



Date: November 30th, 2017
To: Wilburton Commercial Area Citizen Advisory Committee
From: Bradley Calvert (425-452-6930, bcalvert@bellevuewa.gov)
Project Manager for Wilburton - Grand Connection Planning Initiative
Department of Planning and Community Development
Subject: December 7, 2017 Citizen Advisory Committee Meeting

Committee Members,

Enclosed you will find your December meeting packet. The meeting is set for Thursday December 7, 2017. We will begin at 6:00 p.m. in Room 1E-108 at Bellevue City Hall. The meeting will be co-chaired by Jeremy Barksdale (Bellevue Planning Commission) and Lei Wu (Bellevue Transportation Commission).

This meeting will focus on adopting the design statements related to the character and form of buildings, parks and open space, and streets. The revised statements, with tracked changes, are included in your packet. Please review these prior to the meeting, as they reflect the comments submitted by Committee members. The goal of the meeting should be to make any minor modifications necessary, and adopt.

Following the design statements conversation the Committee will discuss the affordable housing recommendations. The affordable housing team has drafted a series of recommendations for the Wilburton Commercial Area based on the prior discussions. Please review these prior to the meeting and bring any questions, comments, or modifications you may have. Similar to the design statements discussion at the last meeting, we will discuss any potential changes, and provide a period of time to submit comments between meetings, if necessary, prior to adoption.

Following the affordable housing recommendations the Committee will engage in an exercise to identify opportunities and priorities related to the city-owned Lincoln Center site. We will break into 3-4 teams and consider various strategies and opportunities for the site to serve as means to advance the Committee vision for the study area. This exercise will include a fluid discussion with the City's Arts Program Manager as we identified means in which we can satisfy needs for open space, innovation, and creativity.

Also included in the packet is a letter that the Parks and Community Services Board has submitted to City Council regarding the Grand Connection. There are a few elements that you may find relevant to the Wilburton Commercial Area. Debra Kumar will provide an update regarding the letter during our Boards & Commissions Update segment of the meeting.

Included with this letter are the following meeting packet materials:

- Design Vision Statements
- Affordable Housing Recommendations
- Bellevue Affordable Housing Map
- Parks and Community Services Board Letter to City Council
- Presentation from the November 2nd, 2017 Meeting
- Meeting Minutes from the November 2nd, 2017 Meeting

If you have any questions or need clarification between now and the meeting, please do not hesitate to contact me.



Citizen Advisory Committee Meeting

Thursday, December 7, 2017

6:00 - 8:00 p.m. Room 1E-108

Bellevue City Hall - 450 110th Avenue NE

Agenda

6:00 p.m.

1. Call to Order and Approval of Agenda

Co-chairs Barksdale and Wu

(Motion to approve)

2. Approval of minutes of November 2, 2017 meeting

(Motion to approve)

3. Communication with Boards, Commissions, Stakeholders, Public and Meeting Updates

4. Public Comment

Limit to 3 minutes per person

6:20 p.m.

5. Design / Affordable Housing - Recommendation Statements and Action

The Committee will review and refine affordable housing recommendations based upon prior discussions and adopt statements regarding affordable housing strategies. Committee will also adopt the refined design guideline statements.

7:00 p.m.

6. Innovation and Culture Strategies - Lincoln Center

The Committee will engage in group exercises to identify priorities and opportunities to leverage the city-owned Lincoln Center parcel in support of the Committee's vision for the study area.

Team Exercise - 7:00 to 7:40 pm

Discussion and Recommendations - 7:40 to 8:00 pm

8:00 p.m.

7. Adjourn

Project website located at <https://planning.bellevuewa.gov/planning/planning-initiatives/wilburton-grand-connection/>. For additional information, please contact the Wilburton - Grand Connection project manager: Bradley Calvert (425-452-6930), bcalvert@bellevuewa.gov. Meeting room is wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).



MEMORANDUM

To: Wilburton CAC Members

From: Bradley Calvert, Community Development Program Manager, PCD

Date: December 7, 2017

Subject: Vision and Policy Design Statements

At our previous meetings we addressed the character and aesthetics of the Wilburton Commercial Area through exercises and discussion. At the November meeting the Committee was presented draft versions of design statements regarding buildings, streets, and parks & open space. Following the November meeting, Committee members submitted their comments and modifications to the statements, reflected in the attached documents. Prior to the meeting please review the updated statements and be prepared to comment, and ultimately adopt the statements at the December meeting.

Wilburton Commercial Area Citizen Advisory Committee Design Statements

Buildings

1. High rise building design should pursue opportunities to create unique and iconic forms that develop a distinct skyline and unique aesthetic for the Wilburton Commercial Area.



2. Building design should pursue strategies to mitigate the scale of massing and bulk. Such strategies should include modulation and variation of facades through massing forms and materiality.



3. Podiums and associated high rises should establish continuity in design, but also clear definition so that the podium relates to the pedestrian scaled environment. Podium designs should establish a scale and aesthetic relationship with the surrounding streetscapes, pedestrian realms, and from parcel to parcel.



4. Buildings should develop a complex palette of materials that provide layering, texture and depth. Buildings should avoid a repetitive "stacking" of materials as it increases in height.



5. Street level facades should incorporate human scaled materials such as masonry, wood, or other materials that provide a scale and granularity that relates to the pedestrian environment and creates texture.



6. High rises should provide adequate separation for sunlight, shade and shadow mitigation, and to preserve opportunities for views from the Eastside Rail Corridor to Downtown, and future opportunities from other potential significant public spaces. Consider and preserve opportunities for territorial view, views from the Eastside Rail Corridor, and views to Downtown Bellevue.



7. Buildings should provide urban amenities such as continuous weather protection, public plazas and open space, integrated and public art, outdoor seating and lighting, and references to Wilburton specific history and heritage.



8. All above grade parking must be screened with active uses along streets. Active uses include commercial and retail activity, or residential.



9. Cohesion and transition between the study area and surrounding neighborhoods and amenities that respect the existing context should be incorporated.



10. Provide adequate separation in development that encourages sunlight, mitigation of shade and shadow, and creates opportunities for territorial views. Separation can be achieved through inspiration-separation, variation in floorplate size, and unique forms in design.



11. Roof forms that are identifiable, unique, and create a visually dynamic skyline.



12. Consider the environmental implication of materiality and form, such as sunlight reflectivity to the public realm as well as the environmental performance of the development including daylighting.
13. Encourage transparency at the street level and visibility to active uses.



14. Create active and engaging facades that activate the pedestrian realm, including operable storefronts and engaging ground level configurations.



15. Building designs should welcome and express a diverse cross section of users, representative of Bellevue's population as well as its desire to be a multi-cultural destination and inclusive community.
16. The transition areas between 120th Avenue NE and the Wilburton Hill Neighborhood, and Main Street and the Wilburton Hill Park should incorporate vegetated buffers and upper level building setbacks.
- 16-17. Variation in tower setbacks should be encouraged to provide visual interest of tower placement and form along key corridors such as 116th Avenue NE, NE 8th Street, and the Eastside Rail Corridor.
18. Along NE 8th Street buildings should provide setbacks from the podium and for high rises to maximize sunlight and views, while mitigating shade and shadow. As building height decreases

to the east a single setback from the podium is sufficient.

17-19. Variation in tower setbacks should be encouraged to provide visual interest of tower placement and form along key corridors such as 116th Avenue NE, NE 8th Street, and the Eastside Rail Corridor.

18-20. Along 116th Avenue towers should provide a setback from the podium while employing façade variation, modulation, and tower placement to create visual interest.

19-21. North of NE 8th and south of NE 4th Street buildings should provide lower level setbacks from the podium and for the high rises lower massing to maximum sunlight, views, and mitigate shade and shadow and to preserve the natural and recreational qualities of these segments of the Eastside Rail Corridor.

20-22. Between NE 8th and NE 4th Streets, where the Eastside Rail Corridor is most urban, buildings should provide a mix of tower and podium setbacks for visual interest and provide sunlight to the trail. Facades should employ active uses to encourage connectivity and activity on the Eastside Rail Corridor while preserving a human scale to the pedestrian and cyclist environment.

21-23. Variation in tower setbacks should be encouraged to provide visual interest of tower placement and form along key corridors such as 116th Avenue NE, NE 8th Street, and the Eastside Rail Corridor. Podium heights along the Eastside Rail Corridor should have sensible limits to enrich the pedestrian experience.

Formatted: Font: (Default) Arial Narrow, 10 pt

Formatted: Font: (Default) Arial Narrow, 10 pt

Wilburton Commercial Area Citizen Advisory Committee Design Statements

Parks, Open Space, and Public Space

1. Design of public space should be welcoming to all of Bellevue's diverse population. Designs should not reflect the specific interests or serve the specific needs of a limited demographic.



2. Public spaces, particularly plazas and connections through blocks, need to be designed in a manner that reflects their intended public use and accessibility, and avoid designs, configurations, and layouts that project an image of privatization.



3. The Wilburton Commercial Area should be provided a large central civic park space and public art elements as part of the Grand Connection planning initiative.



4. Public spaces should encourage whimsically and fun elements that are welcoming is applicable to users of all ages and demographics.



5. Public spaces, including parks, plazas, and portions of the Eastside Rail Corridor, should be framed by active uses such as markets and retail or commercial activity.



6. The design of public spaces should include references to the history, heritage, and culture of the Wilburton area.



- Natural assets, including Lake Bellevue, Sturtevant Creek, and the wetland at the intersection of 116th Avenue NE and Main Street should be improved, enhanced, and restored to serve as public assets and amenities to the residents and businesses of the Wilburton Commercial Area and surrounding neighborhoods.



- Designs of public spaces, supporting amenities, and artwork should pursue organic and fluid forms, relying less on rigid design and programming.



- Between NE 4th Street and NE 8th Street the Eastside Rail Corridor should be framed by

active uses such as public space, commercial activity and other uses that encourage accessibility, activity, and connectivity to the Wilburton Commercial Area and its amenities and services.



- Public spaces should incorporate art, lighting, and unique seating features as amenities to the public and to create dynamic and diverse public spaces.



- Coordinate with property owners to create a dynamic and memorable intersection between the Grand Connection and Eastside Rail Corridor that will include public space, activated facades, supporting commercial and recreational activity, and ensuring that the route maintains its role as a public amenity.

Wilburton Commercial Area Citizen Advisory Committee Design Statements

Streets, Streetscapes, and Pedestrian and Cyclist Environments

1. Physical separation of automobiles, pedestrians, and cyclists should be provided ~~where to the maximum extent~~ possible. Safety should remain the most important ~~consideration-public priority~~ for all modes of connectivity, ~~and prioritized to create a safe, multi-modal community.~~



2. Encourage pedestrian focused streets, such as activated alleys, that can serve as public and social gathering and third places.



3. Designs of streetscapes should be inspiring and engaging for residents of all ages. Generic streetscape design should be avoided, and encourage materials, ~~and spaces, and art forms~~ that are well designed, reference history, and fun.



4. Encourage greener streets through vegetation, planter boxes, rain gardens, and softened edges between hardscape and landscape.



5. Streetscape designs should encourage the inclusion of sustainable features such as rain gardens and bio swales.



- ~~6. Development around the Eastside Rail Corridor should be nuanced and considerate of its surrounding context.~~

- ~~7-6.~~ The segment of the Eastside Rail Corridor between Lake Bellevue and NE 4th Street should prioritize creating a unique and accessible environment that is embraced with active uses and engaging facades.



8-7. The segment of the Eastside Rail Corridor south of NE 4th Street should consider gentler uses and a less urban environment, respecting the transition to less dense neighborhoods.



9-8. Connections between buildings and development should be designed to focus on the human scale and to encourage movement between development for pedestrians and cyclists.



10-9. All connections between sites, buildings, and public spaces should be clearly designed to encourage public use and not project the image or appearance of a privatized space.



11-10. Include historical references in streetscape design that speak to the heritage, history, and culture of the Wilburton area. This should include agricultural history, timber, rail, and diversity & immigration.



12-11. Provide urban amenities that encourage public use and soften the hardscape including seating, planter boxes, vegetations, lighting, and public arts that create an engaging and visually interesting streetscape.



13-12. Encourage Create activated alleys that are multi-modal and serve as public and third spaces, providing a unique character and urban environment.



14. Consider the needs of all modes of transportation on all streets.

15-13. Connectivity between the Eastside Rail Corridor, developments, and connections to other pedestrian and cyclists facilities throughout the study area is critical to establish a robust network of non-motorized options. Create permeability and enhance connectivity to the Eastside Rail

Formatted: Font: (Default) Arial Narrow, 10 pt

Corridor:



14. Pursue opportunities for short-term and walk off parking to encourage trips between parcels and businesses to occur via non-motorized transportation.

Formatted: Indent: Left: 0"

Formatted: Font: (Default) Arial Narrow, 10 pt

Formatted: List Paragraph, Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"



MEMORANDUM

To: Wilburton CAC Members

From: Bradley Calvert, Program Manager, PCD
Michael Kattermann, Senior Planner, PCD
Arthur Sullivan, Program Manager, ARCH

Date: December 7, 2017

Subject: Draft Policy Statements on Affordable Housing

At two previous CAC meetings, staff has presented information about the need for affordable housing, existing programs to address the need, and Bellevue's Affordable Housing Strategy approved by City Council in June 2017. The purpose of the briefings was to inform the CAC's discussion regarding affordable housing in the future redevelopment of the Wilburton study area. Following the presentation at the October 5 meeting, the CAC discussed how and where to include affordable housing. The following draft policy statements are intended to capture the CAC's discussion. These statements will be refined based on the discussion and direction from the CAC at the December 7 meeting. Please review prior to the meeting for discussion and comments.

GENERAL:

This policy section addresses overall characteristics of affordable housing including the quality of development, livability and context within the study area.

1. Create affordable housing that helps address the anticipated needs in Bellevue and in particular, the needs of those that work in the study area (e.g. hospital support staff, retail salespeople, teachers)
2. Create affordable housing that is an integrated component of the neighborhood.

LAND USE:

This policy section provides a foundation for land use regulations in this area to encourage and incent a diversity of types and affordability of housing.

3. Land use regulations should encourage the development of a range of multi-family unit sizes and affordability levels. Approaches could include:
 - a. allow the use of floor-area-ratio standards rather than dwelling units per acre;
 - b. reducing required parking ratios for micro apartments (self-contained living units less than 400 square feet) located within the 10-minute walkshed of light rail stations;
 - c. establishing policy framework for creating a bonus/incentive system similar to BelRed, including:

- affordable housing as the initial and primary public benefit;
 - using density bonuses to strongly incentivize housing affordable to people earning 80% or less of area median income;
 - prioritizing the construction of affordable units within market rate housing developments over forms of alternative compliance such as in-lieu fees.
- d. encouraging a mixture of rental and ownership housing opportunities such as attached residential types (e.g. townhouses, condominiums) that provide affordable options for first time buyers and residents seeking to downsize.

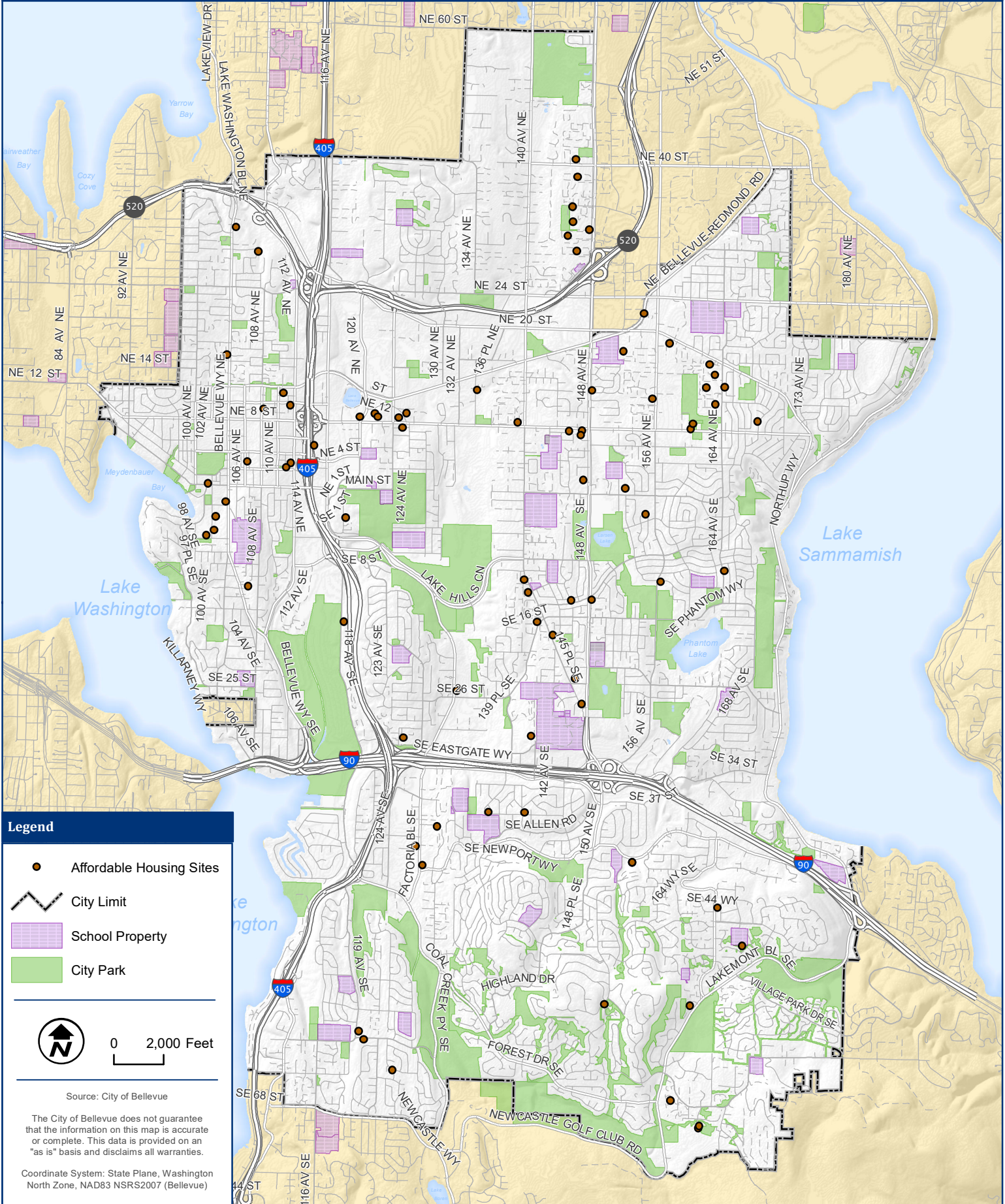
LEVERAGE PUBLIC RESOURCES:

This policy section addresses the ways in which the city's resources beyond regulatory tools can be leveraged to create more housing and affordable housing with greater levels of affordability.

4. Develop affordable housing on public and non-profit owned land that is appropriate for residential uses, with an emphasis on the following:
- a. Partnering with affordable housing providers to develop all of the city-owned 120th site (former Porsche dealership) and a portion of the city-owned Lincoln Center site for affordable housing;
 - b. Maximizing opportunities for development of affordable housing, especially for low- and very low-income populations, near light rail stations and bus rapid transit stops;
 - c. Dedicating a portion of housing affordable to low-income seniors;
 - d. Providing public spaces and amenities that are accessible and welcoming to all populations and attractive to the broader community (e.g. Capitol Hill light rail station plaza/amenities).
 - e. Encouraging goods and services that meet the needs of the community, particularly any special needs of affordable housing residents;
 - f. To maximize opportunities for very low and low income households, consider ways to utilize local resources such as discounted land cost and funding to leverage with non-local affordable housing resources;
 - g. Seek input on the design and uses of public spaces and amenities from potential users of the facilities.
5. Update Multi Family Tax Exemption (MFTE) program for the Wilburton area, including:
- a. Expanding the "residential targeted area" to encompass the entire Wilburton study area;
 - b. Combining the MFTE provisions with any land use incentive program to maximize affordability levels available;
- OR
- b. Applying MFTE independent of affordable units resulting from land use incentives.

Bellevue Affordable Housing Inventory

Housing Sites





Date: October 10, 2017

To: Jennifer Robertson, Councilmember
Bellevue City Council
Parks & Community Services Board Council Liaison

Bradley Calvert, Planning Manager
Planning & Community Development Department

From: Mark Van Hollebeke, Chair 
On behalf of the Parks & Community Services Board

Subject: Comments on the Draft Grand Connection Framework Plan

In January and July of this year, the Parks & Community Services Board received progress reports on the Grand Connection and Wilburton planning initiatives. As the Board discussed the draft Grand Connection Framework Plan, themes emerged that we ask the City to consider as it finalizes the Framework Plan and moves ahead with planning around the Interstate 405 crossing alternatives and the Wilburton Commercial Area redevelopment plan.

Paramount is Bellevue's long-standing claim to be a City in a Park. This vision was affirmed by the City Council in the 2015 Comprehensive Plan, which describes how that claim is to be maintained:

Bellevue has a system of parks, open spaces, cultural facilities and recreational amenities throughout the city. These provide abundant access to natural beauty and extraordinary experiences to define a lifetime of recreation and learning.

From this statement, several themes can be drawn and applied to the Grand Connection Framework Plan. These include enhancing Bellevue's system of parks and open spaces, designing for natural beauty, providing abundant access, and supporting recreation and cultural facilities.

A system of parks and open spaces

Chapters 3 and 4 of the draft Framework Plan describe the Grand Connection route and the distinct identity of the route. The Board wholly supports expanding the concept of the Grand Connection to reach out beyond the confines of the primary route to embrace other nearby amenities north and south including Bellevue's original grand connector, the Lake to Lake Greenway Trail as it extends along Main Street to the Bellevue Botanical Garden, the Eastside Rail Corridor and beyond to Lake Sammamish. Tendrils from the Grand Connection should reach north to encompass McCormick Park, Ashwood Park and the Regional Library, with wayfinding that enhances park visitors' awareness of other nearby parks. In this way, the Grand Connection can be a valuable toehold for the City's existing and future efforts to improve overall connectivity in Downtown Bellevue for pedestrians and bicyclists.

Designing for natural beauty

As it serves to connect existing and future parks and public spaces like pearls on a string, the Grand Connection should also maintain its own cohesive and unique sense of place and identity. As such,

the Board supports and Framework Plan's recommendation that the Natural Landscape be the primary identity and character for the Grand Connection. The Board discussed the benefits of greening the corridor through use of vegetation and water elements along the route. This is consistent with the City's 2016 Parks & Open Space System Plan, which (as it has since the 1980's) emphasizes greenways throughout the city that "provide a natural contrast to urban density."

Providing abundant access

The Board finds that the Framework Plan could do more to analyze and plan for access and inclusion, using the broadest definitions of those two terms. How can the Grand Connection improve access through Downtown for an aging population and people with mobility challenges? How can the Grand Connection create public spaces attractive and useful to young families and children living an urban lifestyle? How can wayfinding along the route and throughout downtown be improved to best serve Bellevue's increasingly diverse and foreign-born residents?

Supporting recreation and cultural facilities

The ultimate desired outcome of the Grand Connection is to create a signature urban experience for Bellevue residents, workers and visitors. People will be drawn to the Grand Connection by its design, but equally, if not more so, by what is programmed for the corridor. The Board applauds including a chapter in the framework plan listing ideas and opportunities for programming. Yet, a framework for implementing programming is not sufficiently addressed in the Implementation and Next Steps chapter. A seed of programming around the Arts Program is included. This is valuable, but too narrowly focused. Ideas for implementing programming should be more fully explored in the final Framework Plan, including:

- Interpretation of the city's history and heritage
- Active recreation
- Community services
- Community gathering opportunities and events
- Celebration of cultural diversity and inclusion

As the City continues in this process of design and planning for the Grand Connection and Wilburton, the Parks & Community Services Board will remain engaged and interested in taking full advantage of opportunities to provide feedback and input. As an example, the Board has already discussed the value of creating a public park of significance on the east side of the Grand Connection to counterbalance Downtown Park and Meydenbauer Bay Park, which anchor the west side of the Connection.

In conclusion, the Parks & Community Services Board wholeheartedly supports the vision of the Grand Connection and, if fully realized, we believe it moves us one step closer to becoming the City in a Park that the Council envisions. In particular, the Board supports the shift away from Downtown Bellevue's existing pattern of discrete public and private public spaces as "hidden gems" toward a more connected, inclusive and welcoming system of parks and public spaces.

Thank you for the opportunity to provide comments and we look forward to future such opportunities.



Wilburton Commercial Area

Citizen Advisory Committee Meeting #10

November 2nd, 2017

6:00 – 8:00 pm



Tonight's Meeting

- Economic Development
- Complete Design Discussion
 - Adoption / comments on design vision statements
 - Building / tower stepback considerations
 - Transition / buffer considerations



#ThinkBellevue

BELLEVUE'S ECONOMIC DEVELOPMENT PROGRAM AND THE
OPPORTUNITY IN WILBURTON



Tonight's Topics

- Bellevue's Approach to ED
- The Ecosystem
- Talent and Transport
- Importance of Scale
- Intentionality



Bellevue is an innovation and technology center.

Companies from the U.S., Europe, and Asia base their engineering and research teams in Bellevue.

We are a bridge into U.S. and Canadian markets. Our strong international workforce supports innovation and global solutions.



Bellevue is Puget Sound's 2nd City

- Global business center
- Specialization in technology and gaming
- 45 corporate headquarters
- 90 international businesses
- Home to industry pillars for enterprise and games
- Safe community
- Highly-rated schools
- Beautiful natural environment





Talent drives Bellevue's economy

High-Skill Occupations	Bellevue	Raleigh	Austin	Atlanta	San Jose	Salt Lake	Portland	Denver
Business, Science & Arts	60%	46%	46%	51%	43%	44%	46%	45%
Computer & Math	18%	5%	6%	4%	7%	3%	4%	4%
Engineering & Science	23%	10%	10%	7%	13%	8%	8%	7%





Two Big Recruitments



- HQ moves to Bellevue in 2020
- 60% of employees bike to work
- Employees needed bigger sell on Bellevue



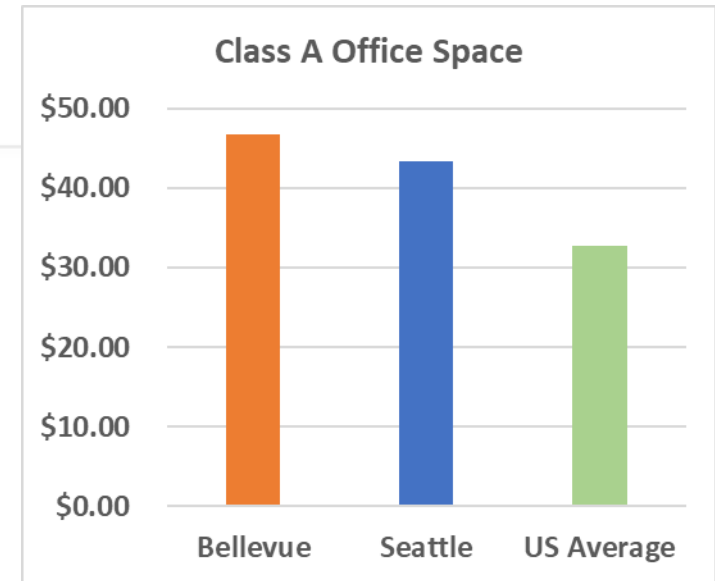
- Focused on business and technology innovation
- 3,000 international students every year by 2025
- They will be Bellevue's ambassadors to the world

For innovators, place matters.



Trends in Economic Development

- Creative Edge, business survey, and tourism master plan have surveyed businesses.
- Firms moving to Bellevue are smaller: 10-20 persons, focused on higher-cost roles.
- Admin., CSR, and other lower-cost roles are shipped to cheaper regions.
- The continued growth of online ordering means cities need unique, local retail and restaurants to draw visitors.



Bellevue is the 10th most expensive office market in the U.S.

- JLL Commercial Office Report, July 2017

The future will be **smaller companies.**



Place Making for the Knowledge Economy

WHY DOES IT MATTER FOR ECONOMIC DEVELOPMENT?

Downtown Bellevue is big.



A Sense of Place



Neighborhoods, cities, and regions are awakening to the importance of 'place' in economic development...

Competing for success in a global marketplace means creating places where workers, entrepreneurs, and businesses want to locate, invest, and expand...

A community without place amenities will have a difficult time attracting and retaining talented workers and entrepreneurs, or being attractive to business.

– Michigan Governor Rick Snyder



Amazon HQ2 RFP

Amazon's selection criteria, as described in the company's request for proposal, sets out a compelling list of the attributes cities must have if they aspire to be a serious part of the America's growing digital economy.

- Amy Liu and Mark Muro, Brookings Institution in the Harvard Business Review, "What Amazon's HQ2 Wish List Signals about the Future of American Cities", Sept. 8, 2017

Top Site Location Requirements:

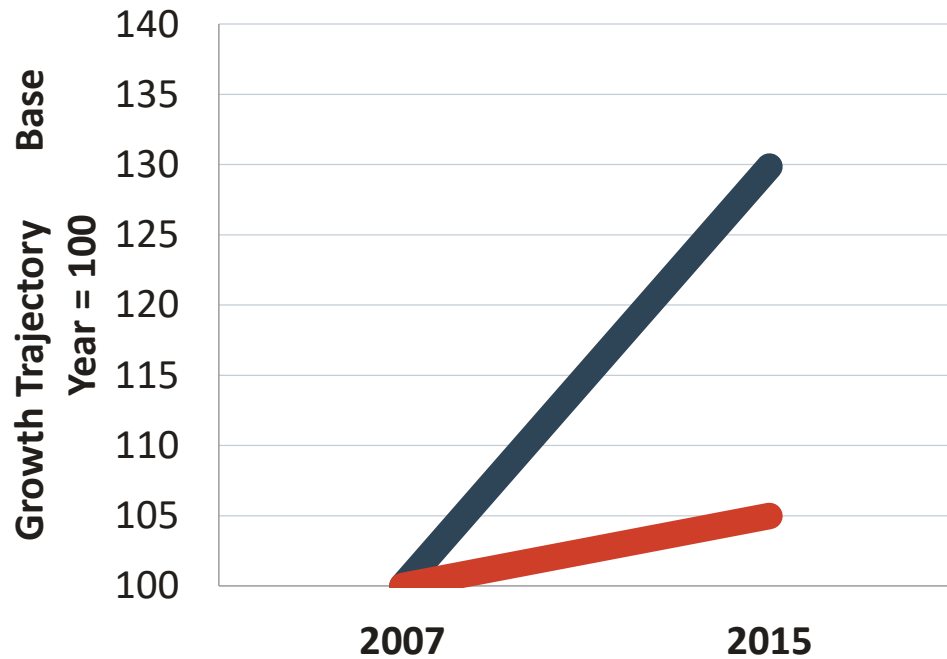
- MSA with 1 million or more people
- Stable and business friendly environment
- Potential to attract and retain strong technical talent.
- Access to global markets
- Cultural Fit
- Community/Quality of Life



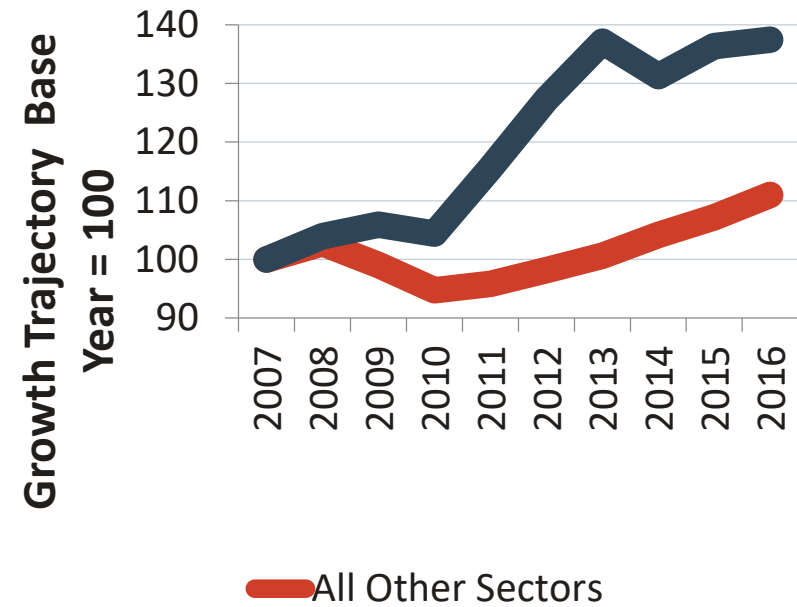


Creative jobs have fueled Bellevue's growth

CREATIVE INDUSTRIES



CREATIVE JOBS





Bellevue's Creative Economy



How do we create a sense of place?

Elements of Place

- Mixed uses
- Quality public spaces
- Broadband-enabled
- Multiple transportation options
- Multiple housing options
- Preservation of historic structures
- Community heritage
- Arts, culture, and creativity
- Recreation
- Green spaces



Characteristics of Good Form

- Mass, density, and scale appropriate to place
- Human scale – designed for people
- Walkable – pedestrian-oriented and bikeable



Quality Places that are:

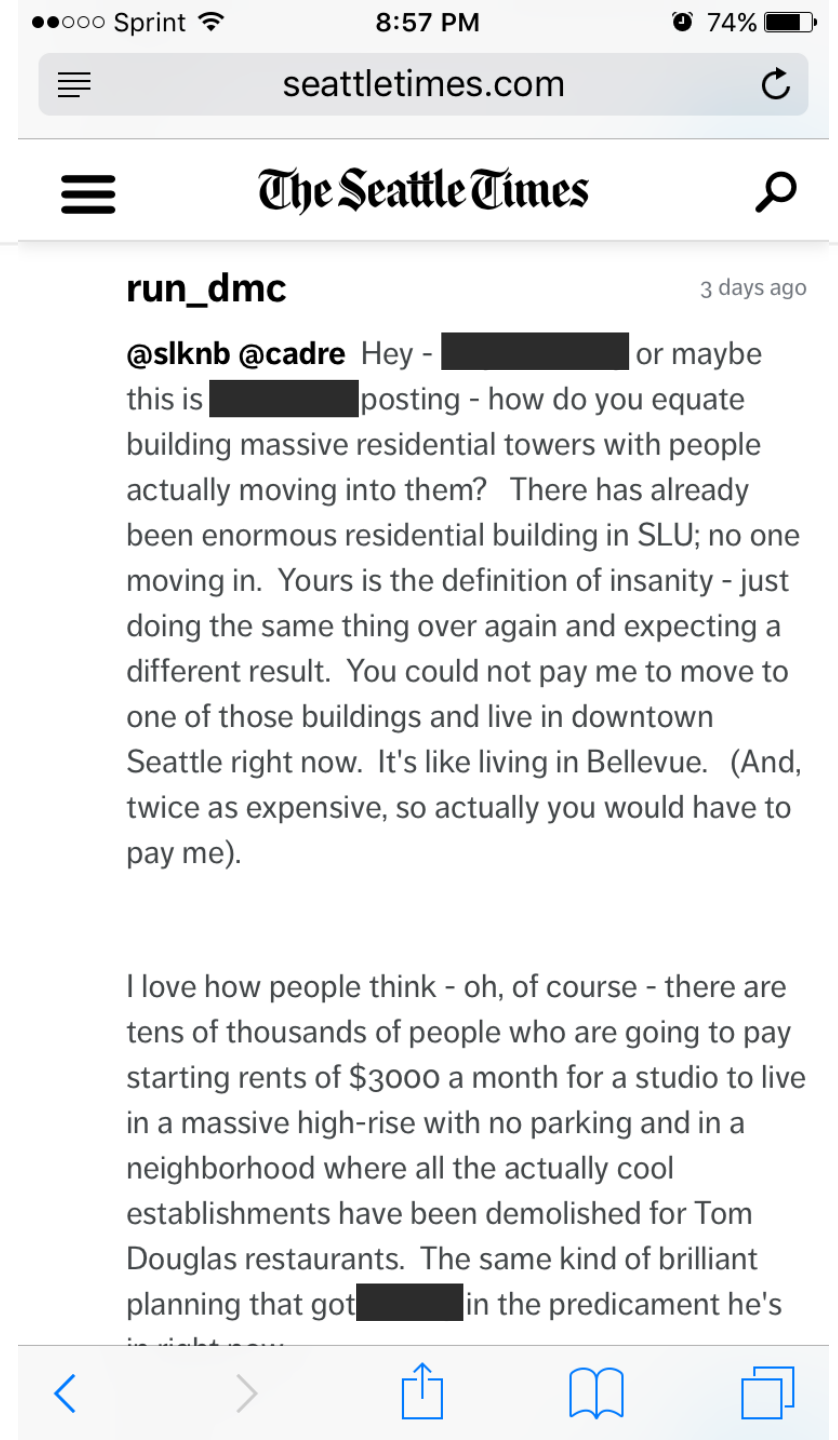
- Safe
- Connected
- Welcoming
- Accessible
- Comfortable
- Authentic



People-focused neighborhoods

- People want to visit and work in the places they want to live.
- Human-scale and people-focus make places memorable and interesting.
 - Make large development feel more intimate
- “Favorite Neighborhoods” are more than employment centers:
 - Ballard, Capital Hill, Crossroads, Downtown Kirkland

Wilburton must be unique.





Intentionality

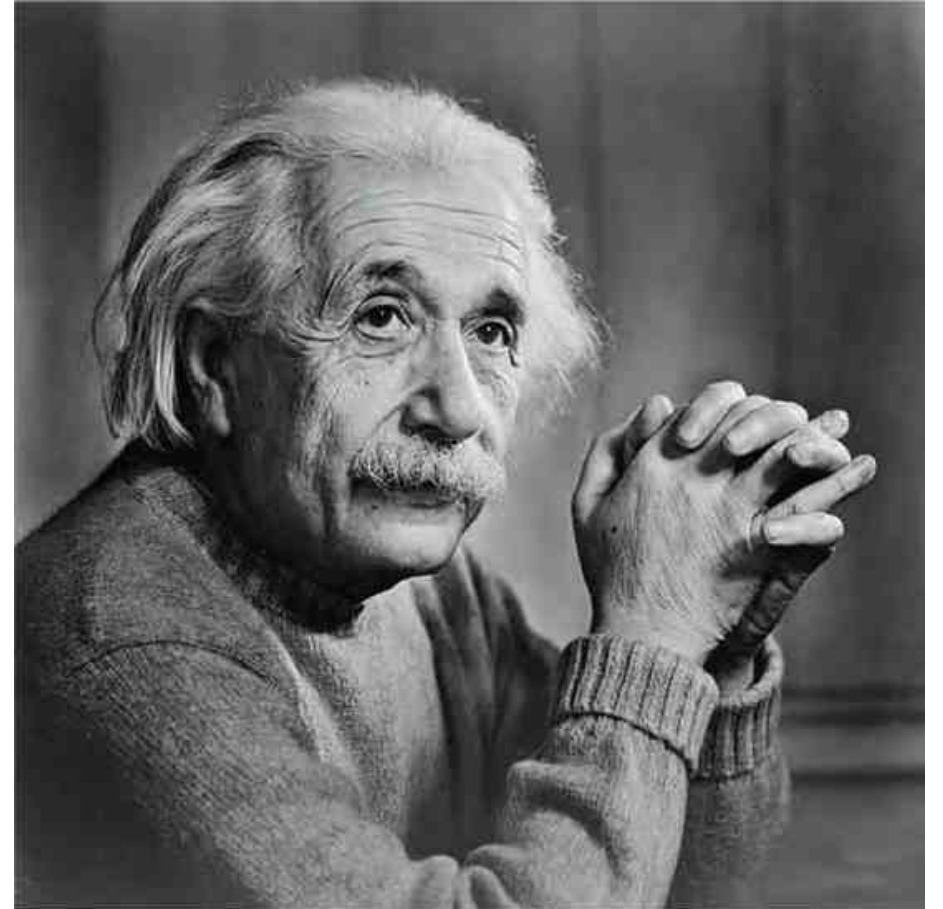
HOW DO WE ACTIVELY CREATE THE PLACES WE ENVISION?



How do we catalyze and lead change?

Insanity is doing the same thing over and over again and expecting different results.

Albert Einstein





Case Study: BelRed “Arts District”

- Designated an arts district in 2009.
- No visible arts programming or infrastructure.
- Two East Link stations and Spring District encourage standard redevelopment



Did we DO enough?



Case Study: World Trade Center Denver

- 50k sf of co-working/business accelerator
- 30k sf of retail/food incubator
- 200k sf of market office space
- 200 hotel rooms
- Integrated art throughout the development + gallery

They DID something.





Case Study: San Antonio River North

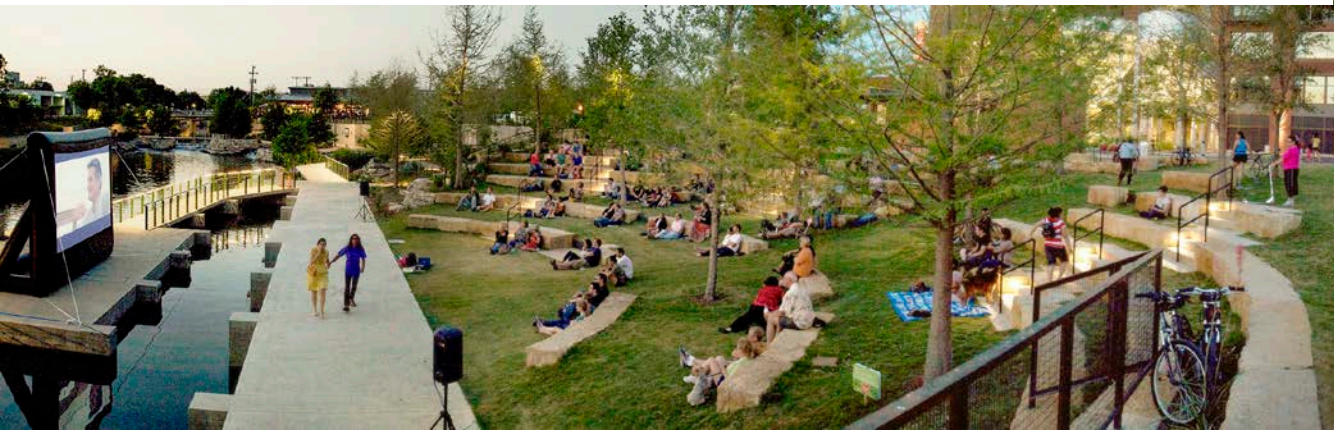
- In 1998, City and County began planning to extend the Riverwalk north of downtown
- To enhance flood protection and catalyze redevelopment in a blighted area north of downtown
- They took an ugly, overlooked ditch →





Case Study: San Antonio River North

- Invested \$72.1 million in public infrastructure along 1.5 miles of river front
- Added public spaces and public art as **critical components**
- Created vigorous **design standards** for private development





Case Study: San Antonio River North

- Facilitated expansive, family-friendly public use through festivals and events





Case Study: San Antonio River North

And received a neighborhood that...

- Fits the character and vision of the city as a welcoming, historic place
- Is at the top of all the “best places” lists
- Keeps winning awards, including 2017 Global Awards for Excellence

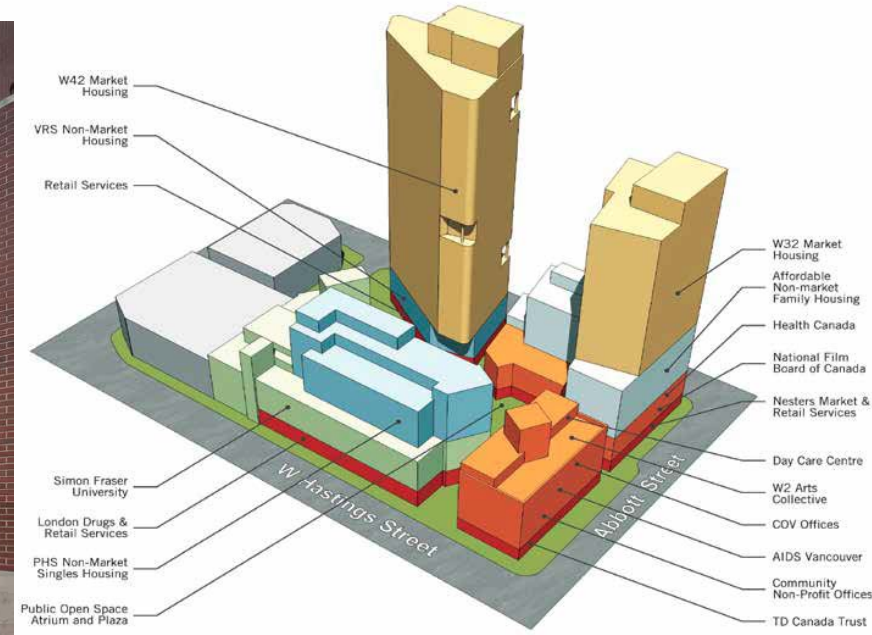




Case Study: Woodward's Vancouver

- Complex Public–Private Partnership (P3)
- Challenged site to resolve social challenges
- Catalyze a neighborhood
- Affordable housing
- Family sized
- Social housing
- Public atrium
- Offices
- Non-profit offices
- University
- Arts collective
- Retail
- Treatment Services

They DID something.

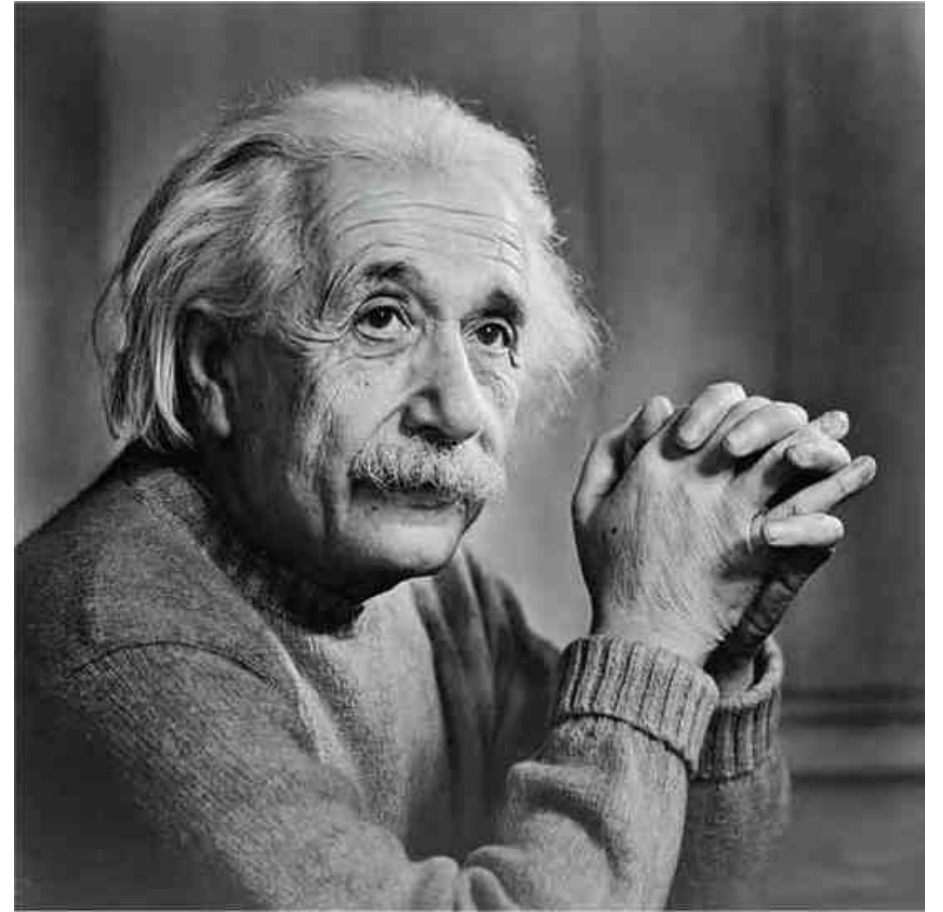




**We can do the same thing
again and again.**

OR

**We can intentionally create a
Wilburton that reflects the
Bellevue we want to be.**





The Opportunity

Find sites (public & private) that catalyze redevelopment in a community-focused and create –

- Affordable commercial space
 - Incubators / entrepreneurs
- Workforce housing
- Community and cultural event & meeting space
- Music, local retail, local restaurants
- Recreation facilities

How do we **balance offices and livability?**



The Opportunity

Identify priorities and strategies for staff to develop policy to encourage vision in Wilburton

- What types of businesses/uses do you want to encourage to create the vision
- What type of strategies?
 - Development incentives
 - Pursue innovative partnerships
 - Leverage city-owned assets
 - Investment in infrastructure/assets

How do we **balance offices and livability?**



#DidYouKnow

Thanks in part to its strong talent pool, four of the largest Chinese technology firms have chosen to invest in Bellevue.



• #THINKBELLEVUE

#ThinkBellevue

Questions?

James Henderson
Economic Development Director
JSHenderson@bellevuewa.gov

Jesse R. Canedo
Economic Development Manager
Jcanedo@bellevuewa.gov



@ThinkBellevue



/ThinkBellevue



Design Considerations



Buildings, Parks, and Streets Design

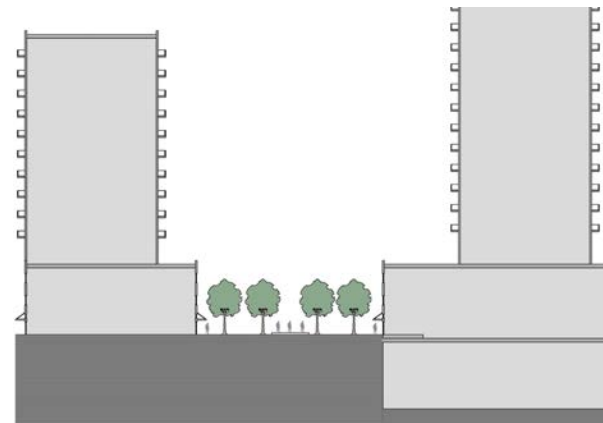
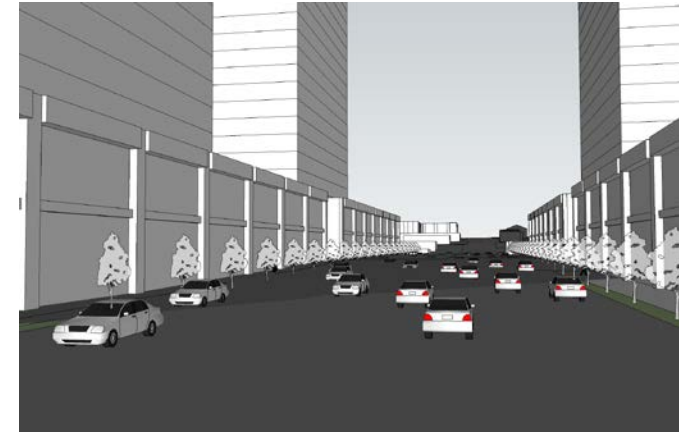
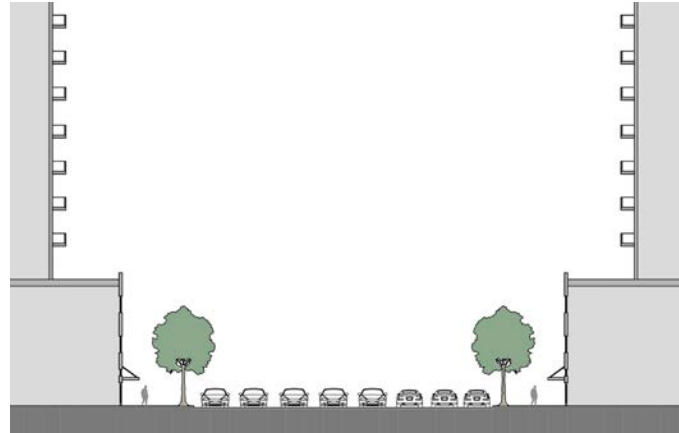
- Statements drafted based on exercise and discussions
- Elements to consider
 - Do they achieve the intent / justification?
 - Overall vision
 - Economic development / affordable housing / etc.
 - Are they specific / strong enough?
 - Additions / subtractions?





Exercise

- How do we make larger development feel more intimate?
- How will the user experience these spaces?
- 116th Avenue NE
- NE 8th Street
- Eastside Rail Corridor
- Buffers / Transitions
- Results of exercise will be incorporated into the design vision statements



City of Bellevue
Wilburton Commercial Area
Citizen Advisory Committee
Meeting Minutes

November 2, 2017
6:00 p.m.

Bellevue City Hall
Room 1E-120

MEMBERS PRESENT: Jeremy Barksdale, Sarah Chong, Shari Einfalt, Glen Griswold, Jay Hamlin, Matt Jack, Chris Johnson, Maria Lau Hui, Debra Kumar, James McEachran, Andrew Pardoe, Daniel Renn, Alison Washburn, Don Weintraub, Lei Wu

MEMBERS ABSENT: None

OTHERS PRESENT: Bradley Calvert - *Department of Planning and Community Development*, James Henderson - *Office of Economic Development*, Jesse Canedo - *Office of Economic Development*

RECORDING SECRETARY: Audio Recording, transcribed by Bradley Calvert

1. Call to Order and Approval of Agenda

The meeting was called to order at 6:00 p.m. by Co-chair Barksdale.

Co-chair Barksdale asked if there was a motion to approve the agenda.

❖ **Action Item:** *Mr. McEachran motioned to approve the agenda. The motion was seconded by Mr. Johnson. The agenda was unanimously approved.*

2. Approval of Meeting Minutes

Co-chair Barksdale asked if there were any comments regarding the meeting minutes from the October 6th, 2017 meeting. There were no comments.

❖ **Action Item:** *Mr. Pardoe motioned to approve the minutes. The motion was seconded by Mr. Hamlin. The minutes were unanimously approved.*

3. Communication with Boards, Commissions, Stakeholders, Public, and Meeting Updates

Mr. Calvert provided an update regarding the scheduling of the future Committee meetings. He stated that the Environmental Impact Statement was currently on hold. Mr. Calvert stated that a total of 13 meetings were planned for the Committee. He stated that given the delay, the plan was to cancel either the December or the January and replace that meeting with a March of 2018 meeting. A majority of the Committee members stated that it would be preferred to postpone the January meeting.

4. Public Comment

Don Vehige of GGLO stated that he represented the Morelli family and Eastridge Corporate Center. He stated that he believed the concept of a vegetated buffer was a great idea along Main Street. Mr. Vehige stated that a 20 to 25 feet buffer along Main Street would preserve the character of the surrounding area. He referenced an image of the southeast corner of the Eastridge Corporate Center and the approximate scale of a buffer. Mr. Vehige stated that much of the vegetation on their property could be retained as a buffer for the Eastridge Corporate Center. He stated that upper level building stepbacks are one tool to create great urbanism. Mr. Vehige referenced graphics that exhibited buildings with and without upper level stepbacks and their ability to create great streetscapes. He stated that it was important to also consider an entire block in addition to individual buildings and developments, and that elements such as upper level stepbacks may be more appropriate in some locations and not in others. Mr. Vehige stated that it was also important to consider the implications of requirements on smaller sites with taller buildings as well, and that there were tradeoffs.

Arlan Collins of CollinsWoerman Architects stated that represented KG Investment Properties. He stated that he wanted to reference a few scenes from the video they presented in previous months. Mr. Collins stated that he wanted to discuss the kind of stepback and setback requirements that he believed were most appropriate for their client's property. He stated their site was an opportunity to address the needs of large floorplate users. Mr. Collins stated that their site had a change in grade from east to west, and as such stepbacks should occur between 60 and 65 feet rather than 40 feet. Mr. Moniz stated that the intersection between the Eastside Rail Corridor and the Grand Connection was a very important element to the subject site, and that it would be essential to activate the two features with density and vibrancy. Mr. Collins stated that along 116th Avenue NE, their concept actually pulled the building out to, and over, the property line to activate and create cover for the public realm. He stated that he wanted the Committee to consider such concepts.

Todd Woosley stated that he represented Brierwood Center and Hal Woosley Properties, and was a member of the City's Transportation Commission. He stated that there is going to be an event to celebrate the completion of the 120th Avenue NE and NE 4th Street expansions. Mr. Woosley stated that this new infrastructure was worth the investment and encouraged the Committee to attend the opening. He stated that he wanted to encourage the Committee to think big as part of their economic development conversation for the evening. Mr. Woosley stated that the base floor area ratio needs to ensure economic feasibility for redevelopment and to provide flexibility for uses in properties. He stated that this area could be the cornerstone for the Innovation Triangle and possessed national or international potential. Mr. Woosley stated important elements to the City's economic development strategy and to expand and add flexibility for the study to allow for innovation in development.

5. Economic Development – Opportunities, Priorities, and Action

Mr. Calvert stated that James Henderson and Jesse Canedo from the Office of Economic Development would be presenting on economic development, trends, and placemaking to assist in identifying priorities discussed in earlier meetings such as innovation, creativity, and community oriented businesses. He stated it would also facilitate a discussion on how to leverage city owned assets.

Mr. Henderson stated that he was born and raised in Bellevue and that much of his professional experience has been in economic development. He stated that both he and Mr. Canedo worked together in San Antonio, TX. Mr. Henderson stated that the approach to economic development in Texas was intentional and focused on the region's core assets to drive economic growth and job creation. He stated that often cities would need to catalyze the types of opportunities that the city would like to see in regards to economic growth.

Mr. Canedo stated that he has lived in Bellevue for approximately two and half years, and that his perspective is both from economic development, and also as a downtown resident. He stated that he has lived in Boston; Sydney, Australia; Rome, and Madrid. Mr. Henderson stated that they wanted to discuss the approach to economic development, the economic ecosystem, placemaking, and intentionality.

Mr. Henderson stated that Bellevue was a technology center and at the forefront of the innovation revolution. He stated that Bellevue is much bigger than its population indicates, particularly as it relates to its economic stature. Mr. Henderson stated that Bellevue is at the cutting edge for artificial intelligence, gaming, and virtual reality. He stated that there are 45 corporate headquarters and over 90 international businesses in Bellevue. Mr. Henderson stated that Bellevue receives significant consideration from countries in central and eastern Europe, as well as countries from Asia. He stated that this interest stems from the Global Innovation Exchange (GIX), a partnership between University of Washington and Tsinghua University. Mr. Henderson stated that it will bring students from all over the world to learn entrepreneurship and innovation at the highest levels. He stated that there were over 90,000 software engineers within the larger region, just below San Francisco.

Mr. Henderson stated Bellevue was becoming a major center for gaming, and that games such as Pokemon Go were invented in Bellevue. He stated that it demonstrated Bellevue's role in augmented and virtual reality development. Mr. Henderson stated that Bellevue was expected to grow by 60,000 jobs by 2035. He stated that Bellevue was comparable to cities such as Raleigh and Austin for density of technology workers.

Mr. Canedo stated that REI was relocating their headquarters from Kent to Bellevue in 2020. He stated that approximately 60% of REI's workforce bike to work. Mr. Canedo stated that a variety of transportation modes was highly important to them. He stated that while REI closed their deal to relocate, it still took a lot of work to sell the idea of relocating to Bellevue to their employees. Mr. Canedo stated that the employees felt that Bellevue didn't reflect their culture, and there was a lack of place. He stated that more identity and place is needed. Mr. Canedo stated GIX was a significant recruitment for the city as well. He stated that the program just launched this fall and is expected to include 3,000 students by 2025. Mr. Canedo stated that these international students will be ambassadors for Bellevue. Mr. Calvert stated that it was important to note that both REI and GIX would be directly north of the study area, in the Spring District.

Mr. Canedo stated that trends indicate a move away from large companies relocating corporate headquarters. He stated that large expansions and relocations have become the exception to the economic development rule and not the norm. Mr. Canedo stated that most businesses moving to Bellevue tend to be 10 to 20 employees and are knowledge based. He stated that jobs such as customer service are being sent to other parts of the country, facilitating smaller companies. Mr. Canedo stated that those present in the WeWork facility tend to be 2 to 20 employees.

Mr. Canedo stated that the city was also engaged in a study on Bellevue's creative economy. He stated that the increase in online transactions necessitates cities creating more compelling places and identities that will attract people. Mr. Canedo stated that if it was easier to order something such as food, that would be the preferred option if someone is not compelled to engage with the urban environment. He stated that Bellevue's downtown was attractive to many companies but he stated that the scale was also large. Mr. Canedo stated that downtown was designed for peak load during business hours. He stated that if you walk downtown after working hours there are 14,000 residents remaining after the 60,000 to 70,000 workers have left. Mr. Canedo stated that it creates a very different experience, and that downtown is designed like a place to travel through, not to stay. He stated that downtown should be designed to encourage lingering and create a sense of place.

Mr. Henderson stated that sense of place is highly important. He stated that only 10 to 20 percent of local jobs are driven by recruitment, and that the balance comes from small business development and growth. Mr. Henderson stated that jobs should be "sticky" in that they own their land and are invested in the region. He stated that technology jobs tend to not be "sticky" because they can easily go to different locations and encourage less investment per employee. Mr. Henderson stated that by better placemaking it can encourage those less "sticky" jobs to remain and invest. He stated that given global competition for jobs it is important for Bellevue to be intentional about the place that the city is creating.

Mr. Henderson referenced an article from the *Harvard Business Review* regarding the recent Amazon HQ2 RFP. He stated that if you read the Amazon RFP it reads as a placemaking strategy for cities. Mr. Henderson stated that if a city wants to compete for technology and knowledge based jobs then the city must focus on placemaking and a sense of place to attract and keep companies. He stated that by having more employment options, such as more companies, it provides employees options of where they want to work, rather than just a handful of very large companies to choose from. Mr. Henderson stated that is what makes Bellevue so appealing, because there are several companies that an employee can choose from. He stated it was important to have a sense of place to attract the people, which would then attract the companies.

Mr. Henderson stated that the city was engaged with a joint project with the Arts Program called the Creative Edge. He stated that the study showed that the creative jobs were growing at a much faster rate than other employment sectors. Mr. Henderson stated that it demonstrates that the focus should be on creative and knowledge based jobs. He stated that Bellevue was comparable to cities such as Cambridge, Alexandria, and Sunnyvale for creative economy jobs.

Mr. Calvert stated that the Committee has discussed sense of place before but tonight they wanted to better understand where are those priorities and who should be attracted to the study area in the future. He stated that intentionality was a topic that they would discuss, but it is important. Mr. Calvert stated that the public realm such as the street level and walkability were important for the creation of a sense of place.

Mr. Canedo stated that creating more people focused neighborhoods is essential to economic development. He stated that a growing trend is that places where people live are also those where they want to work, and that the places they want to live are also the ones they want to visit. Mr. Canedo stated that creating memorable places is important and that human scaled environments are essential to memorability. He stated that large developments can also be memorable and human scaled but that it requires a lot of

intention to make them such. Mr. Canedo stated that neighborhoods such as Ballard, Capitol Hill, Downtown Kirkland, and Crossroads (Bellevue) are often listed as favorite neighborhoods in the region. He stated that they are places they want to live and to also visit because of memorable activities, places to linger, and engaging public spaces. Mr. Canedo stated that the Wilburton Commercial Area should be made unique and memorable in the same sense so that people feel compelled to visit and return to. He referenced a recent discussion with a Bellevue based company that is considering moving to Downtown Kirkland or Seattle because their employees highly value the experiences they get from those environments. Mr. Canedo stated that they do not see downtown Bellevue fitting the culture of their company. He stated that this represents an opportunity to create a more engaging and memorable experience in the Wilburton Commercial Area.

Mr. Canedo stated they would consider a number of case studies and how Wilburton can move forward with different intent. He stated that the first case study was Bellevue's BelRed area. Mr. Canedo stated that in 2009 it was designated as an arts district. He stated that the city mainly just labeled the area and did not create an implementation plan to catalyze the development of an arts district. Mr. Canedo stated this could have included signage, programming, and art but without those intentional steps artists have actually moved out of the area.

Mr. Calvert stated that an example of intentionality is the World Trade Center in Denver, CO. He stated that in previous meetings they had discussed the RiNo Arts District and how it became an unofficial district for Denver. Mr. Calvert stated that the World Trade Center recognizes the success of the RiNo District by creating incubator and co-working spaces and integrated art combined with private market office development. He stated that the project serves as a catalyst for additional development as the RiNo District evolves into a more mature neighborhood that still desires to retain its creative economy.

Mr. Henderson stated that a project he worked on in San Antonio was the River North project. He stated that the north river was to maximize flow from heavy rains, but it wasn't created with a sense of place. Mr. Henderson stated that the city and county decided to partner to transform the area and make it an economic development generator as a place that people and companies wanted to be. Mr. Canedo stated that the river is analogous to the Eastside Rail Corridor and how it creates a spine through the community. He stated that the city also partnered with local utility companies and private foundations, in addition to the county, and invested \$72 million to transform a mile and a half of the river. Mr. Canedo stated that the river acted as flood prevention and an amenity to catalyze development. He stated that public spaces and art were added to the infrastructure to create an arts oriented community. Mr. Canedo stated that art became an intentional element throughout the area and also facilitated family friendly events such as parades, festivals, and farmer's markets.

Mr. Canedo stated that the result was a community that shared the vision of residents and the context of the area. He stated it is often ranked as one of the top neighborhoods in the country, and is a finalist for the 2017 Global Award for Excellence. Mr. Canedo stated that all of the area's success is the city's investment in infrastructure.

Mr. Calvert stated that at the end of the presentation the Committee was to consider the role of city owned assets, such as the Lincoln Center site, in the future vision of the study area. He referenced the case study of Woodward's in Vancouver, BC and its role as a public-private partnership. Mr. Calvert stated that the site was a former department store in a struggling neighborhood and the city was looking at the site as a means to stabilize the neighborhood in addition to creating a catalyst for change. He stated that the city went

through a creative competitive process to solicit ideas and concepts for the site. Mr. Calvert stated that the result was a complex layering of uses that included residential, retail, educational, community services, and many others. He stated that many of the elements focused on creating affordable and supportive housing and services. Mr. Calvert stated that the example demonstrated the ability to create a very complex concept as a catalyst for the study area and still be highly successful. He stated that many questioned whether the project could be successful with the complex mix of uses to address social challenges. Mr. Calvert stated that they developed a marketing slogan and all the units, over 500 of them, sold in a matter of hours. He stated that complex solutions and ideas could still achieve success and vision.

Mr. Canedo stated that the Wilburton Commercial Area will experience redevelopment regardless. He stated that if a new result and new vision is needed, then the Committee and the City need to be very intentional to reflect those desires. Mr. Henderson stated that the sense of place is highly important to the future vision and the ability to attract and retain talent. He stated that the Committee should consider what they could do to maximize the sense of place and intentionality, particularly as it relates to city owned parcels and their roles as a catalyst for the study area to create a great and memorable place.

Mr. Calvert stated that the goal should be to leave the meeting with an idea of how the city owned parcel should be leveraged. He stated that the goal wasn't for the Committee to decide how the asset should be precisely programmed but to provide their general input and direction on the role that the site should play in advancing the Community vision. Mr. Calvert referenced the earlier consideration of green open space on the site that was presented by stakeholders as a potential option as well.

Mr. McEachran raised questions regarding where the students from GIX would live and what percentage of potential employers would live in Bellevue. He stated that based on the presentation it would appear that Downtown Bellevue becomes a transit center after business hours. Mr. McEachran stated that while those retired that live in downtown enjoy their peace and quiet, they also wanted things to do.

Mr. Renn asked the question why would economic development want more people, companies, and density. He stated that it wasn't that there shouldn't be more, but they should understand why. Mr. Henderson stated that why could be for many reasons. He stated that he grew up in Bellevue and after graduating from the University of Washington he moved away because there weren't any jobs that he found suitable. Mr. Henderson stated that the jobs he wanted were in other places that were more cosmopolitan and vibrant. He stated that it's not just about making great places for today's workforce, but that it is also for the future. Mr. Henderson stated that if a community wants to be successful long term then it needs to look towards the future residents and provide jobs for them. He stated that while working in San Antonio a common statement was that San Antonio's biggest export were their people because the young talent did not want to stay. Mr. Canedo stated that cost is a huge barrier in Bellevue and that younger demographics that begin considering families may be driven away because cost is too high. He stated that Bellevue was also competing with cities such as Dallas and Atlanta where they have vibrant urban environments, but housing costs were much less.

Co-chair Wu stated that Bellevue had a highly diverse population and was also exhibited through the presentation. She stated that Bellevue should remain competitive internationally and that an international cultural or community center could also be

considered to welcome people of all cultures. Co-chair Wu stated that it could become a resource for people and programs for the city and its diverse population.

Mr. Johnson stated that the comparisons of cities for creative employment were topline numbers and that it would be helpful if more detailed numbers by sector could be provided for the 2035 planning horizon. He stated that the Committee was going to make recommendations on housing and public space and that current demographics may not be helpful in those decisions now.

Mr. Hamlin stated that he liked the Woodward's example and its ability to address a number of challenges for the study area. He stated that the public spaces and art were also compelling elements. Mr. Hamlin stated it was a compelling vision for the Lincoln Center site as a unique opportunity. He stated that there was also a discussion about the park concept and that it could also be a great gathering location for the Grand Connection. Mr. Hamlin stated that without the lid the park would be against the freeway and that maybe a development that was more urban would be most appropriate.

Ms. Einfalt stated that she understands the need for economic development in the corridor. She stated that she wanted to make sure the Committee considered the needs of those already employed in the area, such as the hospitals, as downtown will not be able to meet their needs. Ms. Einfalt stated that 46 percent of their (Overlake Medical Center) employees are 80 percent AMI, and of the employees that are between 50 and 80 percent AMI those employees are commuting more than 58 miles per day. She stated that it should be a balance of sustainability, meeting the affordable housing needs of existing employees in the area, and economic development. Mr. Henderson stated that the affordability issue was significant. He stated that the city was great at starting and growing companies, but struggled to keep them in Bellevue because the city is so expensive. Mr. Henderson stated that ensuring commercial space be affordable as well to grow, expand, and remain. He stated that the business survey showed that the number one issue of businesses is affordable housing. Mr. Henderson stated that was most true in the retail and service sectors, but was also an emerging issue for those in technology as well.

Mr. Pardoe stated that he recalled that some of the employees of Expedia also encouraged their relocation to Seattle because of the lack of place in Bellevue. He stated that the caution of the San Antonio Riverwalk and Woodward's in Vancouver is that the areas were once squalid but there was already a sense of place. Mr. Pardoe stated that just by encouraging a catalyst development it would not immediately create that sense of place, and that should remain a primary focus.

Ms. Lau Hui stated that the creative industries are unable to stay in Bellevue because of cost, such as visual arts and filming. She stated that there is a sense of history to the study area, and that it should be kept in mind. Ms. Lau Hui stated that it wasn't just a blank slate and that it should incorporate elements of agriculture and immigration history. Mr. Renn stated that there are assets that provide a sense of place around the study area, and that the Committee should keep that in mind. Ms. Kumar stated that the Eastside Rail Corridor was also a significant asset.

Ms. Kumar stated that when she considered Woodward's she hadn't considered it as a city led initiative. She stated that maybe a private development could provide something similar and that Lincoln Center could be a public space. Ms. Kumar stated that if a public space was provided over the interstate it could still be impacted by noise. Mr. Canedo stated that the Klyde Warren Park in Dallas does an excellent job of mitigating sound over the interstate and is heavily used. He stated this could facilitate a public-private

partnership on the Lincoln Center site that could still provide public benefit. Mr Weintraub stated that he used to live within walking distance of Klyde Warren Park and he stated that it was surprisingly quiet and transformed the area around it. Mr. Renn stated that a lid over the interstate would make the Lincoln Center site more desirable.

Mr. Jack stated that he liked the idea of a mixed-use development on Lincoln Center and could be leveraged for uses such as affordable housing. He stated that it would give the city greater control. Mr. Jack stated that he had lunch with a technology business representative and that their biggest concern was affordable housing. He stated that the affordable housing issue was affecting everyone. Mr. Jack stated that a combination of the Grand Connection, Eastside Rail Corridor and Lincoln Center could create a network of accessibility and that Lincoln Center could address some critical issues.

Mr. Griswold stated that a number of neighborhoods have really taken off in the area, and that many of those areas have transformed because the housing started as affordable. He stated that the affordable housing will be key to making the area a thriving community. Co-chair Wu stated that spaces for housing, opportunities to meet, and local businesses would make the development a nice location. Ms. Washburn stated that she questioned whether the Lincoln Center site was the best location for affordable housing. She also questioned if the site could be a combination of public space and development.

Mr. Jack stated that he didn't believe that an arts community could be forced. He stated that he believed most are more organically formed and that if forced it doesn't feel authentic or sustainable. Mr. Jack stated that an arts culture could be incentivized as part of a development at Lincoln Center. Mr. Renn referenced Ms. Washburn's statement regarding the concentration of affordable housing on the Lincoln Center site, and he believed that affordable housing should be evenly distributed.

Mr. Calvert stated that the Committee has seen opportunities to transform the city owned parcel into public space, or into development that can catalyze a particular vision. The Committee was asked if they would prefer to see open space or a catalyst development:

- Mr. Weintraub – Catalyst (if the Grand Connection is a lid over the interstate)
- Mr. Pardoe – Catalyst (believes there are better places for open space)
- Mr. Hamlin – Catalyst
- Ms. Washburn – Open Space and Catalyst
- Ms. Kumar – Open Space and Catalyst
- Ms. Einfalt – Open Space and Catalyst
- Mr. McEachran - Catalyst
- Ms. Chong – Catalyst
- Mr. Renn – Open Space
- Mr. Griswold – Catalyst
- Ms. Lau Hui – Catalyst
- Mr. Johnson – Catalyst (with a focus on the creative economy)
- Mr. Jack – Catalyst
- Co-chair Wu - Catalyst
- Co-chair Barksdale – Open Space and Catalyst

Mr. Calvert stated that it wasn't a final commitment, but that staff would return at the next meeting with concepts and ideas to begin working with and identifying the best opportunities for the city owned assets. He stated that one didn't preclude the other.

6. Development and Design Guidelines Exercise and Action

Mr. Calvert stated at the last meeting they reviewed high level summary statements from the earlier design exercise with the stakeholders. He stated that those were then expanded to include a number of statements that reflected the goals and vision for the aesthetic quality of the study area. Mr. Calvert stated that these detailed summaries were included in their meeting packet and that he wanted the Committee to discuss any potential changes to the statements.

Co-chair Wu asked how the statements would be used. Mr. Calvert responded that they would be used to help develop design and development guidelines. Mr. Hamlin stated that he supported the statements and that they were capturing many of the concepts from earlier meetings. He stated that he had no modifications. Co-chair Wu stated that she agreed with Mr. Hamlin on the quality of the statements, but had some edits.

Co-chair Wu stated that she had some comments regarding street design. She stated that she believed the first statement should be focused more on the separation of cyclists and vehicular traffic. Co-chair Wu stated that she would like to see the second and the 13 comments consolidated. She stated that firmer language should be used as well instead of words such as “encourage.” Co-chair Wu stated that for the sixth statement on street design she would like to see more elaborated descriptions around the Eastside Rail Corridor. She stated that she would like to see the word “connected” used in place of “permeable” when discussing the Eastside Rail Corridor. Co-chair Wu stated that the fourteenth statement should be addressed in the first statement and the language stronger to focus on a shift to pedestrian and cyclist mobility. Mr. Renn stated that the word “required” should be used more than “encourage.” Co-chair Wu stated that on the building design there should be stronger language around access to storefronts and activated facades.

Mr. Pardoe stated that he preferred the word “safety” over “separation” as separation does not always mean a safe facility. He referenced instances where cars cross into separated bicyclist facilities and the dangers that they pose. Mr. Johnson asked if the Committee was going to refine each statement at the meeting. He stated that he would like to see strikethrough and underline format submitted to the Committee so that they could see the proposed changes. Co-chair Barksdale recommended that the Committee members submit their comments to Mr. Calvert and that the document would then be redistributed to the Committee for review. Mr. Pardoe stated that he also wanted to address public parking in the streetscapes section to consider walk off or on street parking.

Mr. Calvert stated that the exercise is to focus on some of the significant corridors and the transitions to areas around the study area. He stated that the results of the exercise would be incorporated into the design statements document. Mr. Calvert provided instructions on the Committee being separated into four groups to address the key corridors and transition areas.

The Committee began their work sessions at 7:25 p.m.

The Committee reconvened at 7:45 p.m.

The work session teams provided report outs.

Transitions and Buffers

The team reported that they believed there should be a vegetated buffer separating development from Main Street and the Wilburton Hill Park. The team also supported upper level stepbacks but believed that flexibility could be provided in the case of residential developments. The team stated that the developments between the study area and the Wilburton Hill neighborhood should have a vegetated buffer and upper level building stepbacks. Co-chair Wu stated that the upper level stepbacks and buffers would be highly beneficial to separate the study area from the lower intensity context. John Savo (NBBJ) stated that residential buildings could provide opportunities for usable space that still functions as a buffer or stepback.

Eastside Rail Corridor

The team reported that the areas of the Eastside Rail Corridor south of NE 4th Street and north of NE 8th Street could be less intense environments. The team stated that they would be best reflected with lower and upper level building stepbacks. The team stated that the area between NE 8th Street and NE 4th Street could provide flexibility in the upper level stepback but require the lower level stepback to maintain human scale.

NE 8th Street

The team reported that the area between 116th Avenue NE and 124th Avenue NE was preferred to have a lower and an upper level stepback. The team reported that for buildings with lower heights could have just a lower level stepback. The team stated that they did not support the option for no stepback anywhere along the NE 8th Street corridor. The team stated that they did support flexibility and variation in building stepback.

116th Avenue NE

The team reported that they supported a single lower level stepback along 116th Avenue NE. The team reported that they believed a single lower level stepback would provide more flexibility than requiring an additional stepback. The team stated that no stepback would create too imposing of a scale for the proposed building heights. The team also reported that they wanted to see modulation and façade treatment that would also vary scale to emphasize the importance of the street level. Ms. Einfalt stated that 116th Avenue NE felt like a wind tunnel, and questioned if only one type of treatment would mitigate these impacts or if other options should be considered as well. Mr. Calvert stated that there are a number of strategies such as weather protection, orientation, and façade modulation that could mitigate the wind tunnel effect. Mr. Savo stated that tower separation can also play a key role.

Mr. Savo referenced a recent article that compared a street to a river and how the placement and height of buildings could create variation. He stated that flexibility could create diversity but also could create the loss a framed, room-like urban environment. Mr. Savo stated that this is where the podium was most important and that stepback at the lower level was important to create the sense of a room that is properly scaled. He stated that the height of the podium typically corresponds to the width of the right of way. Mr. Savo stated that then the towers could have flexibility on location. Mr. Calvert stated that once the concepts for 116th Avenue NE and the Eastside Rail Corridor are layered it could create the desired variation and diversity as well. Co-chair Wu stated that the nuance was not as important as the intention.

Mr. Calvert stated that the results of the exercise would be wrapped into the design statements and that the Committee could provide their comments. He provided a

summary of the upcoming meeting and the focus on the Lincoln Center site. Mr. McEachran asked how large the Lincoln Center site was. Mr. Calvert responded that after easements and right of way were removed for the East Link aerial guideway and the Grand Connection there was approximately 90,000 square feet. He stated that around 68,000 sf would be usable given the remaining configuration of the parcel. Co-chair Wu asked when the considerations for affordable housing would return. Mr. Calvert responded that they were working on a preferred meeting to return with the recommendations and opportunities.

7. Adjourn

Co-chair Barksdale adjourned the meeting at 8:00 p.m.