

## **Attachment A: Follow-up Council Questions Sep 19 2016 Study Session Eastgate Land Use Code Amendments**

City Council held the first study session for the Eastgate Land Use Code Amendments on September 19, 2016. Council had several follow-up questions, and responses are provided below.

### Affordable Housing

*What is the definition of affordable housing? Is it consistent with the definition being used in the Affordable Housing Strategy? (Council Members Wallace, Lee, Robinson and Vice Chair Chelminak)*

The Eastgate Land Use Code Amendments and the Affordable Housing Strategy are two distinct projects that have bearing on the Eastgate area. The Eastgate Land Use Code Amendments are expected to be adopted in spring, 2017. The Affordable Housing Strategy is also expected to be completed in spring, 2017.

The Land Use Code has two definitions related to affordable housing:

*LUC 20.50.010 Affordable Housing. Housing used as the primary residence of an affordable housing qualified household. The price of affordable units is based on that amount a household can afford to pay for housing, when household income is less than 80 percent of the median annual income, adjusted for household size, as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area, and when the household pays no more than 30 percent of household income for housing expenses. Households with income less than 80 percent of the median annual income, adjusted for household size, may purchase or rent these affordable units. In addition, affordable housing in the Bel-Red Subarea shall include for-sale units that are affordable up to 100 percent of the median annual income. The Director shall issue administrative rules for establishing the sales or rental price of affordable units and the eligibility of residents.*

*LUC 20.50.010 Affordable Housing – Low Income. Housing, used as the primary residence of a low income qualified household. The price of low income units is based on that amount a low income household can afford to pay for housing, when household income is less than 50 percent of the median income, adjusted for household size, as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area, and when the household pays no more than 30 percent of household income for housing expenses. Households with income less than 50 percent of the median annual income, adjusted for household size, may purchase or rent these affordable units. The Director shall issue administrative rules for establishing the sales or rental price of low income units*

The Affordable Housing Strategy itself is considering a wide range of affordability, including needs for both these income levels.

As for the Eastgate Code amendments, the affordable housing provisions that were originally proposed have been excised and are being considered within the context of the broader

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Affordable Housing Strategy. This will include a more in-depth look at affordable housing in the Eastgate study area, and should help inform what would be required to incent the private market to provide affordable housing.

Council will determine if the City should implement any of those recommendations as part of the Affordable Housing Strategy. If Council approves any of those recommendations that apply to Eastgate, the Council may elect to include that as part of the current code amendments or as part of a subsequent Affordable Housing Strategy implementation program.

### Economics

*Is development economically viable given the constraints being proposed by the land use code amendments? (Commissioners Wallace, Lee)*

Economic viability was a key consideration of the Eastgate CAC and the proposed Code package, as illustrated in this excerpt from the CAC report:

*The corridor has enjoyed a history as a strong employment center, and is expected to continue to do so. However, the CAC heard from employers and employees alike that the corridor does not offer the conveniences and amenities that are found in other locations, most notably downtown. As a result, there is great reliance on the automobile for doing simple daytime errands or going out to lunch. The workforce of tomorrow will seek employment locations that offer a greater menu of services and amenities than is currently found in Eastgate. In fact, the desire to have quick, non-motorized access to restaurants, services, cultural opportunities, and other amenities was a primary motivation for Expedia's move from Eastgate to downtown Bellevue. If Eastgate is to remain competitive, greater integration of support retail and other services into the office environment needs to occur.*

The new zoning districts were designed with a greater mix of uses and accompanying design guidelines to create more active, vibrant places with more internal trip capture. This is a strategy both for improved vitality and for economic competitiveness.

Most of the Eastgate office development occurred in the 1980s and 1990s in areas currently zoned OLB-Office Limited Business (OLB). Those office buildings have many more years of economic life left in them, and it is not expected that those buildings will be torn down and redeveloped in the near to mid-term. Most of the development will likely be infill development, building up and around existing structures, perhaps infilling on surface parking lots and consolidating parking into garages or underground. (Lincoln Properties in the Transit Oriented Development district is a prime example of this.)

There are likely only a few opportunities for full-scale redevelopment, in the Neighborhood Mixed Use (NMU) zoned areas south of I-90 and the King County-owned site fronting on Eastgate Way. "Trails End RV Park" is a good example of what is expected to be a full-scale redevelopment site.

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### Transportation

*How does the City set the thresholds for mobility management areas?*

The Washington State Growth Management Act (GMA) requires that local jurisdictions adopt ordinances to establish traffic standards and concurrency measurement mechanisms to assess the ability of the transportation system to support new development. Communities have latitude in setting the required standards and measurement mechanisms.

The city has 14 Mobility Management Areas (MMAs) based on land use characteristics and the availability of transportation options. The MMA types and the number of each type are as follows:

- Regional Center (1)
- Activity Area (2)
- Mixed Commercial/Residential Area (3)
- Residential Group 1 (4)
- Residential Group 2 (4)

As noted in the following table, each MMA must adhere to a concurrency standard in order to remain in compliance. This standard is comprised of two metrics – a volume to capacity (V/C) ratio applied to all System Intersections in the MMA and a congestion allowance that permits a certain number of intersections to exceed the V/C ratio. If an MMA exceeds its established congestion allowance, it is considered to be in violation.

MMA		Concurrency Standard	
		V/C Ratio	Congestion Allowance
1	North Bellevue	0.85	3
2	Bridle Trails	0.80	4
3	Downtown	0.95	9
4	Wilburton	0.90	3
5	Crossroads	0.90	2
6	Northeast Bellevue	0.80	2
7	South Bellevue	0.85	4
8	Richards Valley	0.85	5
9	East Bellevue	0.85	5
10	Eastgate	0.90	4
11	Southeast Bellevue	0.80	3
12	BelRed/Northup	0.95	7
13	Factoria	0.95	5
14	Newport Hills*	-	-

\*MMA 14 has no System Intersections

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The precise standards for area-wide average LOS, including the Eastgate Mobility Management Area, are adopted into the Comprehensive Plan Transportation Element (Map TR-1), and reflect consideration of a variety of factors. These are set forth in Comprehensive Plan Policy:

***TR-29. Observe the following policy guidance in revising level-of-service standards by Mobility Management Area:***

*Reflect the availability of mobility options;*

- 1. 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:*
  - 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.*
- 2. Establish multimodal level-of-service standards adequate to ensure a functional transportation system.*

### **Public Notification**

*How will public outreach be conducted as the process moves forward? (Former Council Member Slatter)*

Pursuant to LUC 20.35.420, notice for the Planning Commission's public hearing was published in the *Weekly Permit Bulletin*. Pursuant to RCW 35A.12.160, notice of the City Council study session was provided in the *Seattle Times*.

Above and beyond the formal notification process, staff has also sent out information updates in the form of a newsletter to all parties of record in January 2017 and March 2017.