb management does provide some guidance, but it allows staff to handle the matters ad hoc. The intent is to create new policies that allow for a broader range of curb uses and which will provide support for new curb uses that have grown around the country over the last ten years, and to allow for providing clear guidance as the city grows over time.

While the timing of the policy work specifically as it relates to the plan will allow for the plan itself ~~once it is completed~~ to be rooted in Comprehensive Plan policy. This will occur before the major Comprehensive Plan update.

The policies were first presented to the Transportation Commission on April 28, with policy

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recommendations having been derived from public feedback and a review of existing policy. Comments with regard to modifying and tweaking some of the language were given and those revisions were before the Transportation Commission on May 12. A final round of tweaks was before the Transportation Commission on June 9 at which time the recommendations were unanimously approved and forwarded to the Planning Commission. There are four policies recommended to be repealed, five policies recommended to be modified, and seven policies recommended to be adopted as new policies. The revisions range from language cleanup to new language specifically addressing new curb demands. The seven new policies range from developing a curb typology and curb design elements to thinking about implementing a broader pay-for-curb pricing program, more specific use cases to accommodate new demands, continuing to promote the use of curb technologies, creating mobility hubs in alignment with planning policy from King County, and creating deliberate and designated curbside zones for vendor and food truck activities.

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Chris Iverson explained that many of the policies recommended to be modified just need clarity in regard to changing conditions and more direction in terms of how to think about using curb spaces as the city changes. The policies earmarked to be repealed are either to be replaced with a new policy or are effectively redundant when compared to policy or Land Use Code language.

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The Transportation Commission on June 9 voted unanimously to approve the policy recommendations that support curb management in Bellevue. The policies are in direct response to the direction given by the Council earlier in the year and they are important in the process of preparing the curb management plan itself.

Commissioner Goeppele asked about the geographic scope of the curb management plan. He also said the analogy of the curb as a shoreline previously highlighted is spot on. In Washington state the shoreline is a public good under the public trust doctrine. In looking to adopt a new curb management plan, the city should ensure that some types of uses are treated as a public good. With regard to process, the question was asked whether the curbside management plan would be going back to the Transportation Commission for a cycle of review and then again to the Planning Commission before being sent on to the Council. Chris Iverson said many of the recommendations in the curb management plan will be focused on the Performance Management Area Type 1 that was established with the Mobility Implementation Plan project, which effectively is the urban core areas of Downtown, Wilburton, BelRed and East Main. Those are the areas that have the highest curb demands and the most constrained curb supply. Treating the curb space as a public good is being tracked. The broad recommendations about where to assign specific curb usage and what should be seen on a given block will be established in the curb typology and included in the final Curb Management Plan. This will essentially be a way to assign uses based on city plans and goals. The curb management plan itself will continue to be sequenced with the Transportation Commission. The intent is to have a final recommendation from the Transportation Commission transmitted to the City Council for consideration. Another checkpoint with the Planning Commission is not planned but one could be requested.

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Commissioner Brown thanked the staff and the Transportation Commission for working to develop a more formal approach to utilizing a very necessary part of the city. While bicycles were shown in the presentation, nothing was said about them even though they are an important element of the overall transportation system in Bellevue. The question was asked how the curb management plan will work in light of bike lanes and facilities. Chris Iverson said there are previously adopted plans in hand that speak to bicycle investments, including the Pedestrian/Bicycle Plan and the Mobility Implementation Plan. One thing that will potentially be tracked in developing the curb typology is a mode-specific priority at the curb in line with the

previously adopted plans. The hope is to be able to make clear decisions about should happen at the curb. Some routes in the Downtown and other areas are listed as being primary or secondary bicycle routes and the idea is that that will be accounted for in some capacity with the curb typologies. The same goes for other modes as well.

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Commissioner Brown asked about electric vehicle charging stations as part of the curb typology, allowing people to charge their vehicles while parked, and asked if an increase in the use of electric vehicles is anticipated going forward. Chris Iverson said the policy recommendation specific to electric vehicle charging at the curbside is in response to some goals listed in the city's Environmental Stewardship Plan. The idea is not to put charging stations everywhere, rather to be very deliberate about locating them. Putting a charging station at the curbside means that will be the use for a long time. Part of the strategy for a robust curb management program is to be flexible as things evolve. The recommended policy speaks to accommodating electric vehicle charging stations through a development review process.

With regard to the pay-per-use concept, Commissioner Brown asked how pricing determinations will be made. Chris Iverson said that issue is still under investigation by the Transportation Commission. The consultant team has national experience in the arena. Pricing strategies for uses must allow for curb space that is both readily available and very well utilized. Pricing too high could mean the space will not be used at all, while underpricing can lead to overutilization and traffic congestion.

Commissioner Malakoutian asked how much the city invests in technology to track the supply and demand of the curb. With regard to the public engagement process, the question was asked about what threshold indicates good public participation and what can be done to get even more public participation. Chris Iverson said staff have been testing curbside technologies for some time along with conducting curb pilots. Things have not moved beyond that stage, however, given that many curb-specific technologies remain nascent. A digital curb inventory has been completed but it is still being updated. Ultimately the digital curb inventory will be used by the city for tracking purposes but also by [curb](#) users. When establishing the public engagement approach, the biggest risk was that the concept of curb management would be a snooze for many even though they use the space on a daily basis. The bar was set in such a way as to have good discussions. The attendance goal for the curb summit was achieved, but the number of responses to the questionnaire was not as high as was hoped. The curb management plan will likely have a suite of recommendations regarding both implementation and outreach.

Commissioner Calad said as a resident of the Downtown, the chaos involving rideshares is observable. Implementing restrictions for rideshare operators will affect restaurants and commercial areas but will at the same time relieve some traffic congestion. Chris Iverson allowed that cities everywhere are grappling with the same rideshare topic because the use puts pressures on the transportation system. Some of the policies recommended by the Transportation Commission address the need to evaluate establishing regulated load zones. The city actually did that in 2018 when the bike lanes on 108th Avenue NE in the Downtown were implemented. A geofence was established at the time for Uber and Lyft that disallowed picking up or dropping off passengers on that street except in certain locations. One of the more innovative concepts listed in the policy recommendations is the establishment of curbside queue areas that are different from load zones and serve as places for rideshare operators to wait to be hailed.

Commissioner Morisseau asked about the timeline for the curb management plan and the Comprehensive Plan amendment policies and stressed the need for the policies to match what the Transportation Commission puts forth relative to the curb management plan. Chris Iverson

explained that the work on the Comprehensive Plan policies will be essentially concluded before the end of the year as part of the annual Comprehensive Plan amendment process. The work to develop the curb management plan will take longer and a final recommendation on it from the Transportation Commission is anticipated to be forwarded to the Council in the first quarter of 2023. The idea is that the policies will help to root some of the recommendations in the curb management plan.

Chair Ferris asked for additional information regarding enforcement. Chris Iverson said Bellevue's enforcement mechanisms are unique in that a private contractor enforces on-street parking and other curb violations in the Downtown while in the rest of the city enforcement is conducted ad hoc by the police department. One thing the transportation department has been tracking is the growing number of parking spaces in the Downtown in addition to the growing number of parking spaces and streets in places like BelRed as compared to funding earmarked for enforcement by the police and the contractor over time. While the supply has grown, the resources for enforcement have essentially remained static. One of the main scoping items of the project is to come up with recommendations for establishing a [robust curb management](#) program. One reason for looking to establish a broad pricing strategy is because by charging for use of the curb space and acknowledging its inherent value, the city can derive revenue to be used for augmenting curb enforcement practices, [enhancing curb environments, and](#) responding to

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Commissioner Goeppeler voiced some consternation about approving something that has not yet been completed and which the Planning Commission might not see again. While the Planning Commission may not need to approve the final plan, it should at least come back for additional input.

A motion to have the curb management plan brought back to the Planning Commission for review and comment back to the Transportation Commission once the Transportation Commission completes its work and forwards its final recommendation to the City Council was made by Commissioner Goeppeler. The motion was seconded by Commissioner Morisseau.

Commissioner Brown asked if the motion would interfere with having a public hearing on September 14. Chris Iverson said it would not. Of most importance will be getting the policies approved as part of the annual Comprehensive Plan amendment process. The final draft curb management plan recommendation from the Transportation Commission can certainly be brought back to the Planning Commission for review and comment before it is advanced to the Council.

Thara Johnson added that the Planning Commission has purview over Comprehensive Plan policies, but the Transportation Commission has charge of developing the curb management plan. The Planning Commission can certainly provide feedback to the Transportation Commission regarding the plan.

Commissioner Malakoutian commented that the Planning Commission should not interfere in the work of the Transportation Commission. The Planning Commission should, of course, be kept informed but the curb management plan should not go back and forth between the two commissions.

Commissioner Morisseau shared the concern voiced by Commissioner Goeppeler. The timing of having the Planning Commission recommend the Comprehensive Plan policies to the Council ahead of completion by the Transportation Commission of the curb management plan in reality

leaves less room for affecting the work of the Transportation Commission. It would be helpful, however, for the Planning Commission to see the curb management plan primarily for informational purposes.

Commissioner Malakoutian suggested the motion on the floor would mean the review and comment by the Planning Commission could actually delay the work of the Transportation Commission.

Commissioner Morisseau agreed with the need to fully understand how the work of the Transportation Commission could be impacted in moving the work forward. The wording of the motion, however, is acceptable given that at the end of the day it is up to the Transportation Commission to decide whether or not to take comments from the Planning Commission on board. Chris Iverson said question could be put to Kevin McDonald, the staff liaison to the Transportation Commission. The schedule is flexible to some degree.

Chair Ferris proposed modifying the motion to include the notion of not interfering with the Transportation Commission's work flow.

Commissioner Morisseau said that would mean the work would not necessarily come back to the Planning Commission. The motion as worded does not obligate the Transportation Commission to incorporate the Planning Commission's comments.

Commissioner Malakoutian said the Planning Commission should avoid giving the perception that it must bless the work of the Transportation Commission. The Planning Commission's role is solely focused on the policies, not on the plan itself. The Planning Commission could schedule a review of the plan and offer comment on it, not in any way that will serve as an obstacle to the work of the Transportation Commission.

Commissioner Brown pointed out that the work of the Planning Commission is in regard to policies that refer to a curb management plan that the Planning Commission has not seen. At the end of the day both the Planning Commission and the Transportation Commission are advisory to the Council and the Council can do whatever it wants. Hopefully the Transportation Commission will want as much input as possible to make sure it puts forward the best plan.

Chris Iverson said at the point in the process where a draft curb management plan is ready to bring forward to the Transportation Commission for review and comment, it could in the same sequence be brought before the Planning Commission for comments, all before the final draft is presented to the Transportation Commission. That approach would not severely impact the schedule.

Commissioner Goepple said that would address his concerns.

Commissioner Goepple withdrew his motion and then offered as a new motion that the curb management plan be submitted to the Transportation Commission and the Planning Commission in tandem, allowing the Planning Commission the opportunity to provide feedback to the Transportation Commission for consideration before the Transportation Commission makes its final recommendation to the Council. The motion was seconded by Commissioner Brown. The motion carried with only Chair Ferris voting no.

A motion to set a public hearing date for September 14, 2022, was made by Commissioner Brown for Comprehensive Plan amendments. The motion was seconded by Commissioner

Morisseau and the motion carried unanimously.

Commissioner Malakoutian left the meeting.

****BREAK****

(8:06 p.m.)

B. 2022 Annual Comprehensive Plan Amendments: Introduction to Amendments to Increase Development Potential for Affordable Housing Development on Faith-owned Properties (Affordable Housing Strategy Action C-1 Phase 2)

(8:14 p.m.)

Assistant Director Emil King noted that on May 9 the Council directed staff to begin work on the Affordable Housing Strategy C-1 Phase 2, an initiative that aims to increase the affordable housing development potential on certain faith-based properties in the single family land use districts. The work includes a Comprehensive Plan amendment that will be part of the 2022 annual Comprehensive Plan amendment process and will ultimately result in a Land Use Code amendment as well. The first body of work will be on the Comprehensive Plan amendment to amend the future Land Use Map and the Housing Element policies.

By way of context, Emil King explained that C-1 is part of a much larger body of work the city is doing to address both housing supply and affordable housing specifically. On March 23 the Commission was provided with an overview of the city's Affordable Housing Strategy and accomplishments over the last couple of years. The Council on June 21 reviewed the Land Use Code amendment for supportive housing. The Affordable Housing Next Right Work is an important effort underway that includes a range of ideas for what should be next on the docket. The housing needs assessment update work has been delayed but should get under way in summer and fall months in collaboration with regional and state partners. The overall effort is the periodic Comprehensive Plan update that was launched in February and will be a multiyear process that will in part address housing and affordable housing ideas.

Senior Planner Gwen Rousseau reminded the Commissioners that Action C-1 in the Affordable Housing Strategy calls for creating more affordable housing by increasing the development potential for affordable housing on suitable land owned by public agencies, faith-based and non-profit organizations. During Phase 1, the city adopted a Comprehensive Plan amendment and a Land Use Code amendment that established a 50 percent density bonus for permanent affordable housing on qualifying properties. Properties eligible for the density bonus are also eligible for certain modifications to the development requirements, including an additional story of height in multifamily land use districts and limited incorporation of duplex and triplex units in single family land use districts. The Commission processed the CPA and the LUCA in 2020 and 2021.

During the Commission's review of the Phase 1 LUCA, Commissioners and stakeholders shared an interest in going beyond the then-proposed 50 percent bonus on the grounds that a larger bonus or higher development capacity would be needed to support the creation of affordable housing in single family land use districts. It was also stated that certain faith-owned properties in single family districts have characteristics that make them well suited to accommodate affordable multifamily housing, including access to frequent transit and proximity to existing high-intensity uses.

The Council directed staff to bring back a recommended scope for Phase 2 to further implement Action C-1. Initiation of Phase 2 was before the Council on May 9 with a proposed scope and

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schedule that includes a Comprehensive Plan amendment as part of the 2022 annual Comprehensive Plan amendment work program and a corresponding Land Use Code amendment with the aim of increasing the capacity for the development of affordable housing on certain faith-owned properties in single family land use districts. The objectives are to begin with a Comprehensive Plan amendment that would explicitly allow rezones to multifamily land uses in single family-designated areas when qualifying faith-owned properties develop projects providing 100 percent permanent affordable housing. The second part of the initiative will be to develop a Land Use Code amendment that will allow for a greater number and variety of affordable homes to be built on the qualifying faith-owned properties. In both parts, the objective is to consider the surrounding neighborhood context when defining qualifying properties, land use district density and dimensional standards. Under the new policy and code, affordable multifamily housing would be allowed on faith-owned property within single family districts in areas suitable for multifamily development.

During Phase 1 it was determined that suitable areas include areas served by high-frequency transit, sites along arterials, and sites located near an existing multifamily or commercial district. Staff have identified 25 sites that meet the criteria, which is about half of all the faith-owned sites.

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The first part of the initiative will focus on defining the Comprehensive Plan amendment. The policy approach would be to first add a note to the future land use map explicitly allowing affordable multifamily housing within single family land use districts. In addition, the policy language in the Housing Element will be expanded to include rezones to multifamily for the development of affordable housing. Broader policy guidance may potentially also be added for consideration of surrounding neighborhood context. The work on the Comprehensive Plan amendment will include public engagement, Commission study sessions and a public hearing in September, culminating in a recommendation being forwarded to the Council and Council adoption by the end of 2022.

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The second part of the process will overlap with the Comprehensive Plan amendment process and will consist of a Land Use Code amendment process. Staff will begin drafting the Land Use Code amendment in the fall gathering input from stakeholders. A proposal will then be brought to the Commission for review starting in January 2023.

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Engagement for the first phase will kick off with a virtual information session on June 29. That will be followed by stakeholder meetings, a presence on the Engaging Bellevue webpage, a draft Comprehensive Plan amendment for review toward the end of July. A public hearing is anticipated to occur in September.

Commissioner Goepple asked what multifamily uses would be allowed on the qualifying parcels in single family land use districts. Gwen Rousseau stated that the limited ability to build duplexes and triplexes was given under the Phase 1 work. With the second phase, multifamily structures would be allowed on qualifying properties, expanding the types of structures that could be built. Multifamily structures would be suitable given that the sites are served by high-frequency transit and have existing high-intensity uses close by. Details about dimensional standards would be addressed as part of the Land Use Code amendment. The current thinking is that zoning districts that exist within the city currently would be adjusted and used for rezoning the parcels.

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Commissioner Goepple asked if the direction from the Council is constrained by the list of criteria for determining eligible sites, or if the Commission has the flexibility to make

adjustments to the criteria. Gwen Rousseau said the staff are operating on the understanding that the criteria are what the Council directed be the focus for the initiative.

Commissioner Brown asked if there are government or non-profit qualifying sites in addition to the faith-owned properties. Emil King explained that the Phase 1 work focused on single family faith-owned sites, and multifamily properties that are owned by faith-based, non-profit and public entities. The Phase 2 work is a follow-up to the Phase 1 work and as such only focuses on the faith-owned single family sites.

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Commissioner Brown expressed an interest in taking additional steps to be even more bold than what the Phase 2 work proposes. The suggestion from the Affordable Housing Coalition was to change the "ands" to "ors" to expand the list of eligible properties. Emil King said the super-bonus idea from Phase 1 involved a subset of all the single family sites. As part of the pre-launch effort prior to going to the Council, the staff looked at a number of different scenarios and ultimately landed on the scope handed down by the Council as described by Gwen Rousseau. Staff will gladly capture ideas for future work, however. Commissioner Brown said her message to the Council would be to make every effort to expand the scope.

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Chair Ferris stressed the need to move forward with what has been proposed but concurred with Commissioner Brown about the need to seek bolder and more innovative approaches. With regard to stakeholder engagement, there is a clear need to be diligent in reaching out broadly to neighborhoods, affordable housing providers, service providers and even potential tenants who should have the biggest voice of all. Even if the proposal is ultimately approved, not all of the churches will be able to take advantage of it. Many will likely be confused about what the proposal even means so there should be a very deliberate communication process of reaching out to them to fully explain their options.

Commissioner Brown asked if there were any way for the city to guide the churches and give them development advice, suggestions or any other assistance, all with an eye on reducing barriers to taking advantage of the opportunity. Emil King said the outreach effort will include the churches and the non-profits. There have already been some good lessons learned in working with both single family and multifamily properties on the 50 percent bonus.

9. OTHER BUSINESS (8:37 p.m.)

A. Remote Participation Approval

Chair Ferris noted that Commissioner Morisseau would be participating remotely for the foreseeable future and would as such will always get the first approval.

There were no objections to Commissioners Morisseau and Brown participating remotely for the July 13 meeting.

10. APPROVAL OF MINUTES (8:38 p.m.)

A. June 8, 2022

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

11. CONTINUED ORAL COMMUNICATIONS

(8:39 p.m.)

Kate Sayers noted that the presentation on the curb management plan did not mention handicapped parking, an issue that is a major problem in the city. There are lots of places to plug in electric vehicles, but handicap parking spaces are just not available at most major areas. The Commission should also make sure there is adequate handicapped parking in all building parking lots. With regard to the C-1 issue, the process appears to be aimed at shoving a huge population into Northeast Bellevue. Affordable housing is clearly needed in the city, but some of it should be in Clyde Hill and Somerset; transportation can be added to move people to and from those areas. A more robust program should be considered, possibly also looking at golf courses. Every effort should be made to avoid putting all the affordable housing into one little neighborhood that is already brimming with people. What is really needed there is more park space; buying the tech center would be a good idea, and some affordable housing could be created there along with park space. The energy efficiency of the buildings going up in the Spring District should be reviewed given that most of them are glass. The city should hire a demographer that understands survey research and how to do a valid statistical sample. A 60-person committee looking at curb for a city of 130,000 people is not representative, and when looking at faith-owned housing it should be known if it will represent a real cross section of the income, ethnicity and diversity of the overall population. The survey research done has not been done well and is inadequate. Robust research is needed. Housing needs to be fair and the Commission should push the City Council to get Mercer Island, Sammamish and other cities to take their fair share of the unhoused. It should not all be in Bellevue.

Betsi Hummer, 14541 SE 26th Street, voiced appreciation for the discussion regarding the C-1 CPA. A second look should be taken at the Church of the Resurrection which already has senior housing that was brought about using all the planning tools in place at the time. It is a planned unit development with duplexes and triplexes that blends in well with the local neighborhood and has adequate parking and landscaping. It has been there for 25 years and the units are always full. The church built the units and ARCH operates it. The church in Enatai close to the grade school should also be considered. It is a short walk from there to the train station and would be a perfect site for another planned unit development with duplexes or some multifamily housing; the site is not on the list. Also not on the list is Lake Hills Baptist just to the south of Sammamish High School. The Next Right Work stakeholder meeting on affordable housing was not a pleasant experience. There were 14 residents there and only 35 people in all were invited. The vast majority was not pleased with the way things were set up and what they were asked to do.

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With regard to working with the Transportation Commission, Commissioner Morisseau said it is fine for Planning Commission members to attend Transportation Commission meetings. The core issue is that the Planning Commission needs to have the opportunity to have a discussion about the content of the curb management plan. Anyone wanting to know more about the curb management plan should attend a Transportation Commission meeting.

12. EXECUTIVE SESSION – None

(8:49 p.m.)

13. ADJOURNMENT

A motion to adjourn was made by Commissioner Brown. The motion was seconded by Commissioner Calad and the motion carried unanimously.

Chair Ferris adjourned the meeting at 8:49 p.m.