Wilburton-Grand Connection

Date: June 29th, 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: July 6, 2017 Citizen Advisory Committee Meeting

Enclosed you will find your July meeting packet. The meeting is set for Thursday July 6, 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).

For this meeting we plan on discussing the performance measures that will be incorporated as part of the Draft Environmental Impact Statement (DEIS). Enclosed you will find a list of the performances measures that will be used in the DEIS. While some of the measures are standard, others are more objective. As such, we would like the Committee to evaluate these measures and provide input, feedback, and modification so that these measures reflect the values of the Council Principles as well as the Committee's vision and goals for the Wilburton Commercial Area. As part of the meeting we will discuss potential modifications of the performance measures with the Committee.

The second part of the meeting will take a finer grained look at the concepts for 116th Avenue NE and for block permeability. We will discuss the concepts developed at the last meeting's work sessions and develop a better understanding and detailed considerations for both.

Lastly, we will close out the meeting with a few considerations during the August break for the fall meetings regarding implementation strategies and urban design vision. Upon return from the break we would like to take a more in depth approach to the parks and open space concepts, streetscape designs for other significant streets in the study area, and considerations to influence the form and uses of buildings through implementation strategies.

Included with this letter are the following meeting packet materials:

- Tactical urbanism ideas and teams
- Draft EIS performance measures
- Existing, Planned, and Committee concepts for 116th Avenue NE (notice that the right of way widths are not equal in each image, this will be explained in the meeting)
- Block permeability concept from the June meeting work session
- Updated height and density graphics based on the Committee's June refinement
- Slides from the June Committee meeting
- Meeting Minutes from the June 1, 2017 meeting

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

Wilburton-Grand Connection

Citizen Advisory Committee Meeting

Thursday, July 6, 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 May 4, 2017 meeting *(Motion to approve)*
	3. Communication with Boards, Commissions, Stakeholders, Public and Meeting Updates
	4. Public Comment *Limit to 3 minutes per person*
6:15 p.m.	5. Tactical Urbanism Projects Discussion Discussion of project ideas and teams.
6:45 p.m.	6. Transportation discussion on block permeability and 116th Avenue NE Committee will discuss and refine the 116th Avenue NE and block permeability concepts from the June meeting workshop.
7:30 p.m.	7. Performance Measures Committee will review the performance measures and provide input and refinement in preparation of the Draft Environmental Impact Statement.
8:00 p.m.	8. Adjourn

Agenda times are approximate

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).

Team	What	Who	Why	What	Who	Why
Daniel Renn, Lei Wu, and Shari Einfalt	Information Table at Wilburton Community Association Picnic on Spet. 10th. Also, an information flyer hand out to be distributed with the Wilburton community Association News letter in early August.	100 to 150 Neighborhood Picnic attendees, and 800 to 900 homes in the Wilburton Neighborhood.	These are the Residents that live adjacent to the Wilburton Commercial area.			
Lei, Wu, Dan Renn, Shari Einfalt	Turn a segment of the ERC into a place where people can hang out, interact with each other, or achieve something with facilitation. There are vendors along this segment. And people can walk from this segment of the trail into parking lots of some of the businesses where there are vendors or interesting activities. That is parking lots are connected with the segment of trail with alleyways.	Whoever like to have a good time and happen to learn about this event	This idea showcases places for the community and pedestrian connections that welcome exploration	Information table at the WCA Picnic Sept 10th and a Newsletter hand out for the early August	residents in the Wilburton Neighborhood	The study area is right next to the neighborhood
Debra Kumar, Allison Washburn	For the month of August - "Enliven Wilburton!" Each weekend in August, have programming at different points along the ERC, with potted landscaping and group seating on 116th, wayfinding signs along 116th, 120th, 1st, 4th and 8th. Programming on the ERC includes music, food truck, tables, games. Location of programming points along ERC include just north of the tressle, behind REI at 4th Ave, and at NE 8th. Have different sponsors on hand for each event. For example Greggs Cycle with bicycles.	Residents mainly, but could also appeal to tourists, commuters and even developers	The first TU on the ERC back in October was very successful and generated a lot of excitement about the use of the ERC. Allison and I suggest repeating that experience but extending it at different points along the ERC throughout an entire month, weaving in seating/landscaping/wayfinding on streets around the areas of programming	Potted landscaping, wayfinding signs, group seating along different points of 116th	All of the above	Just like the TU in October, another TU project will help generate excitement about the potential features of Wilburton. This TU could be the jumping off point to future TU projects that keep the interest momentum going.
Chris Johnson, Don Weintraub	My partner and I have not been able to meet, due to heavy workload and calendaring issues. My proposal, is to provide spaces of a human scale at various intervals along bike and pedestrian corridors throughout the Wilburton Commerical Area. These spaces could be located along a network of intra-parcel alleys and pathways, and provide places for humans to stop, rest and interact with one another and their pets. Key features could include street furniture, water fountains and native vegetation.	My proposal targets any bike and pedestrian movement, both within and between individual parcels.	Rather than creating transportation funnels, I want to create spaces of a human scale, which allow people to proceed at their own space and be "present" in the middle of an urban atmosphere.			
Jeremy, Andrew	A one day public market on 6th St. bridge. This would require closing the bridge during the event, but this bridge is not a main bridge since it is only used for HOV traffic.	The general public around the downtown and Wilburton area during the event--hopefully comprised of residents, developers, employees, and tourists who frequent the city.	To understand the experience people expect from a bridge that crosses over I-405 that would connect Downtown to the Wilburton CA (i.e., the transition from downtown to Wilburton).	A fully protected bicycle route from downtown to Wilburton. The preferred route would follow the Grand Connection as much as possible and potentially make its way to the trestle.	The general public around the downtown and Wilburton area during the event as well as people who bicycle around the area.	To understand the experience and challenges of multimodal connectivity between Wilburton and downtown.
Matt Jack, Jay Hamlin	Activating the ERC south of 8th Street. We would create a boardwalk stretch along the ERC and set up tables with umbrellas and other props along it to create a cafe/bar atmosphere described in our past meetings. We would also have live music to help create the atmosphere. Additionally, we would create a temporary crosswalk across 8th street with dissolvable paint and portable traffic light.	The experience would be for residents, tourists, developers, and commuters.	The concept is designed to create the "urban village" feel at a critical intersection in the study area. The experience will help visitors understand the potential as well as present them the challenge of crossing 8th street on the ERC. Feedback from the visitors can help the CAC better understand the public interest in the "urban village" concept and share input on crossing 8th at-grade or across a bridge.	Wilburton Center - Clear out the buses in the Bellevue District Bus Storage for a weekend and have food trucks and vendors fill the space to show what a community center could be like in the area. As an alternative, use one of the empty car lots off 116th.	Residents, Tourists, Developers	Visitors will be able to experience an open space of the Wilburton Study Area. The concept will allow the CAC to receive input on amenities that the public desires; furthermore, the CAC can receive feedback on design and form.
Maria Lau Hui, Sarah Chong	temporary public park for farmer's/night market and stages for local musicians	residents & tourists	The intention is to bring people together. It can be a typical farmer's market, or it can be a night market, like the one at Richmond, Vancouver B.C. Features may include street foods from different Asian countries, carnival activities, and musical venues for local bands and artists.	temporary installations by residents	Residents, local business community	The idea is to foster a sense of collaboration and community building spirits. The event may be open to Wliburton's residents or the whole Bellevue community. It is to be an annual city sponsored event where teams of residents (5 ppl each team) can pick any site within Wilburton where they may want to do an art project or installation of some sort. A top prize, gift card to a community business, will go to the entry with the most popular vote.

Wilburton Commercial Area Land Use & Transportation Project

Updated Growth Estimates and Performance Standards for EIS | DRAFT June 27, 2017

Prepared by BERK Consulting, Inc. with Fehr & Peers and CH2M

Growth Levels 1

Alternatives Evaluation 2

Attachment A: City Council Principles 3

Attachment B: Transportation & Environmental Performance Measures 4

Note: This document is a revised and summarized version of information provided in the June 2017 CAC meeting packet.

Growth Levels

The packet for the CAC June 2017 meeting included preliminary growth estimates that would help facilitate the environmental review of Wilburton Commercial Area Land Use & Transportation Alternatives. The level of growth for alternatives will consider a 20-year market analysis prepared by Leland Consulting Group (LCG); revised draft estimates are presented below.

- No Action future estimates of 4.2 million total square feet of space are based on land use estimates the City prepared for its transportation model and rely on a City distribution of Comprehensive Plan growth estimates across the City for the year 2035.
- Option 2 shows the LCG market study "high" estimate of 20-year market demand representing 16.3 million square feet of total development.
- Option 3 is the LCG "high" estimate, plus 50%, or 22.8 million square feet total development.

Exhibit 1. Revised DRAFT Land Use Types and Amounts: Market Analysis

Land Use Type	Existing Development	*Net New Development, over 20-Year study period timeframe*			*Total Development, at 20-Year Build Out (Existing plus Net New)*		
		Alternative 1: Transportation Model Baseline	Alternative 2: (High)	Alternative 3: (Very High)	Alternative 1: Transportation Model Baseline	Alternative 2 (High)	Alternative 3 (Very High)
Housing Square Feet	250,000	85,440	4,800,000	7,200,000	335,440	5,050,000	7,450,000
Housing Units	230	89	5,000	7,500	319	5,230	7,730
Office Square Feet	980,000	370,299	5,000,000	7,500,000	1,350,299	5,980,000	8,480,000
Retail/Commercial Square Feet	955,000	126,010	722,000	1,083,000	1,081,010	1,677,000	2,038,000
Hotel Square Feet	250,000	42,904	975,000	1,462,500	292,904	1,225,000	1,712,500
Hotel Rooms	452	86	1,500	2,250	538	1,952	2,702
Medical: Institutional and Medical Office Square Feet	1,140,000	see office	1,100,000	1,650,000	1,140,000	2,240,000	2,790,000
Government Square Feet	0	see office	150,000	300,000	0	150,000	300,000
Industrial Square Feet	30,000	983	0	0	30,983	30,000	30,000
Total Square Feet	**3,605,000**	**625,636**	**12,747,000**	**19,195,500**	**4,230,636**	**16,352,000**	**22,800,500**

Note: Medical includes institutional and office space.
Source: Existing Space – City of Bellevue; Future Space – Leland Consulting Group 2017

The purpose of Option 3 would be to test upper limits of district in terms of amount of development that could take place, infrastructure capacity (e.g., roadway), zoning/height/development capacity, and potential build out beyond 20 years.

Alternatives Evaluation

Bellevue has identified the following elements of the environment for discussion in the Environmental Impact Statement (EIS): geology and soils, water resources, air quality/greenhouse gas, ecosystems, land use and economic activity, neighborhoods and population, aesthetics, transportation, noise, energy, environmental health, and public services and utilities. Each alternative will be evaluated under each environmental topic.

In addition to a typical programmatic analysis of alternatives in an EIS, the Wilburton Commercial Area Land Use & Transportation EIS will screen alternatives using evaluation criteria. The criteria are based on the City Council Guiding Principles. See Attachments A and B.

At the July 2017 CAC meeting we will present a high-level comparison of alternatives using several of the Transportation & Environmental Performance Measures.

Attachments

Attachment A: City Council Principles

Attachment B: EIS Evaluation Criteria

Attachment A: City Council Principles

Wilburton – Grand Connection Study

The following Council Principles are intended to provide consistent direction over the course of this project.

1. **Grand Vision**. Ensure that the vision for the Wilburton project area is extraordinary and fully capitalizes on the special opportunities created by the area's outstanding location and access.
2. **Special Niche**. Create alternatives and explore innovations that will provide Wilburton an economic niche that complements and adds to the vitality of Bellevue and the Eastside.
3. **Grand Connection.** Ensure that the vision for the Grand Connection encompasses the entire corridor from the Meydenbauer Bay waterfront to the Eastside Rail Corridor, and that it positions the corridor to serve as both a memorable and transformative public space as well as a means of non-motorized transportation.
4. **Neighborhood Identity**. Develop placemaking and urban design strategies that create a strong and unique neighborhood identity for Wilburton.
5. **Emerging Opportunities.** Address changes and opportunities that have emerged since the last major update of the land use plan for Wilburton.
6. **Integrated Station Area Planning**. Integrate station area planning for the Wilburton/Hospital light rail station with the balance of the Wilburton Plan, while utilizing this station as an opportunity to establish connectivity between the two areas bisected by NE 8th Street.
7. **Community Benefit.** Create community benefit and value for the surrounding neighborhoods of Downtown, Bel-Red, and the greater subarea of Wilburton. Benefit and value should be derived from connectivity, access to services, and improved urban amenities that serve all residents and businesses.
8. **Affordable Housing Opportunities**. Consider opportunities for land use changes in the area to provide for affordable housing,
9. **Impact Mitigation.** Ensure sensitivity to potential adverse impacts of change on nearby residential neighborhoods, and provide for a graceful transition between new development and established neighborhoods.
10. **Economic Vitality.** Enhance economic vitality and advance the goals of the City's Economic Development action plan.
11. **Timing.** Explore means by which key elements of the vision can be in place by the 2023 initiation of light rail service. This includes pedestrian connectivity across I-405 and NE 8th Street, as well as catalyst land use elements.
12. **Public Engagement**. Utilize effective public engagement strategies to involve diverse stakeholders in conversation about the project.

Attachment B

Attachment B: Transportation & Environmental Performance Measures

Performance Measures are qualitative and quantitative indicators used to compare, contrast, and describe each alternative's ability to achieve Wilburton-Grand Connection Study City Council Principles.

Preliminary Wilburton-Grand Connection Study EIS – Alternative Performance Measures

Preliminary Performance Measure	City Council Principles										
	Grand Vision	Special Niche	Grand Connection	Neighborhood Identity	Emerging Opportunities	Integrated Station Area Planning	Community Benefit	Affordable Housing Opportunities	Impact Mitigation	Economic Vitality	Timing
Land Use & Aesthetics											
Character, intensity, and extent of transit-oriented mixed-use development around Wilburton station	●				●	●					
Addressing the eastern terminus of the Grand Connection and station area planning		●			●	●					
Density of community gathering spaces and increase in usable public space	●		●	●		●					
Amount and location of open spaces and parks, including goals identified in the park and recreation system plan, e.g. neighborhood park			●	●		●	●				
Increased opportunities for skyline and water views			●								
Height of development, location of roads, and landscaping abutting surrounding neighborhoods									●		
Concentration of development and activity at perimeter of neighborhoods									●		
Amount of growth on catalyst sites and needed capital facilities. Potential for near-term and mid-term implementation.					●						●

Attachment B

Preliminary Performance Measure	City Council Principles										
	Grand Vision	Special Niche	Grand Connection	Neighborhood Identity	Emerging Opportunities	Integrated Station Area Planning	Community Benefit	Affordable Housing Opportunities	Impact Mitigation	Economic Vitality	Timing
Transportation											
Connectivity index and map	●				●	●	●				
Access to services (parks, schools etc.)	●				●	●	●				
Multimodal level of service performance measures	●		●		●	●		●	●		
Increase in walk and bike trips			●		●			●			
Transportation engineering complexity, cost, and funding availability											●
Economic Activity											
Diversity and number of jobs that support the Economic Development Strategic Plan	●									●	
Opportunities to leverage jobs in medical and technology sectors, as well as commercial uses, as part of mixed-use development		●		●	●	●					
A strengthened and diversified economic base: capacity for job growth by sector, business starts					●					●	
Auto sales tax revenue offset by new economic development activity										●	
Towards a sustainable city: mobility and congestion, workforce housing, natural environment					●					●	
Create an opportunity for a district that promotes health and wellness (based on land use case studies)		●			●						
Urban amenities measure such as potential future density of stores, parks, etc.)							●				
Neighborhoods and Population											
Capacity for housing and densities that support the light rail station				●	●						
Housing quantity and diversity in housing forms and affordability	●				●			●			

Attachment B

Preliminary Performance Measure	City Council Principles: Grand Vision	Special Niche	Grand Connection	Neighborhood Identity	Emerging Opportunities	Integrated Station Area Planning	Community Benefit	Affordable Housing Opportunities	Impact Mitigation	Economic Vitality	Timing
Number of affordable units (at x% AMI) incentivized								●			
Ecosystems/Water Resources/Air Quality											
Stream/lake restoration / connecting habitats	●	●			●				●		
Per capita greenhouse gas emissions									●		
Amount of effective impervious surfaces					●				●		
Percent of tree cover					●				●		
Public Services											
Benefits in relationship to cost of infrastructure or public realm investments				●		●					
Amount of investment in infrastructure that supports physical activity (e.g. recreation facilities, walking facilities, playgrounds), park and green space							●				●

ONE MORE COUNCIL PRINCIPLE - PUBLIC ENGAGEMENT. All alternatives will be developed with public engagement. The degree to which each alternative emphasizes topics raised in public comments can be qualitatively addressed.

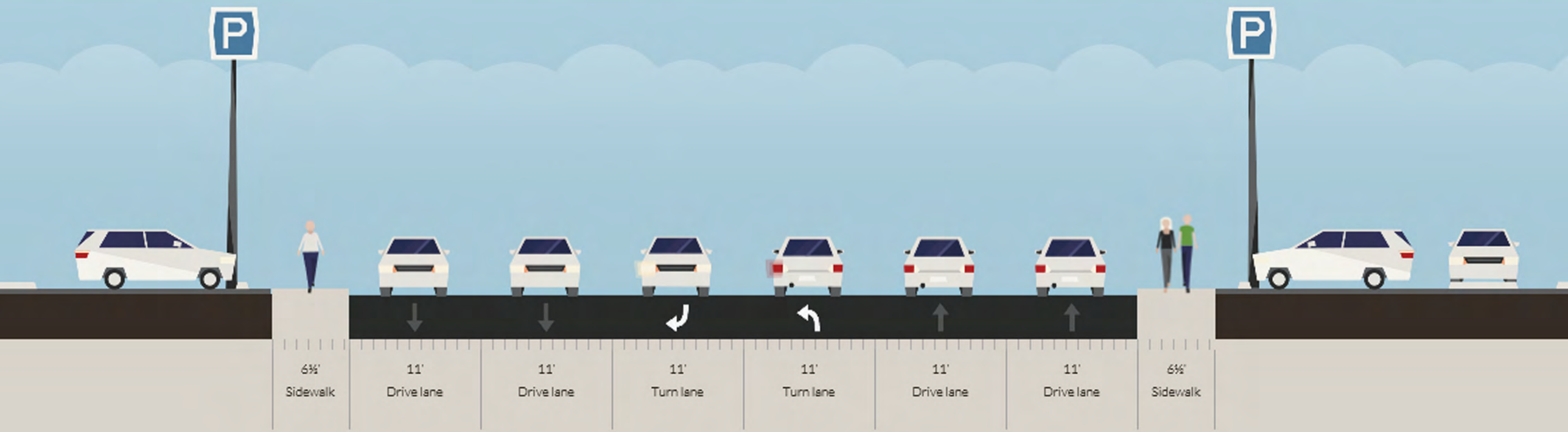
Once performance measures are finalized, each alternative would be screened like the example below.

DRAFT Matrix Evaluation Framework

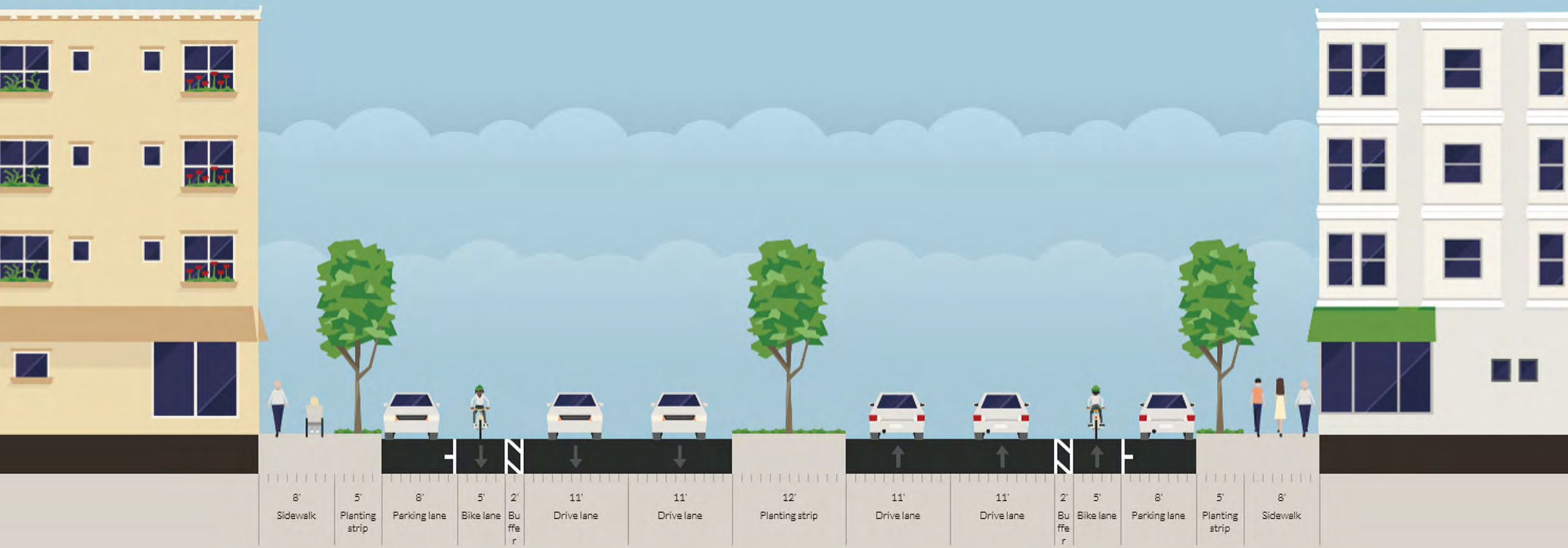
Performance Measure	Alternative 1 No Action	Alternative 2	Alternative 3
Measure X			
Measure Y			

▲ Strong emphasis ● Moderate emphasis ▼ Weak emphasis

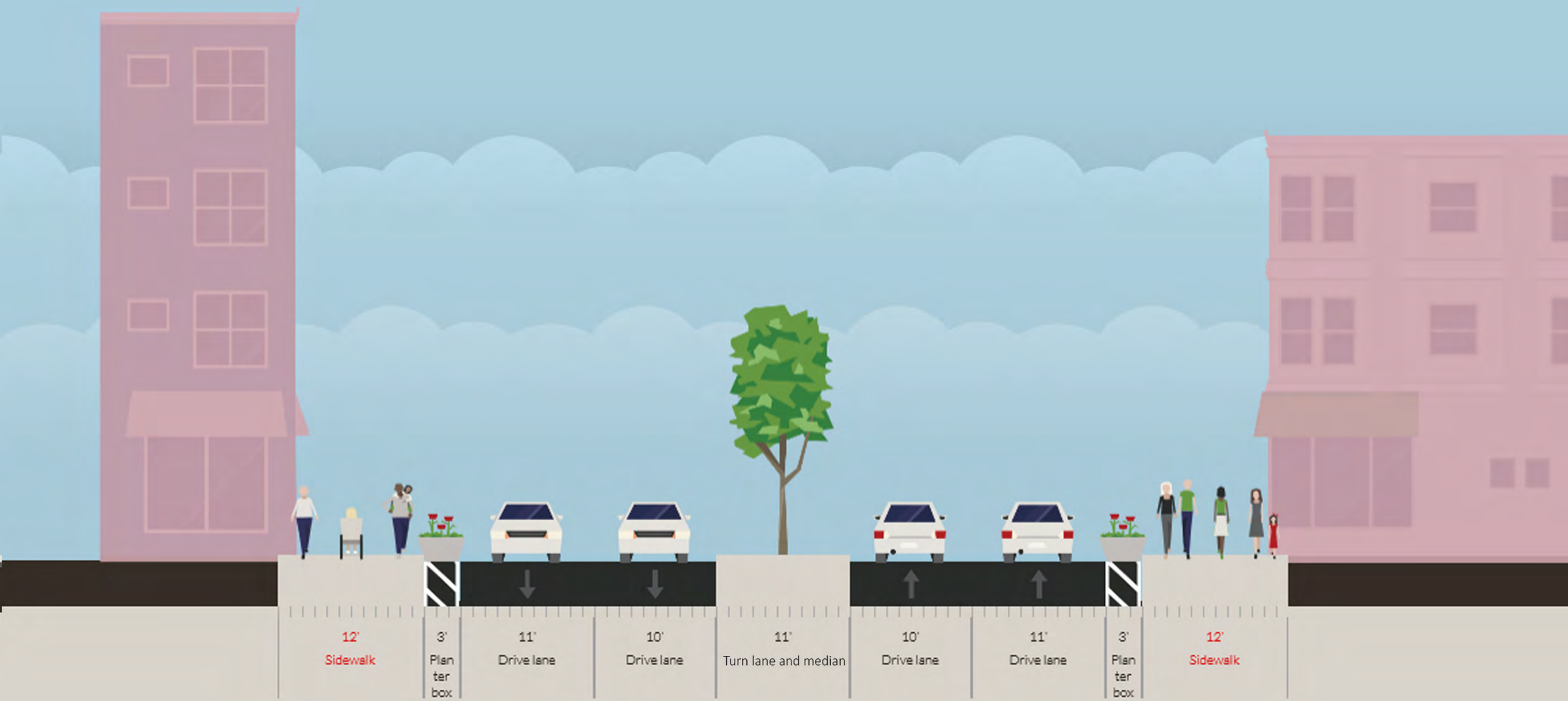
116th Avenue NE - Existing

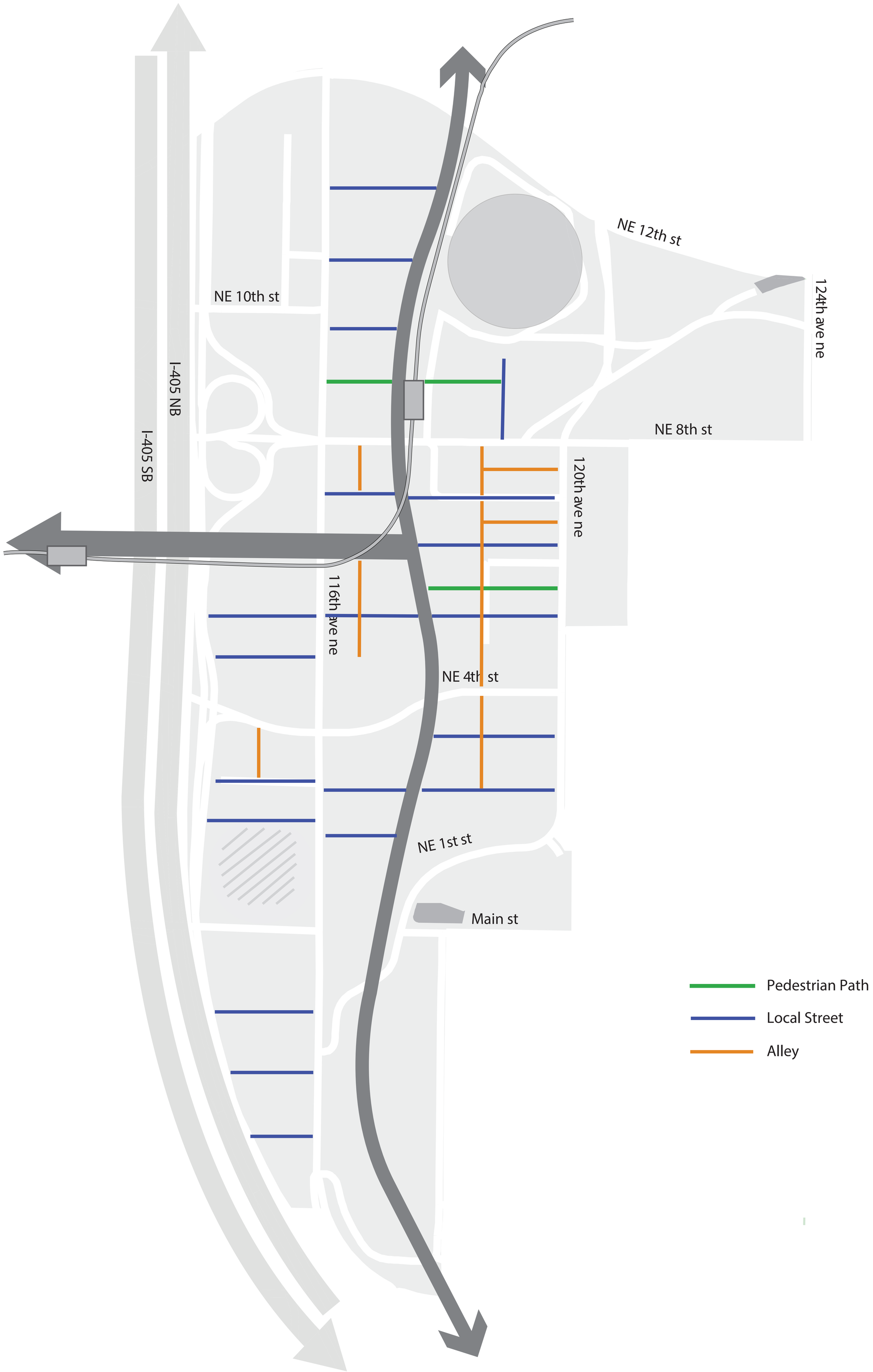


116th Avenue NE - Existing Plan

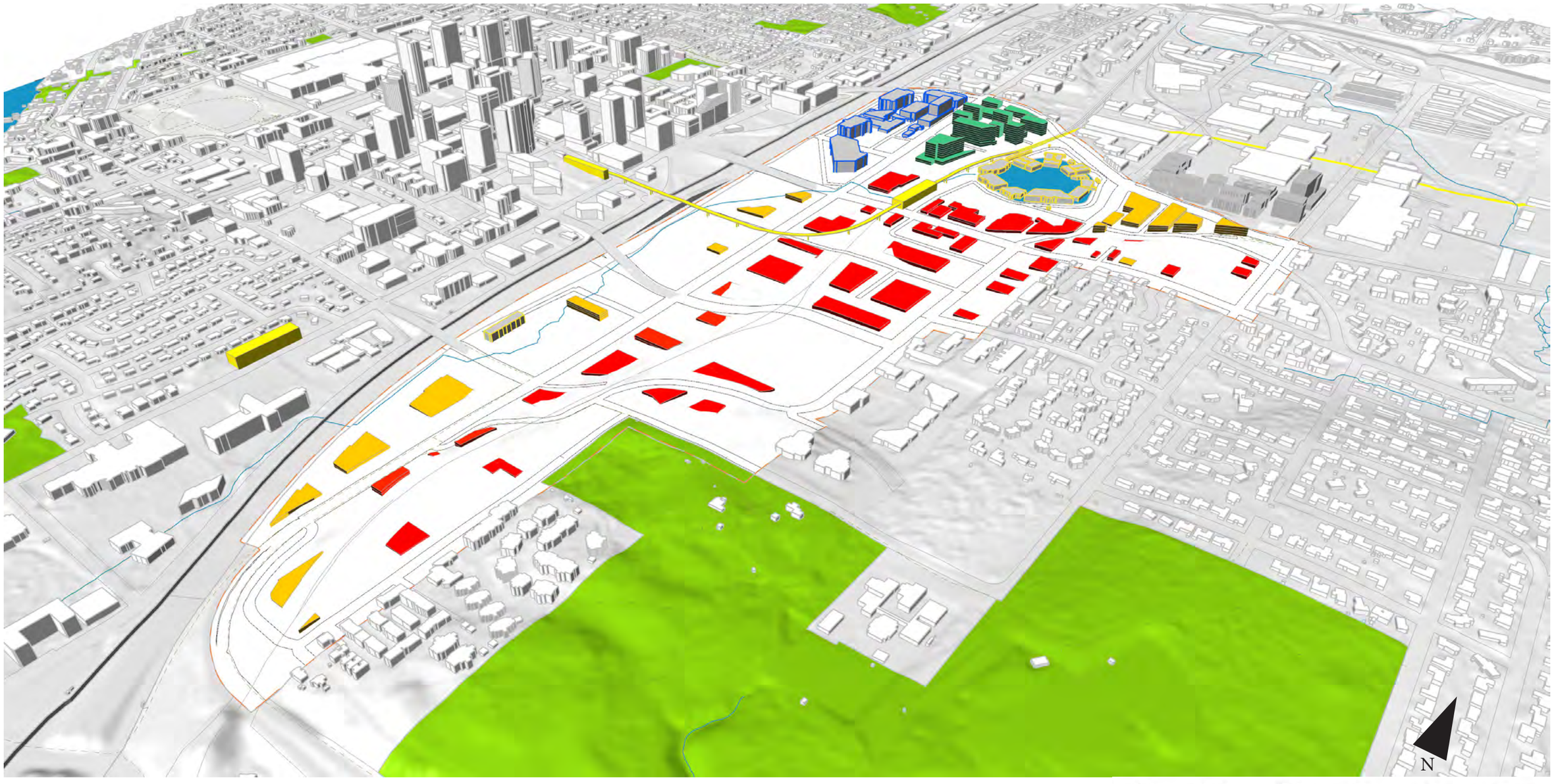


116th Avenue NE - CAC Worksession

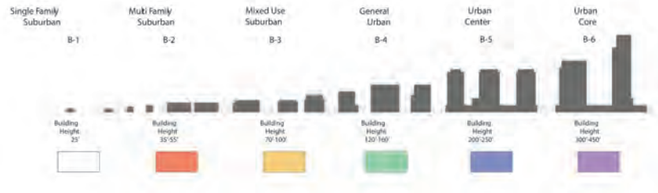


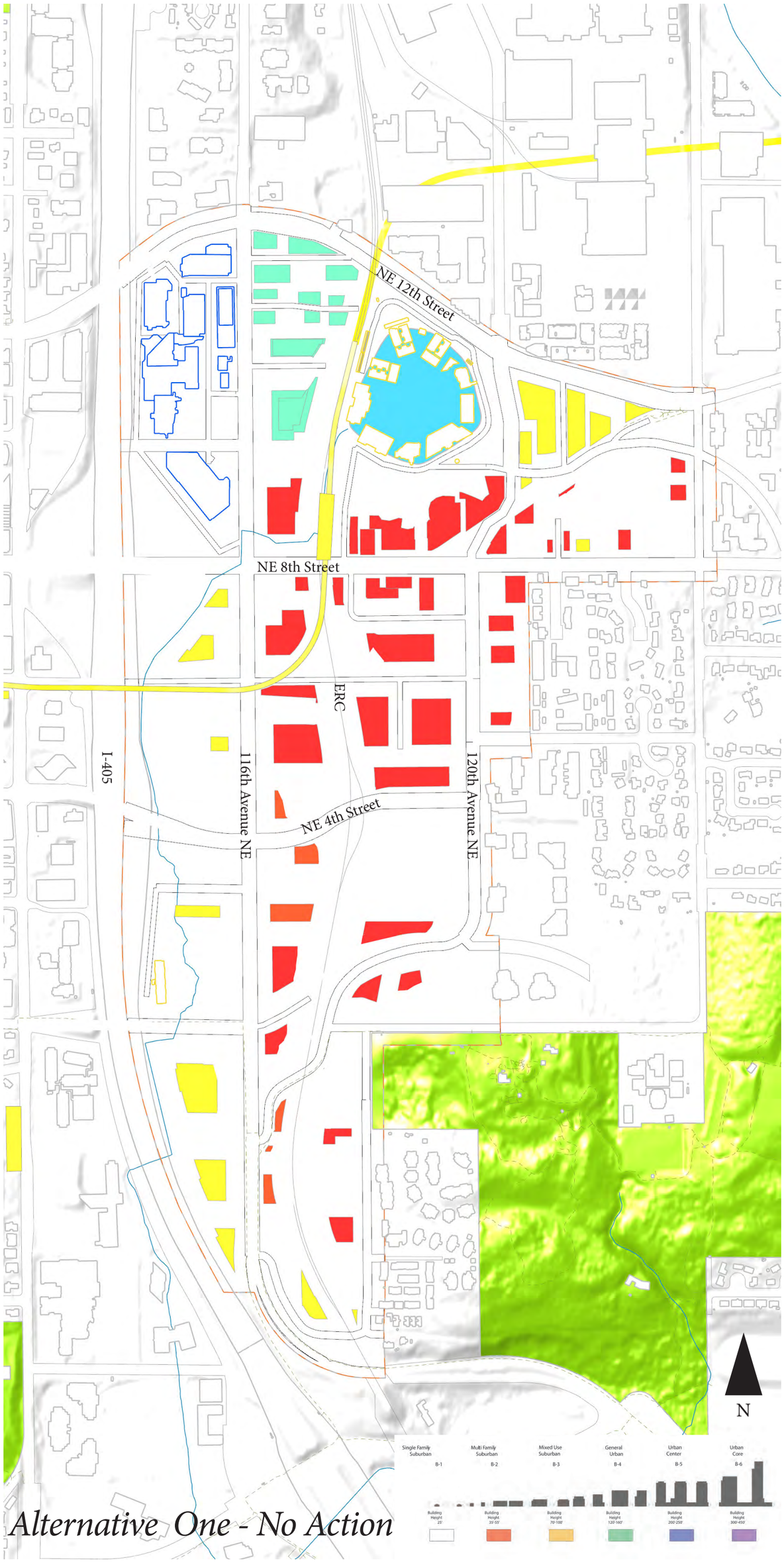


Block Permeability Worksession Results

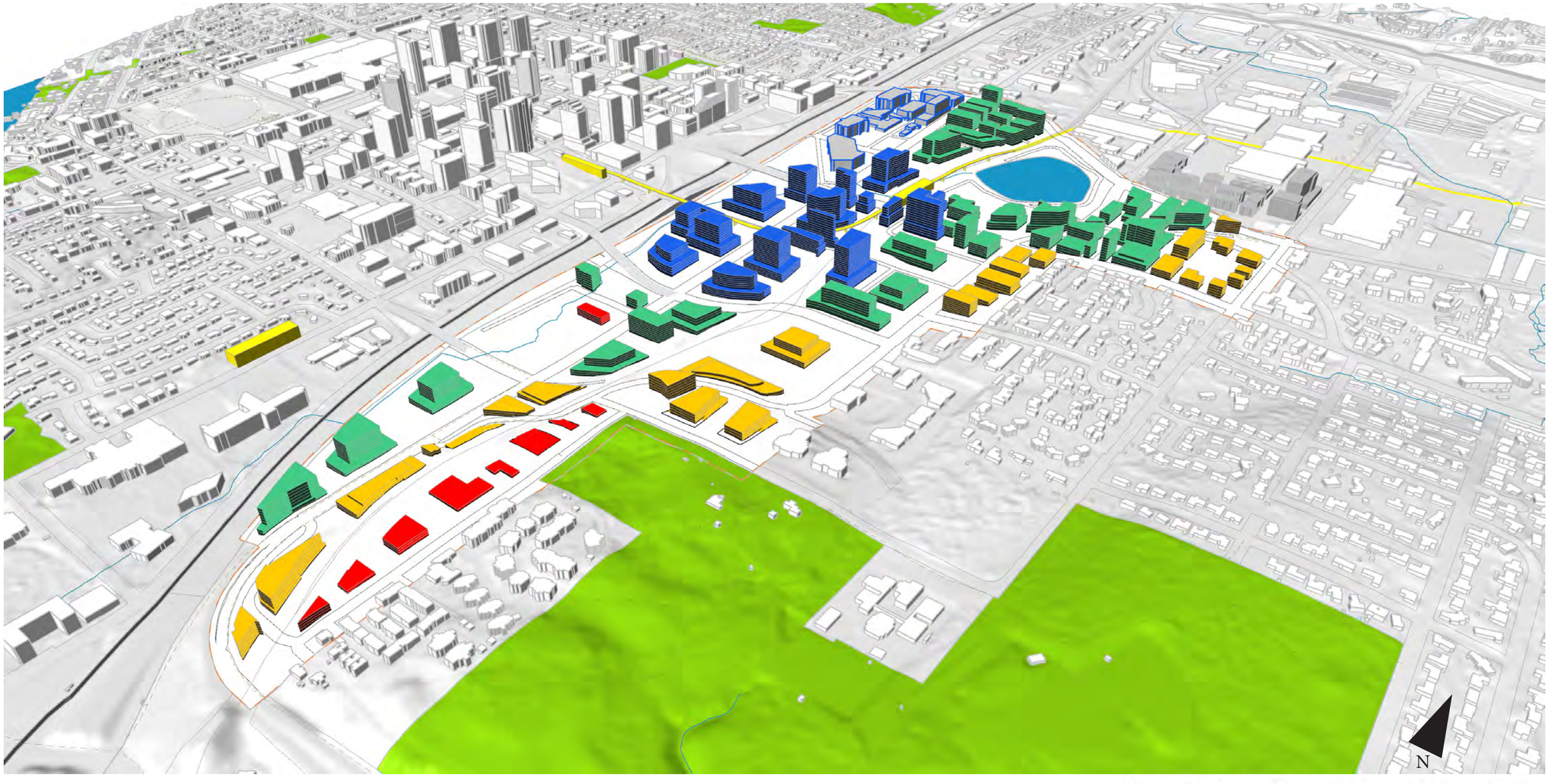


Alternative One - No Action





Alternative One - No Action



Alternative Two

N

NE 12th Street

120th Avenue NE

NE 8th Street

ERC

NE 4th Street

116th Avenue NE

I-405

Single Family Suburban B-1

Multi Family Suburban B-2

Mixed Use Suburban B-3

General Urban B-4

Urban Center B-5

Urban Core B-6

Building Height 25'

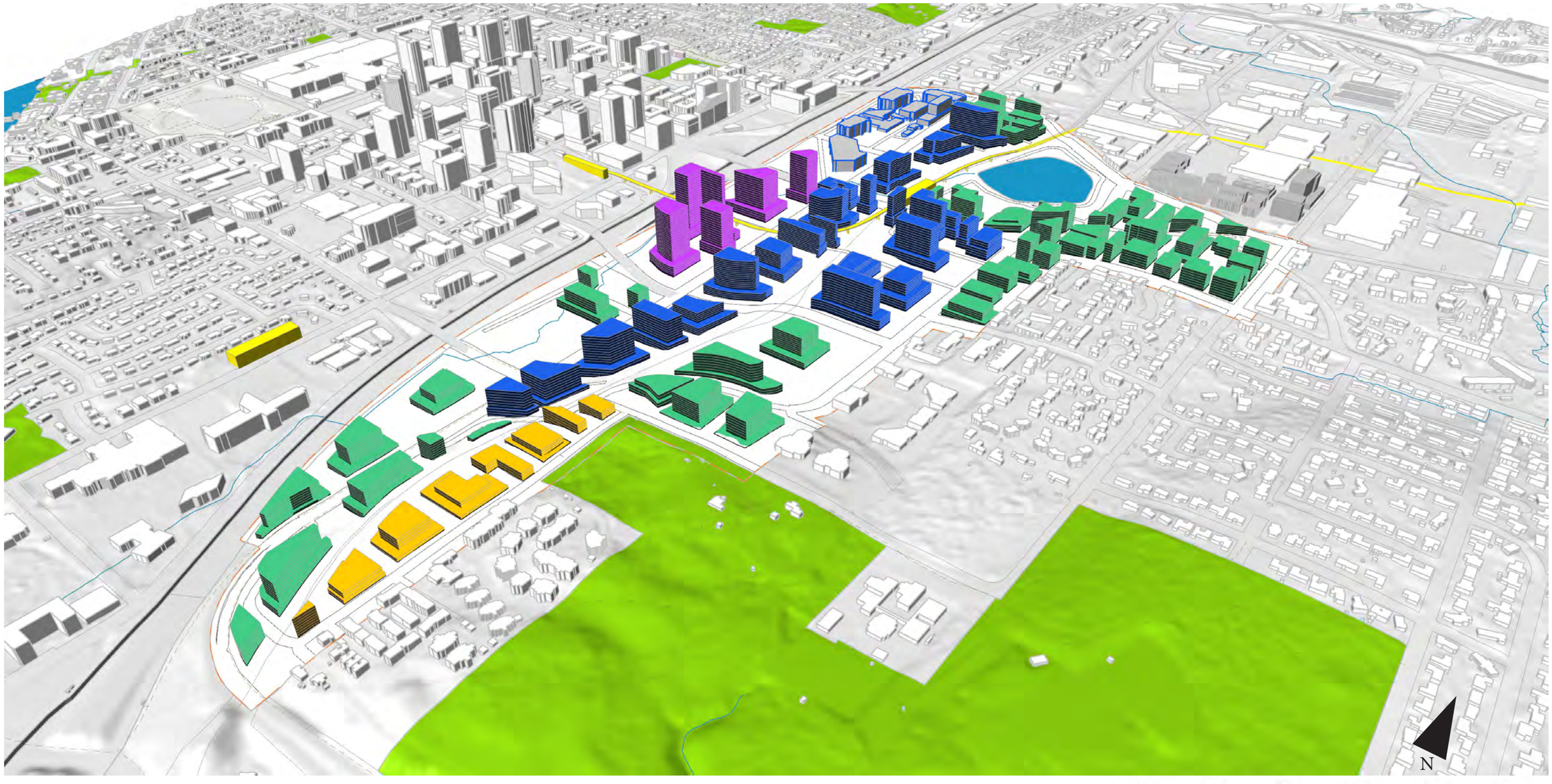
Building Height 35'/45'

Building Height 55'/65'

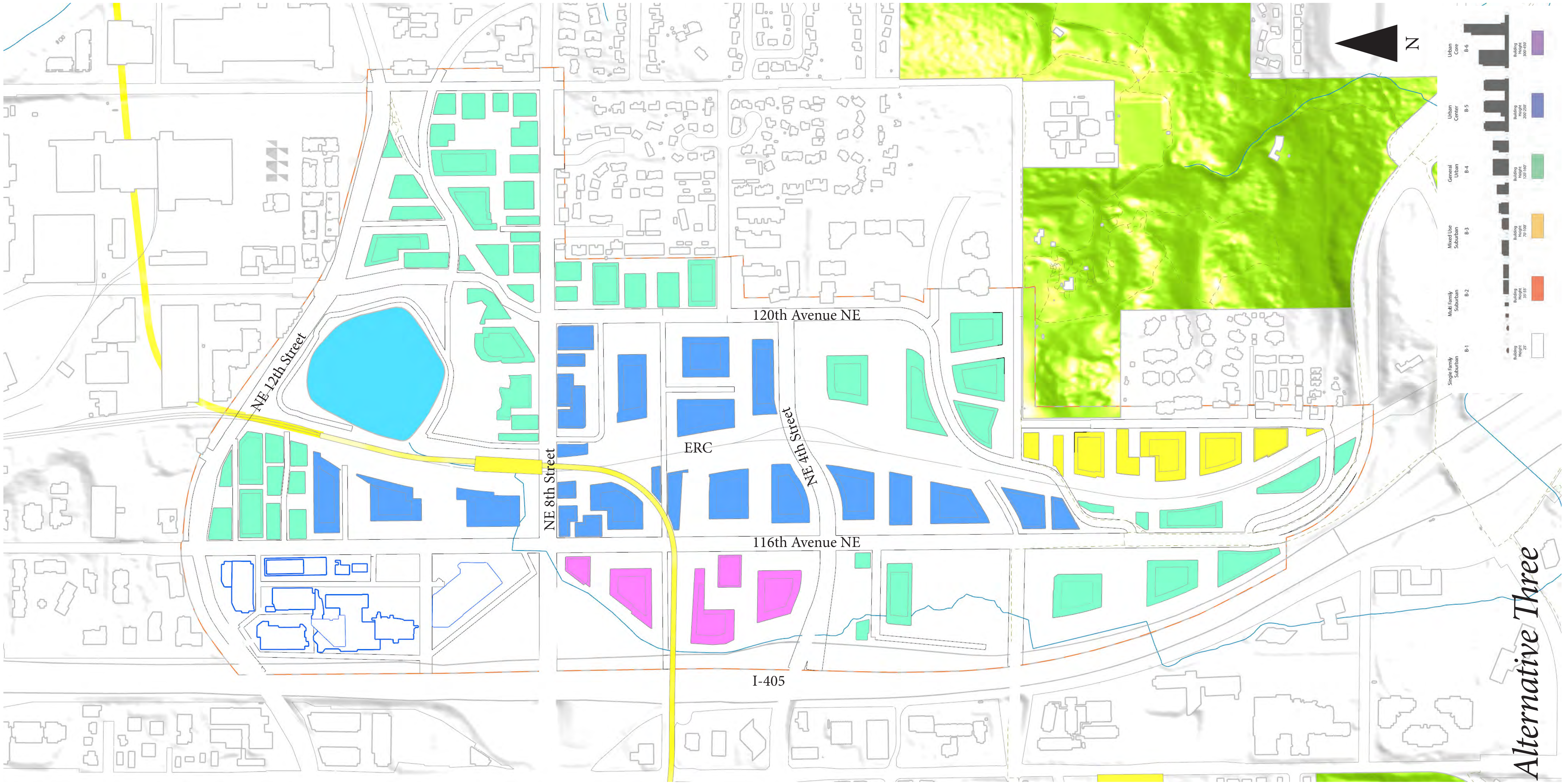
Building Height 75'/85'

Building Height 125'/150'

Alternative Two



Alternative Three


N
120th Avenue NE
NE 12th Street
NE 8th Street
ERC
NE 4th Street
116th Avenue NE
I-405
Alternative Three

Wilburton Commercial Area CAC

Meeting #6

June 1st, 2016

CITY OF BELLEVUE WASHINGTON

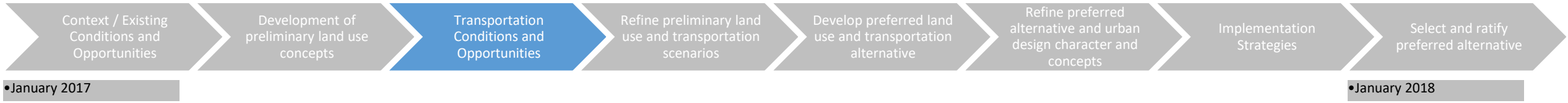
BERK

STRATEGY ■ ANALYSIS ■ COMMUNICATIONS

FEHR PEERS

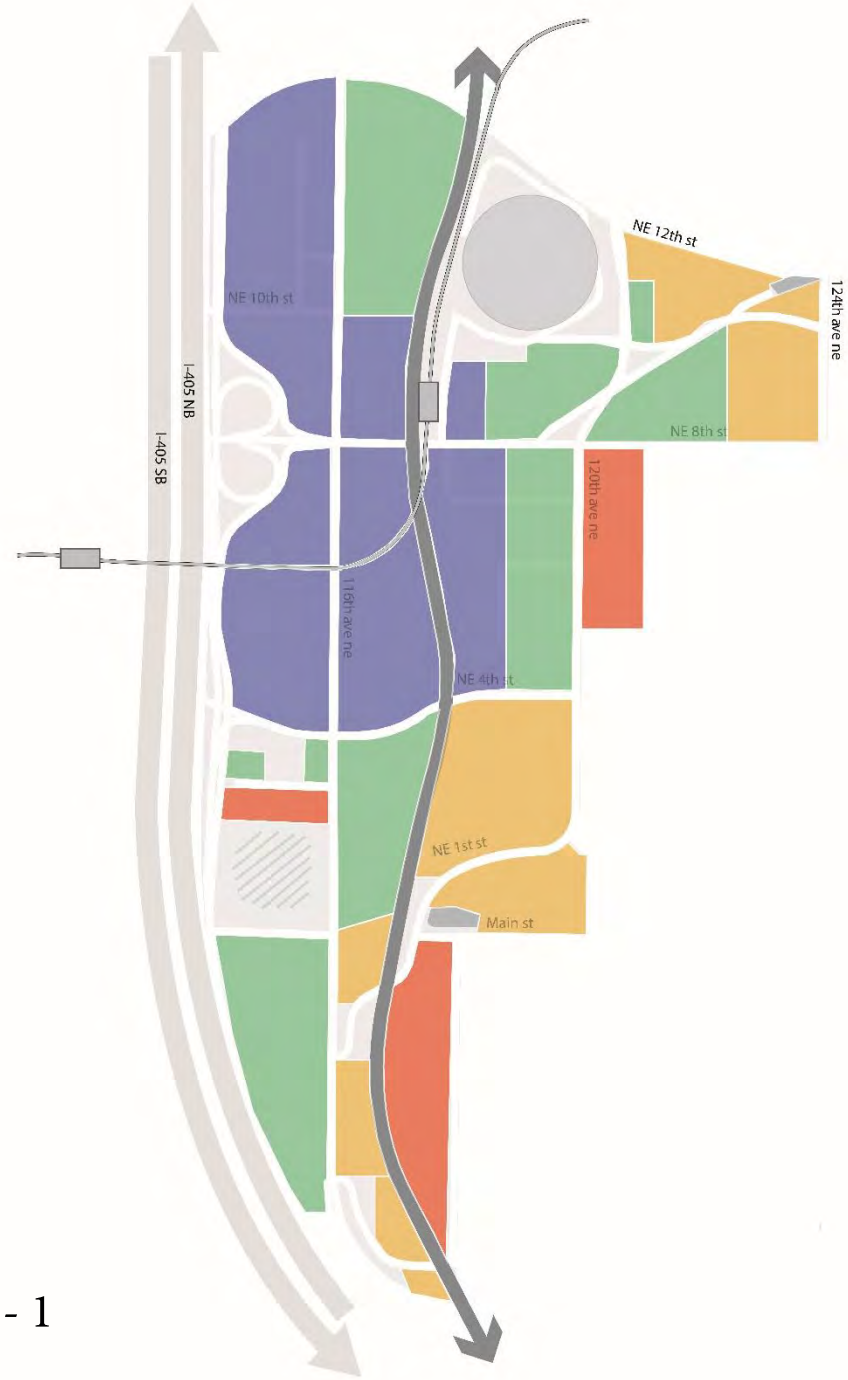
ch2m SM

Where We Are

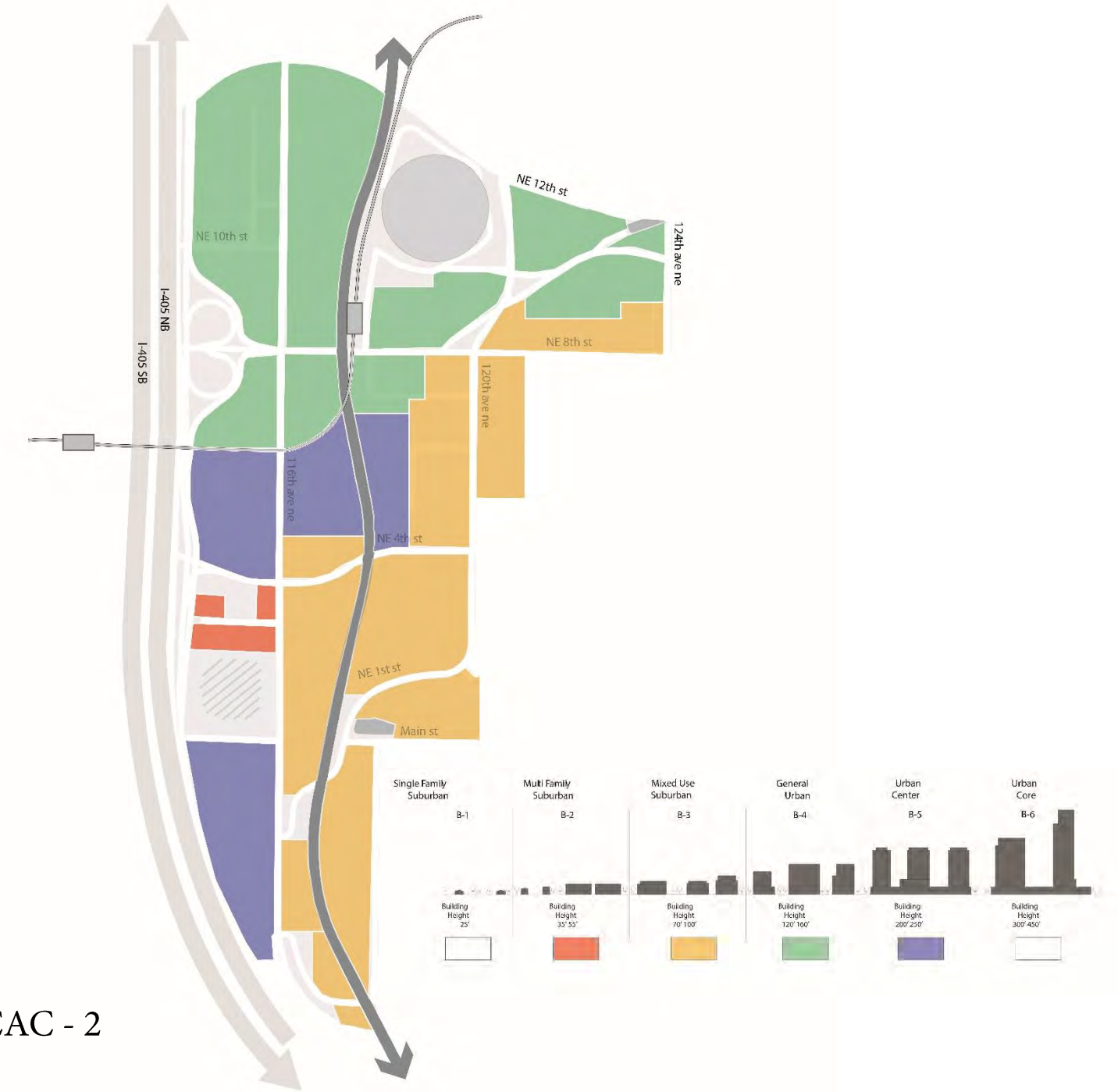

Context / Existing Conditions and Opportunities
Development of preliminary land use concepts
Transportation Conditions and Opportunities
Refine preliminary land use and transportation scenarios
Develop preferred land use and transportation alternative
Refine preferred alternative and urban design character and concepts
Implementation Strategies
Select and ratify preferred alternative
•January 2017
•January 2018

Tonight's Topics

- Height and Density Refinement
- Multi-Modal Level of Service
- Transportation Conditions and Precedents
- Exercises
  - 116th Avenue NE
  - Internal network

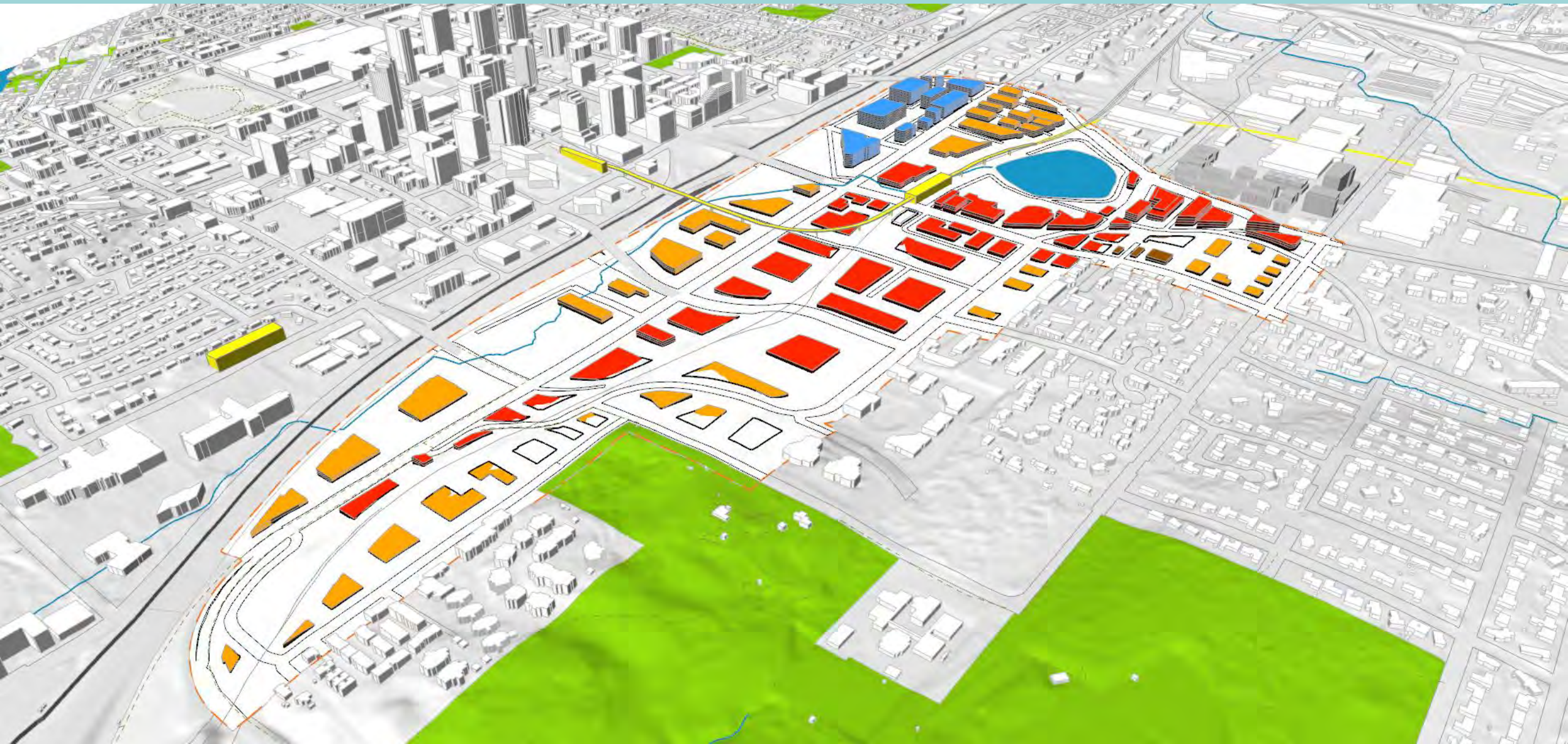

NE 12th st
124th ave ne
NE 10th st
I-405 NB
I-405 SB
NE 8th st
120th ave ne
116th ave ne
NE 4th st
NE 1st st
Main st

CAC - 1

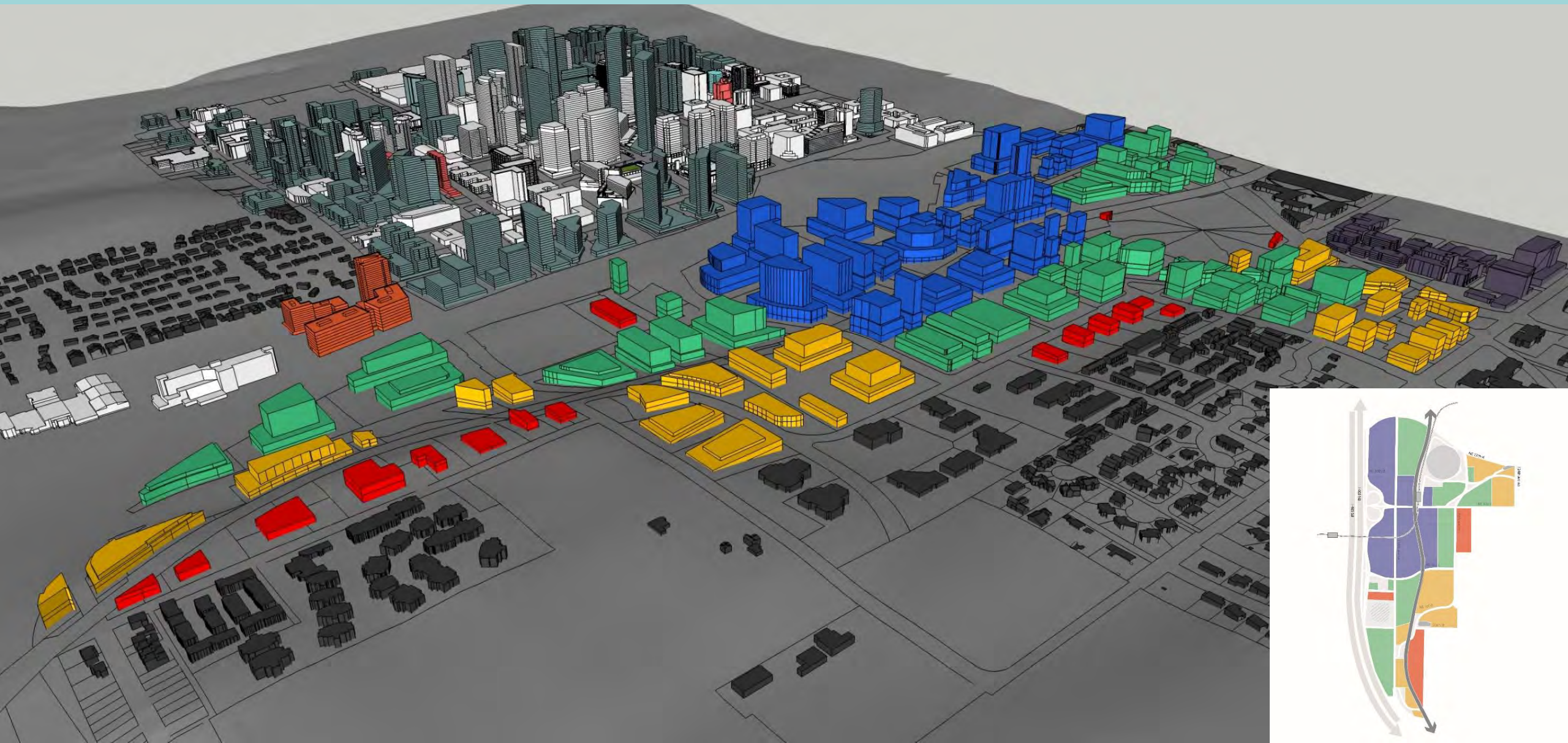

NE 12th st
124th ave ne
NE 10th st
I-405 NB
I-405 SB
NE 8th st
120th ave ne
116th ave ne
NE 4th st
NE 1st st
Main st
Single Family Suburban
B-1
Building Height 25'
Multi Family Suburban
B-2
Building Height 35' 55'
Mixed Use Suburban
B-3
Building Height 70' 100'
General Urban
B-4
Building Height 120' 160'
Urban Center
B-5
Building Height 200' 250'
Urban Core
B-6
Building Height 300' 450'

CAC - 2

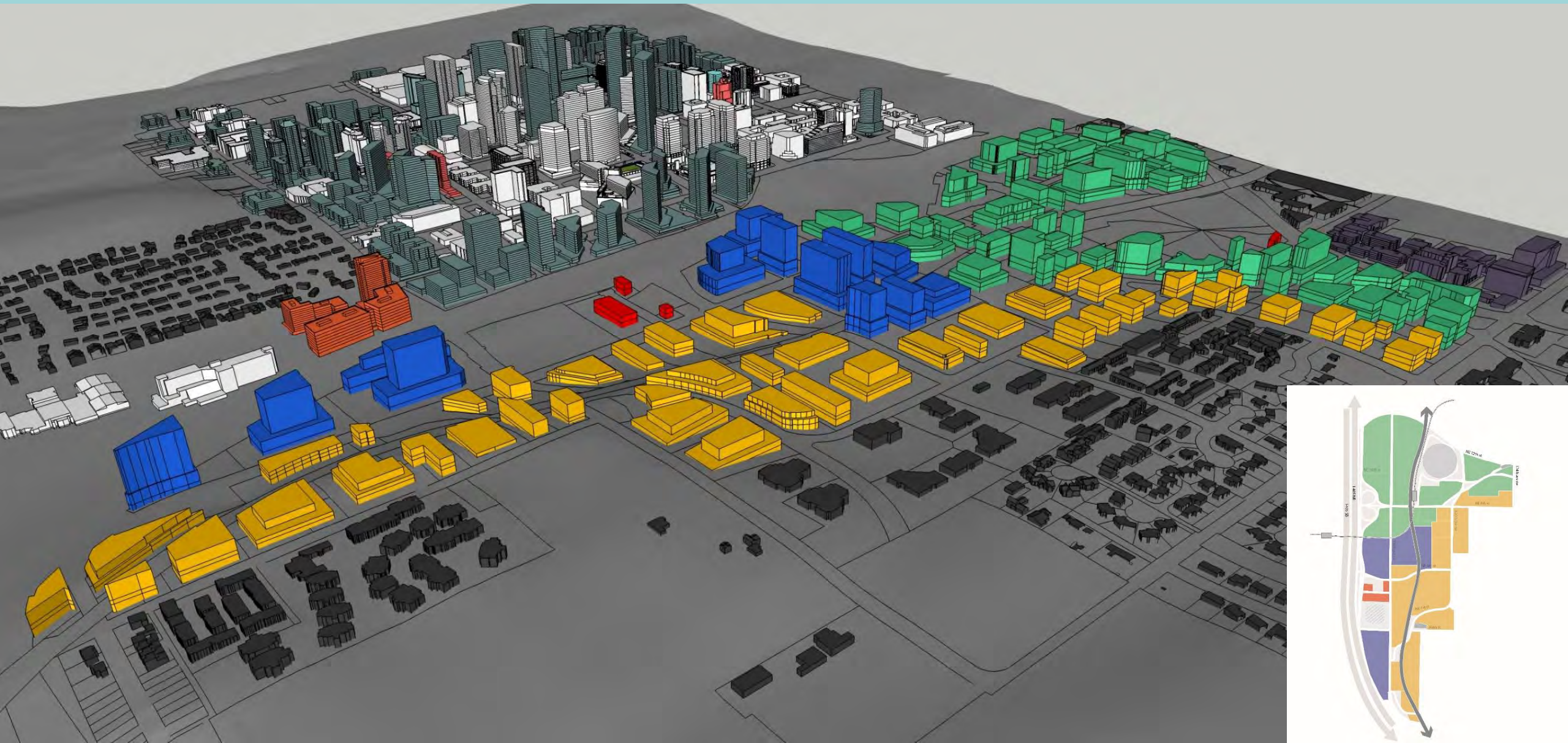
CAC – No Action



CAC – Concept 1



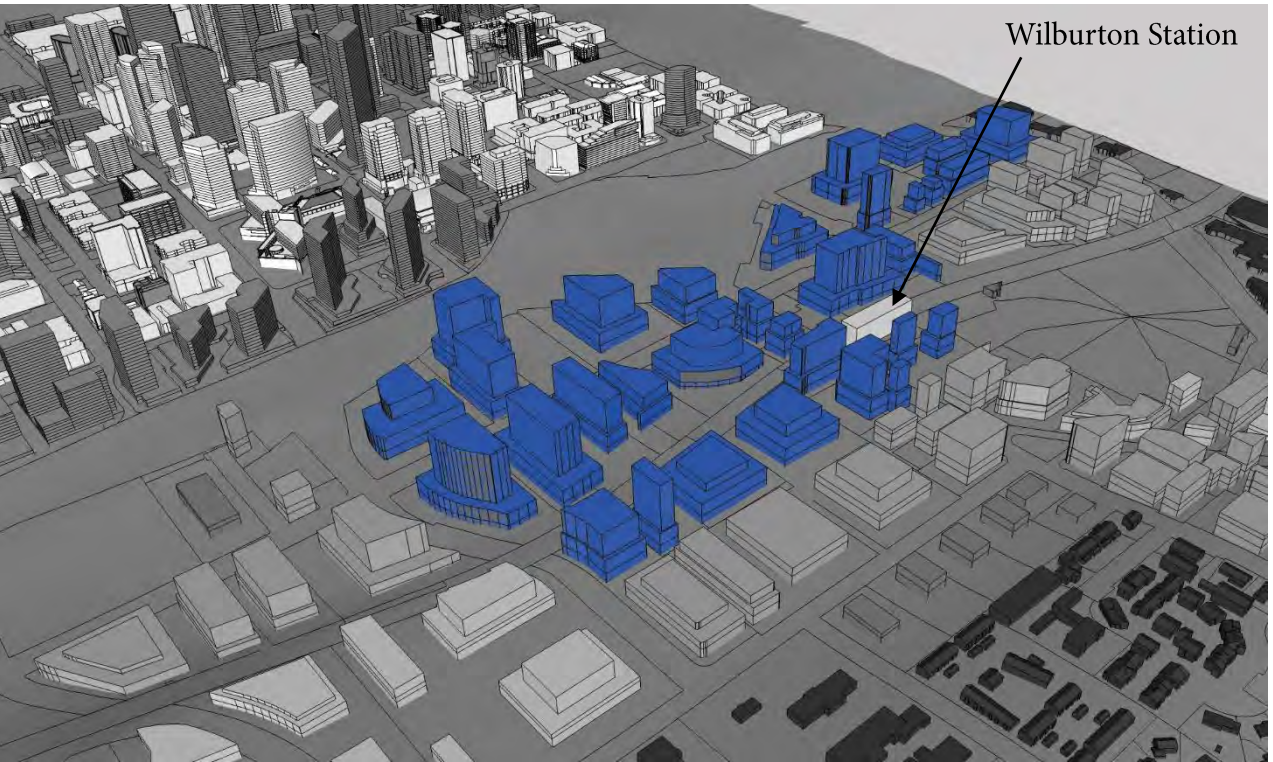
CAC – Concept 2



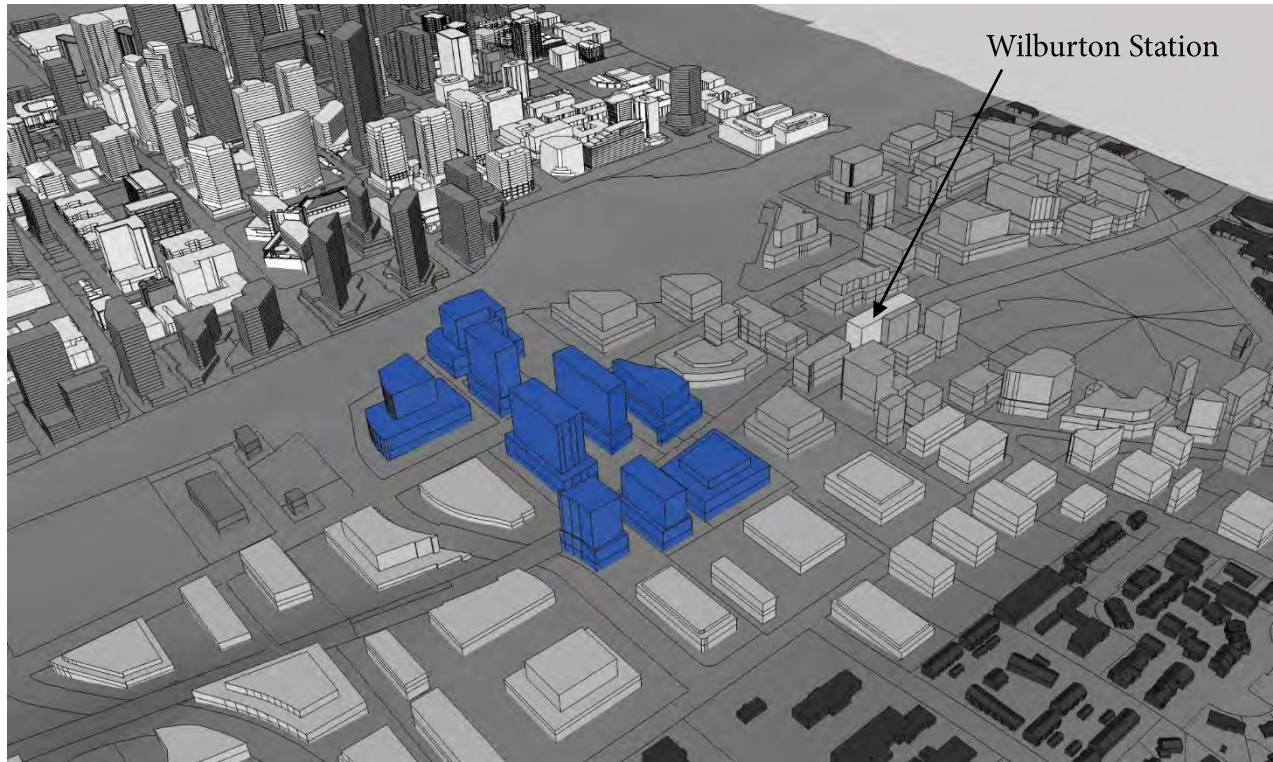
Urban Center

- **Key Questions**
  - Preference for one or two?
  - Based on the preference should the center (blue) be expanded or reduced?
  - Should there be a greater intensity core? (purple – not shown)

Group One



Group Two

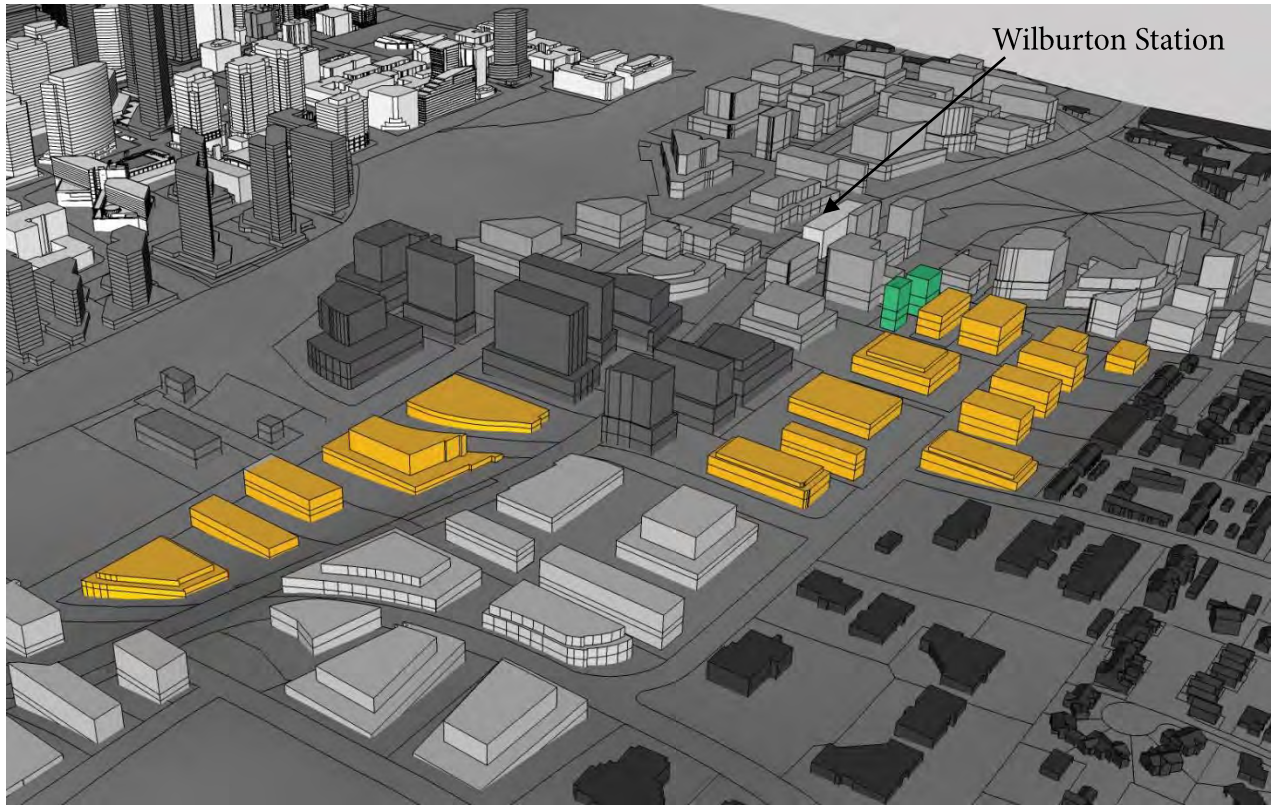


Core Transition Areas

- **Key Questions**
  - Level of step down from the core and relationship to the ERC? (east and south)
  - Properties on 120th abutting the Wilburton Hill neighborhood?

Group One

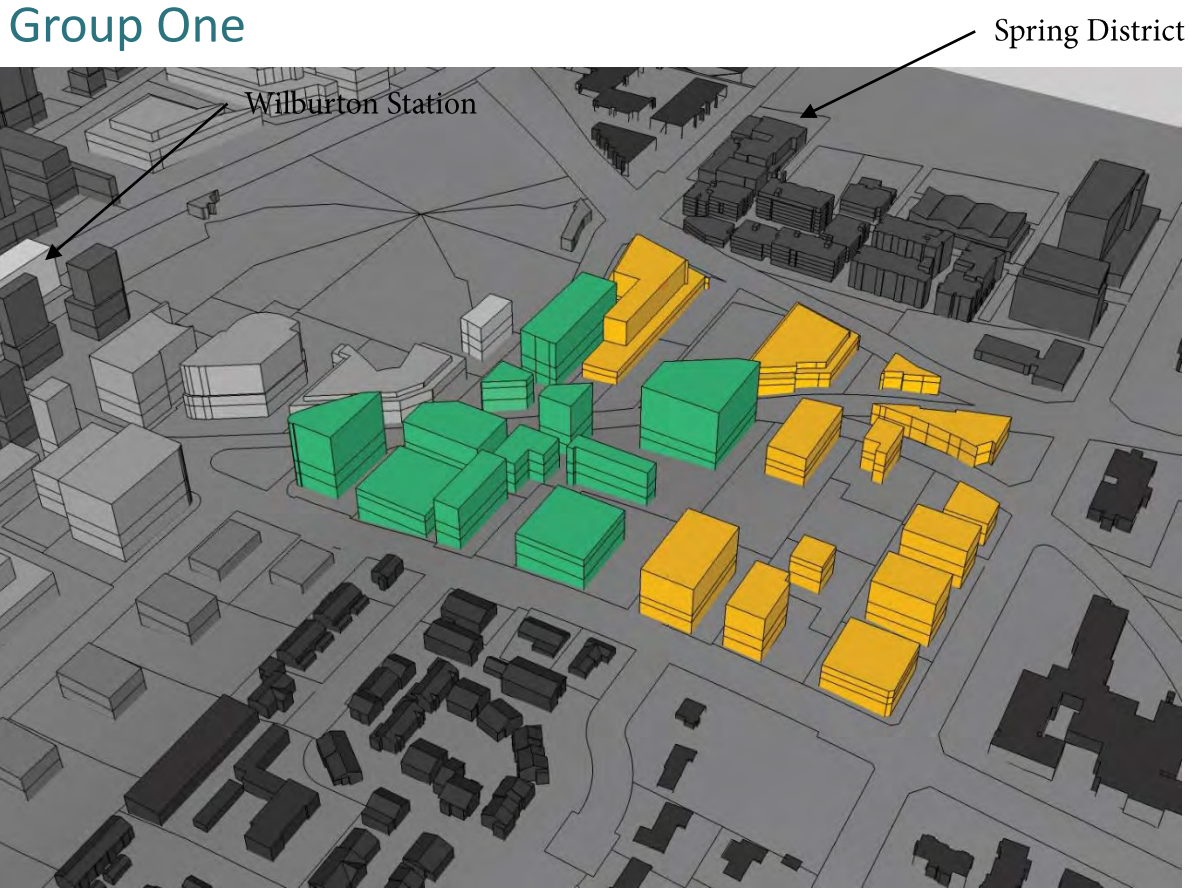
Group Two



Spring District Transition Area

- **Key Questions**
  - Relationship to Spring District and proximity to 2 light rail stations?
  - Relationship to the increase in grade to the east?

Group One

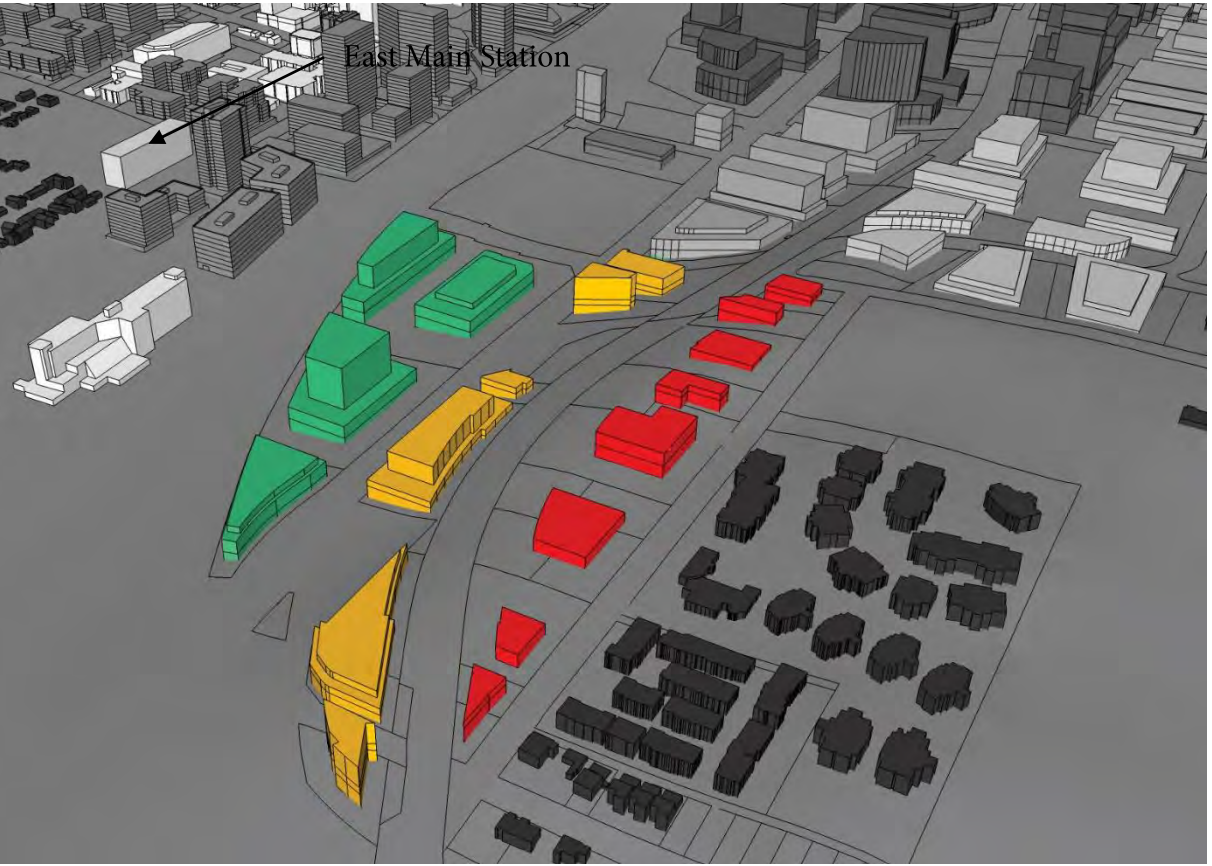


Group Two

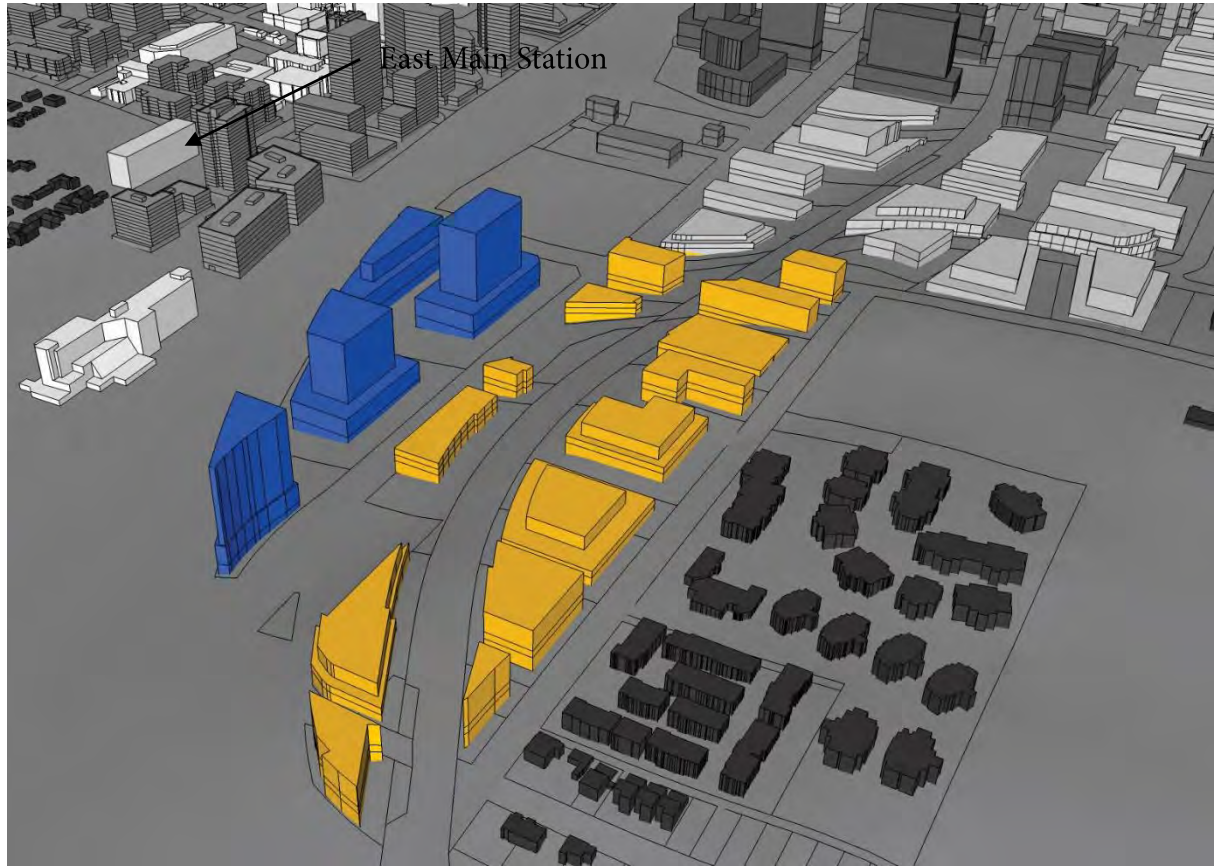
Spring District Transition Area

- **Key Questions**
  - Relationship to East Main TOD?
  - Relationship to ERC and change in grade?

Group One

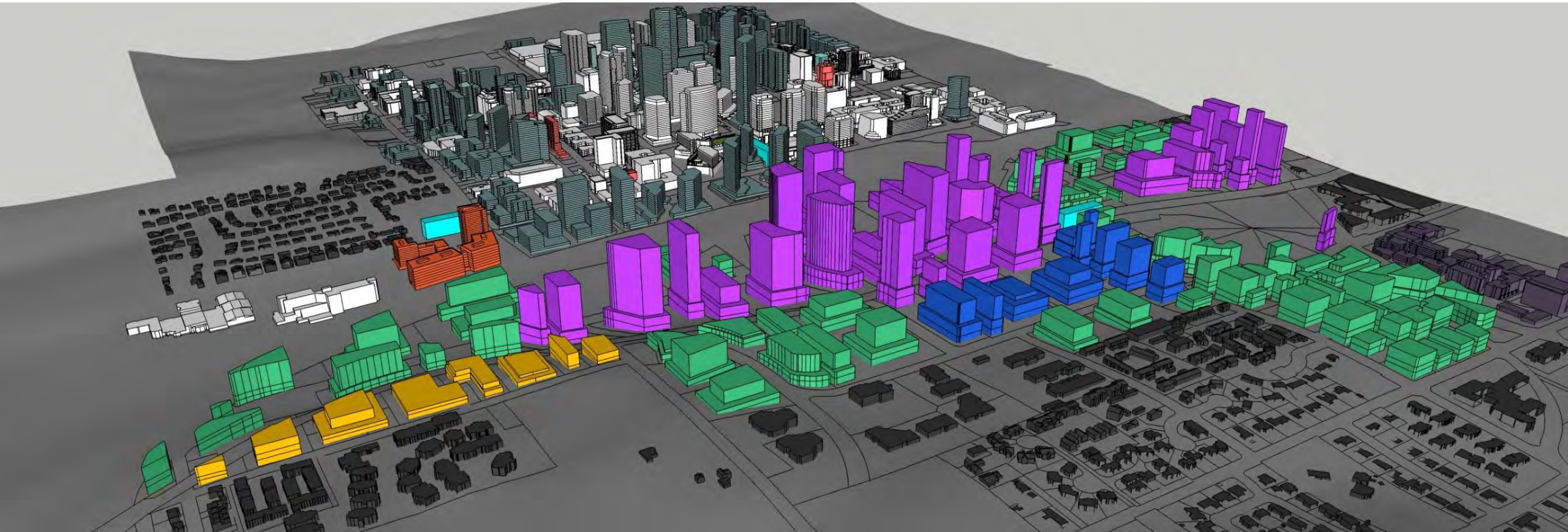


Group Two



Property Owners

- **Key Questions**
  - Should the core be this scale?
  - Should the core "jump" NE 8th north of Whole Foods?



Level of Service (MMLOS)

Toward a Multimodal Approach to Mobility

Kevin McDonald, AICP – City of Bellevue

Bellevue MMLOS Topics

- **Bellevue Policy Evolution**
- **Vehicle Level of Service**
- **Pedestrian Level of Service**
- **Bicycle Level of Service**
- **Transit Level of Service**
- **Next Steps**

Level-of-Service in Bellevue

Toward a Multimodal Approach to Mobility

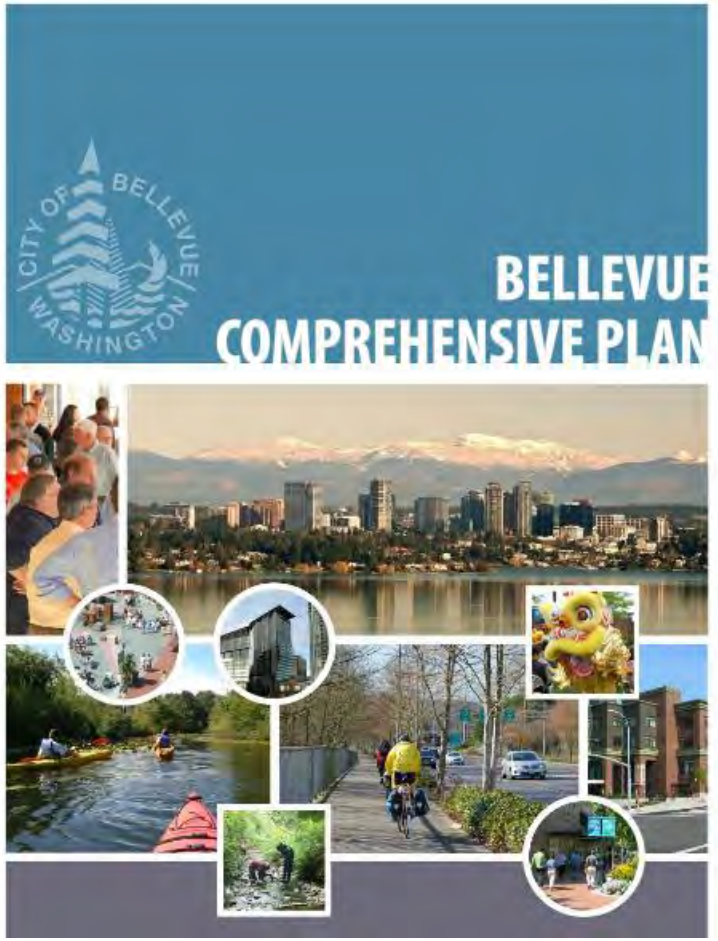
WHAT IS MULTIMODAL MOBILITY?

A multimodal mobility strategy is designed to address more than one "mode" (or method) of transportation for people to get to/from and within Bellevue. The city's multimodal mobility strategy incorporates policies for all mobility options, including walking, bicycling, riding transit, and driving.

Multimodal planning considers the modes of transportation and the context as inputs to design and investment decisions.

MMLOS Policy

- **Comprehensive Plan 1989**
  - Traveling on arterials should not be too inconvenient, time consuming, or unsafe
- **Comprehensive Plan 1993**
  - Establish (vehicle) LOS standards in each area of the city in light of growth management objectives
- **Comprehensive Plan 2015**
  - Establish MMLOS measures, standards and targets
  - Staff and consultant team working with Transportation Commission to define what that policy means
  - Research best practices, test ideas

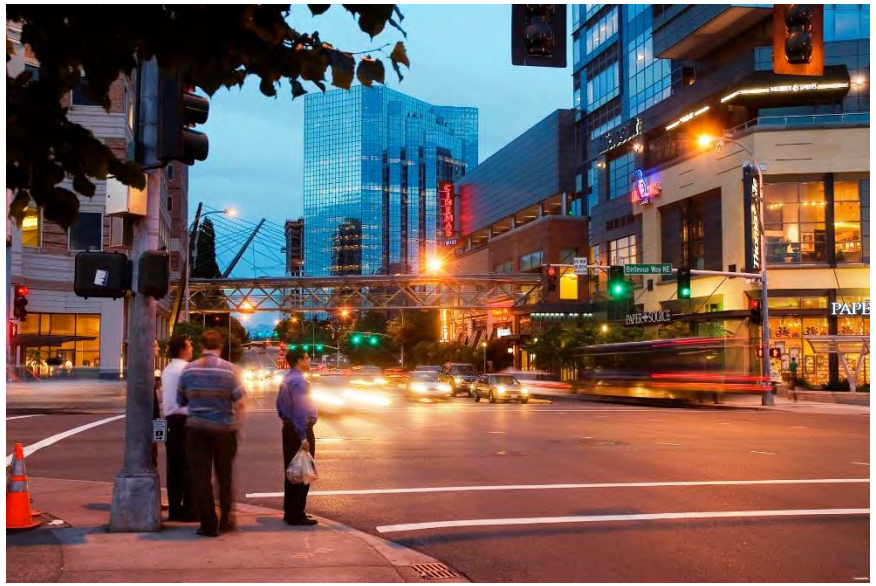


MMLOS Summary

Transportation Commission Approved April 13, 2017			
Mode	LOS Metric	LOS Standard	LOS Guideline
Vehicle	Volume/Capacity at Intersections	LOS C-E+, Varies by land use context	
	Typical Urban Travel Time on Arterials		Percent of posted speed limit , LOS varies by neighborhood context
Pedestrian	Sidewalk Width	12-20 feet, Varies by land use context	
	Pedestrian Comfort, Access and Safety at Intersections		Design varies by land use context
Bicycle	Level of Traffic Stress on Corridors		Design to achieve LTS varies by roadway traffic speed and volume
	Level of Traffic Stress at Intersections		Maintain corridor LTS at intersections. Design components vary by context
Transit	Passenger Comfort, Access and Safety		Varies by transit stop/station typology
	Transit Travel Speed on Corridors		14 mph on Frequent Transit Network corridors between activity centers

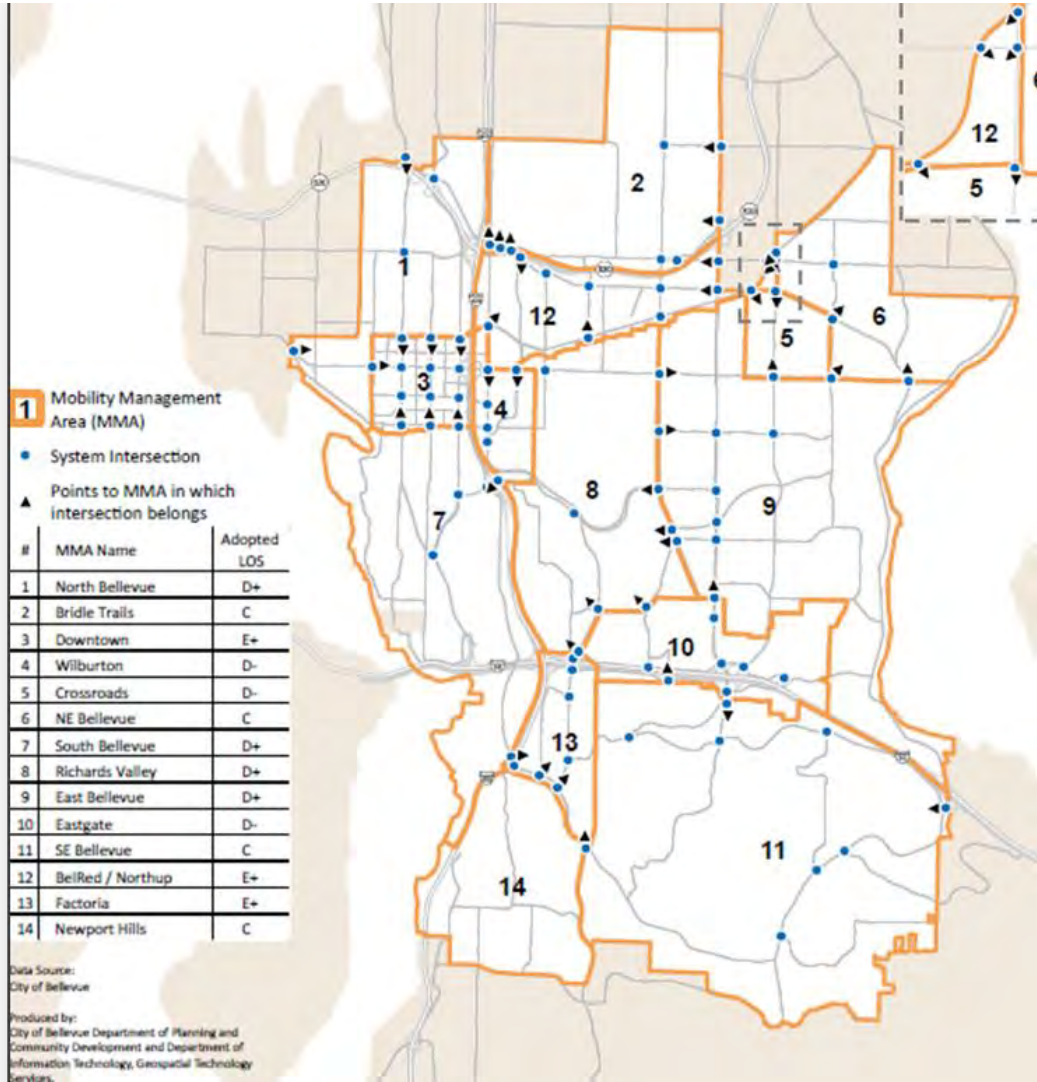
Vehicle LOS

- **Intersections**
- **Corridors**



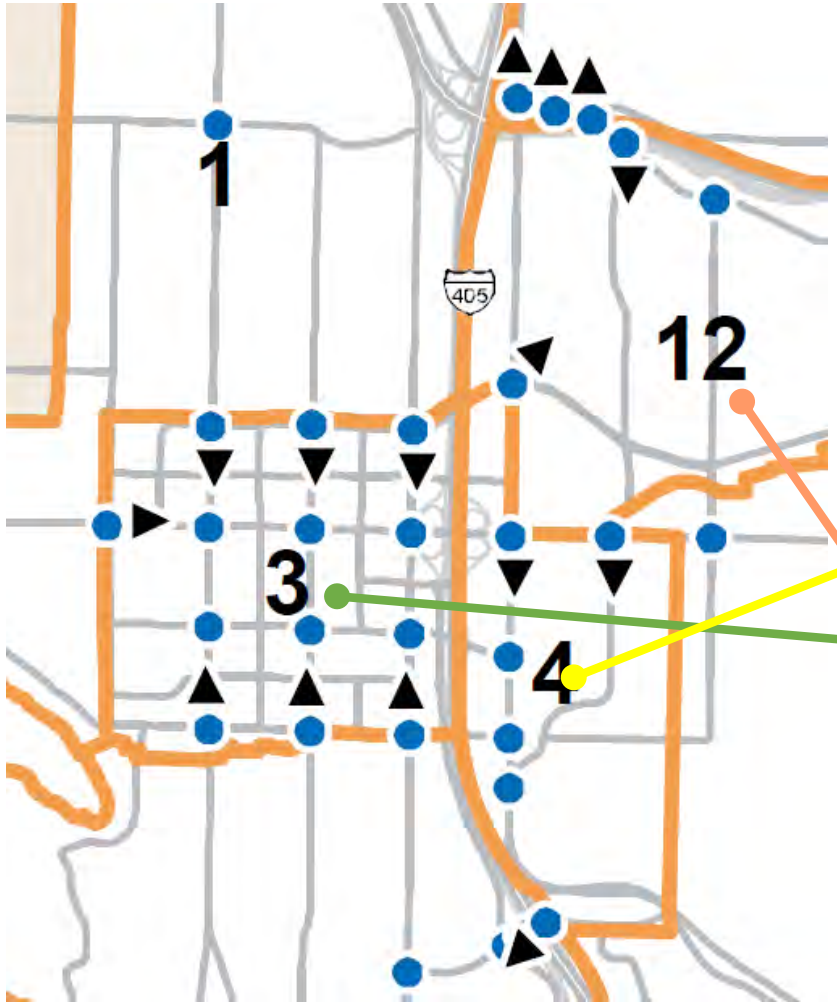
Vehicle LOS Intersections

- Average Volume/Capacity Ratio at System Intersections in Mobility Management Areas (MMAs)
- LOS Standards in Bellevue C – E+
- Varies by land use context and mobility options



#	MMA Name	Adopted LOS
1	North Bellevue	D+
2	Bridle Trails	C
3	Downtown	E+
4	Wilburton	D-
5	Crossroads	D-
6	NE Bellevue	C
7	South Bellevue	D+
8	Richards Valley	D+
9	East Bellevue	D+
10	Eastgate	D-
11	SE Bellevue	C
12	BelRed / Northup	E+
13	Factoria	E+
14	Newport Hills	C

Vehicle LOS MMAs



Category	Average Vehicular Volume-to-Capacity Ratio	Description (Subjective Impression of Driver)
LOS A	< = 0.600	Highest driver comfort. Little delay. Free flow.
LOS B	0.601 - 0.700	High degree of driver comfort. Little delay.
LOS C	0.701 - 0.800	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
LOS D LOS D+ (High D)	0.801 - 0.850	Some driver frustration. Efficient traffic operation.
LOS D- (Low D)	0.851 - 0.900	Increased driver frustration. Long cycle length.
LOS E LOS E+ (High E)	0.901 - 0.950	Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.
LOS E- (Low E)	0.951 - 1.000	At capacity. High level of congestion. High level of driver frustration.
LOS F	> = 1.001	Breakdown flow. Excessive delays.

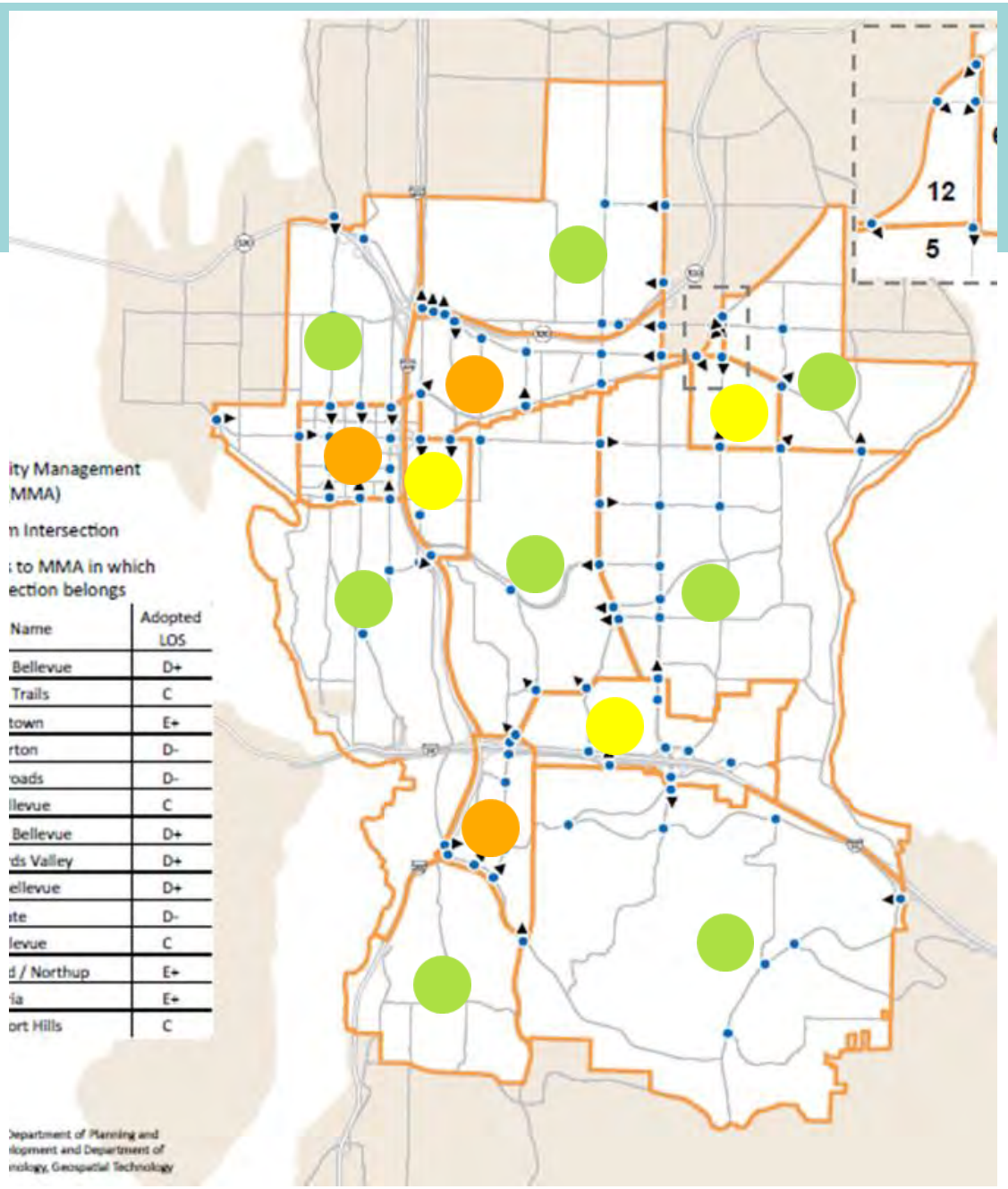
Vehicle LOS Corridors

LOS	Percent of Typical Urban Travel Time Based on Posted Speed Limit*
	Less than 90% of typical urban travel time
	90-110% of typical urban travel time
	110-155% of typical urban travel time
	155-200% of typical urban travel time
	More than 200% of typical urban travel time

- **Metric:** Travel time expressed as percent of posted speed limit
- **Apply:** Arterials to evaluate existing or projected traffic flow
- **Tool:** Assist in project identification and prioritization

Vehicle LOS Corridors

LOS	As applied to Mobility Management Areas
	Bridle Trails, East Bellevue, NE Bellevue, Newport Hills, North Bellevue, SE Bellevue, South Bellevue, Richards Valley
	Crossroads, Eastgate, Wilburton
	BelRed/Northup, Downtown, Factoria



CITY OF BELLEVUE WASHINGTON

Level-of-Service in Bellevue

Toward a Multimodal Approach to Mobility

Vehicle LOS Corridors *(Hypothetical)*

116th Avenue NE Corridor

- **Posted Speed:** 30 mph
- **Typical Urban Travel Time:** 12 mph or 5 minutes per mile
- **Northbound:** 6 minutes per mile — OK
- **Southbound:** 9 minutes per mile — Not OK

Take a look!

Potential remedies?

Compare to other locations.

What are the MMLOS tradeoffs?

CITY OF BELLEVUE WASHINGTON

Level-of-Service in Bellevue

Toward a Multimodal Approach to Mobility

Pedestrian LOS

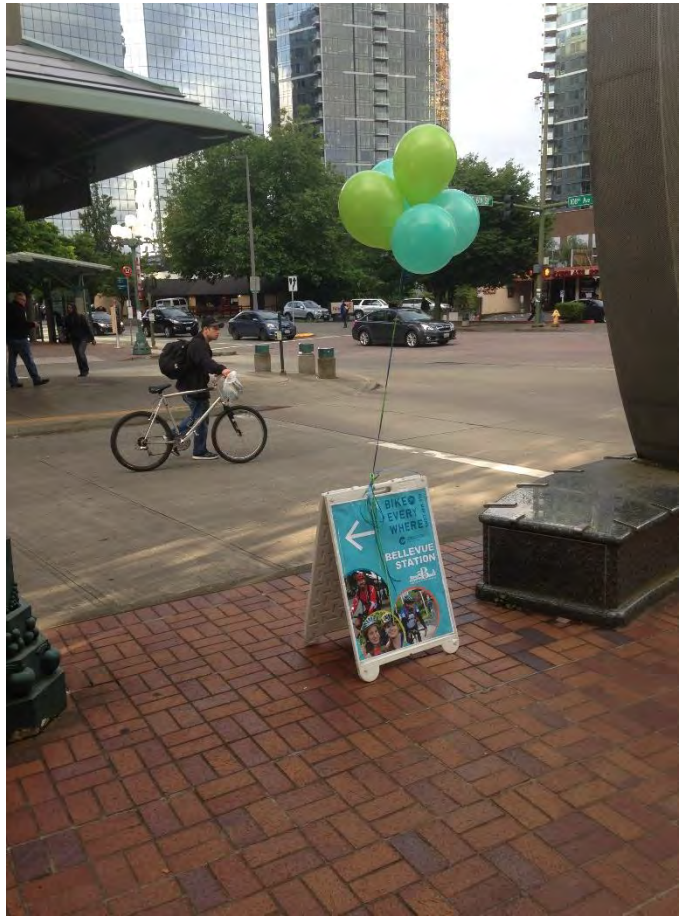
- **Sidewalks**
- **Intersections**

Pedestrian LOS

Context: / Component	Downtown	Activity Center	Neighborhood Shopping Center	Pedestrian Destination	Elsewhere
Sidewalk Width Landscape Buffer	Downtown Land Use Code	16 feet	13 feet	13 feet	Transportation Design Manual
Signalized Intersection Design	Downtown Transportation Plan	Downtown Transportation Plan "Enhanced"	Transportation Design Manual	Transportation Design Manual	Transportation Design Manual
Arterial Crossing Frequency	Downtown Transportation Plan	600- 800 feet	600 feet	300-600	N/A

Bicycle LOS

- **Corridors**
- **Intersections**



Level-of-Service in Bellevue

Toward a Multimodal Approach to Mobility

Bicycle Rider – Level of Traffic Stress (LTS)

LTS 1	LTS 2	LTS 3	LTS 4
Interested but Concerned – Children and Older Adults	Interested but Concerned – Adults	Enthused and Confident	Strong and Fearless

Bicycle Rider – LTS/LOS

Roadway Characteristics		Bicycle Facility Components Guidelines to Achieve Intended Level of Service/Level of Traffic Stress					
Speed Limit (mph)	Arterial Traffic Volume*	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
≤25	<3k	1	1	1	1	1	1
	3-7k	3	2	2	2	1	1
	≥7k	3	3	2	2	1	1
30	<15k	4	3	2	2	1	1
	15-25k	4	4	3	3	3	1
	≥25k	4	4	3	3	3	1
35	<25k	4	4	3	3	3	1
	≥25k	4	4	4	3	3	1
40	Any	4	4	4	4	3	1

Bicycle LOS Intersection Components

Intersection Treatment / Bike LOS	Bike Signal	Street Crossing	Approach to Intersection	Approach to Intersection with Right Turn Lane
1	Bike signal	Green solid or skip stripe	Green bike box	Curb ramp to wide sidewalk
2	Bike signal	Skip stripe	Bike box	Green bike lane to left
3	Green cycle length	Sharrows	Signal actuation	Bike lane to left
Trail or Mid-Block Crossing	Full signal or HAWK or RRFB	Green solid or skip stripe	N/A	N/A

Transit LOS

- **Passenger Amenities**
- **Speed on Frequent Transit Network**

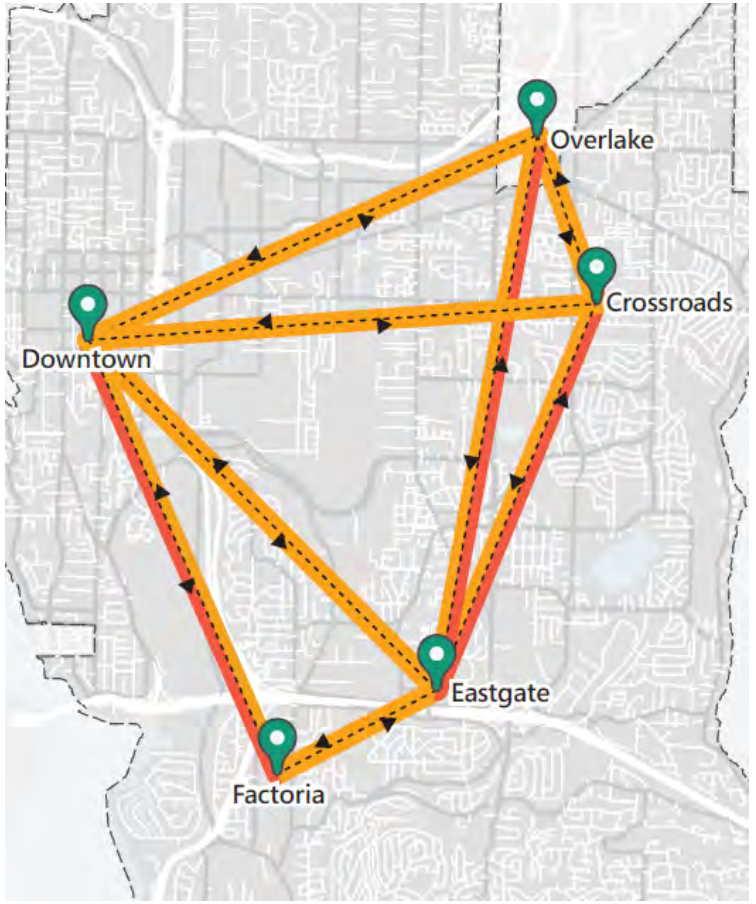
Transit Passenger LOS Components

Context / Component	Local Stop	Primary Stop	Frequent Transit Network Stop
Weather Protection	Yes	Yes	Yes
Seating	Yes	Yes	Yes
Paved Bus Door Passenger Zone	15-30’	40’	60’
Wayfinding	Optional	Yes	Yes

Transit LOS Speed

- Frequent Transit Network (FTN) Corridors between Activity Centers
- Target FTN speed in Bellevue Transit Master Plan (14 mph)
- Transit LOS Guidance: 14 mph on FTN connections

LOS Rating	Transit Speed Target
	<10 mph
	10-14 mph
	>14 mph

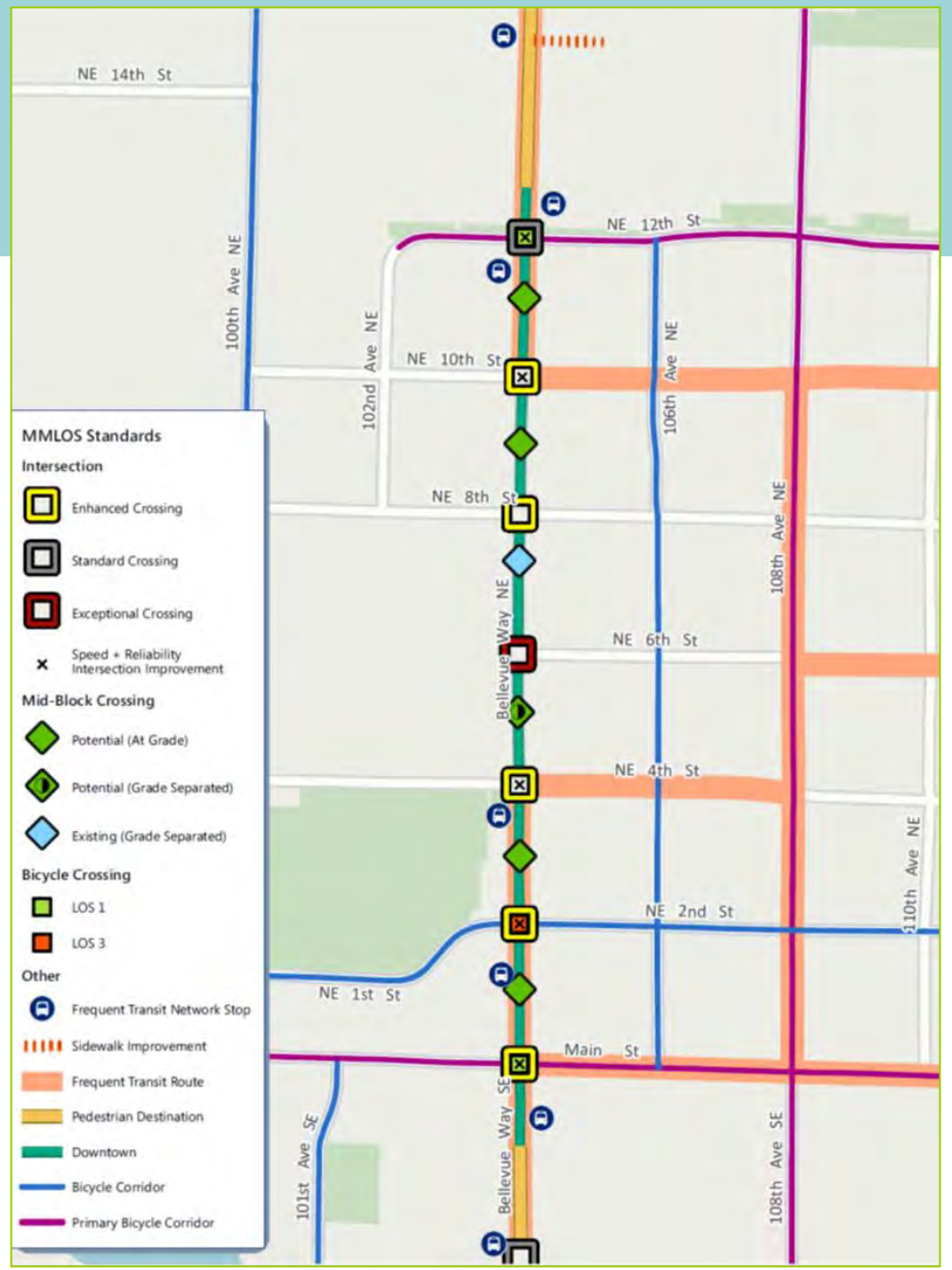


Next Steps – MMLOS Implementation

- **Project Identification**
  - What to build
  - Why build it
  - What benefit/to whom
- **Project Prioritization**
  - When to build it
- **Project Implementation**
  - With what resources
    - Capital Improvement Program
    - Development Review
    - Impact Fees

MMLOS Implementation

- **Putting it all together on Bellevue Way in Downtown Bellevue**



CITY OF BELLEVUE WASHINGTON

Level-of-Service in Bellevue

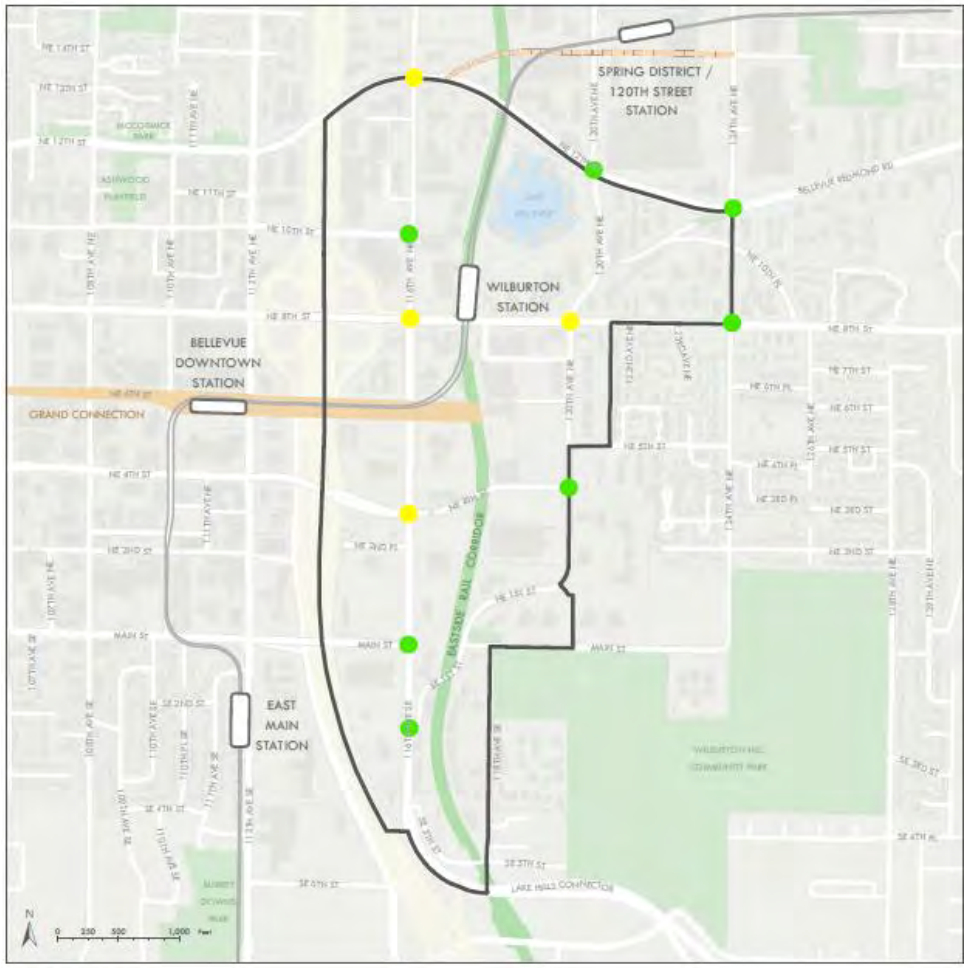
Toward a Multimodal Approach to Mobility

Transportation Agenda

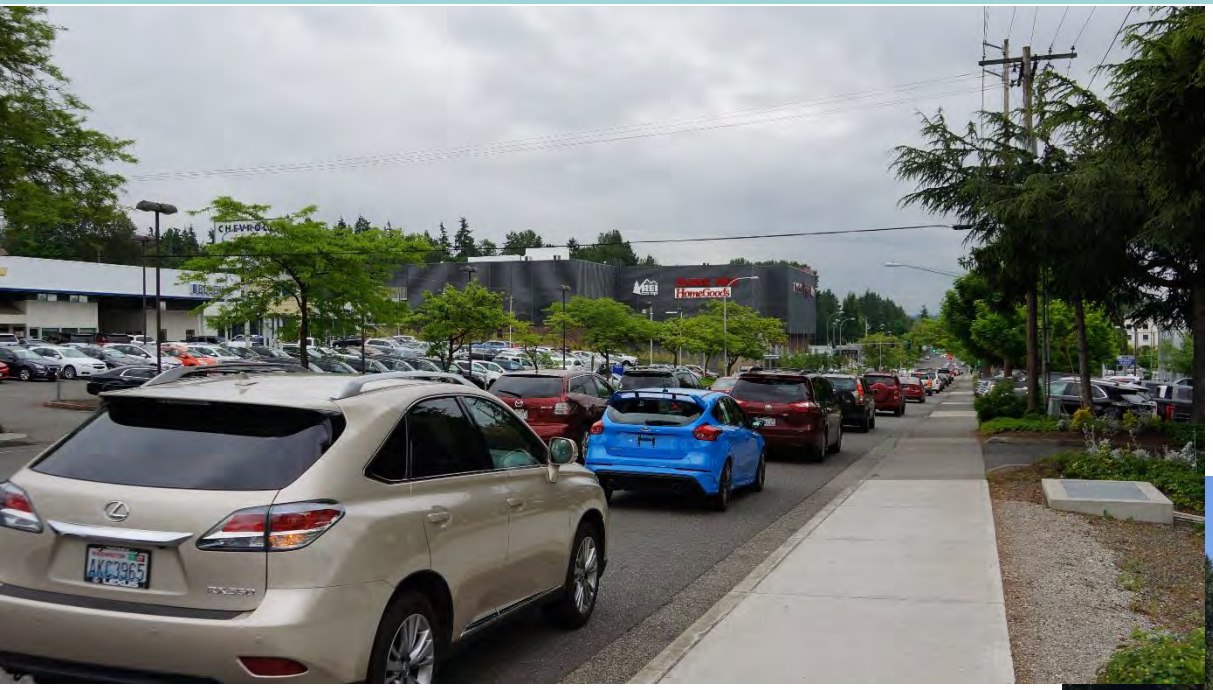
- Existing Conditions
- Critical Decisions
- Transportation Precedents
- Group Exercises

Existing Conditions – Roadway Network

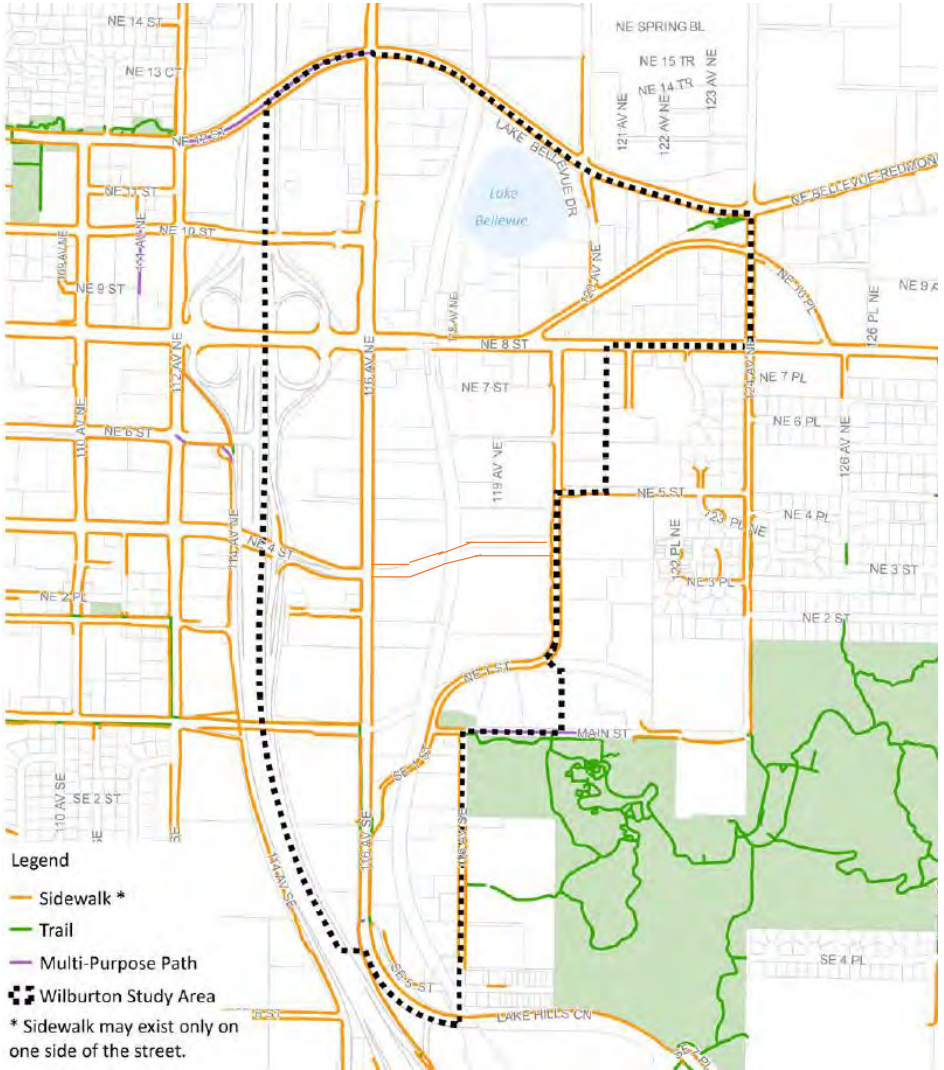
- Large blocks
- Topography
- Vehicle LOS C and D
- Highly dependent on I-405 conditions



Existing Conditions - Vehicle

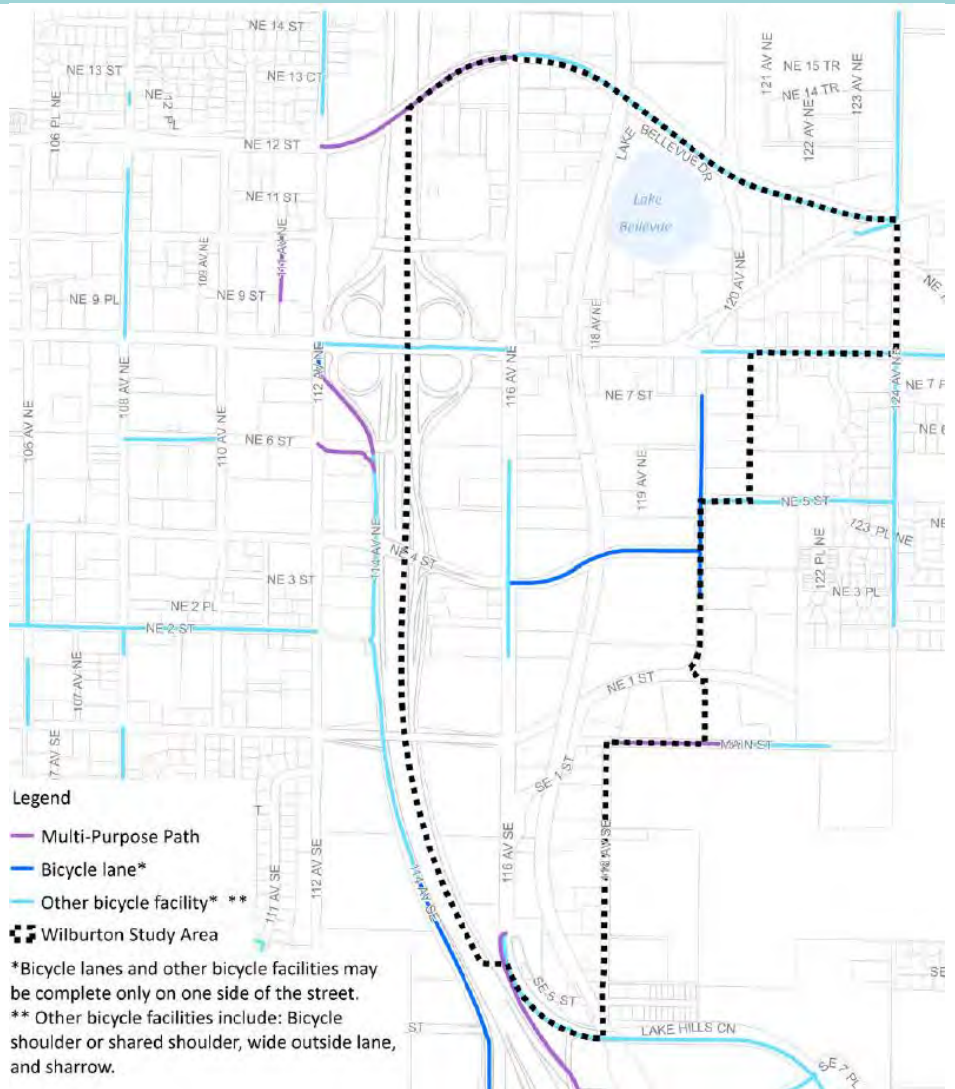


Existing Conditions - Pedestrian

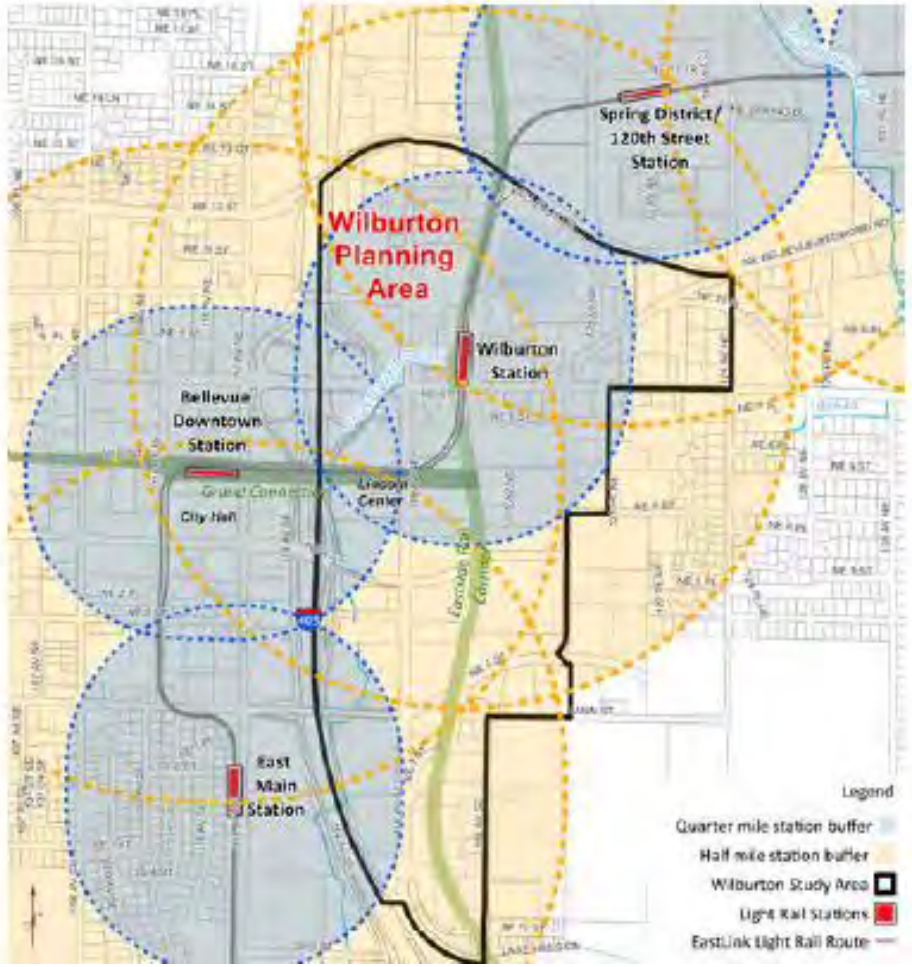


Existing Conditions - Pedestrian

Existing Conditions - Bicycle



Existing Conditions - Transit



What changes are coming to Wilburton?

Near Term	Other Projects
East Link	Grand Connection
Eastside Rail Corridor	NE 6th Street Extension

Transportation Precedents

Permeability of Network and Streetscape

Accessibility to Transit Stations

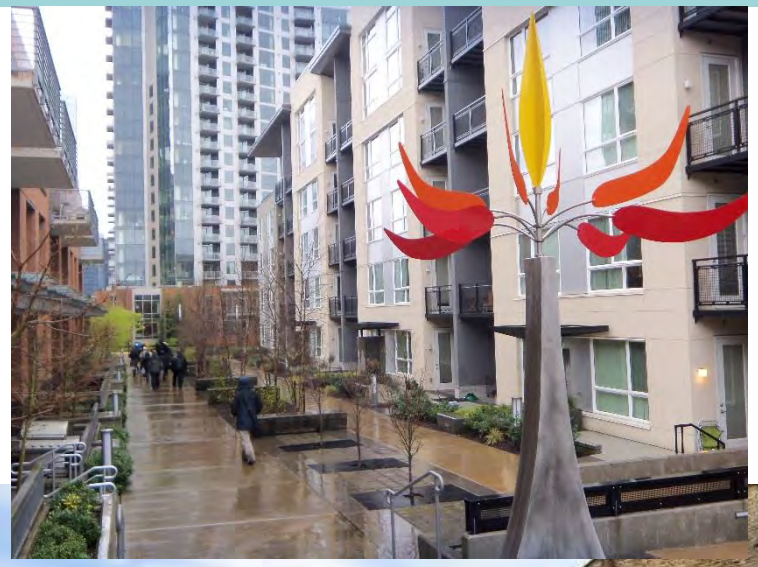
Accessibility to Trails

Improved Streetscape on Major Arterials

Permeability of Network & Streetscape

Permeability of Network & Streetscape

Permeability of Network & Streetscape



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Accessibility to Trails

Accessibility to Trails

Accessibility to Transit Stations

Improved Streetscape on Major Arterials

Alabama Street

Improved Streetscape on Major Arterials

Critical Decisions

Determining the range of options to be studied in the EIS

116th Ave NE

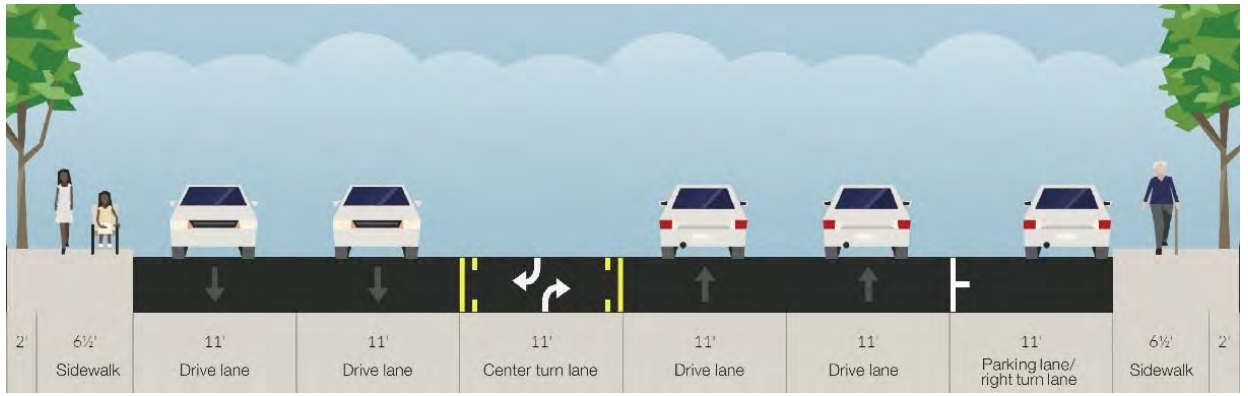
ERC/NE 8th St

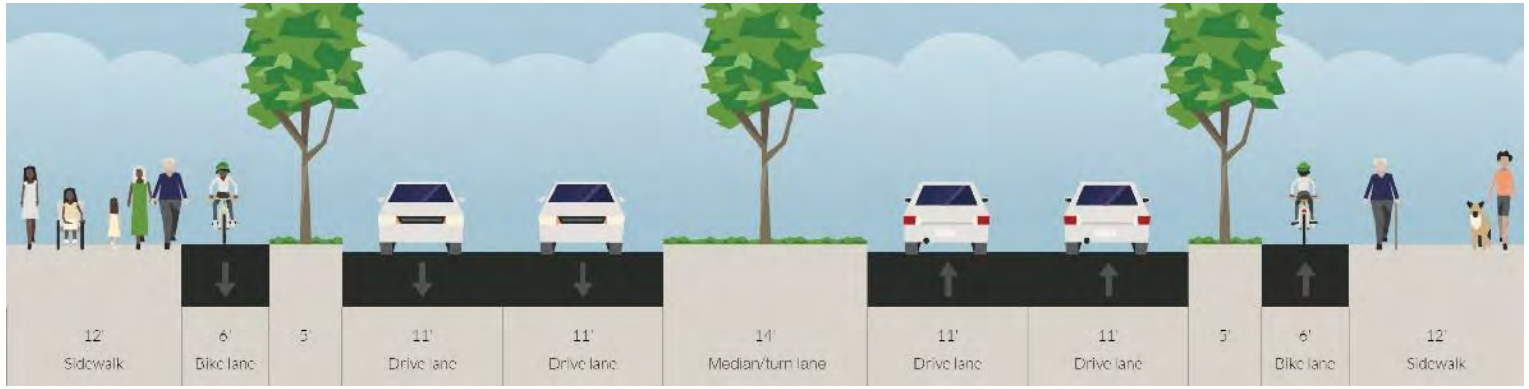
NE 6th St Extension

ERC/NE 4th St

116th Avenue NE Cross-Section

Option	CAC Score
Current cross-section (No Action)	127
Boulevard with shared pedestrian & bicycle area behind curb	192
Boulevard with bike lanes	170





NE 6th Street Extension - Options

Option	CAC Score
Extension to 120th Ave NE (No Action)	180
Extension to 116th Ave NE	204
No extension	108

ERC/NE 8th Street Crossing

Option	CAC Score
ERC bridge over NE 8th St (No Action)	166
At grade crossing with full signal	193
Utilize existing crossing at 116th Ave NE	112

ERC/NE 4th Street Crossing

Option	CAC Score
At grade crossing with full signal (No Action)	176
ERC bridge over NE 4th St	183

Group Exercises

Two breakout groups

STREETSCAPE:
116th Ave NE Cross-section

ACCESSIBILITY:
Study Area Grid Network

Alternatives for EIS

The Environmental Impact Statement (EIS) will study three alternatives.

No Action Alternative 1
- **Future Baseline under Current Plans**

Action Alternative 2

Action Alternative 3

❖❖❖

An alternative describes a different means of achieving a proposal. Proposal is to develop plan, zoning, and code changes that help City achieve vision:

"The Wilburton Commercial Area is Bellevue's next urban mixed-use community that enhances livability, promotes healthy living, supports economic vitality, and serves the needs of a diverse population. As Bellevue's cultural and innovative hub, it serves as a regional and international destination that connects people and fosters community by leveraging its existing assets to define a unique sense of place and character."

Guidance for Alternatives

- Combine land use, transportation, and other elements
  - e.g., most intense land use with most intense transportation infrastructure
- Make them distinct
  - Show clear differences in growth levels, land use mix, or infrastructure
- Growth range
  - Test an upper bookend of growth – capture public input and test limits
  - Test mid-range to consider phasing of mitigation/infrastructure
- Draft EIS Alternatives will be evaluated to help City develop a preferred alternative, evaluated in the Final EIS

Potential Features of Alternatives

FEATURE	NO ACTION ALTERNATIVE 1	ACTION ALTERNATIVE 2	ACTION ALTERNATIVE 3
Growth: Market Level	Moderate	High	Very High
Form/Floor Area Ratio	Low	Moderate	High
Transportation	Planned Network	To Be Determined	To Be Determined
Public Realm / Open Space	Current Plans	Test Compatibility of Different Open Space Concepts with Land Use and Transportation Elements	

Evaluation of Alternatives

- EIS Topics
  - geology and soils
  - water resources
  - air quality/greenhouse gas
  - ecosystems
  - land use and economic activity
  - neighborhoods and population
  - aesthetics
  - transportation
  - noise
  - energy
  - environmental health
  - public services and utilities

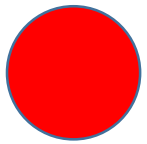
- Transportation & Environmental Performance Measures
  - See Attachment D of CAC memo/packet

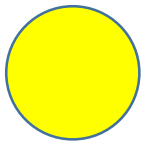
DRAFT Matrix Evaluation Framework

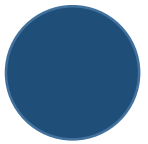
Performance Measure	Alternative 1 No Action	Alternative 2	Alternative 3
Measure X			
Measure Y			

Strong emphasis | Moderate emphasis | Weak emphasis

Dot Exercise

 Retail / Restaurant

 Residential

 Office

BRIERWOOD CENTER, LLC
c/o Hal Woosley Properties, Inc.
12001 N.E. 12th Street, Suite #44
Bellevue, WA 98005
(425) 455-5730

To: Wilburton Citizens Advisory Committee
Lei Wu, Co-Chair
Jeremy Barksdale, Co-Chair

From: T.J., Todd and David Woosley, Owners
Brierwood Center (12001-12005 N.E. 12th Street, Bellevue)

Date: June 1, 2017

Re: Transportation Capacity Projects to consider for Wilburton Commercial Area Environmental Impact Statement

The Wilburton Commercial Area has extraordinary potential to become one of the Country's most vibrant and innovative urban areas. It is remarkably well positioned to become a signature 21st century Urban Transit Oriented "neighborhood". A cornerstone of the Area's future is the $Billions in multi-modal transportation infrastructure investments currently being made, or planned to be made, that will serve the area. However, the Area's land use potential could be limited if these investments aren't fully factored into the SEPA analysis for the Wilburton Commercial Area. Therefore, we recommend the City of Bellevue add the following planned transportation projects to its SEPA transportation analysis:

1. Full build-out of the I-405 Master Plan, including two new General Purpose lanes between Bellevue and Renton (in addition to the two Express Toll Lanes currently being designed for imminent construction).
2. Bellevue Way South HOV Lane.
3. I-405/SR 167 Interchange Direct Connector Ramps.
4. Sound Transit High Capacity Transit on the Eastside Rail Corridor within the Area for Rubber-tired transit vehicles (similar to the Cross Kirkland Corridor Master Plan) from S.E. 1st Street to N.E. 6th Street.
5. A new N.E. 2nd Street Overpass connecting 112th Avenue N.E. and 116th Avenue N.E.
6. Half diamond access ramps connecting the new Main Street overpass with I-405.
7. A new southbound I-405 Access ramp from 116th Avenue S.E./Lake Hills Connector to southbound I-405.
8. The expansion of 150th Avenue S.E. and the S.E. 37th street intersection.
9. The implementation of the City's Pedestrian and Bicycle infrastructure.
10. The completion of the Mountains To Sound Greenway, which will directly connect to the ERC.
11. Sound Transit 3 light rail from Kirkland to Issaquah, which will intersect with ST's Eastlink project at the Wilburton Station.

The State has already invested $4.65 Billion in the SR 520 replacement, and a few $Billion in earlier phases of the I-405 Master Plan. Also, Sound Transit is starting

construction on the $3.7 Billion ST2 Eastlink light rail project, and has approval for an extension of Eastlink to downtown Redmond, as well as a new line from Kirkland to Issaquah as part of ST3. Bellevue is investing at least $200 Million in local arterial capacity in the immediate area, too. Assuming the City's TIFIA loan is approved, another $100 Million will be spent on further expansion of arterials serving the Wilburton Commercial Area.

We believe that the State highway expansions, Sound Transit light rail projects, along with the City's extraordinary arterial/complete street investments surrounding our properties, make Brierwood Center a prime location for Urban Transit Oriented Development. Brierwood Center is located closer to the CBD than The Spring District, and is within a quarter mile of two light rail stations. Brierwood Center is also served by multiple bus transit stops. Furthermore, it is adjacent to the new five-lane 120th Avenue N.E. and BelRed Road, and between N.E. 8th Street and the new N.E. 15th Street and Spring Boulevard. Brierwood Center also is west of an expanding 124th Avenue N.E., which will connect to the planned additional half diamond access ramps at SR 520. These properties are just two blocks east of the Eastside Rail Corridor, too.

Overall, we encourage the City to factor in all of the planned transportation investments identified in the SEPA scoping document, Wilburton Citizen Advisory Committee meeting materials for their June 1st meeting, as well as the additional projects listed above, in its SEPA analysis for the Wilburton Commercial Area.

City of Bellevue
Wilburton Commercial Area
Citizen Advisory Committee
Meeting Minutes

June 6, 2017 Bellevue City Hall
6:00 p.m. Room 1E-112

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

MEMBERS ABSENT: Glen Griswold, James McEachran

OTHERS PRESENT: Bradley Calvert - *Department of Planning and Community Development*, Kevin McDonald – *Transportation Department*, Ariel Davis – *Fehr & Peers*, Chris Brieland – *Fehr & Peers*, Jon McKenzie – *CH2M*

RECORDING SECRETARY: Audio Recording, transcribed by Bradley Calvert

1. Call to Order and Approval of Agenda

The meeting was called to order at 6:02p.m. by Co-chair Wu.

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

- **Action Item:** *Ms. Kumar motioned to approve the agenda. The motion was seconded by Mr. Pardoe. The agenda was unanimously approved.*

2. Approval of Meeting Minutes

Co-chair Wu asked if there were any comments regarding the meeting minutes from the June 1st, 2017 meeting. There were no comments.

- **Action Item:** *Ms. Kumar made a motion to approve the meeting minutes from the June 6th, 2017 meeting. The motion was seconded by Mr. Jack. The meeting minutes were unanimously approved.*

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

Co-chair Barksdale stated that the Planning Commission has made its recommendations for Downtown Livability initiative. He stated that they would be moving forward to City Council in the near future for Land Use Code changes. Mr. Jack stated that he thought Council was expected to review the Downtown Livability recommendations in late June. He stated that the Bellevue Downtown Association would continue to track the progress and provide input on behalf of their members.

Co-chair Barksdale stated that through the Committee surveys, members had stated they wanted to work in smaller groups with their fellow Committee members. He stated that his idea was to use tactical urbanism for the Committee to work together and potentially engage with the community. Co-chair Barksdale stated that tactical urbanism was a means for a community to take ownership and enact change and projects such as modifying the street through paint to encourage slower traffic was an example of tactical urbanism. He stated that another approach is for the government to engage the community and show the potential for change.

Co-chair Barksdale stated that an idea would be to close off the NE 6th Street bridge to give users an opportunity to experience what a crossing over Interstate 405 could feel like. He stated that the Committee could break into pairs and brainstorm ideas to engage the community. Co-chair Wu asked if these ideas were to be applied in general or during the process. Co-chair Barksdale stated it could be a part of the Committee process.

Mr. Pardoe stated that it was similar to what the City was engaged with for the Eastside Rail Corridor event in the fall of 2016. Co-chair Barksdale stated that the next steps were to pick partners offline from the meeting, and then provide updates on the partners and ideas for projects at the next meeting. Co-chair Wu stated that the committee members should identify their partners after the meeting.

4. Public Comment

Arlan Collins stated that he was with the architectural firm CollinsWoerman. He stated that they were currently working with KG Investments on their Wilburton properties. Mr. Collins stated he wanted to talk about a parkway on 116th Avenue NE. Mr. Collins stated that the idea of a parkway is driven by the idea of transforming the city owned property into a park. He stated that it sets up the opportunity to provide a gateway to the park. Mr. Collins stated that improvements to 116th Avenue NE would need to be scaled appropriately while providing access for pedestrians and to future development and businesses. Mr. Collins stated that he also wanted to talk about how the property functions from the perspective of east-west connections. He stated that the linkage to the Grand Connection is a major connection into the property. Mr. Collins stated that access to the south where Trader Joe's is located is also important. He stated that the major barrier to other access points on the site is the 40' grade change on the site leading up to the Eastside Rail Corridor. Mr. Collins stated that breaking up the site too much would complicate development opportunities.

Steve Kramer stated that he was with KG Investments. He stated that he wanted to discuss the considerations of the Eastside Rail Corridor crossings at NE 4th Street and NE 8th Street. Mr. Kramer stated that it appeared that the NE 8th crossing was in design, and that an overcrossing at NE 4th Street would create a negative impact with a crossing at NE 8th Street. He stated that if a NE 4th overcrossing were recommended the ramps between the two crossings would leave only 330' of at grade experience for the Eastside Rail Corridor. Mr. Kramer stated that an at grade crossing for NE 4th Street would leave 880' of the Eastside Rail Corridor at grade. Mr. Kramer stated that the NE 6th Street extension was also of importance. He stated that they were involved in the NE 4th Street extension. Mr. Kramer stated that he believed an extension of NE 6th Street to 116th Avenue NE would create positive traffic flow for the study area. He stated that extending NE 6th Street to 120th Avenue NE would be redundant to NE 4th Street, and that the additional connectivity would create addition problems with the Eastside Rail Corridor.

Ian Morrison stated that he was an attorney with McCullough Hill Leary and was in attendance on behalf of Eastridge Corporate Center. He stated that he was joined by Panfilo Morelli. Mr. Morrison stated that their site was a great pedestrian and transit oriented opportunity with its location near Main Street and just east of the Eastside Rail Corridor. He stated that they would like to reiterate that heights of 120' to 160' would make sense for their site in the context of walkability, transit, and the Eastside Rail Corridor. Mr. Morrison encouraged the Committee to consider those heights and to continue that conversation as the process moves forward.

Todd Woosley stated that he was one of the owners of Brierwood Center, just south of the Spring District. He referenced the new Sparc apartments in the Spring District, and the opportunity to survey the Wilburton Commercial Area and its future potential from the building's rooftop amenity area. Mr. Woosley stated that the transportation capacity would be considered as part of the SEPA analysis. He stated he wanted to encourage the city to include all reasonable potential transportation improvements. Mr. Woosley stated that several billion dollars had and will be spent on 520 and Interstate 405. He stated that in addition there was a high capacity transit easement on the Eastside Rail Corridor and that it made sense to have rubber tired high capacity transit considered for the corridor. Mr. Woosley stated that he was providing a letter with a total of 11 projects to the Committee members to consider. He stated that there were several other projects under consideration for funding and design including NE 2nd Street overpass, Main Street, and NE 6th Street. Mr. Woosley stated he wanted the City to consider the items on the list for the SEPA analysis.

Bill Finkbeiner stated that believed that a NE 4th Street Eastside Rail Corridor overcrossing would take away from the experience of the corridor and create a roller coaster effect. He stated that the Eastside Rail Corridor was a great place for tactical urbanism, and stated that some of the businesses in the immediate area were excited about the corridor and that they may be worth considering when putting together future events. Mr. Finkbeiner stated that the northeast corner of the study area had been bifurcated north-south in regards to the allocation of height and density. He wanted to encourage the Committee to look at it from the perspective of east to west given the topography and access to the Spring District for pedestrians. Mr. Finkbeiner stated that 120th Avenue NE would be the most likely flow into the Spring District, justifying greater density in the immediate area. He also stated that the proximity to the light rail stations made sense for greater density and transit-oriented development. Mr. Finkbeiner stated that it also seemed that a lot of density was allocated to the hospital area and that it didn't seem they would be redeveloping in the near future, and that the density could be allocated somewhere else in the study area.

Mr. Renn asked Steve Kramer if an overcrossing would making sense for NE 4th Street since the road was several feet lower than the Eastside Rail Corridor. Co-chair Wu stated that the question should be taken offline so that the meeting could move forward.

5. Committee Discussion and Evaluation of Height and Density Concepts

Mr. Calvert provided a recap on the topics the Committee had covered over the course of prior meetings and that they were now beginning to make decisions as they related to height, density, and transportation. He stated nearly all of the Committee members had participated in walking tours, including the most recent trip. Mr. Calvert stated that the Committee would refine the density and height concepts that were developed in the prior meeting's work sessions. He stated they would also discuss multi-modal level of service for transportation as well as breakout work sessions on block permeability and the

composition of 116th Avenue NE as part of the meeting.

Mr. Calvert referenced a graphic that showed the results of the Committee exercises from the May meeting. He stated that some of the differences include a larger urban center and more nuance in how the areas stepped down as they moved away from the urban center. Mr. Calvert stated there were four key areas that were different had been highlighted for the Committee to reconcile into a single alternative. He stated that this wouldn't be the final version of the alternative, and that refinements would occur, but it would establish a foundation for the Committee to work from.

Mr. Calvert referenced the graphic for the no action alternative. He highlighted the area in the northwest corner that illustrated the increase in density and that it was part of the prior BelRed zoning. Mr. Calvert stated that it raises the question as to whether additional density should be provided or if the BelRed zoning was adequate with its proximity to the rail stations and Spring District.

Mr. Calvert stated the following images were placed in the context of the full downtown build out. He stated that the Spring District and the East Main build outs were also included. Mr. Renn asked what the height was the area north of East Main. Mr. Jack stated that the new Downtown Livability Initiative increased the height of the area to 400'. Mr. Calvert stated that they could conduct section cuts in the model for the Committee to visualize the changes in heights between Downtown and the Wilburton Commercial Area.

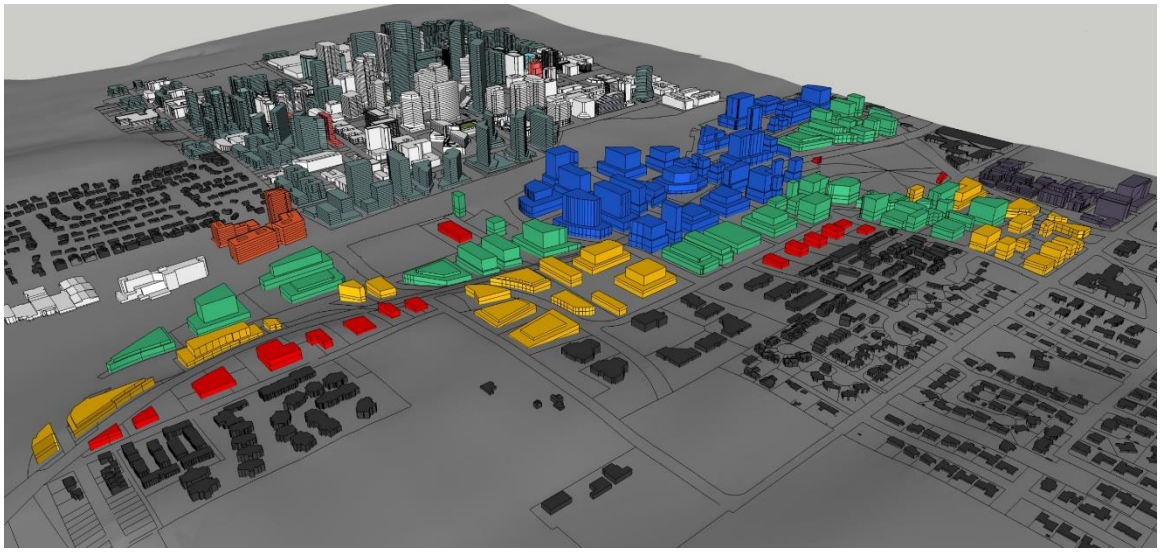


Figure 1 – Option One Result of May Worksession

Mr. Calvert referenced two graphics that depicted the urban center for the two options. He stated that in option one the center extended north to capture the medical district area, and the second option maintained the center south of NE 8th Street. He stated that in option one the center also spread across the Eastside Rail Corridor. Ms. Kumar asked about the change in grade, and Mr. Calvert responded that he would conduct section cuts to illustrate the change in grade.

Mr. Calvert stated that the urban center was the first section to consider. He asked if there was a preference for either of the options, and whether the preferred option should be modified. Mr. Calvert stated that there was also the option for even greater intensity, as stated in one of the groups' work session discussions.

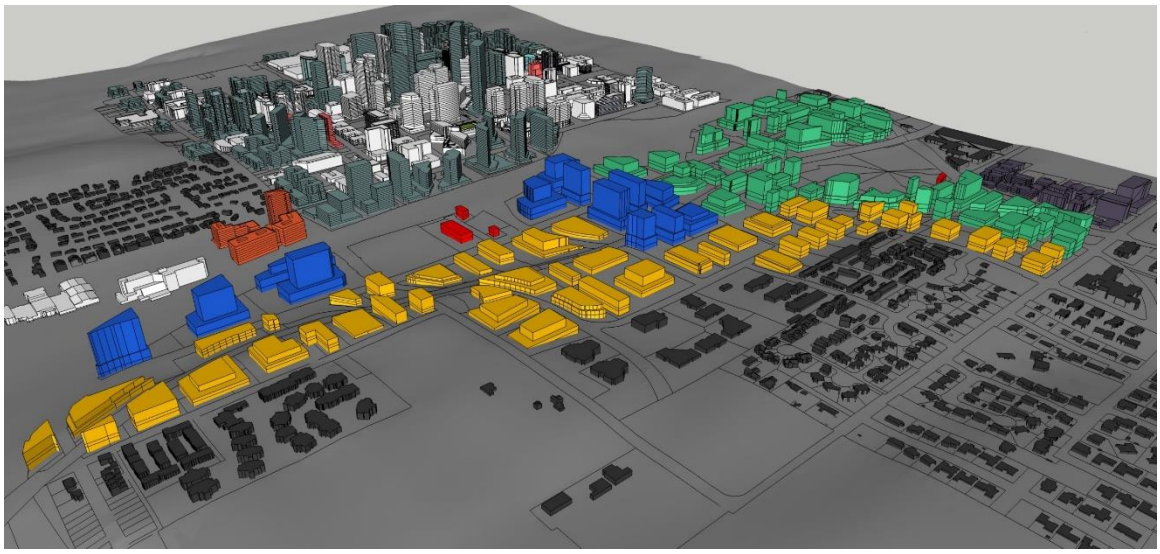


Figure 2 – Option Two Result of May Worksession

Co-chair Wu asked if they were only focused on the core at the moment. Mr. Calvert responded that that was correct, and they would be analyzing four total sections in the meeting. Mr. Pardoe stated that he was not interested in a single core, or a second Downtown. He stated that he didn't see that the study area should step down from the highway and then higher again. Mr. Pardoe stated that he would be happy to see more density in many of the areas including the southern area. He stated the area was already defined by quadrants in many ways, so he didn't see a need for a single core, but did see the need for density.

Mr. Hamlin stated that he agreed with Mr. Pardoe. He stated that density was good, but there was a concern if the buildings were too tall south of the transit center that the development wouldn't feel as personal. Mr. Hamlin stated that he didn't have an issue with the height, he was more concerned about the massing of the building that would be more like downtown. Ms. Washburn stated that it was important to not create a tunnel around the Eastside Rail Corridor, but that the density should be concentrated around NE 8th and 116th Avenue NE near the transit station. She stated that texture and character could impact the appearance of density to minimize the impact of a canyon around the Eastside Rail Corridor.

Ms. Kumar stated that she didn't want the Eastside Rail Corridor and 116th Avenue to be overwhelmed by towers, but felt that there was opportunity for taller buildings. She stated that with the topography changes it could provide a greater sense of continuity. Co-chair Wu stated that this referenced back to the vision statement with a mixed-use urban village. She stated that multiple light rail stations will serve the area and could justify multiple cores. Mr. Calvert stated that currently the massing does show large scale massing and blocks, but future topics would begin to shape and form those massings to reflect the Committee's vision, including tower spacing and floorplate sizes. Co-chair Barksdale stated that an element he enjoyed about the tactical urbanism event on the

Eastside Rail Corridor were the views to Downtown. He stated that the views from the Eastside Rail Corridor should be considered.

Ms. Einfalt stated that a property owner had shown the example of a central civic space in or near the study area. She stated that the Committee should consider the open space that could be within the urban center. Mr. Renn asked that if the heights of 120' – 160' would be the absolute maximum or would greater height be allowed for things like courtyards or restrooms. Mr. Calvert stated that future topics would allow for flexibility in the height and density, so the Committee was not locked into any specific heights. Mr. Renn stated that he liked the height of 160' with room for growth with the provision of incentives. He stated he had concern of allowing 250' in height and then adding on additional incentives that could raise the heights even greater.

Mr. Johnson stated that issues such as setbacks and form had not been discussed yet, and that there was room for towers with these issues still impending. He stated his view on this topic had changed following the Planning Commission's recommendations for Downtown with the increase of height closer to Interstate 405. Mr. Johnson stated that he felt inclined to stretch the building height further north-south in the Wilburton Commercial Area, provided a wall of towers would not be built along the west side of the study area.

Co-chair Wu stated that the Medical District could be treated the same as all other sections of the study area, or that it could be treated as a fixture that would not change. Mr. Hamlin stated that the taller area doesn't always have to be the center of the study area. He stated that growth near the interstate made sense, but wasn't in favor of stretching the center. Co-chair Wu stated that it appeared that areas with less density and public space could also be the center of the study area based on people activity and not building height and density.

Ms. Einfalt stated that discussions had occurred within the Overlake organization, and that while it would be great to increase the scale of the Medical District it was not something practical within the next 70 years or so. She stated that it would not be likely to redevelop and the density could be allocated elsewhere. Ms. Einfalt stated that the other issue is with more people in the Medical District corridor, it could create greater challenges for access to the hospitals. Mr. Pardoe stated that the area should have more of a heart than a core. He stated that he liked the idea of the area just east of I-405 having continuity with Downtown, but without growth in the Medical District and the wetland it could break up the continuity. Mr. Renn stated that he thought light rail was great, but felt only 10 to 15 percent of the population would use it. He stated that there were only two ways east west, one way south, and two ways north in and out of the study area. Mr. Renn stated that he felt they should be careful about the amount of density that is added. Ms. Einfalt agreed and stated that 116th Avenue NE and 124th Avenue NE acted as I-405 bypasses and shouldn't be ignored.

Mr. Calvert stated that these alternatives would be evaluated through the EIS in regards to the transportation system. He stated that if it was found to challenge the transportation system the Committee could go back and refine the alternative in response to the transportation challenges. Co-chair Barksdale stated that the Committee should make a decision. Mr. Calvert reminded the Committee that they would need to select one of these options, address the Medical District, and refine the composition of the urban center.

Mr. Renn stated that he felt it was safe to say that the Medical District would remain the same. He stated that if the Medical District was not included then options one and two

were relatively the same. Mr. Calvert responded that there were some differences. He stated that in option one there was greater density around the transit station across NE 8th Street and across the Eastside Rail Corridor. Mr. Renn stated that the center should be moved up around the transit station across NE 8th Street, but not into the Medical District.

Co-chair Barksdale proposed to vote on option one but not including increased density at the Medical District and option two as is. Ms. Kumar stated she wasn't fully clear on the difference of the two. Co-chair Wu stated that the first option extended the density around the transit station.

- **Action Item:** *The Committee voted as a majority for option one without including the Medical District as part of the increase in density.*

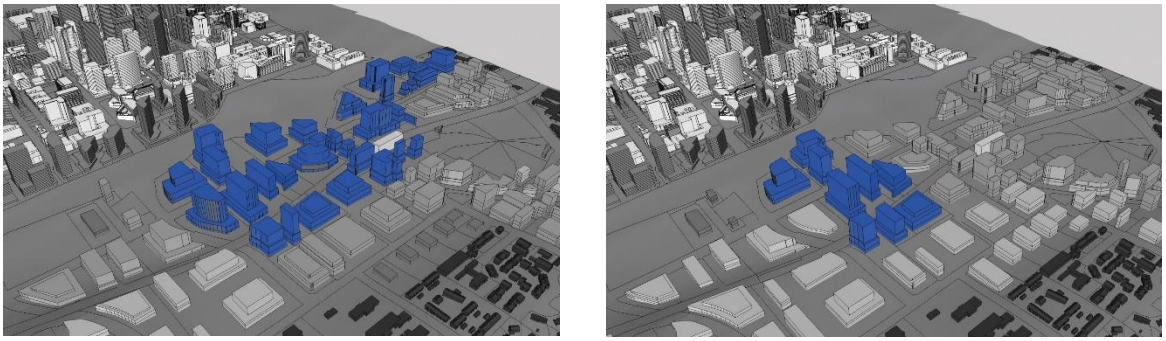


Figure 3 – Urban Center Options

Mr. Calvert stated that the second area included the transitional areas from the urban center. He stated that in option one the transition areas stepped down one level from the urban center height and in option two it stepped down by two levels based on the transect. Mr. Calvert stated that the first question was to which degree the Committee would like to step down from the urban center. He stated that the second question concerned the properties immediately east of 120th Avenue NE. Mr. Calvert stated that in option one it made a larger step down from the transition areas, and that in option two it was more consistent with the transition areas. He stated that there was a significant change in grade between the properties and the Wilburton Hill neighborhood. Mr. Renn asked what the elevation change was as he felt the parcels east of 120th Avenue NE could be taller and align with the properties at the top of the hill.

Mr. Calvert referenced a section cut that showed the differences of building height and their relationship to the change in topography. He stated that the 70' to 100' building height was more in line with the existing buildings at the top of the hill. Co-chair Wu stated that her main concern was impact on the Wilburton Hill Neighborhood and that she felt the 70' – 100' building heights did not negatively impact the neighborhood. She stated she was inclined to support the 70' – 100' in height. Mr. Calvert stated that the heights were shorter than what was allowed in the Spring District. Mr. Renn stated that he believed that 70' – 100' could be allowed east of 120th Avenue NE and 120' – 160' west of 120th Avenue NE. Ms. Kumar asked why there wasn't focus on the properties south of NE 4th and east of the Eastside Rail Corridor. Mr. Calvert responded that there was a consensus from the work sessions on those building heights so they were not an area that needed reconciliation at this time.

- **Action Item:** *The Committee voted as a consensus for option one with an increase of height to 70' – 100' for the properties east of 120th Avenue NE.*

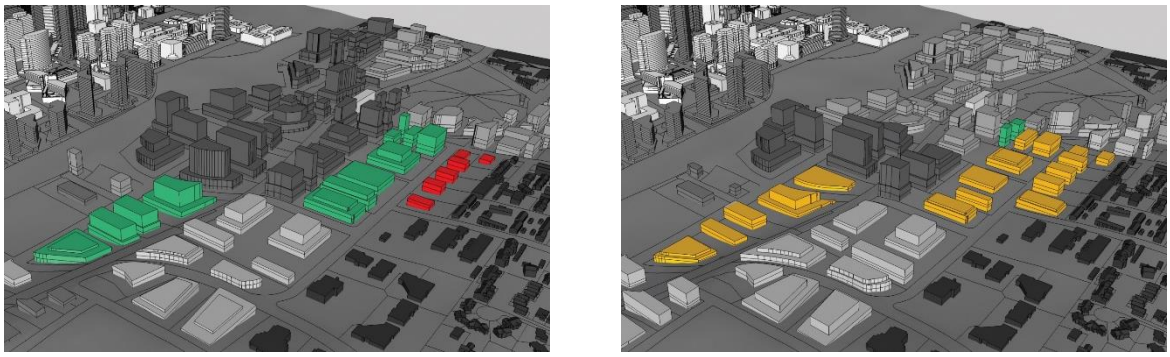


Figure 4 – Urban Center Transition Options

Mr. Calvert stated that the third area was the Spring District transition area in the northeast. He referenced the earlier public comment regarding the proximity to the increased density of the Spring District and the change in topography from west to east. He referenced the location of the light rail stations in the immediate area. Mr. Renn stated that it made more sense to have greater density and height to the west with reduced height and density to the east moving up the hill. Mr. Calvert asked if the entire area abutting the Spring District on the north side should be the 120' – 160' range. A majority of the Committee said yes. Co-chair Wu asked what the intensity would be to the south of the subject area. Mr. Calvert stated it was the area they just previously voted on and would be 70' – 100' in height. Mr. Pardoe asked to see a section cut of the change in topography. Mr. Calvert provided a section cut view of the area.

- **Action Item:** *The Committee voted as a consensus for the properties west of the hill to be 120' – 160' in height, and the area to the east at the top of the hill to be 70' – 100' in height.*

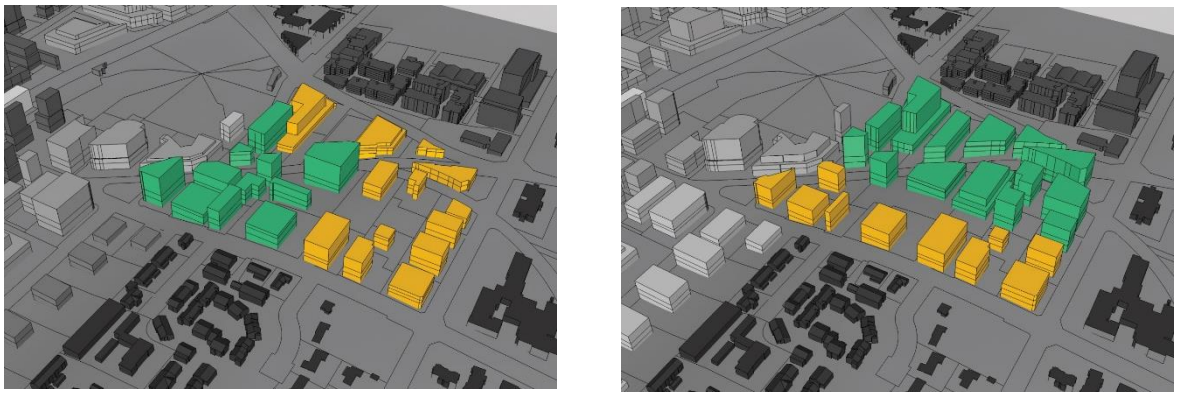


Figure 5 – Spring District Transition Options

Mr. Calvert stated that the fourth area was the southern portion of the study area. He stated that the area was in close proximity to the East Main light rail station, and there were extreme changes in topography. Mr. Calvert stated that the second option extended the East Main density across the interstate and the first option stepped down from the East Main density. Mr. Pardoe asked if they could view a section cut of the area. Mr. Calvert referenced the location of the future East Main development and the trail.

Co-chair Wu stated that she didn't like the height of option two but wanted to take advantage of density near the transit station. Mr. Calvert stated that in option one the density was still relatively similar to the Spring District and around its future station. Mr. Pardoe asked what the height of the red massings were. Mr. Calvert responded that the maximum would be approximately 55'. He referenced the proximity to the Wilburton Hill Park and existing development outside of the study area that served as a buffer to the park. Ms. Kumar asked if the height of option one would permit a residential high rise. Mr. Calvert responded that technically, based on building code, the 120' – 160' range qualifies as high rise but is not equivalent to downtown high rises. He explained the relationship of the building heights to the change in grade and the elevation of the Eastside Rail Corridor.

Mr. Pardoe asked Ms. Kumar if her statement regarding a high rise would be in relationship to the East Main light rail station. Ms. Kumar stated she wasn't necessarily thinking of the proximity to the station but to just add more density for potential high rises. Mr. Renn stated that it would be more appropriate for the high rises to be near the center of the study area. Ms. Kumar stated that the area could be dotted with high rises. Mr. Hamlin stated that it might be out of character. Ms. Washburn stated that she felt option one was a nice stair step to the neighborhood.

- **Action Item:** *The Committee voted as a consensus for option one.*

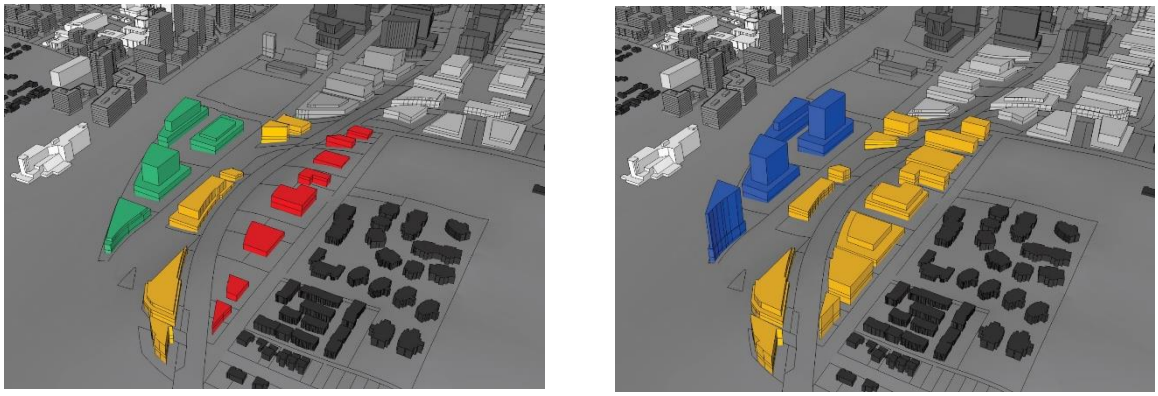


Figure 6 – South Transition Area Options

Mr. Calvert stated staff would refine the options and bring them back to the Committee. He stated that the property owners conducted the same exercise and the City was seeking Committee feedback for refinement. Mr. Calvert explained that three options would be needed for the Environmental Impact Statement process. Co-chair Barksdale asked if staff was seeking a decision from the Committee. Mr. Calvert stated staff was seeking feedback.

Mr. Renn stated that he felt it was too much density. Ms. Kumar asked what the purple massings represented. Mr. Calvert responded that it was 300' – 450' in height. Mr. Johnson stated that it looked as if that height existed on both sides of 116th Avenue NE and suggested that the tallest heights (300'-450') should only be on the west side of 116th Avenue NE. Mr. Pardoe stated that it felt like urban canyons and Mr. Hamlin stated that it was a repeat of Downtown which is not what the Committee wanted. Co-chair Barksdale stated that the Committee was specifically charged with not creating another Downtown.

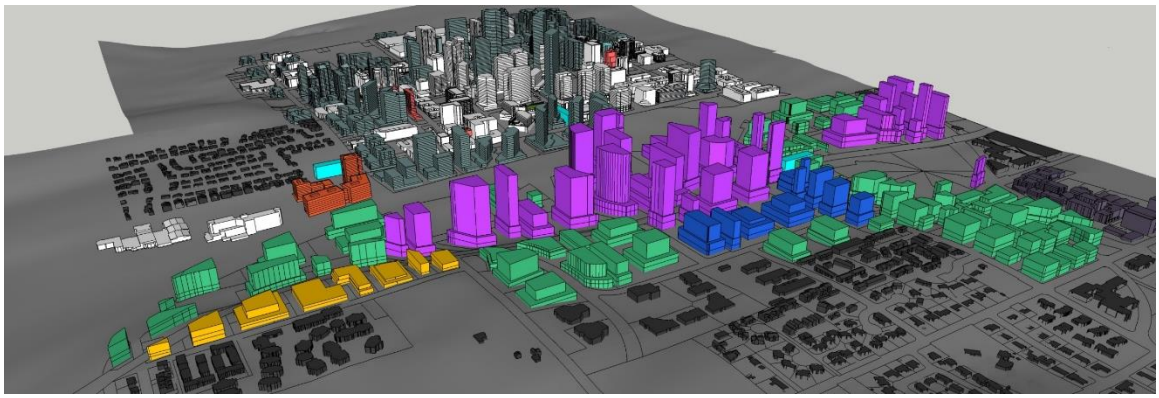


Figure 7 – Property Owners Alternative Concept

6. Transportation Discussion on Multi-modal Level of Service

Mr. Calvert stated that Kevin McDonald, Senior Transportation Planner with the City of Bellevue would discuss Multi-Modal Level of Service (MMLOS). Mr. McDonald stated that (MMLOS) was a recent milestone for the Bellevue Transportation Commission. He stated that the Commission had been working on MMLOS for the past year. Mr. McDonald stated that the transportation system was key to people accessing the land uses considered for the Wilburton Commercial Area and that all modes should be considered.

Mr. McDonald stated that MMLOS was important because the metrics of each mode of transportation would come into play. He stated that the City has evolved on transportation planning since the original Comprehensive Plan. Mr. McDonald stated that the wide arterials and limited pedestrian facilities were a product of the plan. He stated that the focus has since evolved to focus on people and the uses within neighborhoods, and that each neighborhood has different needs. Mr. McDonald stated that Council directed staff to develop level of service standards for each mode of transportation beginning with the Comprehensive Plan update in 2015.

Mr. McDonald stated that MMLOS will allow staff and developers to determine the right implementation strategies and outcomes for transportation needs based on specific locations and neighborhoods. He stated that he would discuss each mode and how they are evaluated for level of services. Mr. McDonald stated that vehicle level of service (LOS) is evaluated by LOS at intersections and LOS along corridors. He stated that LOS at intersections are on a letter grade system from A to F and is measured based on the volume of traffic moving through an intersection against the capacity of the intersection. He stated that low volume and high capacity would be a LOS A as an example. Mr. McDonald stated that the LOS varies based on land use, and that urban areas such as Downtown and BelRed were closer to LOS of D or E because it is understood that many transportation options exist in these areas such as pedestrians, cyclists, and transit.

Mr. McDonald stated that the standard in the Wilburton Commercial Area is equivalent to LOS D. He stated that the LOS for corridors measures travel time. Mr. McDonald stated that similar to intersection LOS, it was dependent on the land use of the area. He stated that, for example, in Downtown it is not expected that travelers move at 30 mph during peak travel hours. Mr. McDonald stated that the urban areas are the ones where travel speed expectations should be reduced.

Mr. McDonald stated he wanted to provide an example of how LOS would work on 116th Avenue NE. He stated that hypothetically if someone is traveling 11 mph on 116th Avenue NE it would be in line with reasonable expectations for northbound travel. Mr. McDonald stated that if it were slower in the southbound direction it would warrant greater analysis to see if the LOS and speed of travel could be improved. He stated improvements would have to be evaluated against other locations to establish priority to do the most good for the most people. Mr. McDonald stated that improvements would also have to measured against the LOS for other transportation modes.

Mr. McDonald stated that pedestrians travel along corridors and across intersections similar to vehicular traffic. He stated that the Commission decided that the LOS for pedestrians would also be dependent on the corridor and surrounding land uses. Mr. McDonald stated that the width of the sidewalk and the landscape buffer would change dependent on that LOS. As an example he stated that in Downtown there would be the widest sidewalks, and the sidewalks become narrower in more suburban locations, responsive to surrounding land uses and density.

Mr. McDonald stated that intersections were a key part of the LOS for pedestrians. He stated that the size of the blocks impacted pedestrians and could require solutions such as mid-block crossings to minimize the travel distance for pedestrians.

Mr. McDonald stated that bicycles also had LOS for corridors and intersections. He stated that intersections can be the weakest link for cyclists creating less comfort. Mr. McDonald stated that the intersection needs to match the quality of the infrastructure along the corridor. He stated that the Commission created a tiered level of comfort for cyclists to determine level of traffic stress. Mr. McDonald stated that the Commission assisted in designing the bicycle infrastructure to match the level of comfort of a cyclist. He referenced a table as a means to match a type of bicycle facility to the conditions of the roadway environments. Mr. McDonald stated that the two most important factors that impact the cyclist level of comfort are traffic speed and volume and that the table is intended to match facility needs to the speed and volume of roads.

Mr. McDonald stated that at intersections the LOS needs to be retained across intersections to ensure comfort and safety. He referenced a table that looks at the components needed at an intersection to maintain LOS. Mr. McDonald stated that the Commission created a map that shows the corridors and assigned a level of stress so that new projects can match infrastructure appropriately. He also stated that this applied to the intersection of trails and arterials. Mr. McDonald stated that a range of signalization options can be provided to improve safety.

Mr. McDonald stated that for transit riders the City doesn't control the system but does control the environment it operates in. He stated that the Commission recommended the type of amenities needed for transit users to increase comfort. Mr. McDonald stated that LOS was a function of the type of transit stop, which is dependent on the expected number of passengers. He stated that the components integrated into those stops are dependent on that passenger intensity. Mr. McDonald stated that as example bus stops should have a shelter, seating, paving, and wayfinding should be provided as a minimum.

Mr. McDonald stated that transit speed was also important. He stated that speed was most important between the five main activity centers of Bellevue. Mr. McDonald stated that a frequent transit network should operate at approximately 14 mph between the activity centers. He stated that the actual speed of transit was measured against the expected 14

mph between the activity centers to determine LOS. Mr. McDonald stated that currently there are concerns as none of the corridors are achieving the optimal speed. He stated that MMLOS overall provides a framework for the City to make better investment decisions and to understand why those decisions are made and who the benefit.

Mr. McDonald stated that for the Committee they should consider all modes and to try and understand the expectations for each potential location. He stated that the Commission is not quite finished with the work, and that the final chapter will identify, prioritize and plan for implementation of projects to improve MMLOS. Mr. McDonald referenced a graphic on Bellevue Way that demonstrated the complexity of transportation modes.

Mr. Johnson stated that the Committee should consider that if the LOS is to be changed by the Committee that they also need to take into account how the existing facility was engineered. He stated that they need to consider all modes. Mr. McDonald stated that 116th Avenue NE is a prime example and that improving conditions for pedestrians and cyclists may come at the expense of vehicular travel. He stated that the Committee would need to ask the question whether it would be acceptable to reduce LOS for vehicular traffic in an urban environment to improve LOS for non-motorized travel or to try and maintain the LOS for automobiles.

7. Transportation Precedents, Existing Conditions and Key Issues

Mr. Calvert introduced the consultant team from Berk, Fehr & Peers, and CH2M as those responsible for the environmental and transportation work. He stated that they would discuss existing conditions, precedents, and key projects prior to breaking into work sessions. Mr. Calvert introduced Ariel Davis and Chris Brieland (Fehr & Peers) and Jon McKenzie (CH2M).

- **Action Item:** *Ms. Kumar motioned to extend the meeting by 30 minutes. The motion was seconded by Mr. Hamlin. The motion was unanimously approved.*

Ms. Davis stated some of the key transportation issues in the Wilburton Commercial Area were the large blocks, topography, and the existing travel conditions such as LOS and travel time. She stated that some conditions, such as southbound travel on 116th Avenue NE was heavily dependent on the conditions of Interstate 405. Ms. Davis stated they would also evaluate the pedestrian network, in particular the block size and the current need for out of direction travel for pedestrians. She stated that there are some existing bicycle lanes but the current facilities are inadequate. Ms. Davis stated that bus routes exist on NE 8th Street and 116th Avenue NE, and that East Link light rail, Grand Connection, and the Eastside Rail Corridor would add additional opportunities for transit and non-motorized transportation options.

Ms. Davis stated that the precedents they received as part of their packets were a series of case studies to consider. She stated that there were four critical decisions regarding transportation. Ms. Davis stated that in prior meeting packets the Committee received background information on the critical transportation decisions. She stated that the information and scoring wasn't to solicit final decisions but to get initial ideas and considerations.

Ms. Davis stated that 116th Avenue NE is one of the critical decisions. She stated that prior packets demonstrated examples of potential configurations of the street. Mr. McKenzie stated that within the existing right of way each decision would come with a

trade-off. He stated that the concept of a multi-modal boulevard could be a strong catalyst for change in the area, similar to some of the public comments heard earlier. Ms. Davis stated that the initial scoring from the Committee encouraged change to 116th Avenue NE. She stated that the Committee would need to consider what kind of space they wanted to allocate for pedestrians and cyclists with the Eastside Rail Corridor running parallel to 116th Avenue NE.

Mr. Pardoe stated that if the Eastside Rail Corridor is successful it could be too slow to commute by bicycle. He stated that on 116th Avenue NE he could expect to move faster. He referenced the Burke-Gilman Trail as an example, stating that the volume of joggers and pedestrians was prohibitive of a commuter bicycle speed. Co-chair Wu stated that the entire area should have good pedestrian and cyclist activity and that the Eastside Rail Corridor cannot be expected to serve the area on its own. Ms. Einfalt questioned whether the impact on emergency services had been considered, particularly if the amount of capacity for vehicular traffic were reduced. Ms. Washburn stated that a change in infrastructure can change behavior. She stated that the Eastside Rail Corridor is an access point to get into Bellevue and that the surrounding area should have infrastructure that supports non-motorized movement within Bellevue.

Mr. Jack stated 116th Avenue NE would need to be transformed if the Committee desired more pedestrians and cyclists and that its current condition would act as a deterrent. Mr. Johnson stated that similar to Bellevue Way, 116th Avenue NE could predominately be used for vehicular traffic and transit and that internal connections could be used for cyclists and pedestrians. Mr. Pardoe stated that he cycled on Bellevue Way from Kirkland for six years to Interstate 90 because it was fastest. He stated that just like automobiles wanting to commute as fast as they could, he as a cyclist, wanted to commute as fast as he possibly could. Ms. Einfalt stated that the employment base of the hospital was not likely to bicycle to work, but would most likely take transit. Mr. Weintraub stated that the thought of bicycling anywhere in Bellevue was not attractive, and couldn't see bicycling to the area with his eight year old with the conditions of the existing infrastructure. He stated that he still wanted to access the amenities and that required safety and comfort.

Ms. Davis stated that the next item for feedback is the extension of NE 6th Street. She stated that the City had studied it previously and the original plan was for an elevated structure that could connect to 120th Avenue NE. Ms. Davis stated that the scores of the group indicated that the extension to 116th Avenue NE was the most popular and the extension to 120th Avenue NE second. Mr. McKenzie stated that the grades are the biggest challenges. He stated that if the structure extended to 120th Avenue NE a minimum clearance of 16 feet would be needed from 116th Avenue NE to the bottom of the NE 6th Street extension structure. Mr. Mckenzie stated that the structure would be at least six feet in depth placing the total structure approximately 22 to 24 feet in the air above 116th Avenue NE. He stated that it would also create conflicts with the Eastside Rail Corridor. Ms. Davis stated that the consultant team did an initial investigation into how travel patterns would change. She stated an extension to 120th Avenue NE would attract a fair amount of traffic and that only a portion of the traffic would actually be going to and from the Wilburton Commercial Area. She stated the Committee would want to consider weighing the impacts of how much that extension would benefit the Wilburton Commercial Area versus how much it benefits regional travel.

Mr. Renn asked if the road would be for HOV only. Ms. Davis replied that access to Interstate 405 would be HOV only but general traffic could use the road to get across to Downtown. Mr. Brieland stated that it could be an option to restrict to HOV but current

examples show the use of general purpose traffic as well. He stated that it was similar to 128th in Kirkland at Totem Lake where anyone can use the road, but had to be HOV to access the interstate. Ms. Davis stated she wanted to hear the concerns and ideas from the Committee.

Co-chair Wu stated that she scored the extension to 120th Avenue NE rather high, but did so not knowing how tall the structure would have to be. She stated that if she knew that previously she would have selected no extension. Mr. Renn stated he would like to see it go to 116th Avenue NE only which would also allow a new stoplight at the intersection which would benefit pedestrians. Ms. Lau Hui stated she felt an extension to 116th Avenue NE would also help to moderate the speed of traffic on 116th Avenue NE. Mr. Pardoe stated that he understood one of the main benefits of extending to 116th Avenue NE was to allow easier access for busses from the east side of the city to the Bellevue Transit Center. He stated that he didn't see a reason for the road to extend beyond 116th Avenue NE. Mr. Pardoe stated that it would create another route for emergency services as well.

Ms. Davis stated that the last two concepts are those of at grade and above grade crossings for the Eastside Rail Corridor at NE 4th and NE 8th Streets. She stated that for NE 8th Street there were slightly higher scores for an at-grade crossing and the scores were similar for NE 4th Street. Ms. Davis stated they wanted to hear from the Committee on their thoughts on impacts to traffic, cost, and trail continuity. Mr. McKenzie stated that for a user to get up to a crossing over NE 8th Street a total of 450' of length at a minimum for a ramp would be needed. He stated that if overcrossings at occurred at both streets it would create a roller coaster effect. Mr. Renn stated that NE 4th Street was already several feet beneath the trail. Mr. Brieland stated that the street was below the rail bed of the trail but that the trail would likely be regraded in some capacity.

Ms. Washburn asked if there was an option to provide an at-grade and overcrossing at NE 8th Street. She stated that with an overcrossing someone would have to go pretty far past the transit center and then have to come back to the station. Ms. Washburn stated that someone coming from the south may need the option to come off the trail and go to the station if it is their destination. She stated this is also being considered as the neighborhood core and it may be desired to have people interface with the trail. Mr. Renn stated that he agreed. He stated that even today there are pedestrians crossing without a light and that he felt that would continue to happen in the future if there isn't a light. Mr. Renn stated that there should be both options.

Ms. Kumar stated that it would take some time to build an overcrossing. She stated that if the trail will already be in use then what will users do in the meantime. Ms. Kumar stated that she has been out there and seen people cross in the middle of NE 8th Street and she believed they would continue to do so, including people with children in arms. Mr. Hamlin stated that he really believed strongly that the crossing should be at grade at both roads. He stated this would activate the trail with future developments. Mr. Hamlin stated that he believed overcrossings and ramps would destroy the character of the area which included activated the pedestrian realm. He stated that he believed the crossing would wipe out an opportunity to activate NE 8th Street. Mr. Hamlin stated that he walks the area all the time and that he sees people crossing today, regularly. He stated that it would simply not work for users to have to backtrack to the transit station and that people will continue to cross. Mr. Hamlin stated that he believed the same to be true at NE 4th Street. He stated that with REI near the trail it was an opportunity to activate the space and that a bridge destroys that opportunity. Ms. Kumar stated that at one point traffic already had to stop at the NE 8th Street crossing because trains had traveled through there. Mr. Renn

stated that a pedestrian crossing signal could be timed with other traffic lights to reduce impact. Mr. Renn stated that he agreed with Mr. Hamlin and that there had to be an at grade crossing at NE 8th Street.

Mr. Pardoe stated that he agreed with Mr. Hamlin. He stated that the crossings can be made beneficial for all users. Mr. Pardoe stated that traffic volumes on NE 8th used to be higher than they are today, and a train used to stop traffic. Additionally, he stated that NE 4th Street didn't even exist at that time. He stated that he didn't believe the argument that traffic cannot stop for an at-grade crossing because they did for many years. Co-chair Wu stated that this would be an urban area for trail users and that they all wouldn't just be flying by the area. She stated that at NE 4th Street traffic didn't speed through the area as many are going in and out of the surrounding retail uses. Co-chair Wu stated that she didn't see many conflicts between trail users and traffic, rather it would be a compromise. She stated that the interface of land use and trail would be a defining element to the success of the study area as a mixed use urban village. Mr. Jack stated that he agreed with Mr. Hamlin and Co-chair Wu following his walk of the study area. He stated that he saw how important the at-grade crossings would be to activating the space and that if as a trail user this would be the unique experience. Mr. Jack stated this was the area for users to slow down in an urban village and interact with cafes and bars and that it wasn't an area to speed through. Mr. Jack stated that the at-grade crossings would need to be made safe but he did believe that the activation point was very important. Co-chair Barksdale stated that he agreed with the need for at-grade crossings.

Ms. Davis stated that the Committee would separate into two groups. One for the re-visioning of 116th Avenue NE and the other for block permeability.

The Committee broke out into the work sessions at 8:10 p.m.

The Committee reconvened at 8:23 p.m.

Co-chair Wu explained the concept for block permeability. She stated that the connections should have businesses oriented towards them. Co-chair Wu stated that they would like to see smaller blocks closer to 300' with a meaningful quantity of alleys to create an urban atmosphere. She stated that the Grand Connection should also serve as a festival area. Mr. Weintraub stated that they also believed there should be alleys with addresses that face onto the Eastside Rail Corridor. Mr. Jack stated that the blocks should be smaller and create spaces that can be programmed with character and texture.

Co-chair Barksdale explained the concept for 116th Avenue NE. He stated that pedestrians and cyclists would share space in a 12' multi-use path. Co-chair Barksdale stated that the internal lanes should be narrower, 10' and the outside lanes 11' to accommodate busses. He stated that there should also be a median with trees, but turn lanes should be provided to allow access to development along 116th Avenue NE. Co-chair Wu asked the width of the shared bicycle and pedestrian path. Mr. Pardoe responded that it would be 12' wide. Co-chair Wu stated that she felt it wasn't wide enough.

8. Adjourn

Co-chair Barksdale adjourned the meeting at 8:32 p.m.