

2016 PLANNING COMMISSION



BELLEVUE

Meeting
6:30 pm September 28

Location

Commission meetings are held in the Council Conference Room unless otherwise posted.

Public Access

All meetings are open to the public and include opportunities for public comment.

425-452-6800
planningcommission@bellevuewa.gov

www.bellevuewa.gov

SEPTEMBER 28



Bellevue Planning Commission

AGENDA

Public Hearing and Regular Meeting

September 28, 2016
6:30 PM - Regular Meeting

City Hall, Room 1E-113, 450 110th Avenue NE, Bellevue WA

6:30 PM – 6:35 PM	Call to Order
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6:35 PM – 6:40 PM	Roll Call
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6:40 PM – 6:45 PM	Approval of Agenda
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6:45 PM – 6:50 PM	Communications from City Council, Community Council, Boards and Commissions
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6:50 PM – 6:55 PM	Staff Reports
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6:55 PM – 7:10 PM	Public Comment
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7:10 PM – 7:55 PM	Study Session	<u>1</u>
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*Eastgate Area Plan Amendment - 2016 Annual
Comprehensive Plan Amendments*

Comprehensive Plan Amendments

Nicholas Matz, AICP, Senior Planner, Planning & Community
Development Department

General Order of Business – Planning Commission and staff
will discuss comprehensive plan policy issues in anticipation
of November 9, 2016 Planning Commission action.

*Anticipated Outcome – Based on this policy discussion, the
Planning Commission will provide staff direction for any*



Bellevue Planning Commission

additional information needs for the Commission and staff to consider as part of this plan amendment.

7:55 PM – 8:40 PM	Briefing	<u>19</u>
	<p><i>The Changing Face of Bellevue – Latest Information on Bellevue’s Demographics</i></p> <p>Category: Information</p> <p>Staff: Gwen Rousseau, Associate Planner, Planning & Community Development Department</p> <p>General Order of Business – Staff will present the latest estimates from the American Community Survey and discuss how population growth is affecting Bellevue’s demographics.</p> <p><i>Anticipated Outcome – This is an information only briefing.</i></p> <p><i>No outcome is anticipated.</i></p>	
8:40 PM – 8:40 PM	Draft Minutes Review	
	No minutes to review	
8:40 PM – 9:00 PM	Public Comment	
9:00 PM	Adjourn	

Please note:

- Agenda times are approximate only.
- Generally, public comment is limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic. The last public comment session of the meeting is limited to 3 minutes per person. The Chair has the discretion at the beginning of the comment period to change this.

Planning Commission Members:

John deVadoss, Chair

Stephanie Walter, Vice Chair

Jeremy Barksdale

John Carlson

Michelle Hilhorst

Aaron Laing

Anne Morisseau

John Stokes, Council Liaison



Bellevue Planning Commission

Staff Contacts

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Kristin Gulledge, Administrative Assistant 425-452-4174

** 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).



DATE: September 22, 2016

TO: Chair DeVadoss and members of the Bellevue Planning Commission

FROM: Terry Cullen AICP, Comprehensive Planning Manager 452-4070
tcullen@bellevuewa.gov
Nicholas Matz AICP, Senior Planner 452-5371
nmatz@bellevuewa.gov

SUBJECT: September 28, 2016 Study Session on 2016 Annual Comprehensive Plan Amendment (CPA) Eastgate Office Park

Introduction

On July 18, 2016 the City Council accepted the Planning Commission Threshold Review recommendation to refer the Eastgate Office Park site-specific CPA to Final Review. This privately-initiated application joins the Council-initiated Vision Zero CPA in the established 2016 CPA work program. See Attachment 1.

The Eastgate Office Park CPA 16-123765 AC (15325-15395 SE 30th Pl, 15400 and 15500 SE 30th Pl) proposes a 21-acre map change on three sites from Office (O) to Office Limited Business (OLB). The original, privately-initiated proposal on 14 acres was expanded by the Commission through geographic scoping (LUC 20.30I.130.A.1.a.ii.) See Attachment 2.

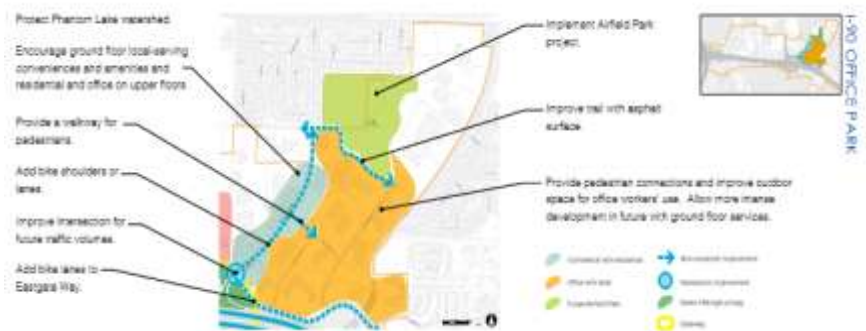
Planning Commission Threshold Review Transmittal

The Commission included two major findings in its Transmittal conclusion that the Eastgate Office Park CPA warranted further examination through Final Review. See Attachment 3.

(1) Noting that this site area had been included in the Eastgate Land Use and Transportation Study (2012) but that resulting Comprehensive Plan amendments had been adopted (2015), the Commission found that if the potential of the area was overlooked in that study, then there was no other ongoing venue for appropriately addressing the designation of this site.

(2) The Commission also found that the proposed amendment addressed significantly changed conditions on the subject property or its surrounding area where such change has implications of a magnitude that need to be addressed for the Plan to function as an integrated whole.

These included intended changes in the Eastgate area including OLB and



OLB-2 zoning, additional policies adopted to increase mobility, access, and land use relationships to surrounding areas, a new focus on urban design, allowing for more mixed-uses, and the establishment of a Transit Oriented Development center designation around the Eastgate Park and Ride.

The purpose of this agenda item is to discuss policy issues in advance of November 9, 2016 Planning Commission action. On that date the Commission will be asked to review the proposed amendment staff recommendation, hold a public hearing, and make a recommendation to the City Council as to each proposed amendment, using the decision criteria set forth in LUC [20.30I.150](#).

Direction needed from Planning Commission tonight:

- X Information
- X Discussion

Background/Analysis

“To preserve and promote the accessibility and appearance of residential neighborhoods, local amenities, and business establishments within the Subarea.”

-Eastgate Subarea Plan Goal p. 123.

With such broad goals as this for Eastgate, how do we talk about site-specific proposals when thinking through city- or neighborhood-wide policy frameworks? What types of information do we need to do this work and have this conversation? How can we balance potentially competing policies, apply them at a topic level, but still implement the Plan vision?

Tonight’s study session introduces an interim step in the Commission’s typical multi-part review of site-specific Comp Plan amendments. Staff would like to spend this study session time reviewing the city- and neighborhood-wide policy basis for discussion, use it to contemplate the Eastgate Office Park CPA, tease out the issues that



need to be addressed, and build that into the staff recommendation that will be presented to the Commission for consideration at the November 9, 2016 public hearing.

This memo reviews the long-term planning framework and direction established by the Comprehensive Plan, including the Eastgate Neighborhood updates adopted through the Eastgate/I-90 Land Use and Transportation Project, in considering appropriate site-specific designations on property in the corridor.

In addition to capturing these themes in updating the [Eastgate Neighborhood](#) plan, the [2015 Comprehensive Plan Update](#) sets forth the citywide vision and policy framework with which land use decisions are analyzed. For the CPA proposal this is a four-part framework of Land use, Transportation, Economic Development, and Environment. See Attachment 4.

The **Land Use Vision** focuses on balancing growth in specific areas and maintaining the environment and the health and vitality of established neighborhoods. It is implemented through strategy and policy which assures that “land use policies support a clear strategy for managing growth and development in a manner that is consistent with the city’s economic strategy, while working to protect and enhance neighborhoods. Bellevue’s land use strategy will help prepare the city for expected growth.”

The **Transportation Vision** focuses on making moving into, around and through Bellevue reliable and predictable. Strategy and policy address how the transportation system is integrated with the city’s land use plans in the areas of reducing congestion and improving mobility, directing investments and service to support Urban Centers growth strategies, seek additional non-motorized mobility connections, address neighborhood protection and quality of life special concerns of cut-through traffic and roadway projects, and employing transportation system management tools and implementing a traffic safety program to maintain mobility and minimize traffic impacts on neighborhoods.

The **Economic Development Vision** is clear about the role that economics play in integrating land use and transportation. It makes explicit the idea that “Bellevue works to attract innovative and entrepreneurial businesses through ensuring that our neighborhoods, cultural amenities, public schools, digital infrastructure and business climate are among the nation’s best.” Strategy and policy encourages design and amenities for development, maintaining standards for a high quality built environment, and implementing decisions that attract sustained economic growth.

The **Environment Vision** is specific in Bellevue embracing its “stewardship of the environment by protecting and retaining natural systems, and building for a sustainable future. As growth and development occurs, Bellevue is working to build a healthier, greener and more sustainable future for generations to come.” Key strategies and policy implementation balance urban growth with environmental protection and achieving Bellevue’s long-term environmental sustainability, identify tools to mitigate effects of urban development on the environment including runoff and impervious surface area, and protect environmental resources consistent with Bellevue’s role in the regional growth strategy.

Suggested policy discussion questions and strategies

1. How does this larger city- and neighborhood-wide vision and strategies apply to this site-specific CPA?
2. What are the Commission’s perspectives on balancing competing priorities in this vision and strategy?
3. How should trade-offs be considered?
4. What types of information may be needed for the Commission to conclude a recommendation for this CPA?

The **Eastgate/I-90 Land Use and Transportation Project** identified these major corridor-wide policy themes:

- Create a coherent image in the I-90 corridor through design that includes elements of naturalistic landscaping, ecological enhancement and urban design.
- Encourage a greater mix of uses in office and commercial areas to provide goods and services in closer proximity to businesses, workers, and neighborhoods.
- Allow more intense office and commercial development in exchange for providing additional public amenities.
- Support all transportation modes to improve connectivity and reduce automobile trips.

The **Eastgate Subarea Plan** notes (p. 124) that “In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed... The Eastgate/I-90 project supports changes intended to capture market demand, improve transportation conditions, address concerns of the employment sector as well as the general public, and position the corridor to grow gracefully over time. It includes the following key elements:

- It builds on the success of the corridor as a major employment and office center, by adding capacity for additional office growth and allowing a greater mix of support retail and service uses.
- It establishes a mixed-use Transit-Oriented Development center around the transit center and south of Bellevue College. A substantial portion of the future office and residential growth in the corridor is expected to occur at this location.
- It increases opportunities for residential development in the corridor, to add vibrancy to the area, provide housing in proximity to Bellevue College and places of work, benefit from existing transit service, and support nearby retail uses.
- It seeks to enhance Bellevue College’s visual presence and connections to the adjacent community.
- It promotes the Mountains-to-Sound Greenway by supporting the development of the Mountains-to-Sound Greenway trail through Bellevue and by incorporating sustainable design and abundant natural landscaping into the built environment.
- It identifies modest but effective motorized and non-motorized transportation improvements that may be accomplished through partnerships with other agencies.
- It supports increased floor area ratios and building heights throughout the corridor to meet demand for continued job and economic growth.

This Subarea Plan provides a framework for Land Use Code amendments that will implement the vision of the Eastgate/I-90 Land Use & Transportation Project as summarized above.”

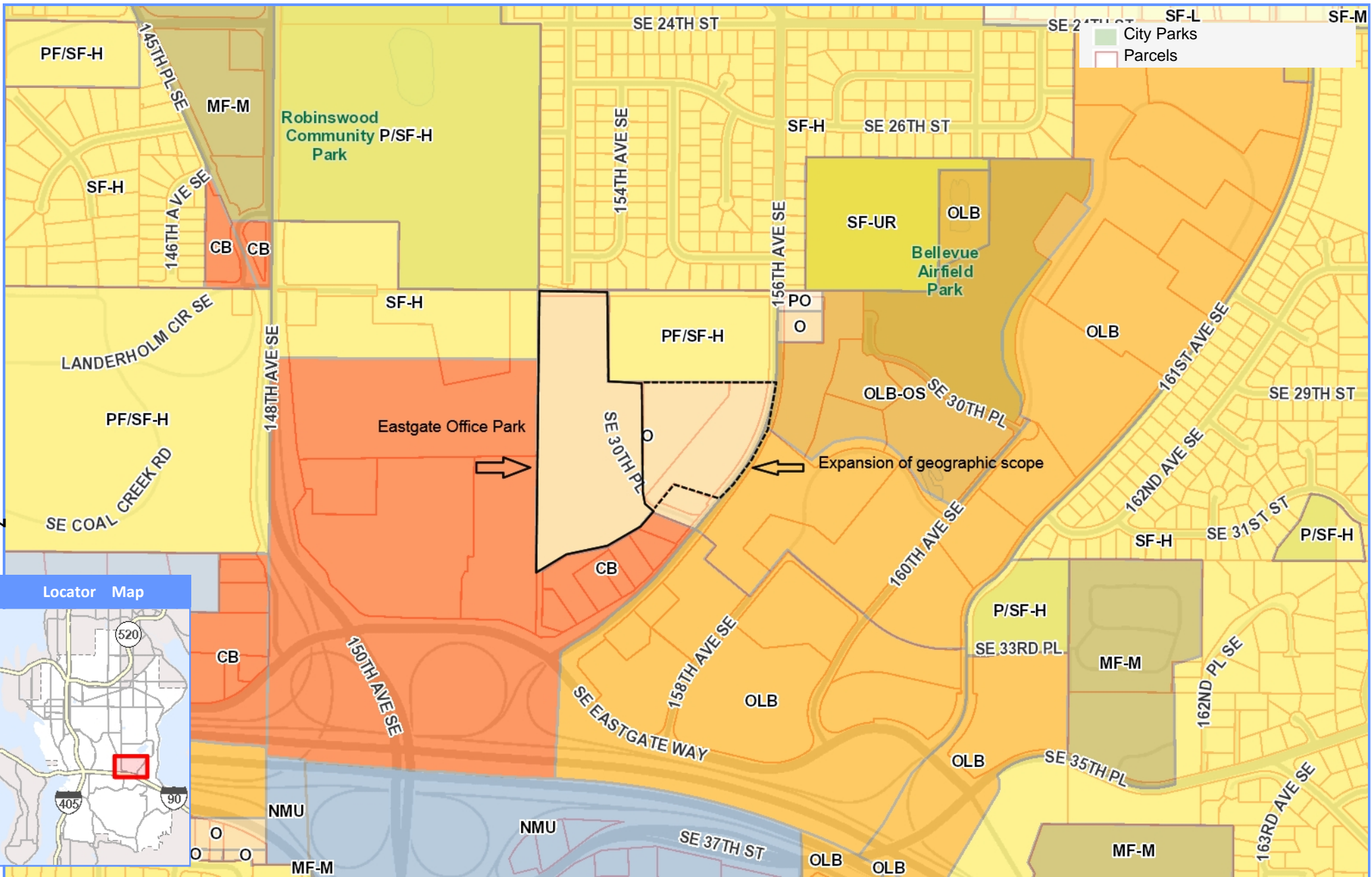
Attachments

1. 2016 CPA work program
2. Map of geographically expanded Eastgate Office Park CPA site area
3. Planning Commission Transmittal for Eastgate Office Park CPA
4. Comprehensive Plan vision, strategy and policy statements

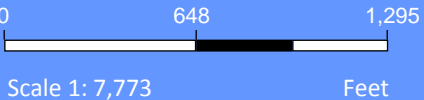


**2016 Annual Comprehensive Plan Amendments
City Council action on Threshold Review**

<i>CPA number (AC)</i>	Site-specific Proposal <i>Subarea</i>	Council action for Threshold Review Study Session: 7/18/2016
Eastgate Office Park <i>16-123765 AC</i>	Proposed map change of 21 acres from Office (O) to Office Limited Business (OLB) 15325-15395 SE 30th PI 15400 and 15500 SE 30th PI <i>Eastgate</i>	Include in Work Program
<i>CPA number (AC)</i>	Non-site-specific Proposal <i>citywide</i>	
Vision Zero <i>16-140007 AC</i>	City Council-initiated text amendments to the Transportation Element for Vision Zero, an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries.	Include in Work Program



Eastgate Office Park geoscopy





Planning Commission

TRANSMITTAL

DATE: June 29, 2016

TO: Mayor Stokes and Members of the City Council

FROM: Michelle Hilhorst, Chair
Members of the Planning Commission

SUBJECT: Threshold Review Recommendation for 2016 **privately-initiated** site-specific Comprehensive Plan Amendments (CPA): **Eastgate Office Park 16-123765 AC**

The Planning Commission recommends by a 6-0 vote (Commissioner Laing recused) that the City Council include the proposed Eastgate Office Park site-specific CPA in the 2016 Comprehensive Plan Work Program and expand the geographic scope of the proposal to include two other similarly-situated properties directly to the east, and located at 15400 and 15500 SE 30th Pl.

I. SUMMARY OF PROPOSAL

16-123765 AC 15325-15395 SE 30th Pl - Eastgate Subarea

This site-specific application would amend the map designation on this 14-acre site from Office (O) to Office Limited Business (OLB). This site is developed with a 280,000 square feet of office in four buildings with surface parking.

II. RECOMMENDATION

The Planning Commission finds that the Threshold Review Decision Criteria have been satisfied for this proposed Comprehensive Plan Amendment as set forth in the Land Use Code in Section 20.30I.140 (Threshold Review Decision Criteria).

The Commission finds that whereas this area was part of the Eastgate Land Use and Transportation Study, the Comprehensive Plan amendments stemming from that initiative have already been adopted. If, as the applicant notes, the potential of the area was overlooked in that study, then there is no other ongoing venue for reviewing the designation of this site.

The Commission also finds that the proposed amendment addresses significantly changed conditions on the subject property or its surrounding area where such change has implications of a magnitude that need to be addressed for the Plan to function as an integrated whole. The changes in the Eastgate area that make this designation request timely include the establishment of OLB and OLB-2 designations allowing for more mixed use density as well as the establishment of a true Transit Oriented Development designation around the Eastgate Park and

Ride facility. Additional policies to increase mobility, access, and land use relationships to surrounding areas were adopted as well.

III. BACKGROUND

The Office designation and zoning on this site have not previously been the subject of Comprehensive Plan amendment proposals.

IV. PUBLIC NOTICE AND COMMENT

The applications were introduced to the Planning Commission during study session on March 9, 2016. Notice of the Application was published in the Weekly Permit Bulletin on February 18, 2016, and mailed and posted as required by LUC 20.35.420. Notice of the June 1, 2016, Threshold Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on May 12, 2016, and included notice sent to parties of record. Information about the June 15, 2016, Planning Commission study session was provided to applicants, agents, parties of record, subscribers to the Planning Commission web page, and through the city's Next Door online neighborhood portal.

Comments were made at the public hearing. The applicant's agent reiterated the proposal about the property as being viewed now in light of the adopted Eastgate Vision or transit-oriented development around the college and infill development involving more retail and pedestrian uses along 156th Ave SE, with additional mobility connections and a pedestrian-oriented streetscape. Other testimony asked about allowed FAR under the OLB designation.

Written comments received prior to the hearing included a person describing their extensive walking in the area and that the area behind the Mormon property is a breeding ground for the great horned owl. The Department of Natural Resources, property owners of the sites recommended for expansion of geographic scope, also provided a letter to the file acknowledging their participation as part of the geographically-expanded process.

V. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The proposed amendment would be subject to State Environmental Policy Act review if included in the Annual Work Program. The Environmental Coordinator determines a Threshold Decision.

VI. REVIEW PROCESS AND APPLICATION OF DECISION CRITERIA

The Threshold Review Decision Criteria for a proposed Comprehensive Plan Amendment are set forth in the Land Use Code in Section 20.30I.140. A proposal must meet all of the criteria to be included in the annual CPA work program.

Based on the criteria, the Planning Commission recommends that the 2016 annual CPA work program include the proposed Eastgate Office Park privately initiated site-specific CPA. This recommendation is based on information in the application materials, the staff report, and testimony and material provided at the public hearing.

This conclusion is based on the following:

- A. The proposed amendment presents a matter appropriately addressed through the Comprehensive Plan; and

The question of the most suitable land use designation for the site is appropriately addressed through the Comprehensive Plan amendment review process.

- B. The proposed amendment is in compliance with the three-year limitation rules set forth in LUC 20.30I.130.A.2.d; and

The three-year limitation does not apply to this proposal. Since the site was not amended by actions through the Eastgate Land Use and Transportation Project (realized through the CPU) the proposal is in compliance with these rules.

- C. The proposed amendment does not raise policy or land use issues that are more appropriately addressed by an ongoing work program approved by the City Council; and

The policy or land use issues raised by the proposed amendment are not appropriately addressed by an ongoing work program approved by the City Council.

Whereas this area was part of the Eastgate Land Use and Transportation Study, the Comprehensive Plan amendments stemming from that initiative have already been adopted. If, as the applicant notes, the potential of this area is overlooked in that study, then there is no other ongoing venue for reviewing the designation of this site.

Should the site be designated OLB it will be able to align the Eastgate LUCA work program currently underway with Planning Commission review and hearing.

- D. The proposed amendment can be reasonably reviewed within the resources and timeframe of the Annual Comprehensive Plan Amendment Work Program; and

The proposed amendment can be reasonably reviewed within the resources and timeframe of the Annual Comprehensive Plan Amendment Work Program.

- E. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. Significantly changed conditions are defined as:

Significantly changed conditions. Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. This definition applies only to Part 20.30I Amendment and Review of the Comprehensive Plan (LUC 20.50.046); and

The proposed amendment addresses significantly changed conditions on the subject property or its surrounding area where such change has implications of a magnitude that need to be addressed for the Plan to function as an integrated whole.

The applicant states that the Eastgate/I-90 Land Use and Transportation Project visioning missed a major opportunity to incorporate the Project's transit-oriented, walkable and neighborhood-sensitive policies to add moderate density at the Eastgate Office Park.

The changes in the Eastgate area that make this designation timely include the establishment of OLB and OLB-2 designations allowing for more mixed use density as well as the establishment of a true Transit Oriented Development designation around the Eastgate Park and Ride facility. Additional policies to increase mobility, access, and land use relationships to surrounding areas were adopted as well.

Although the Eastgate Office Park site fell within the project study area, the applicant states that the Eastgate/I-90 economic analysis appeared to assume the project was not a viable candidate for redevelopment, so it was omitted from any serious evaluation of its potential for the transit-oriented office redevelopment that could support the City's vision.

- F. When expansion of the geographic scope of an amendment proposal is being considered, shared characteristics with nearby, similarly-situated property have been identified and the expansion is the minimum necessary to include properties with those shared characteristics; and

The Planning Commission recommends expansion of the geographic scope of the proposed Eastgate Office Park CPA.

The site is part of a cluster of Office-zoned properties in this portion of the Eastgate Subarea. In addition to this four-building office park there are two more single-building offices in this Office district filling in to the east adjacent to 156th Ave SE. These are similarly situated in regards to their site development status and relationship to the Eastgate Subarea's redevelopment focus. The city notified these properties of their inclusion in the proposal through the expansion of the geographic scope. Staff held a meeting with the property managers of the state-owned property and they acknowledge their participation in the review and amendment process.

- G. The proposed amendment is consistent with current general policies in the Comprehensive Plan for site specific amendment proposals. The proposed amendment must also be consistent with policy implementation in the Countywide Planning Policies, the Growth Management Act (GMA), other state or federal law, and the Washington Administrative Code (WAC); or

The proposal could be considered consistent with the intent of current general policies. Bellevue's land use pattern creates sufficient land capacity to achieve growth targets, while directing growth to appropriate areas. The growth strategy for Bellevue directs most of the city's growth to Downtown and other areas designated for compact, mixed use development

served by a full range of transportation options, such as BelRed and Eastgate; the latter called out in the Land Use Element as a designated mixed-use center (Land Use Element p. 45).

If advanced, the proposal would be examined under a potential OLB designation. Either of the zone districts being proposed in the Eastgate/I-90 Study implementation effort (OLB and OLB-2) would be consistent with the OLB Comprehensive Plan designation. The potential to mix commercial and residential uses allowed in both O and OLB districts would not be limited by the 50% by-right restriction of the O designation. The additional allowed height (30'-45') would be influenced by the 0.5 or 1 FAR limits, and this additional height could be an issue on the north portion of the site subject to Transition.

and:

H. State law requires, or a decision of a court or administrative agency has directed such a change.

State law or a decision of a court or administrative agency has not directed the suggested change.

VII. CONCLUSION

The Planning Commission recommends by a vote of 6-0 the City Council include the proposed Eastgate Office Park site-specific CPA in the 2016 Annual CPA work program.

VIII. ATTACHMENTS

PC-1. Proposed CPA site area

Comprehensive Plan vision, strategy and policy statements

LAND USE VISION (p. 4)

“Bellevue grows in a manner that enhances the livability of the community, while maintaining the elements that residents cherish. Growth in Bellevue is focused in denser mixed use centers, like Downtown, BelRed and Eastgate, while maintaining the city’s outstanding natural environment and the health and vitality of established residential neighborhoods.”

POLICY LU-1. Promote a clear strategy for focusing the city’s growth and development as follows:

1. Direct most of the city’s growth to the Downtown regional growth center and to other areas designated for compact, mixed use development served by a full range of transportation options.
2. Enhance the health and vitality of existing single family and multifamily residential neighborhoods.
3. Continue to provide for commercial uses and development that serve community needs.

POLICY LU-25. Assess the compatibility of commercial uses and other more intense uses when located in mixed use and predominantly residential areas. **LU-26.** Access high-traffic generating land uses from arterials whenever possible. If this is not possible, provide mitigation to address access impacts.

LAND USE STRATEGY (p. 41)

Bellevue’s adopted Land Use Strategy assures that “land use policies support a clear strategy for managing growth and development in a manner that is consistent with the city’s economic strategy, while working to protect and enhance neighborhoods. Bellevue’s land use strategy will help prepare the city for expected growth.” The growth strategy for Bellevue:

- Directs most of the city’s growth to Downtown and other areas designated for compact, mixed use development served by a full range of transportation options, such as BelRed and Eastgate.
- Enhances the health and vitality of existing single family and multifamily residential neighborhoods.
- Provides for commercial uses and development that serve community needs.

TRANSPORTATION VISION (p. 6)

“Moving into, around and through Bellevue is reliable and predictable. Bellevue is connected to the region, enabling local and regional access for businesses and neighborhoods. Safe and reliable mobility options, -including walking, biking, transit and car, -take people where they need to go. The city’s transportation system integrates leading safety and efficiency technology.”

POLICY TR-1. Integrate land use and transportation decisions to ensure that the two mutually support the Comprehensive Plan.

POLICY TR-2. Strive to reduce congestion and improve mobility.

POLICY TR-3. Direct transportation investments and service to support the Urban Centers growth strategy of the Countywide Planning Policies

POLICY TR-35. 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.

POLICY TR-36. Require transportation system mitigation to offset the adverse impacts of development with regard to level-of service, safety, access and neighborhoods.

POLICY TR-107. Obtain sidewalk and trail improvements and easements, and on-site bicycle parking consistent with the Pedestrian and Bicycle Transportation Plan and the Land Use Code through development review.

[Transportation] NEIGHBORHOOD PROTECTION: Two types of transportation system impacts are of special concern to neighborhood quality of life:

- Cut-through traffic and spillover parking on residential streets that may create noise and safety issues.
- Roadway projects in and near residential areas that may affect neighborhood appearance, character, and livability.

Employing transportation system management tools and implementing a traffic safety program maintains mobility and minimizes traffic impacts on neighborhoods. Approaches may include appropriately scaled and designed roadway improvements, traffic safety measures on neighborhood streets, and prioritized mobility modes along corridors that are compatible with neighborhood character and quality of life.

ECONOMIC DEVELOPMENT VISION (p. 6)

“Bellevue is a hub for global business and innovation. Its economic strength is built on the creativity, innovation, and hard work of its people. Bellevue works to attract innovative and entrepreneurial businesses through ensuring that our neighborhoods, cultural amenities, public schools, digital infrastructure and business climate are among the nation’s best.”

POLICY ED-15. Encourage high quality design and urban amenities for public and private development, maintaining development standards to recognize that a quality built environment helps attract the talented workers who will sustain economic growth.

ENVIRONMENT VISION (p. 6)

“Bellevue embraces its stewardship of the environment by protecting and retaining natural systems, and building for a sustainable future. As growth and development occurs, Bellevue is

working to build a healthier, greener and more sustainable future for generations to come. New buildings are designed to protect and even restore natural systems. The community highly values and celebrates the results, such as reduced energy use and greenhouse gas emissions, increasing tree canopy and more salmon in local creeks.”

ENVIRONMENTAL ELEMENT: WHAT DOES IT MEAN? (p. 231)

- Continuing growth and development in Bellevue has the potential to negatively affect the city’s environmental resources, particularly natural open spaces, water quality, and tree cover. Protection of environmental resources helps maintain community livability, as well as Bellevue’s image as a “City in a Park.”
- Increasing automobile travel and greater energy consumption has the potential to result in increased air pollution and carbon emissions.
- A growing array of tools and strategies exist to help mitigate the effects of urban development on the environment, and Bellevue is making use of many of these tools. Examples include Low Impact Development (LID) techniques for managing stormwater and green building standards for sustainable use of energy and resources in building construction.

POLICY EN-4. Promote and invest in energy efficiency and renewable energy resources as an alternative to non-renewable resources.

POLICY EN-5. Protect air, water, land, and energy resources consistent with Bellevue’s role in the regional growth strategy.

POLICY EN-24. Reduce runoff from streets, parking lots and other impervious surfaces and improve surface water quality by utilizing low impact development techniques in new development and redevelopment.

POLICY EN-36. Require an analysis of soil liquefaction potential where appropriate, in the siting and design of structures and infrastructure.

POLICY EN-44. Provide land use incentives to minimize the amount of impervious surface area below that allowed through prescriptive standards, in new development, redevelopment, and existing development citywide.



September 21, 2016

SUBJECT

The Changing Face of Bellevue – Latest Information on Bellevue’s Demographics

STAFF CONTACT

Gwen Rousseau, AICP, Associate Planner/Demographer, grousseau@bellevuewa.gov 452-2743
Planning and Community Development

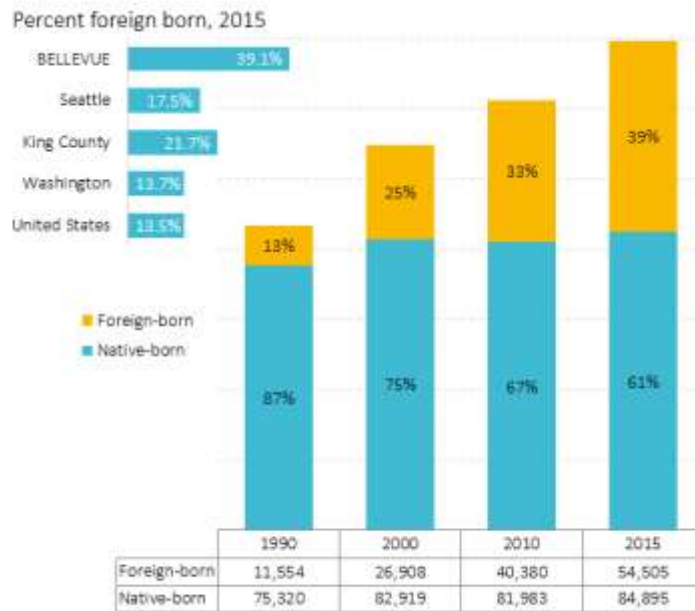
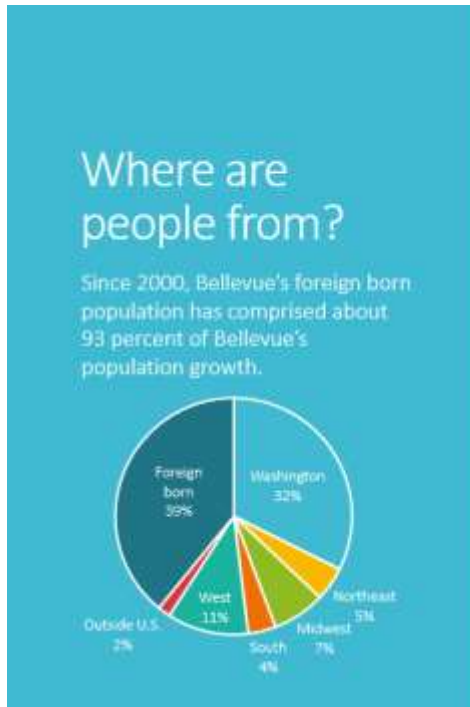
DIRECTION NEEDED FROM PLANNING COMMISSION

- Action
- Discussion
- Information

DISCUSSION

At this Study Session, staff will share the latest estimates from the U.S. Census Bureau’s 2015 American Community Survey. We will discuss the drivers of population growth and how growth has affected Bellevue’s demographics over time. We will also consider how demographic changes are impacting the built environment, and how we may better anticipate the future needs of our changing population.

For instance, job growth is one of the biggest drivers of population growth. The fast rate of job growth in Bellevue, particularly in the information technology sector, has made the City an attractive place to live resulting in higher demand for housing, increased land values, residential development and ultimately, population growth. Ninety-three percent of Bellevue’s population growth since 2000 has been foreign born, leading to dramatic shifts in the cultural composition of Bellevue’s population over time. In 2015, it was estimated for the first time that people of a minority race or ethnicity comprised 50.0 percent of Bellevue’s population, up from 41 percent in 2010, 28 percent in 2000 and 15 percent in 1990. Nationally, minorities are projected to become the majority in 2042, but in Bellevue, minorities were already the majority in 2015, 27 years ahead of the nation.



Source: U. S. Census Bureau, 1990 Census, 2000 Census, 2010 Census and 2015 American Community Survey

What has this meant for the City in terms of meeting the changing needs of its population? With Bellevue's growing cultural diversity, the percentage of people speaking a language other than English at home has risen from 14 percent in 1990 to 42 percent in 2015. The result is a greater need for communication material to be translated into different languages to ensure Bellevue's population is informed of services and actions the City is taking so they can engage fully with the City on issues important to them.

Bellevue's foreign born population, which comprised about 39 percent of the population in 2015, is more likely to be married (70%) than Bellevue's native born population (49%), and on average they have larger household sizes, 2.72 persons per household (pph) versus 2.46 pph for Bellevue's native born population. Despite having larger households, Bellevue's foreign born population are more likely to live in multi-family housing (59%) versus Bellevue's native born population (40%). How might these differences impact planning for future housing?

A higher proportion of Bellevue's foreign born population have graduate degrees, (32% versus 20%), and a lower percentage work in sales and office occupations (13% versus 25%). Also, a higher proportion of Bellevue's foreign born population have not graduated from high school (8% versus 2%), and a higher percentage work in service occupations (16% versus 9%). How are educational demands and needs shifting with Bellevue changing population and how are those changes impacting our schools?

These are just a few examples of demographic trends one might want to consider when thinking about planning for the future. We will cover more demographic trends and their impacts during the study session and discuss additional questions you might have and what information would be useful to help you make informed decisions regarding Bellevue's future.

NEXT STEPS FOR DEMOGRAPHIC DATA

1. Online interactive web maps of demographic data coming later this fall.

ATTACHMENTS

1. The Changing Face of Bellevue: Latest Information on Bellevue's Demographics (an introduction)



The Changing Face of Bellevue

Latest Information on Bellevue's Demographics September 2016



Department of Planning & Community Development

Outline

What drives population growth?

How is growth affecting Bellevue's demographics?

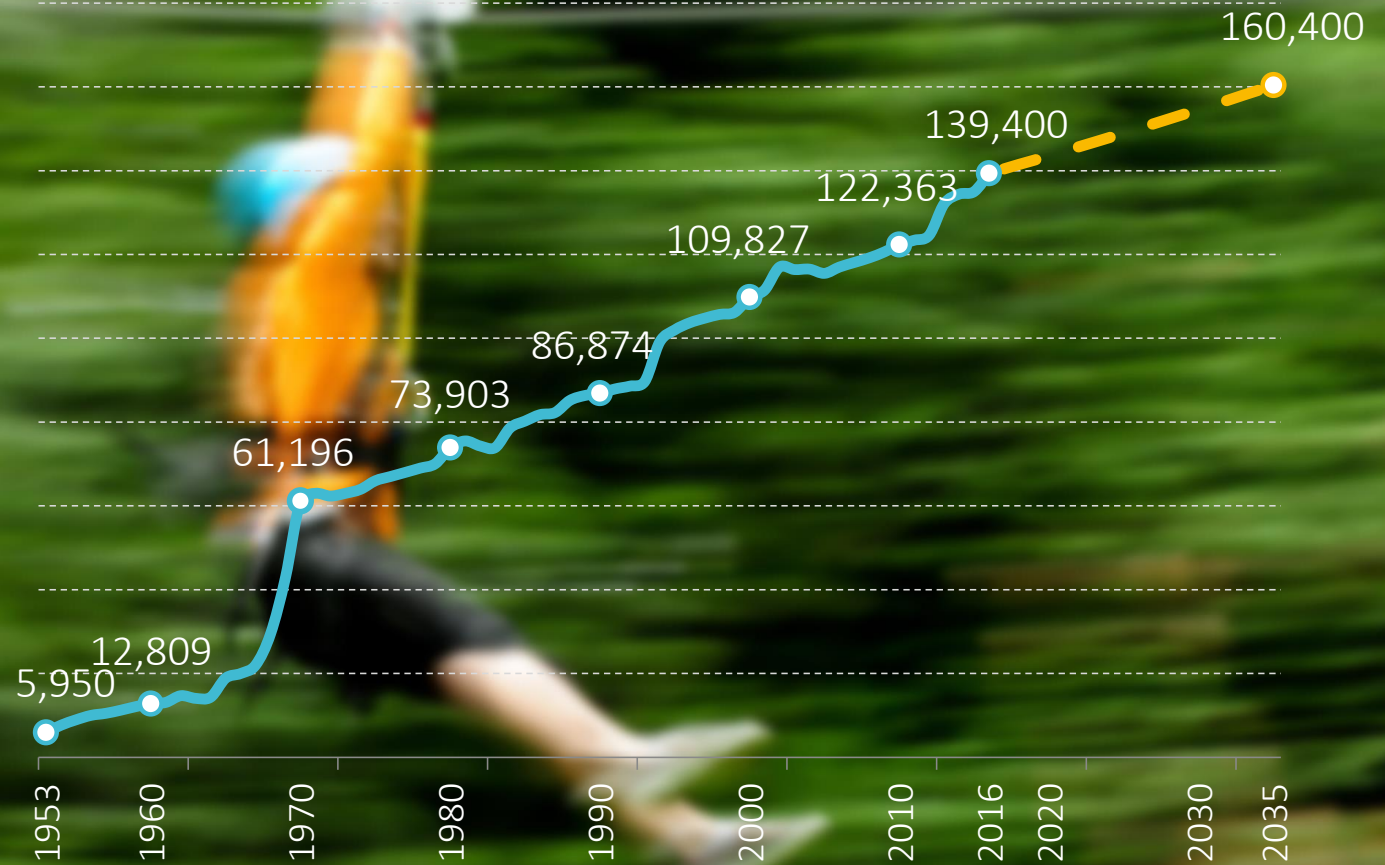
How are demographic changes affecting the built environment and need for services?

How can we better anticipate the needs of our changing population?

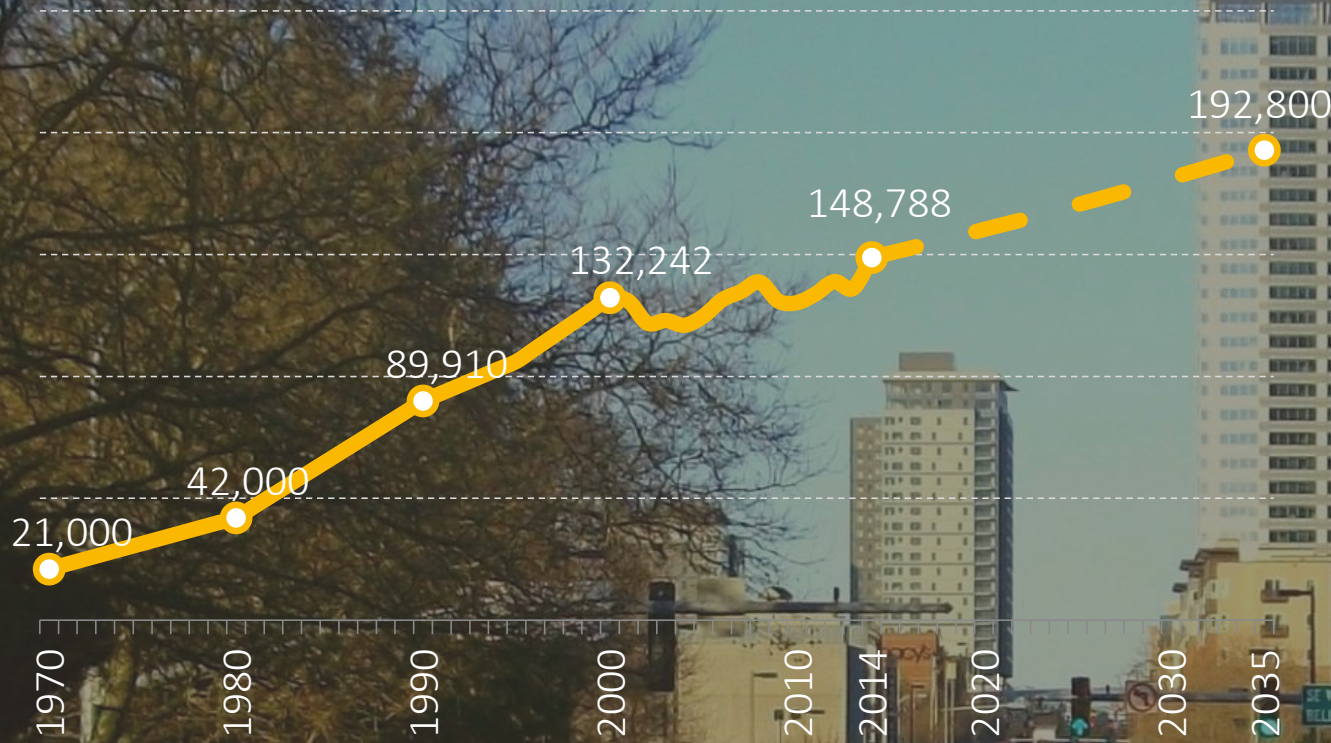
What drives population growth?

- Convenient access to:
 - Jobs
 - Goods and services
 - Multiple transportation options
 - Parks, nature and open space
 - Good schools
 - Affordable housing

Bellevue Population 1953-2016 and 2035 forecast



Job estimates to 2014 and projections to 2035



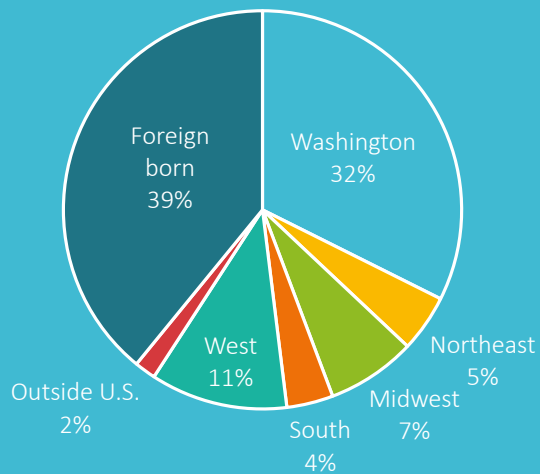
Job Growth

Job growth continues to outpace population growth in Bellevue.

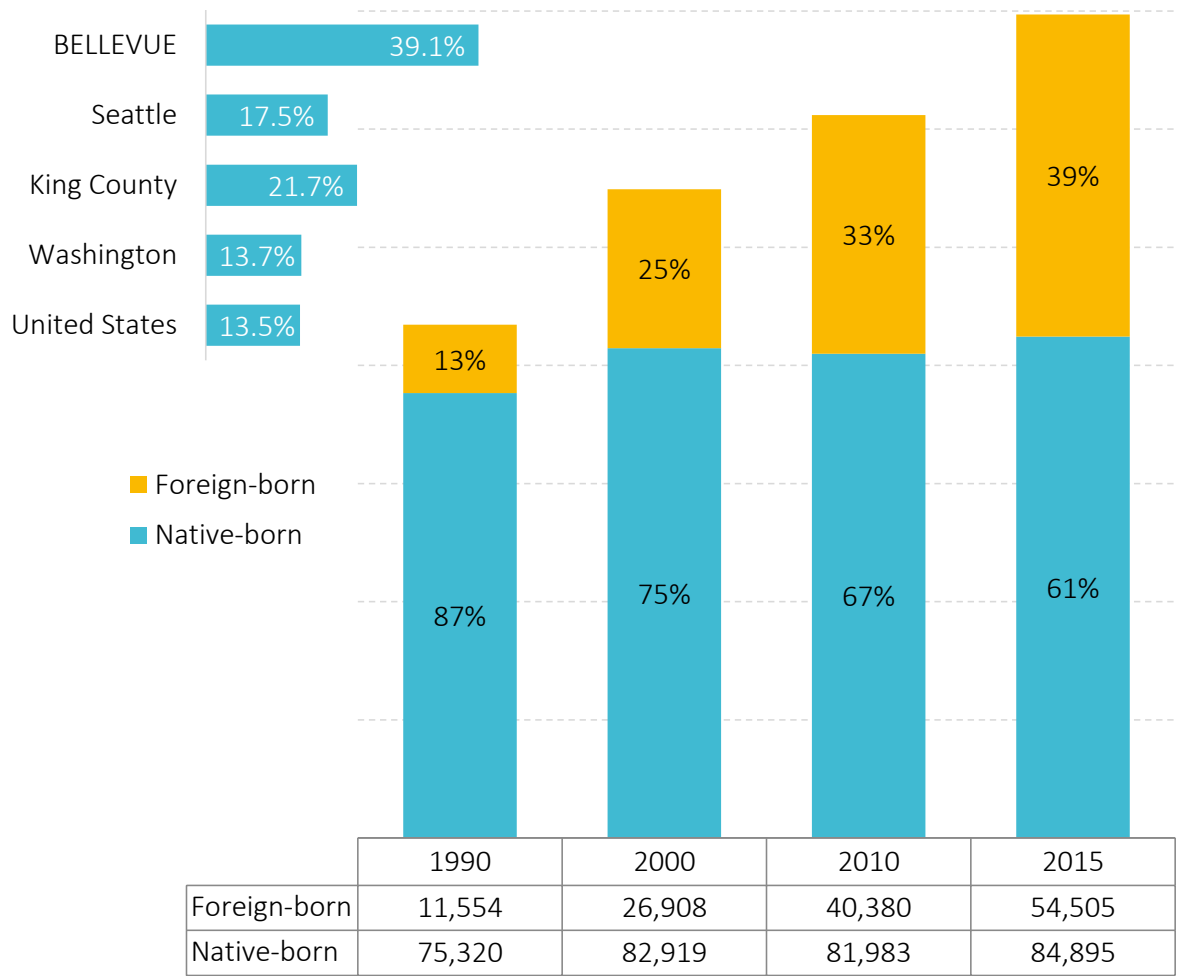
The number of jobs in Bellevue grew at an average annual growth rate of 1.8% from 1995 to 2014.

Where are people from?

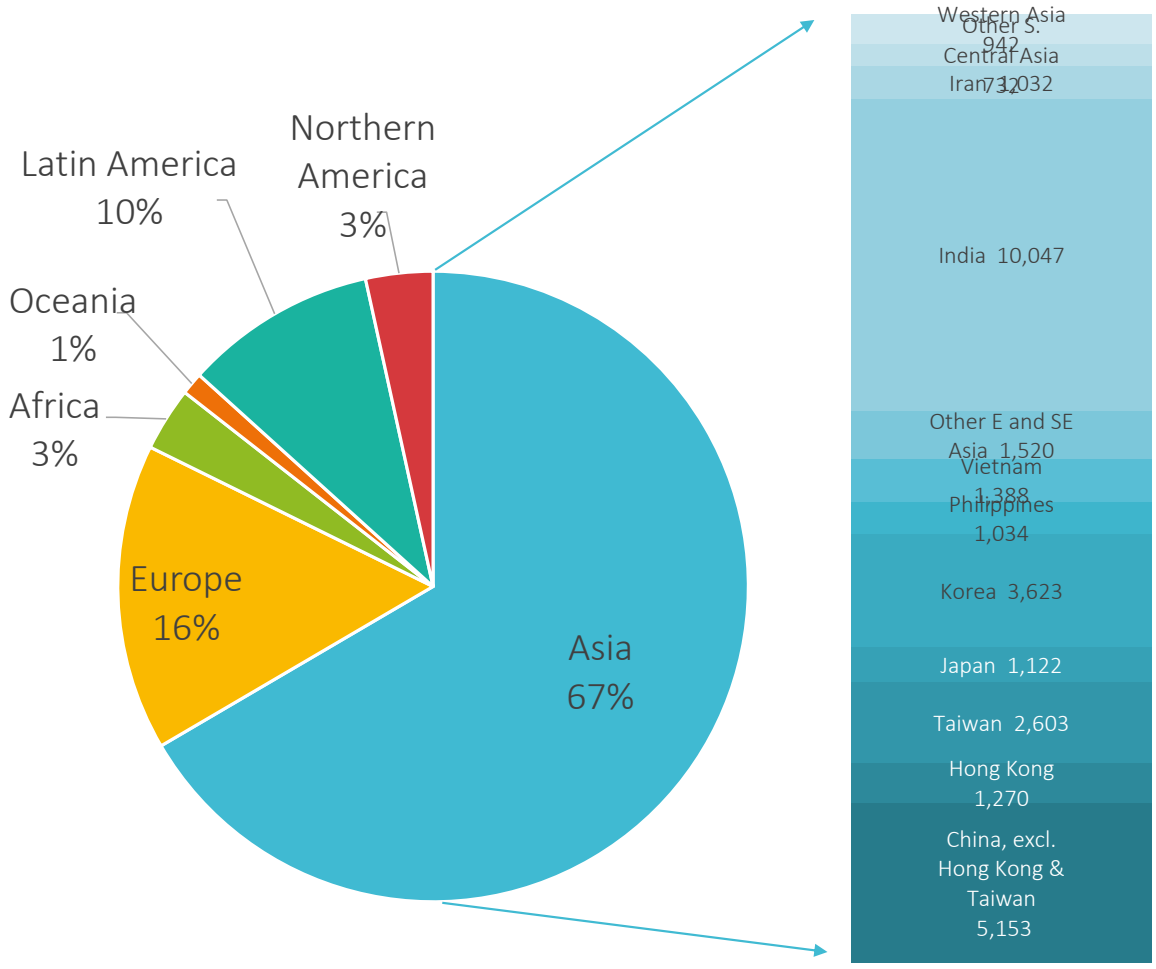
Since 2000, Bellevue's foreign born population has comprised about 93 percent of Bellevue's population growth.



Percent foreign born, 2015



Source: U. S. Census Bureau, 1990 Census, 2000 Census, 2010 Census and 2015 American Community Survey



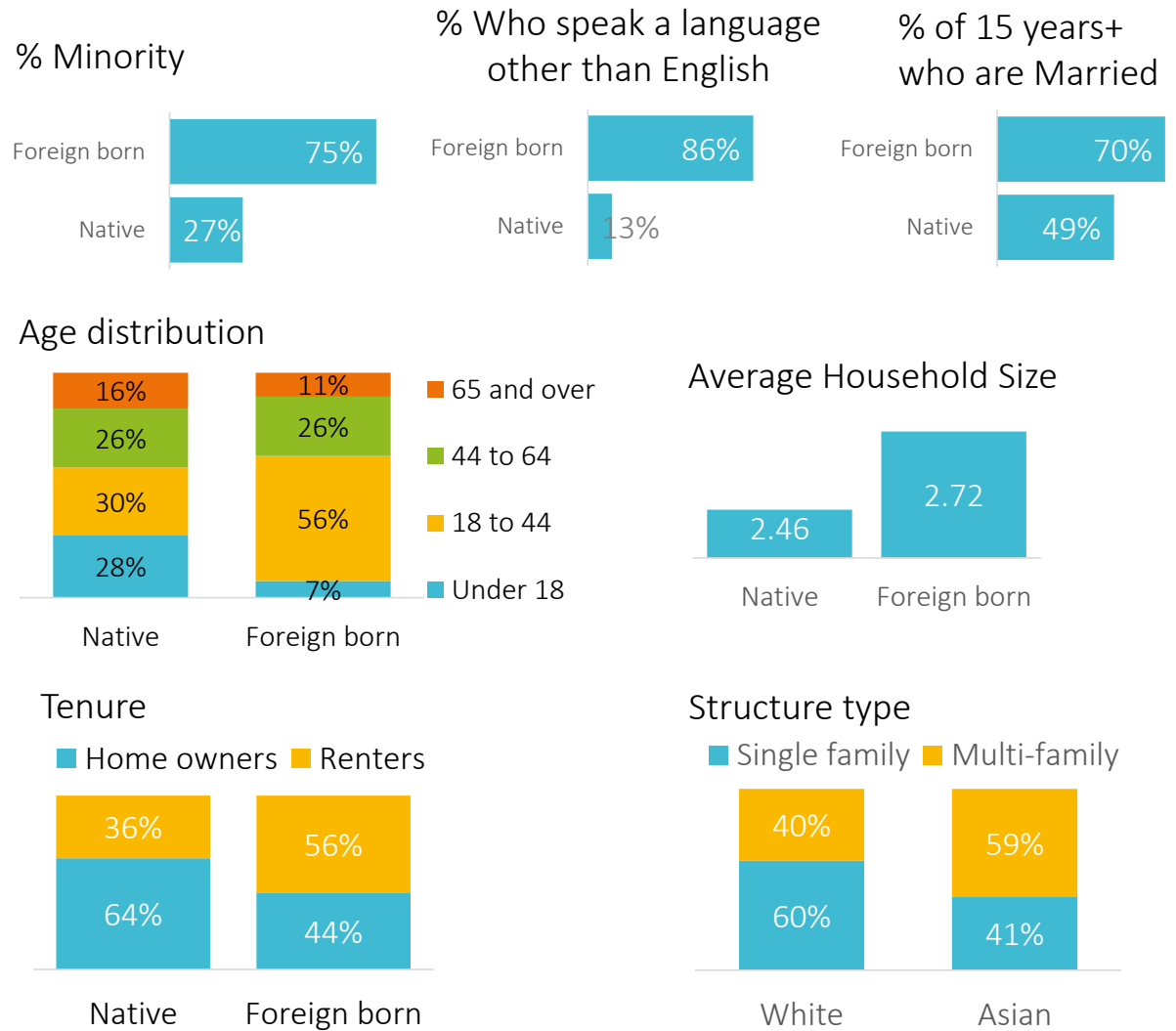
Source: U. S. Census Bureau, 2010-2014 American Community Survey

Where were Bellevue's foreign born population born?

Over two-thirds of Bellevue's foreign born population were born in Asia, followed by 16 percent from Europe, and 10 percent from Latin America.

India and China were the Asian countries from which most of Bellevue's foreign born population were born.

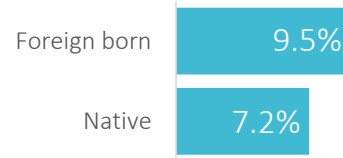
How do native and foreign born populations differ socially & demographically?



Median household income

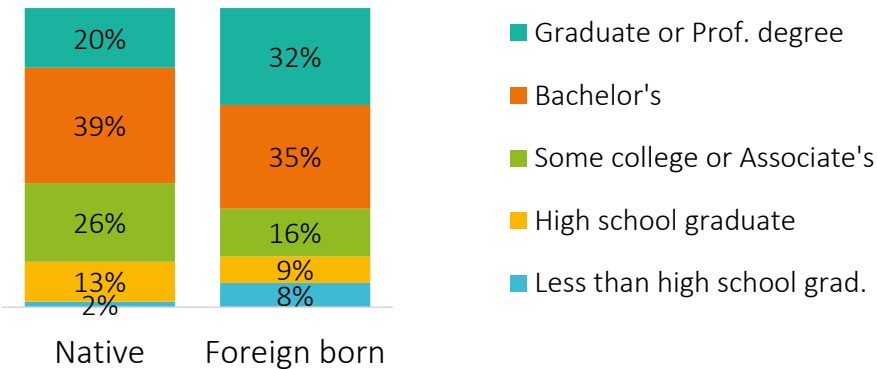


Percent in poverty

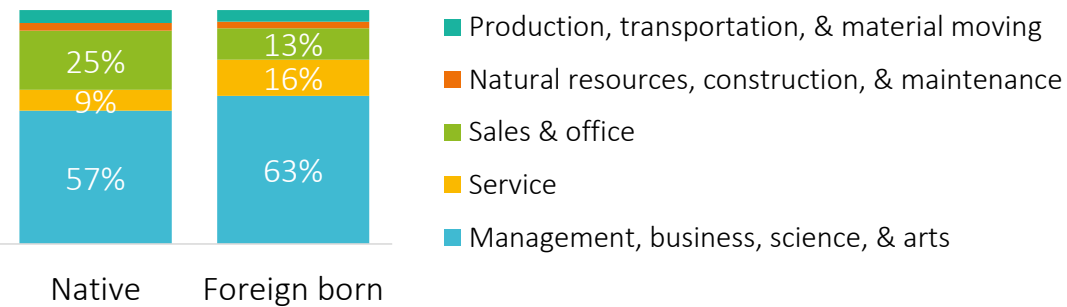


Educational attainment

30



Occupations



How do native and foreign born populations differ economically?

How has Bellevue's population changed over the decades?

Demographic Characteristic	1990 Census	2000 Census	2010 Census/ ACS*	2015 ACS
Median age	35.4	38.2	38	37
Percent of population age 65 or older	10%	13%	14%	14%
Percent of a minority race or ethnicity	15%	28%	41%	50%
Percent Asian	10%	17%	28%	34%
Percent population foreign born*	13%	25%	33%	39%
Percent of population (age 5+) that speak a language other than English at home*	14%	27%	38%	42%
Percent of adults (age 25+) with a Bachelor's degree or higher*	46%	54%	59%	66%
Percent of employed in management, business, science, and arts occupations*	40%	53%	60%	61%
Household median income (in 2015 inflation adjusted dollars)*	\$76,759	\$84,200	\$87,499	\$98,804
Percent of individuals with incomes below poverty*	6%	6%	7%	7%
Percent of families with incomes below poverty*	3%	4%	6%	5%

Note: Not all American Community Survey estimates are directly comparable to decennial census figures.

For more information:

Gwen Rousseau, Associate Planner-Demographer
City of Bellevue Department of Planning and Community Development
(425) 452-2743

grousseau@bellevuewa.gov

U.S. Census Bureau

<http://2010.census.gov/2010census/data/>

<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>



Upcoming Meeting Schedule

<u>Mtg</u>	<u>Date</u>	<u>Agenda Item Topic</u>	<u>Priority</u>	<u>Agenda Type</u>
18	28-Sep-16	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.
		Demographics/Population/Employment Update	3	Information Only - Gwen Rousseau (tentative)
		2016 CPAs Final Review	2	Study Session - Nicholas
19	5-Oct-16	Annual Commission Retreat (Placeholder)		Facilitated by Rhonda Hilyer, Agreement Dynamics Inc. 16:30-21:00 Robinswood House
20	12-Oct-16	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.
		Downtown Livability Land Use Code	2	Installment 2 of the LUCA package.
21	26-Oct-16	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.
		Downtown Livability Land Use Code	2	Tentative Date for Commission Deliberations
22	9-Nov-16	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.
		Downtown Livability Land Use Code	2	Tentative Date for Final Commission Recommendations
		2016 CPAs Final Review	1	Public Hearing and Study Session - Nicholas
23	16-Nov-16 New Date	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.
		Downtown Livability Land Use Code	2	Tentative Date for Commission Deliberations
	23-Nov-16	NO MEETING - Thanksgiving Week		
24	7-Dec-16 New Date	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.
		Downtown Livability Land Use Code	1	Tentative Date for Public Hearing
25	14-Dec-16	Standard Items		Roll Call, Agenda, Minutes, Public Comment, Staff Reports, etc.
		Downtown Livability Land Use Code	2	Tentative Date for Final Commission Recommendations
	28-Dec-16	NO MEETING - End of Year.		

Priority-1 (Red) Public Hearing; 2 (Yellow) PC mandated item; 3 (Green) Information only.

Cullen, Terry

From: Stover, Viki
Sent: Tuesday, September 20, 2016 3:04 PM
To: pamjjo@msn.com
Cc: PlanningCommission; ESC; Loretta Lopez; Stuart Heath; Norm Hansen; Smith, Terry
Subject: King County's One Million Trees Project Participation

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Pamela,

Thank you for your e-mail. The City of Bellevue subscribed to the One Million Tree Pledge this past spring and we will be incorporating all of the City's existing policies and strategic plans regarding tree canopy toward helping King County meet the goals of this initiative. To see our existing policies and strategic goals regarding tree canopy, please click on the below links to open our Environmental Stewardship Initiative and Comprehensive Plan. The City's Land Use Code also provides existing policy and regulation on tree/vegetation retention and mitigation for new development which are all in line with the spirit of the One Million Tree Pledge. Bellevue Parks & Community Services already plants approximately 10,000 trees per year through our existing Forest Management and Street Tree Programs. The City will continue to do its part in helping King County reach its goals. If you have any other questions regarding Bellevue's participation in the One Million Tree Pledge, please feel free to contact me. Thank you.

https://www.bellevuewa.gov/pdf/PCD/ESI_Strategic_Plan_2013-2018_FINAL_Dec2013.pdf
http://www.ci.bellevue.wa.us/comprehensive_plan.htm

Rick Bailey

Forest Management Program Supervisor
City of Bellevue | Parks & Community Services Department | Natural Resource Division
C: 425-239-9677 | O: 425-452-6031 | F: 425-452-6047 | ribailey@bellevuewa.gov

ISA #PN-5462A

From: Pamela Johnston [<mailto:pamjjo@msn.com>]
Sent: Friday, September 16, 2016 10:13 AM
To: Council <Council@bellevuewa.gov>
Cc: PlanningCommission <PlanningCommission@bellevuewa.gov>; ESC <ESC@bellevuewa.gov>; Loretta Lopez <loretta@mstarlabs.com>; Stuart Heath <ElliottBay@Yahoo.com>; Norm Hansen <Hansennp@aol.com>; Smith, Terry <TSmith@bellevuewa.gov>
Subject: King County Equity and Social Justice and One Million Trees

While I am sure that you will get to know the King County Equity and Social Justice Strategic Plan in detail (see email below), I would like to follow-up on my June 6, 2016 request at Council that Bellevue join the One Million Trees project.

On p. 28 of King County Equity and Social Justice Strategic Plan it states:

“ As part of the “1 Million Trees” initiative, work with partners to prioritize the planting of trees in communities where residents lack tree canopies and face higher temperatures because of concentrated paved and built areas”

As Bel-Red, Wilburton, Downtown, and Eastgate become more mixed-use and more residential than foreseen twenty years ago, a tree master plan and increased investment in parks and street trees is required for equity and social justice: both for the health and the economic benefits of trees, plants, and parks. A good step is to engage with KC on the One Million Tree project, which launched in April. What steps has Bellevue taken to engage with King County on One Million Trees? Who is the COB contact for that process?

<http://www.kingcounty.gov/depts/dnrp/newsroom/newsreleases/2016/April/14-one-million-trees-launch.aspx>

Sincerely,
Pamela Johnston

Viki Stover

Sr Administrative Assistant

Bellevue Parks & Community Services

450 110th Avenue NE | Bellevue | WA | 98004

(p) 425-452-2805 | (f) 425-452-7221 | vstover@bellevuewa.gov =^..^=

www.bellevuewa.gov

Cullen, Terry

From: Micki Larimer <mickilarimer@gmail.com>
Sent: Tuesday, September 20, 2016 8:43 AM
To: Council; PlanningCommission
Subject: Attractive Growth: Neighborhood Character
Attachments: IMG_3596.JPG; IMG_3599.JPG; IMG_3609.JPG

Dear Council Members and Planning Commission Members,

Please take a thoughtful look at the attached images showing some of the new construction in my neighborhood.

As you might imagine, the first (2 images) is a very welcome addition, while the other site feels malignant, eating up drainage, tree-cover, light, and even encroaching on property lines. (Please note that while the second was short-platted for two structures, I do not see that *alone* as a problem.)

I've been hearing quite a bit from the city about preserving and enhancing neighborhood character....

I'm very much looking forward to seeing more of the construction that reflects an updated version of our walkable, tree-covered community.

Thank you for continuing to keep neighborhood character in the forefront as you plan for growth in Bellevue.

Sincerely,

Micki Larimer Kinney
Eastgate







Cullen, Terry

From: Leslie Geller <lesliegeller@gmail.com>
Sent: Saturday, September 17, 2016 9:46 PM
To: Council
Cc: PlanningCommission
Subject: Comments Against Eastgate Land Use code changes

Hello Bellevue City Council members,

I plan to attend the meeting on Monday evening September 19, 2016. I am also lodging my very , very, very strong opposition to you moving forward with the Land Use Code changes that would enable even more development and congestion in Eastgate.

I've lived in the same house in Eastgate since March 1994. I literally just moved back into a totally remodeled home. I love my house, my neighbors, my neighborhood. I like the Eastgate location.

However, it is becoming utterly challenging to enjoy all those things given the astronomical increase in traffic congestion in all directions. As I mentioned when I spoke at the hearing in June, I seriously would have reconsidered my very expensive and extensive remodel, knowing of the city's plans to undertake such dramatic new development, **WITHOUT ANY TRAFFIC CONGESTION MITIGATION BEING COMPLETED PRIOR TO ANY NEW DEVELOPMENT**. I could not recommend to anyone to live in Bellevue anymore. Based on the City's behavior in this project, I believe that the City is only after the direct and indirect financial boost associated with the planned development. Your involvement of those of us who live in Eastgate (not all those who commute through Eastgate every weekday!!) is utterly lacking.

As far as I can understand from all my reading, there are ZERO dollars allocated and committed by any city or regional government agency devoted to improving existing congestion, let alone how to deal with the tremendous increase in traffic if the planned development goes forward. You've heard it before from many of us, but it bears repeating. We want no new development without infrastructure in place—completed, ie new &/or much larger Park & Rides, more buses in the neighborhood and from the P&R; light rail (although I'm not holding my breath for that, it won't help me get where I need to go). This area is vehicle-dependent. I really wish you all would wake up and realize that. You will never get away from that vehicle dependency. We are not Seattle or even downtown Bellevue, where some people may be able to get by for the most part via transit. The Eastside will never be that. Eastgate certainly won't. It's pure folly to think that simply by building more retail and businesses around the Eastgate P&R and Bellevue College, that people will miraculously use transit and abandon their vehicles. What transit will they use?? Before 2025 or 2030 or beyond? Transit is pretty maxed out now.

I, like many of us, plan my days around the congestion if we possibly can. Here's just one of many, many example of why: I was at my client's office in Bothell all day Thursday. I left there (getting on 405 at 195th) at 5:30pm. What time did I get home??? Yep, at 6:30pm. A full hour. I live a block west of Eastgate Elementary. My route if I leave Bothell that late is to get off 405 at NE 8th St. because 405 is a parking lot at that point. This time I got off even sooner, taking 520 east to 148th Ave NE. Traffic on 148th south was OK until I hit around NE 8th St. Then it was a veritable parking lot all the way to Newport Way.

I consider myself very lucky to be able to primarily work from home, for now. I don't have to deal with traffic much of the time I'm working. But I am looking for more clients or full-time employment. I am VERY torn about this because I do not want to waste so much of my life sitting in traffic, either in my car or possibly in a bus. But transit is another nightmare. In 2012 I worked a few months in downtown Seattle. I took the bus because the traffic to and from Seattle positively sucks. I prefer to take Sound Transit's 550 because it runs all day/evening and frequently. The 550 uses S. Bellevue P&R. I learned quickly that if I wasn't parked by 8am, forget it. I understand it's worse now, filling up prior to

8am. So I ended up using the Eastgate P&R. Well, that lot fills up now pretty quickly too. What is a working person supposed to do, if I want to take transit? Get up at 5am just to ensure a parking place by 7:30am? That's crazy!!

Traffic is so bad so much of the day during the week, that I am tending to do all my errands on weekends. Just getting through the intersections in the few blocks around I-90 and 148th/150th Ave SE—whichever direction you're coming from or going to—just isn't worth wasting my life. It can take 10 minutes to go a couple blocks. And the planned development will only make that a lot worse.

I am not against development per se. Eastgate is a nice location. I would like to prevent that from becoming past tense, ie Eastgate WAS a nice place. Eastgate mostly still has a neighborhood character all its own. Those of us who live here, do so because we cherish that. However, I am completely against development like the City is planning for Eastgate, without concomitant mitigation of the congestion—people and traffic and infrastructure services impact and more school crowding and increased noise and etc. etc. etc. That mitigation needs to be in place and functioning before any development starts.

Many of the Eastgate residents feel like we are pawns in the City's and the developers' game. Please take steps to ensure we are equal players in this game, and have equal voice in what happens to our neighborhood. PLEASE, please, do not approve these development plans now. Please plan for the increased infrastructure of all kinds that will be needed for such development, and then actually fund and build the infrastructure. THEN, OK, develop.

Thank you,

Leslie Geller
15102 SE 43rd St.
Bellevue 98006
lesliegeller@gmail.com

Cullen, Terry

From: Pamela Johnston <pamjjo@msn.com>
Sent: Friday, September 16, 2016 10:13 AM
To: Council
Cc: PlanningCommission; ESC; Loretta Lopez; Stuart Heath; Norm Hansen; Smith, Terry
Subject: King County Equity and Social Justice and One Million Trees

Follow Up Flag: Follow up
Flag Status: Flagged

While I am sure that you will get to know the King County Equity and Social Justice Strategic Plan in detail (see email below), I would like to follow-up on my June 6, 2016 request at Council that Bellevue join the One Million Trees project.

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<http://www.kingcounty.gov/depts/dnrp/newsroom/newsreleases/2016/April/14-one-million-trees-launch.aspx>

Sincerely,
Pamela Johnston

From: King County, WA [mailto:KingCounty@subscriptions.kingcounty.gov]
Sent: Friday, September 16, 2016 9:37 AM
To: pamjjo@msn.com
Subject: King County Equity and Social Justice - Community Newsletter September 2016

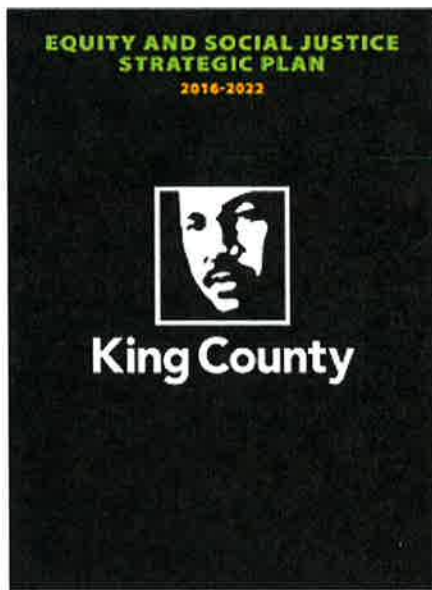


King County

Equity and Social Justice

September 2016

King County Equity and Social Justice Strategic Plan, 2016-2022



We are very proud to launch our first [King County Equity and Social Justice Strategic Plan, 2016-2022](#).

This plan builds on much of the good work that we and our partners have been doing to advance equity and racial justice in our region and pushes us to become more thoughtful, strategic and effective.

It's a six-year plan for King County to transform all operations to advance equity in key areas, including:

- Climate and the environment
- Child and youth development
- Criminal justice
- Digital equity
- Health and human services
- Housing
- Jobs and economic development
- Transportation

Other major components of the plan include six goal areas designed to advance pro-equity policies, systems, and practices in the County's major areas of governance: leadership, operations and services; plans, policies and budgets; workforce and workplace; community partnerships; communication and education; and facility and system improvements.

[The Equity and Social Justice Strategic Plan](#) represents a critical opportunity for King County to do ground-breaking work by applying a theory of change that fundamentally shifts the County away from policies and practices that react to problems and crises toward investments that address the root causes of inequities, ultimately leading to better quality of life and greater prosperity in all of our communities.

Praise for King County's Equity and Social Justice Strategic Plan

"By focusing on the needs of the most vulnerable and baking equity into every function of county government, King County's Equity and Social Justice Strategic Plan sets an important example for how local governments can build communities that allow everyone to participate and prosper."

-Angela Glover Blackwell, President and CEO, PolicyLink



"Increasing evidence shows that economies that are more equitable achieve more sustainable long-run growth. King County's Equity and Social Justice Strategic Plan represents a leading example of how regions can advance policies and practices that contribute to expanded opportunity for all."

*-Alan Berube, Senior Fellow and Deputy Director,
The Brookings Institution Metropolitan Policy Program*



"King County needs to be responsive to and guided by voices in the community in order to be successful, and the Equity and Social Justice Strategic Plan lays out a strong path for doing this and transforming local government. Just like many of us were involved in the development of this plan, community organizations and residents need to continue to be involved in improving how King County does all of its business, or else our communities lose."

*-Sili Savusa, Co-Chair, Regional Equity Network, and Executive Director,
White Center Community Development Association*



"There is just so much that is right with this plan. The Equity and Social Justice Strategic Plan is comprehensive, proactive, and allows opportunities for community input. It allows for leadership growth at all levels, and the long-term effect includes greater economic development for the County. I commend Executive Constantine and the King County Councilmembers for their vision."

*-Nancy Backus, Auburn Mayor,
and President, Sound Cities Association*





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