



Planning Commission

TRANSMITTAL

DATE: August 25, 2016

TO: Mayor Stokes and Members of the City Council

FROM: Past Chair Hilhorst, Current Chair deVadoss and Members of the Planning Commission

SUBJECT: Land Use Code Amendment –Eastgate Land Use Code Amendment, File No. 12-132861-AD

I. INTRODUCTION

With this transmittal, the Planning Commission recommends that the City Council APPROVE the attached Land Use Code Amendment (LUCA) to create permanent regulations with respect to the Eastgate/I-90 Land Use and Transportation Project. The Council has already approved the recommended Comprehensive Plan amendments and Transportation Facilities Plan amendments of this project.

II. BACKGROUND

In 2010, the City Council formed and directed the Eastgate Citizen Advisory Committee (CAC) to develop recommendations to the Planning Commission for a Land Use Code update. The CAC's guidance came from the Eastgate Subarea Plan and the 9 guiding principles set forth by the City Council. The CAC was charged with producing a plan that builds on the area's assets of accessibility, visibility, job diversity, and stable nearby neighborhoods.

The CAC met for a year and a half, held four open houses and an economic forum and conducted three public online surveys, and reviewed public comment. With this information, the CAC developed a vision for the Eastgate/I-90 Corridor with a 2030 horizon. Some general themes that the CAC recommended for the entire corridor included better multi-modal connectivity, completion of the Mountains to Sound Greenway Trail through Eastgate,

The cornerstone of the vision is the transit-oriented development district east of the Eastgate Park and Ride, west of Bellevue Nissan, south of Bellevue College and north of Eastgate Way. This district combines the Eastgate Park and Ride, the Lincoln Executive Center, surrounding parcels, and a hill climb to Bellevue College into a viable mixed-use, pedestrian-oriented center. The CAC envisioned this area to be the focal point for the corridor with a floor area ratio up to 2.0. The proposed transit-oriented development features a new east-west "main street" with active ground-floor retail and gathering spaces. The retail would be supported by the people coming into the area as a result of the additional office, housing, and retail uses. Additionally, the housing would support the planned growth of Bellevue College. The CAC envisioned a more externally-oriented physical presence for Bellevue College. To create this presence, the CAC recommended pedestrian connections to the transit-oriented development district and

anchoring the 148th Ave SE entrance with college-related uses supported by retail and service uses.

Near I-90, the CAC envisioned a new, expanded office limited business district. This is proposed as Office Limited Business 2. The existing patterns of office development, such as the Boeing, Microsoft, Sunset North complexes are expected to remain with some anticipated infill. The CAC recommended that there should be less restriction on support retail and service uses in office developments.

In the southeast portion of the corridor, the CAC envisioned preservation and enhancement of retail and services to support the surrounding residential neighborhoods. This area, which includes Eastgate Plaza, would support mixed use development such as retail, office, and multifamily housing.

The CAC provided recommendations with respect to the Comprehensive Plan, the Transportation Facilities Plan, the Land Use Code, and the official Zoning Map. The Council accepted the CAC's Final Report. The Council initiated the Comprehensive Plan amendments and referred the Land Use Code, and zoning map recommendations to the Planning Commission. The Council referred the Transportation recommendations to the Transportation Commission. The Comprehensive Plan amendments were adopted in August 2015. The recommended Eastgate transportation projects were included in the 2013-2014 Transportation Facilities Plan (TFP). Attachment A.3 explains the projects that have been completed and that are planned for the Eastgate area.

The Planning Commission began its work on the Eastgate Land Use Code Amendments in 2015. The Planning Commission held eleven study sessions and one public hearing on the Eastgate project. The first meetings oriented us to the work of the CAC, and included a walking tour of the proposed transit-oriented development district. Based on the CAC's final report, the Comprehensive Plan Amendments and the meetings held before the Planning Commission, we recommend the creation of three new districts: the Eastgate Transit-Oriented Development District (EG-TOD), Office Limited Business 2 (OLB 2), and Neighborhood Mixed Use (NMU). We also recommend adoption of the dimensional requirements, development standards and design standards in Attachment B. Two of these new districts, OLB 2 and NMU could be applied citywide, but are only proposed in the Eastgate corridor at this time. Two other rezones will occur as part of this effort, two parcels in the north portion of the corridor on 148th Ave. SE will be rezoned to Community Business to create a gateway to Bellevue College. West of 150th Avenue SE on SE 36th Street, five parcels will be rezoned to Office because the parcels are currently in both the R 5 and Office Districts.

III. PROPOSAL

The proposed regulations are intended to follow the CAC's recommendations to make Eastgate more economically viable and livable. The following subjects were addressed by the Planning Commission:

- Three New Zoning Districts
 - Eastgate Transit-Oriented Development
 - Office Limited Business 2
 - Neighborhood Mixed Use

- For each of these districts, the Planning Commission recommended:
 - Dimensional Requirements
 - Development Standards
 - Design Guidelines

We also recommended some amendments to the Transition Area Design District and some conformance amendments.

B. Amendment Description

The draft Eastgate Land Use Code Amendments are included in Attachment B and C. The amendments are organized under the three new districts that are summarized below. They are the Eastgate Transit Oriented Development Land Use District (EG-TOD), the Office Limited Business District 2 Land Use District (OLB 2), and the Neighborhood Mixed Use Land Use District (NMU):

1. Eastgate Transit Oriented Development Land Use District (EG-TOD).

a. Location. The EG-TOD District will be located between Bellevue College and Eastgate Way adjacent to the Eastgate Park and Ride. See Attachment A.1.

b. Description. The purpose of the EG-TOD District is to provide an area for a mix of housing, retail, office, and service uses, with an emphasis on housing. The district is limited in area so that there is an appropriate level of density nearest the highest levels of transit service.

c. EG-TOD Uses. (Attachment B, proposed LUC 20.25P.030)

Manufacturing.

- Microbreweries would be allowed when combined with an Eating and Drinking Establishment which constitutes a majority of the use.
- Textiles and Apparel Manufacturing would be allowed when combined with retail store which constitutes a majority of the use.

Recreation, Culture, and Entertainment.

- Most recreational uses would be permitted outright or with an Administrative Conditional Use Permit (ACUP), except that public assembly uses would be limited to 20,000 square feet.

Residential.

- Most residential uses would be allowed in this district. Group quarters such as dormitories would require a Conditional Use Permit (CUP).
- Transient Lodging such as youth hostels or the YMCA would require an Administrative Conditional Use Permit (ACUP).

Resources.

- Veterinary Clinics and Hospitals would be allowed. Boarding and commercial kennels are allowed as subordinate uses. Their operating hours would be from 7 a.m. to 10 p.m.

Services.

- Child Day Care Centers would be allowed.
- Auto washing and detailing within a garage would be allowed.
- Medical Clinics would be allowed.
- Pet Grooming and Day Care Businesses would be allowed.
- Primary and Secondary Education would require an ACUP.

Transportation and Utilities.

- Some uses would require a CUP such as Essential Public Facilities, Regional Utility Systems, and Electrical Utility Facilities.

Wholesale and Retail.

- Eating and Drinking Establishments would be allowed outright, but drive-in windows would not be allowed.
- Miscellaneous Retail Trade would be allowed but drive-through facilities such as drive-through pharmacies would only be allowed in a structured parking area.
- Pet Shops would be allowed.

d. EG-TOD Dimensional Requirements. (Attachment A, proposed LUC 20.25P.060)

- Façade Separation – 10 feet
- Front Setback – 0 feet
- Side/Rear Yard - 5 feet
- FAR - 2.0 (Up to 1.0 FAR excepted for Affordable Housing, Open Space, Public Restrooms, Special Dedications and Transfers)
- Maximum Building Height-160 ft. except 55 ft. maximum for parking structures
- Maximum Impervious Surface -75%¹

e. EG-TOD Development Standards. (Attachment B, proposed LUC 20.25P.070-.090)

i. Landscaping

- The general landscaping requirements apply with respect to types of landscaping, species selection, and maintenance.
- Street trees and landscaping are proposed for the EG-TOD.
- Interior property lines are softened with landscaping.

ii. Fencing

- No sight obstruction.
- No barbed wire, electric or chain link (except construction or temporary use).

iii. Parking

- Requirements are modeled after nodes in Bel-Red which are essentially transit-oriented development.

¹ This percentage was modeled after BelRed, but will ultimately be aligned with the Low Impact Development (LID) project.

- Requirements are reduced from those in other parts of the City, as recommended by CAC.
 - Parking requirements may be modified by the Director if the applicant provides a parking demand analysis.
- iv. Bicycle parking
- 1 per 10,000 net square feet (nsf) of nonresidential uses over 20,000 nsf.
 - 1 per 10 dwelling units.
 - 50% of spaces must be covered.

f. EG-TOD Design Guidelines. (Attachment B, proposed LUC 20.25P.100.)

- i. Integrate the Natural Environment. Development should provide:
- Access to open space.
 - Views of urban elements against green backdrop.
 - Access points to the Mountains to Sound Greenway (MTS).
 - Architectural elements that harmonize with natural surroundings.
 - MTS access points and complementary open spaces.
 - Rain gardens, green walls and green roofs
 - Promotion of environmental sustainability.
- ii. Enhance Pedestrian System. Development should provide:
- A pedestrian hill climb and plaza that connects EG-TOD and Bellevue College.
 - Pedestrian routes that are safely integrated with streets.
 - Pedestrian access connections shall be linked to public rights-of-way, the Eastgate Park and Ride, and all areas of EG-TOD.
 - Walkways that are sufficiently wide, unobstructed, offer visibility, paved with high quality materials, and lit with pedestrian scale lighting.
- iii. Establish and Strengthen Gateways. Development should provide:
- Architectural treatments in buildings adjacent to gateways.
 - Free standing architectural elements.
 - Signage, landscaping, and lighting to identify gateways.
 - Markers or inlaid art in sidewalks.
- iv. Create a Variety of Activated Outdoor Spaces. Development should provide:
- Walkways and courtyards incorporated into residential and office development.
 - Courtyards and plazas adjacent to active ground floor uses.
 - Public spaces defined with materials such as furniture pavers, colored concrete.
 - Plantings and buildings to define the open space.
 - Easy access to outdoor spaces.
- v. Pedestrian Emphasis Guidelines. Development should provide:
- Building entrances that are accessible from the street level.
 - Transparent windows at street level.
 - Walls with visual interest through form and materials.
 - Selection and coordination of streetscape furnishing.
 - Signs and lighting at ground level at pedestrian scale.

- vi. Protect Pedestrians from the Elements. Design of buildings and site should provide continuous weather protection which can include metal canopies, marquees, canopies, awnings.
- vii. Integrate art. Design should:
 - Incorporate art that relates to TOD characteristics.
 - Use art that emphasizes gateways.
 - Uses durable materials.
 - Ensures that the art will age well.
 - Uses art that is designed for the site and is functional or interactive.
- viii. Promote Architectural Compatibility. Design should provide:
 - Architectural elements at a scale and level of detailing proportionate to the size of the building.
 - An area within the building for refuse and recycling receptacles.
- iv. Provide Interesting Building Massing. Design should:
 - Break down long expanses of building frontage vertically and horizontally (about 50 feet for nonresidential uses).
 - Provide tripartite façade division for buildings over 5 stories.
 - Provide vertical articulation of windows columns and bays.
 - Should maximize solar access to publicly accessible open spaces.
- v. Create Attractive Building Silhouettes and Rooflines. Development should have:
 - Distinctive silhouette to announce entry into Bellevue, when visible from I-90.
 - Vertical expression of important building functions.
 - Varied roof line heights.
 - Green roofs or rooftop terraces.
- vi. Foster Attractive Rooftops. Development should provide:
 - Green roofs and rooftop terraces.
 - Reduction and treatment of stormwater runoff.
 - Screening and integration of rooftop mechanical equipment in the buildings architectural style.
- v. Promote Welcoming Residential Entries. Lobby entries and ground floor individual entries should provide:
 - Weather protection.
 - Transparent doors, windows, and transom windows or side lights.
 - Double or multiple doors.
 - Visibility and security.

- vi. Design Inviting Retail, Office and Commercial Entries. Design should provide:
 - Entries on street frontage and to each tenant space.
 - Doors with 50% window area or more.
 - Lighting that emphasizes entries.
 - Large café or restaurant doors that open to the street.
- vii. Activate and Emphasize Corners. Design should provide:
 - Primary building entrance at corner
 - Weather protection, special paving and lighting
- viii. Provide Inviting Ground Floor Retail and Commercial Windows. Design should provide:
 - Clear window glazing with visual access to activity.
 - Operable and transom windows.
- ix. Build Compatible Parking Structures and Surface Parking. Development should provide:
 - Habitable ground floor space if fronting on a local street.
 - Green walls or other screening if visible from I-90.
 - Surface parking behind the building.
 - Landscape screening for surface parking.
- x. Lighting Guidelines. The design should:
 - Orient lighting toward sidewalks and public spaces.
 - Integrate building lighting with the façade composition.
- xii. Sign Guidelines. The signs should:
 - Scaled and designed for the environment and intended reader.

2. Office Limited Business 2 (OLB 2).

a. Location. Parcels that will be rezoned to OLB 2 are located in three general areas: north of I-90 and east of 148th Ave. S.E., south of I-90 and east of Eastgate Plaza, and south of I-90 and west of 150th Ave. S.E. See Attachment A.1.

b. Description. The purpose of the OLB 2 District is to provide an area of integrated complexes made up of offices, hotels, or motels, restaurants, and retail sales within walking distance to support business and employees. The OLB 2 District has greater intensity and a larger mix of uses than the OLB District. Such districts are located in areas that abut and have convenient access to freeways, major highways, and transit. (Attachment B, proposed LUC 20.10.285)

c. OLB 2 Uses (Attachment B, proposed LUC 20.10.440)

Manufacturing.

- Microbreweries would be allowed when combined with an Eating and Drinking Establishment which constitutes a majority of the use.

- Measuring, Analyzing and Controlling Instruments Manufacturing would be allowed when combined with retail store which constitutes a majority of the use.

Recreation, Culture, and Entertainment.

- Most recreational uses would be allowed except that public assembly uses would be limited to 20,000 square feet.

Residential.

- All residential uses would be permitted outright, except for single family dwellings and nursing homes which would not be permitted.

Resources.

- Veterinary Clinics and Hospitals would be allowed and would be allowed to have boarding and commercial kennels as subordinate uses. They would be required to open to the public between 7 a.m. and 10 p.m.

Services.

- Finance, Insurance, Personal Services, Child Day Care, Business Services, and Small Repair Services would all be allowed.
- Professional Services would be allowed.
- Pet Grooming and Pet Day Care would be allowed and boarding and commercial kennels would be allowed as a subordinate use.
- Some government services, secondary and primary educational uses would require an ACU.
- Religious Activities would be allowed.
- Social Service Providers would be allowed.

Transportation and Utilities.

- Utility Facility, Essential Public Facility, and Regional Utility Systems would require a CUP.
- Commercial Parking Lots would require a CUP and could only be located west of 142nd Ave. S.E.

Wholesale and Retail.

- Hardware, Variety, Food, Apparel and Furniture Stores would all be allowed.
- Retail auto, truck, RV, and boat showrooms would be allowed through a development agreement.
- No outdoor storage of autos, trucks, boats and RVs would be allowed.
- Motorcycle sales would be allowed, however, outdoor storage would not be permitted.
- Eating and Drinking Establishments would be allowed, but drive-through windows would not be allowed.

d. Dimensional Requirements. (Attachment B, LUC 20.20.010)

- Front/Back/Side Setback – 0
- FAR – 1.0
- Maximum Building Height (feet) – 75
- Maximum Lot Coverage by Structure – 35%²
- Maximum Impervious Surface – 80%³

e. OLB 2 Development Standards.

- i. Landscaping (Attachment B, LUC 20.20.520) Perimeter landscaping is a Type III⁴, 10 foot wide landscape buffer applies on street frontage and interior property lines unless the Transitional Area Design District applies because the parcel is adjacent to a residential district. (See Attachment B, LUC Part 20.25B.)
- ii. All other Development Standards. Since the OLB 2 is a district that could be applied citywide, all of the other citywide development standards would apply including landscaping, parking, and circulation.

f. OLB 2 Design Guidelines. (Attachment B, Part 20.25C LUC)

- i. Integrate the Natural Environment. The design should:
 - Protect and incorporate natural environments and connections.
 - Maximize retention of existing vegetation.
 - Promote environmental sustainability in features such as Low Impact Development (LID), green walls, and green roofs.
- ii. Promote Architectural Compatibility. The design should provide:
 - Architectural elements at a scale and level of detailing proportionate to building.
 - Elements sensitive to and enhance surrounding area.
 - A unity of design for multi-site developments.
 - That fences, walls refuse and receptacles are consistent with scale and architectural design of primary structure.
- iii. Promote Community Gathering. The design should:
 - Incorporate outdoor gathering spaces near active ground floor uses.
 - Use landscaping to define spaces, walkways and amenities.
 - Incorporate public art.
- iv. Build Compatible Parking Structures and Lots. The design should:
 - Locate surface parking behind the building.
 - Minimizes pedestrian/car conflicts in parking areas.
 - Provide for landscaping in parking areas.
 - Screened parking areas where they are adjacent to streets or pathways.
 - Provide bicycle parking.

² This provision may change with the LID Project.

³ This percentage may decrease to 60% with the LID Project.

⁴ Type III landscaping is intended to provide visual separation of uses from streets, and visual separation of compatible uses so as to soften the appearance of streets, parking areas and building elevations. It is comprised of deciduous and evergreen trees and shrubs.

- v. Design Welcoming Entries. The design should provide:
 - Entries on street frontage.
 - Entrances at frequent intervals for retail.
 - Weather protection.
 - Transparent doors.
 - Double or multiple doors.
 - Visibility and security.
 - Lighting that emphasizes entrances
- iv. Promote Visually Interesting and Inviting Windows.

3. NMU Neighborhood Mixed Use (NMU).

a. Location. The parcels that will be rezoned NMU are located in or near Eastgate Plaza. See Attachment A.1.

b. Description. The purpose of the NMU District is to provide an area with 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 neighborhoods and is easily accessible from the nearby office and residential uses. (See Attachment B, proposed LUC 20.10.350).

c. NMU Uses.

Manufacturing.

- Microbreweries would be allowed when combined with an Eating and Drinking Establishment which constitutes a majority of the use.
- Handcrafted Products Manufacturing would be allowed when combined with retail store which constitutes a majority of the use.

Recreation, Culture, and Entertainment.

- Most recreational uses would be allowed except that public assembly uses would be limited to 20,000 square feet.

Residential.

- Most residential uses are allowed except for single family residences.
- Group quarters such as dormitories would require a conditional use permit.
- Multi-family dwellings and senior citizen dwellings are allowed only if located on the second floor and above the permitted ground floor nonresidential use.

Resources.

- Veterinary Clinics and Hospitals would be allowed and would be allowed to have boarding and commercial kennels as subordinate uses. They would be required to open to the public between 7 a.m. and 10 p.m.

Services.

- Finance Insurance, Personal Services, Child Day Care, Business Services, and Small Repair Services would all be allowed.

- Professional Services would be allowed.
- Pet Grooming and Pet Day Care would be allowed and boarding and commercial kennels would be allowed as a subordinate use.
- Some government services, secondary and primary educational uses would require an ACUP.
- Religious Activities would be allowed.
- Social Service Providers would be allowed.

Transportation and Utilities.

- Utility Facility, Essential Public Facility, and Regional Utility Systems would require a CUP.
- Commercial Parking Lots and Garages would not be permitted.

Wholesale and Retail.

- Hardware, Variety, Food, Apparel and Furniture Stores would all be allowed.
- Eating and Drinking Establishments would be allowed, but drive-through windows would not be allowed.

d. NMU Dimensional Requirements. (See Attachment B, LUC 20.10.010)

- Front/Rear/Side Setback – 0/0/0
- FAR – 1.0 (up to 1.0 FAR is excepted for Affordable Housing)
- Maximum Building Height (feet) – 75
- Maximum Lot Coverage by Structure – 35%⁵
- Maximum Impervious Surface – 80%⁶

e. NMU Development Standards.

i. Landscaping (Attachment B, LUC 20.20.520). Perimeter landscaping is a Type III⁷, 10 foot wide landscape buffer on the street frontage and a Type III, 10 foot wide on interior property lines unless the Transitional Area Design District applies because the parcel is adjacent to a residential district. (See____, LUC Part 20.25B LUC).

ii. All other Development Standards. Since the NMU is a district that could be applied citywide, all of the other citywide development standards would apply including landscaping, parking, and circulation.

f. NMU Design Guidelines. (Attachment B, LUC Part 20.25I LUC)

The NMU Design Guidelines are incorporated into the Community Retail Design District (CRDD). The CRDD already has building and site design guidelines and design standards. The proposed design guidelines are NMU-specific and are in addition to those applied to other districts in the CRDD.

i. Integrate the Natural Environment. The development should:

⁵ This percentage may change to be aligned with the recommendations of the LID Project.

⁶ This percentage may decrease to 60% with the LID Project.

⁷ Type III landscaping is intended to provide visual separation of uses from streets, and visual separation of compatible uses so as to soften the appearance of streets, parking areas and building elevations. It is comprised of deciduous and evergreen trees and shrubs.

- Orient open spaces and walkways around parks and open, natural spaces.
 - Provide convenient access to open space.
 - Provide access points to local and regional trails.
 - Maximize retention of existing vegetation.
 - Promote environmental sustainability by using green roofs, LID, and green walls.
- ii. Promote Community Gathering. The design should:
- Incorporate outdoor gathering spaces near active ground floor uses.
 - Should use landscaping to define spaces, walkways, and amenities.
 - Incorporate public art.
- iii. Build Compatible Parking Structures and Lots. The design should:
- Locate surface parking behind the building.
 - Minimize pedestrian/car conflicts in parking areas.
 - Provide landscaping in parking areas.
 - Provide screening for parking areas that are adjacent to streets or walkways.
- iv. Enhance the Pedestrian System. The development should provide:
- Minimal curb cuts in the sidewalk.
 - Safe, convenient, pleasant pedestrian connections to transit.
 - Traffic and emergency access and evacuation.
 - Direct walking routes.
 - Street trees and sidewalks along internal streets.
 - Weather protection of building walkways at entrances.
- v. Provide Interesting Building Massing. The design should:
- Break down long masses of building frontage both vertically and horizontally.
 - Provide vertically articulated tripartite façade division where the building is over 5 stories tall.
 - Provide vertical articulation of windows, columns, and bays.
- vi. Create Attractive Building Silhouettes and Rooflines. The design should:
- Should have distinctive silhouette where visible from I-90.
 - Incorporate a combination of:
 - Vertical expressions of important building functions.
 - Varied roof line heights.
 - Well detailed cornices.
- vii. Promote Welcoming Residential Entries. The design should provide:
- A clear transition from the public realm for ground related individual entries.
 - Weather protection, transparent doors and windows, double or multiple doors where multi-family buildings have lobbies.
- viii. Promote Visually Interesting Upper Floor Residential Windows.
- ix. Design Inviting Retail and Commercial Entries. The design should provide:
- Public entrances on the street frontage.
 - Entrances every 50 feet in retail areas with high pedestrian use.
 - Doors with 50% window area or more.
 - Lighting that emphasizes entries.
 - Large café or restaurant doors that open to the street.

- x. Design Inviting Ground Floor Retail and Commercial Windows
 - Clear window glazing that provides visual access should be provided on ground floor facades.

IV. STATE ENVIRONMENTAL POLICY ACT

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant, adverse environmental impacts. A Determination of Non-Significance (DNS) was issued June 9, 2016.

V. PUBLIC NOTICE, PARTICIPATION, COMMENT, AND RESPONSE

Notice of the SEPA action regarding this Land Use Code Amendment was published in the Weekly Permit Bulletin on June 9, 2016. Notice of the Public Hearing was published on June 2, 2016, and the hearing was held before the Planning Commission on June 22, 2016.

Pursuant to the Washington State Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Land Use Code. A copy of the proposed amendments was provided to state agencies on June 3, 2016. Council may take final action anytime because the 60 days has passed.

Two parcels within the study area also lie within the East Bellevue Community Council (EBCC) boundary. Notice of the EBCC courtesy hearing was published in the Weekly Permit Bulletin on May 26, 2016 and in the Seattle Times on May 19, 2016. The EBCC held a courtesy hearing on June 7, 2016. Another hearing will be scheduled after the Council completes its work on this package, for the EBCC to consider the approval or disapproval of the code amendments within its jurisdiction.

The Planning Commission considered public testimony and written comment which are summarized in the Staff Report and Planning Commission minutes. Most of the comment expressed concern about how the increased development intensity would exacerbate traffic congestion in the Eastgate area. Residents expressed that traffic in the Eastgate Corridor is very congested and that wait times at intersections are quite long.

The Planning Commission engaged in a lengthy discussion about transportation and the effect that the proposed LUCA might have on Eastgate area traffic. Transportation staff provided background information regarding the transportation modeling and associated assumptions that had been done as a part of this project was conservative. That is, it started with the assumption that the mode split would remain the same in twenty years with a great majority of people remaining single car drivers, rather than using other methods to travel to work, such as using transit or carpooling. However, transportation experts believe that single car drivers will actually decrease as more people choose other ways to travel, such as cycling, walking, carpooling or mass transit. Because the modeling used the assumption that the percentage of single car drivers will remain high as compared to other those who use other modes of travel, the transportation modeling is conservative. The conservative modeling showed that the proposed land use changes would not result in traffic that would exceed the congestion standards adopted in the Comprehensive Plan.

In addition, Staff described the other ways that transportation projects are aligned with development. The transportation projects that the Eastgate CAC recommended are now in the Transportation Facilities Plan awaiting inclusion in the Capital Improvement Plan (CIP). When

projects are included in the CIP, they are funded in order of priority. Once they are funded, they can be built. This alignment of land use and transportation also occurs at the project level. Concurrency is reviewed during the permit process. If concurrency standards set by ordinance cannot be met, the development proposal must either reduce the size of the development or provide acceptable mitigation. In addition, impact fees are collected at the time of development to ensure that Bellevue's infrastructure can support new development.

The Planning Commission held a final study session on July 27, 2017 to consider the comments received at the public meeting, and recommended by a vote of 5 to 1 (with Commissioner Laing absent) that the Council adopt the amendments contained in the Eastgate Land Use Code Amendment package provided as Attachments B and C to this transmittal.

VI. APPLICABLE DECISION CRITERIA – LAND USE CODE PART 20.30J

LUC 20.30J.135 provides the decision criteria for amendments to the text of the Land Use Code:

- A. The amendment is consistent with the Comprehensive Plan;
- B. The amendment enhances the public health, safety or welfare; and
- C. The amendment is not contrary to the best interest of the citizens and property owners of the City of Bellevue.

The Planning Commission finds that the recommended Eastgate Land Use Code Amendments comply with the requirements for code amendment as provide in the Land Use Code. Refer to the Staff Report included as Attachment A.2 for the code consistency analysis that we relied upon.

RECOMMENDATION

The Planning Commission recommends by a majority vote that the City Council APPROVE the proposed Eastgate Land Use Code Amendment as set forth in Attachments B and C.

Attachments (Corresponds with Agenda Memo attachments):

- A. Planning Commission Transmittal
- A.1. Map
- A.2. Staff Reports (Note: Two staff reports were issued in two consecutive weeks. The first was issued with the public hearing notice but did not include any SEPA information. The second was issued with the SEPA determination and all of the information from the first staff report. The latter staff report is included here.)
- A.3. Transportation Summary
- B. Proposed Eastgate Ordinance (Districts, Dimensional Requirements, Development Standards, Design Guidelines, TADD, Conformance Amendments)
- C. Proposed Eastgate Ordinance (Creation of new districts and repeal of concomitant agreements)