



Date: May 25, 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: June 1, 2017 Citizen Advisory Committee Meeting

Enclosed you will find your April meeting packet. The meeting is set for Thursday June 1, 2017. We will begin at 6:00 p.m. in Room 1E-108 at Bellevue City Hall. Please note that this is a different room from our previous meetings. The meeting will be co-chaired by Jeremy Barksdale (Bellevue Planning Commission) and Lei Wu (Bellevue Transportation Commission).

For this meeting we will be reviewing the results of the Committee work sessions from the May meeting. The results of the work sessions produced alternatives that were relatively the same in regards to square footage build out, but were different in their composition. We will focus on some of those key differences and discuss solutions. Per Committee member requests we will provide section views of some of these key areas to better understand the relationship of height and density between properties and in relationship to the topography of the study area. The goal is to end this session with an alternative that the Committee can move forward with and to be assessed as part of the Environmental Impact Statement process. This will not mean that the alternatives are final in their form, as we will have several opportunities in the future to refine and adjust them based on new information and discussions regarding open space, transportation and connectivity, incentives, and uses.

Following the discussion on alternatives the Committee will be presented information on Multi Modal Level of Service as a means to assess transportation conditions and impacts in the study area. This presentation will be led by Kevin McDonald, City of Bellevue Senior Transportation Planner. Following the presentation and discussion of Multi-Modal Level of Service the Committee will discuss existing transportation conditions and some of the big transportation moves in the study area including:

- NE 6th Street Extension
- NE 8th Street Eastside Rail Corridor Crossing
- NE 4th Street Eastside Rail Corridor Crossing
- 116th Avenue NE

The Committee will discuss the potential alternatives of these big moves in relationship to transportation impacts and the character and vision of the study area. The Committee will then review and discuss transportation precedents relevant to issues in the study area and reflective of the priorities established by the Committee.

Included with this letter are the following meeting packet materials:

- Slides from the May Committee meeting
- Work session height and density results with corresponding key questions
- EIS Alternatives Formulation (please review this material as it will provide a clear idea on how these alternatives will be evaluated as part of the EIS process)
- Concept for the NE 8th over-crossing for the Eastside Rail Corridor including the north side landing and mixing zone (please note that these are just concepts and not the final design)
- Transportation Precedents
- Meeting Minutes from the May 4, 2017 meeting

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



# Citizen Advisory Committee Meeting

Thursday, June 1, 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. **Committee Discussion and Evaluation**  
Committee will discuss and refine the height and density concepts developed from the May work sessions into a single alternative.
- 7:00 p.m.
6. **Transportation Discussion of Multi-Modal Level of Service, Existing Conditions, and Key Issues**  
Committee will be provided a presentation on Multi-Modal Level of Service and the existing transportation conditions and issues in the study area
- 7:30 p.m.
7. **Transportation Precedents**  
Committee will review and discuss precedents for street typologies, trail oriented development, transit accessibility, and urban design and their applicability to the study area
- 8:00 p.m.
8. **Adjourn**

*Agenda times  
are approximate*

Project website located at <http://www.ci.bellevue.wa.us/grand-connection.htm>. For additional information, please contact the Wilburton - Grand Connection project manager: Bradley Calvert (425-452-6930, [bcalvert@bellevuewa.gov](mailto: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).

# WILBURTON COMMERCIAL AREA STUDY

**CAC #5**  
**Land Use Alternatives**  
**May 4, 2017**





# AGENDA

Discussion of Outcomes / Meeting Goals

Review Dot Exercise

Review Density Map Exercise

Review Scenario Model Options / Alternatives

Breakout Session

Discussion Questions

Develop Revised Density Drawing

Report Back

Closing Discussion

Next Steps



# DOT EXERCISE RESULTS

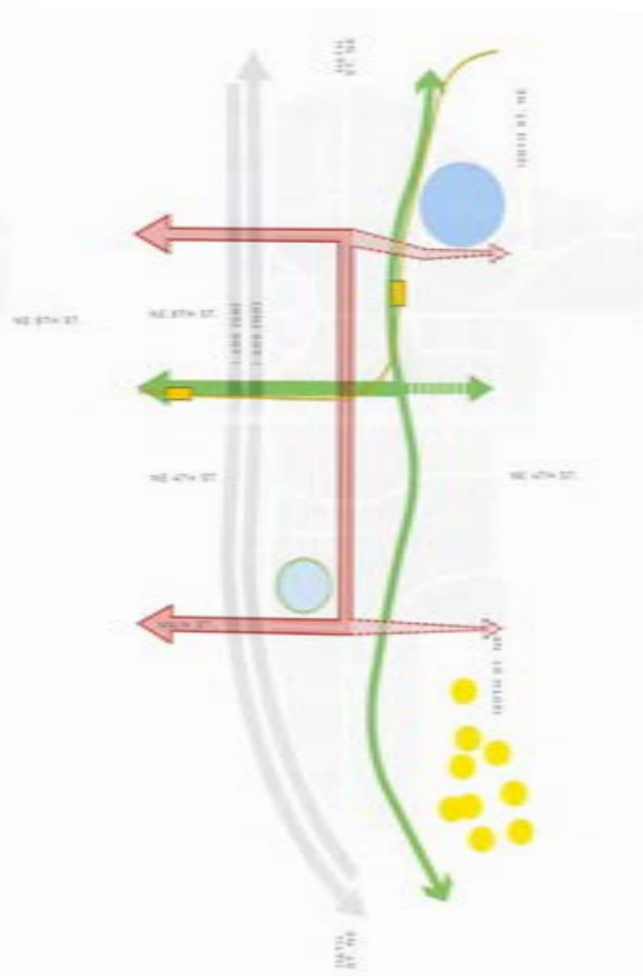


# CONNECTIVITY: CAC

DOUBLE SPINE



EAST/WEST CONNECTION



INTERNAL BLOCK CONNECTIONS

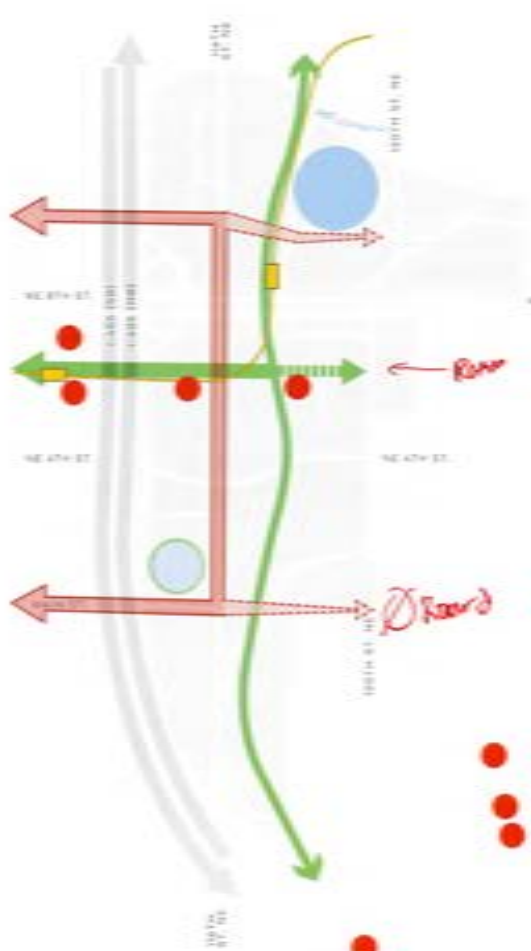


# CONNECTIVITY: PROPERTY OWNERS

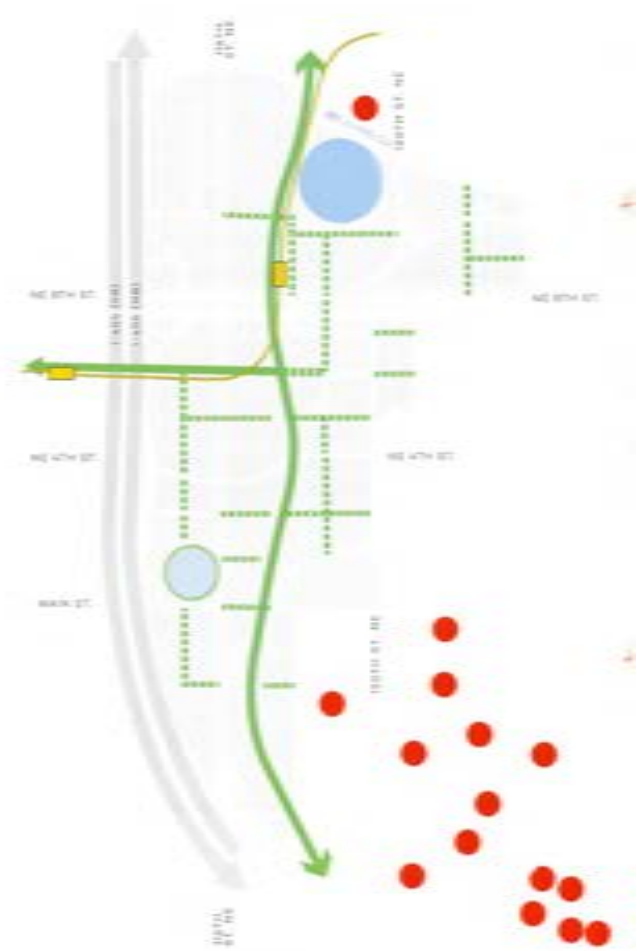
DOUBLE SPINE



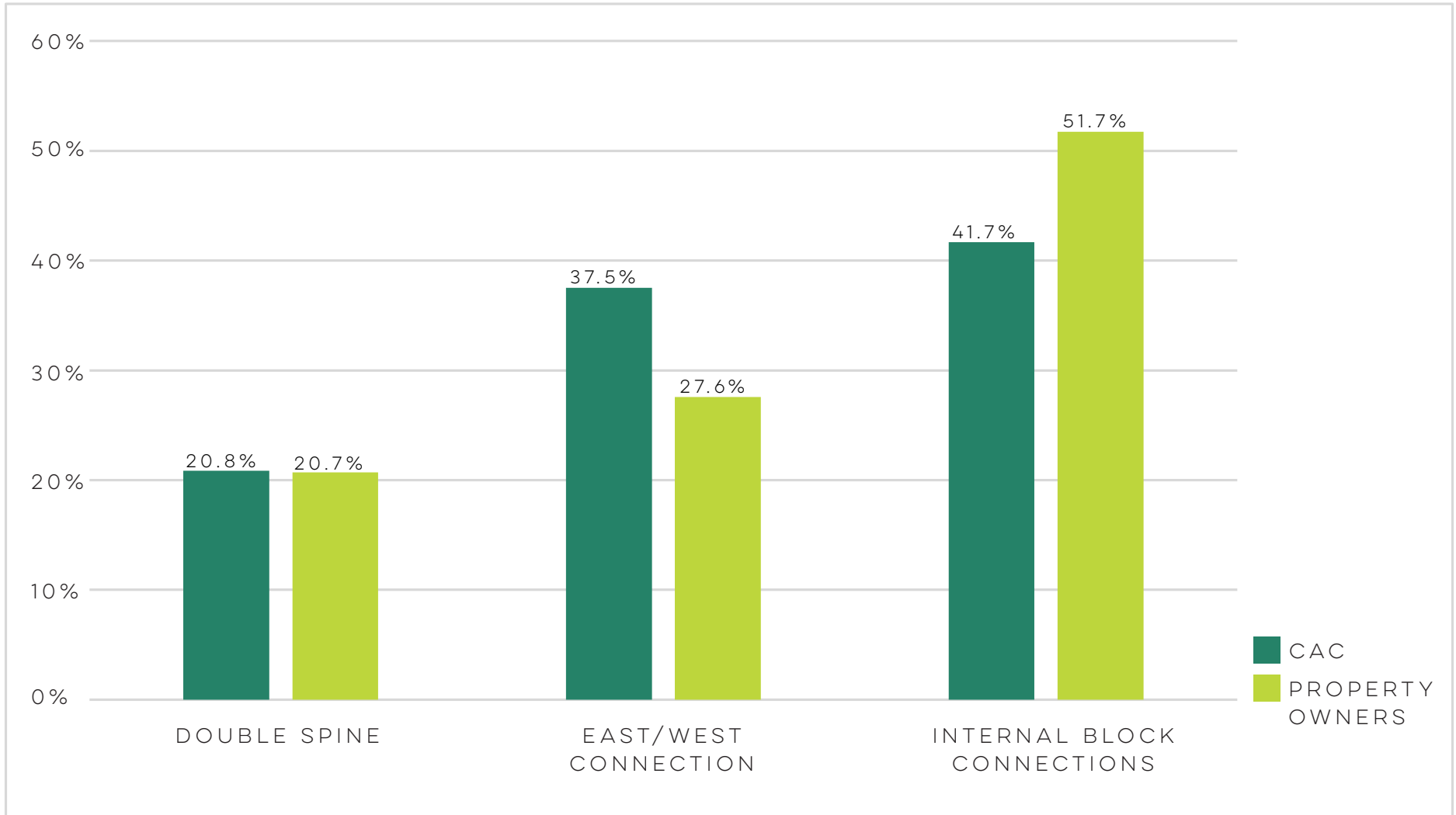
EAST/WEST CONNECTION



INTERNAL BLOCK CONNECTIONS



# CONNECTIVITY





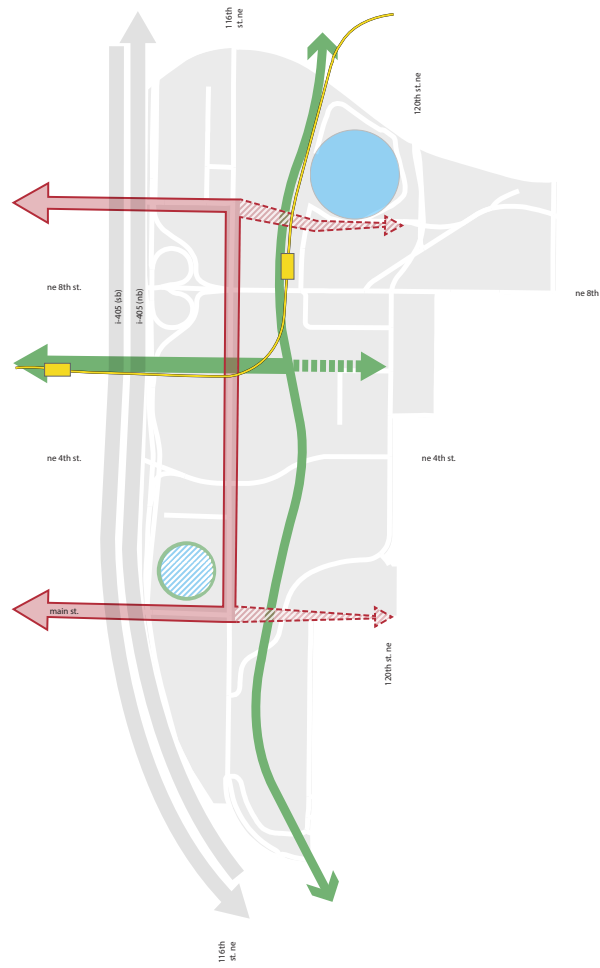
# CONNECTIVITY

## DOUBLE SPINE



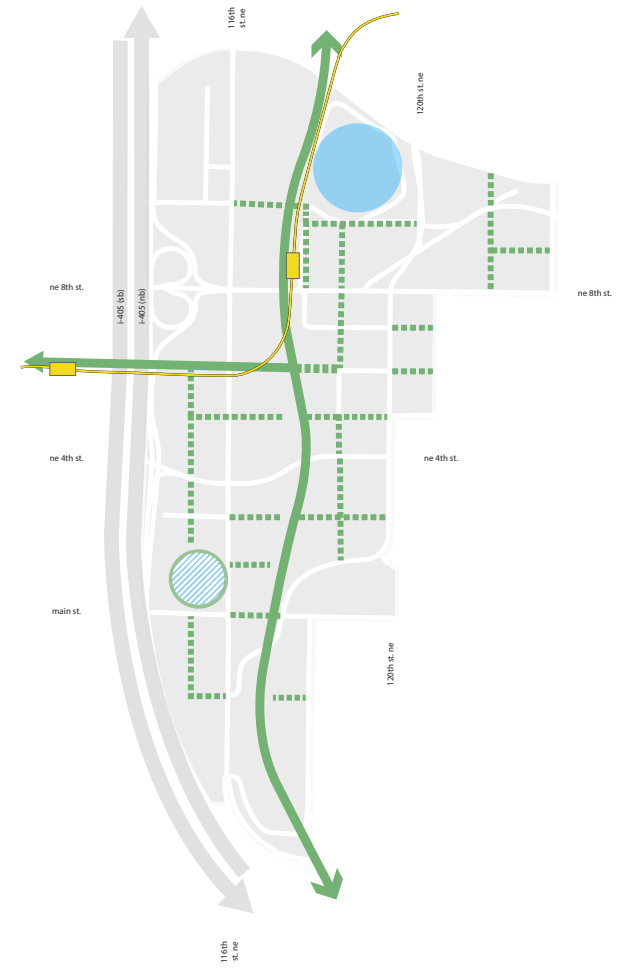
CAC:5  
POP:6

## EAST/WEST CONNECTION



CAC:9  
POP:8

## INTERNAL BLOCK CONNECTIONS



CAC:10  
POP:15

# PUBLIC SPACE: CAC

GRAND CONNECTION  
LID



CIVIC CENTER



NEIGHBORHOOD  
GREEN



ERC LINEAR  
PARK



NATURAL  
NETWORK



# PUBLIC SPACE: PROPERTY OWNERS

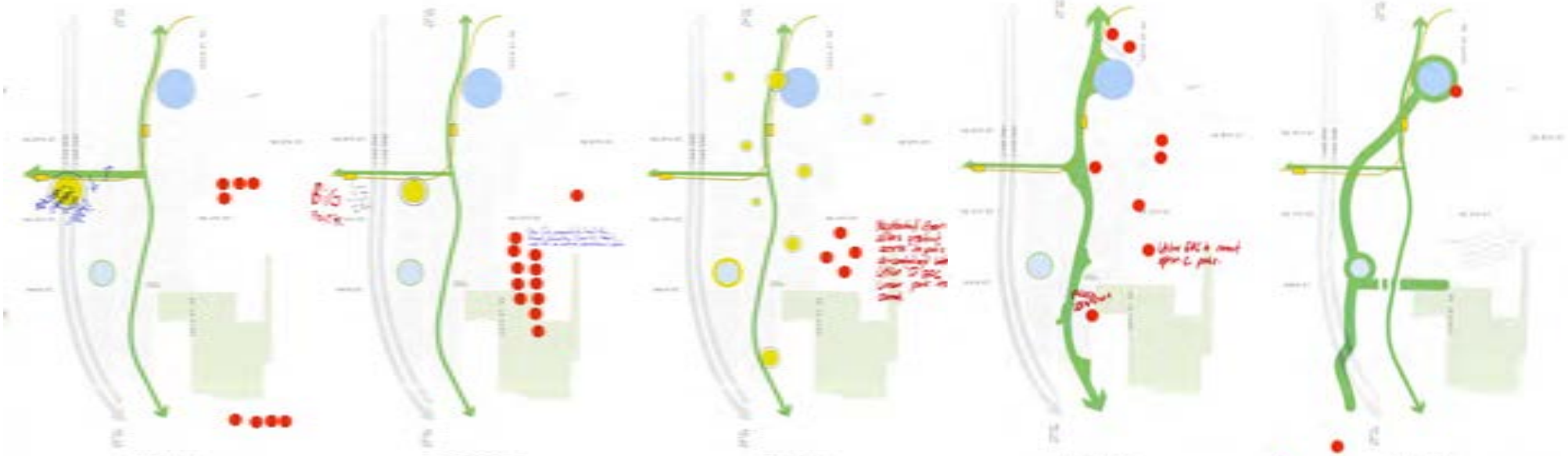
GRAND CONNECTION  
LID

CIVIC  
CENTER

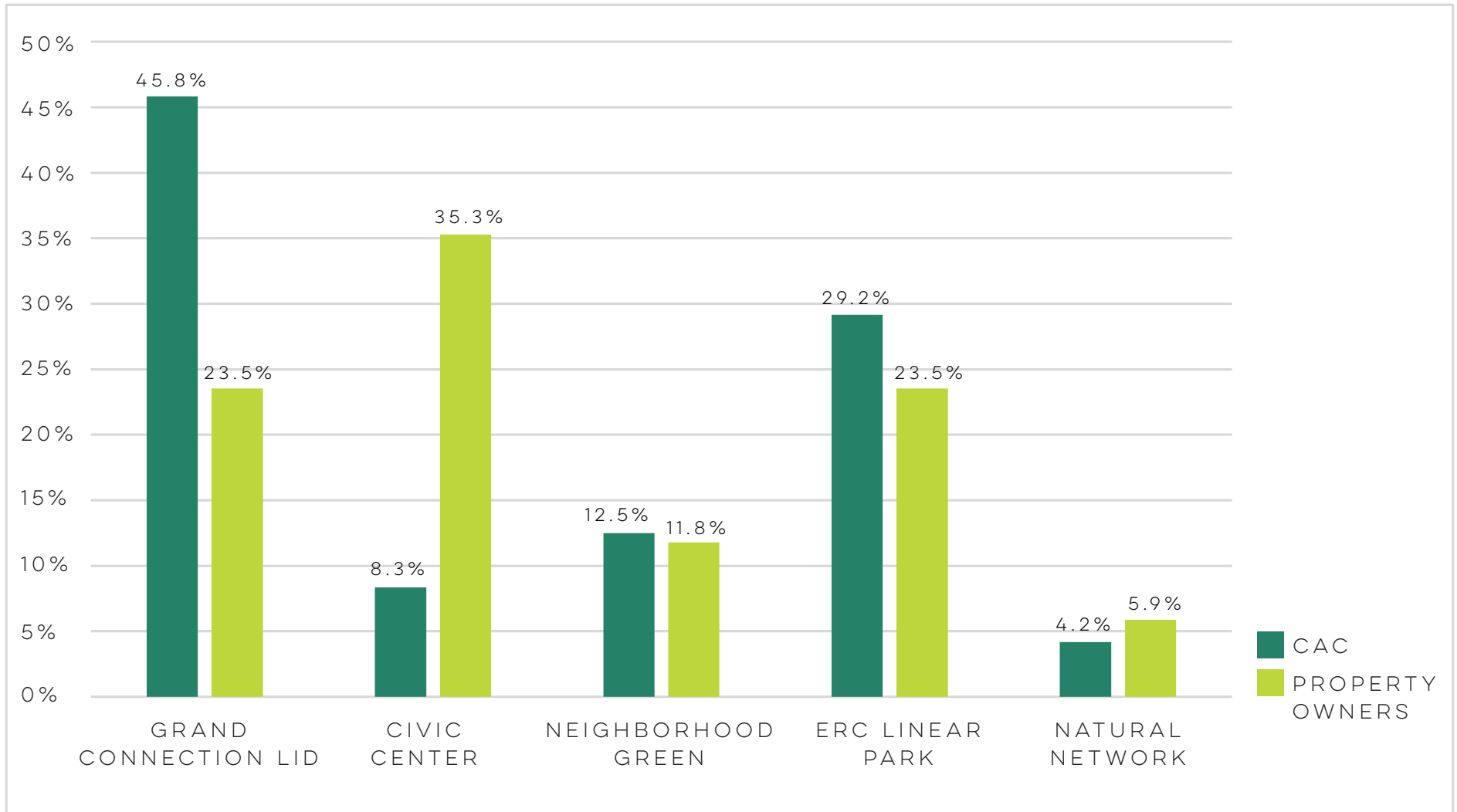
NEIGHBORHOOD  
GREEN

ERC LINEAR  
PARK

NATURAL  
NETWORK

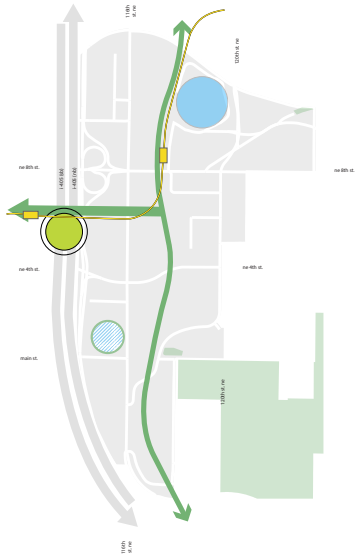


# PUBLIC SPACE



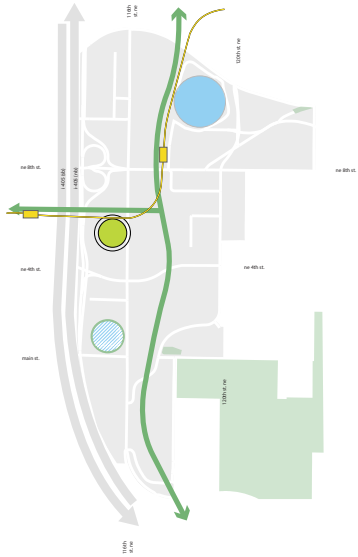
# PUBLIC SPACE

**GRAND CONNECTION  
LID**



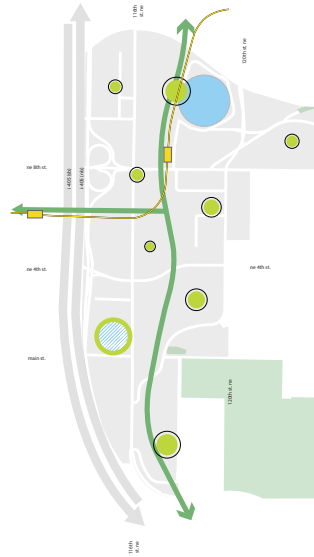
CAC:11  
POP:8

**CIVIC CENTER**



CAC:2  
POP:12

**NEIGHBORHOOD  
GREEN**



CAC:3  
POP:4

**ERC LINEAR  
PARK**



CAC:7  
POP:8

**NATURAL  
NETWORK**

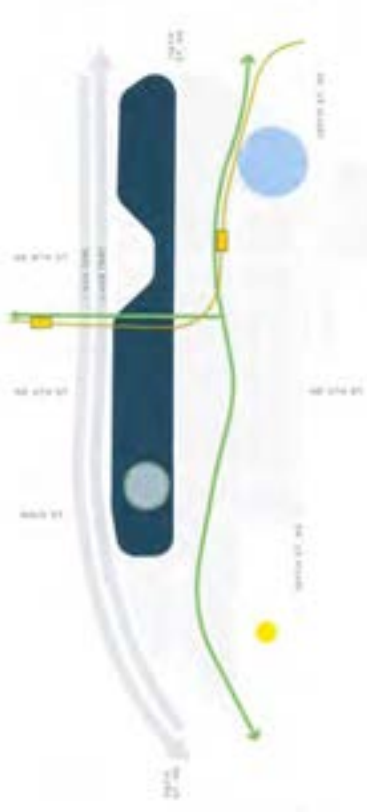


CAC:1  
POP:2



# NEIGHBORHOOD CORE: CAC

NORTH/SOUTH CORE



CENTRALIZED CORE



ERC CORE

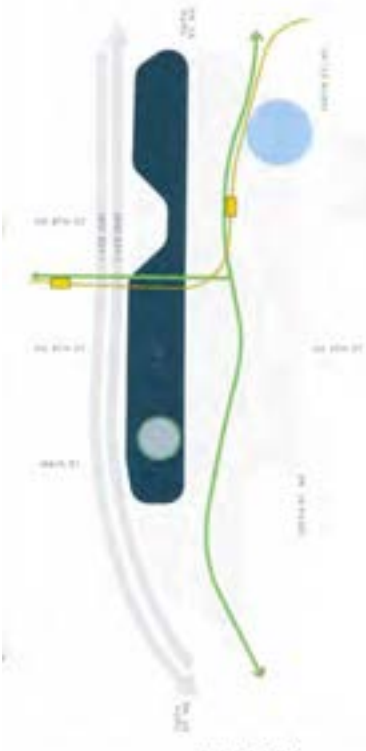


8TH/116TH CORE

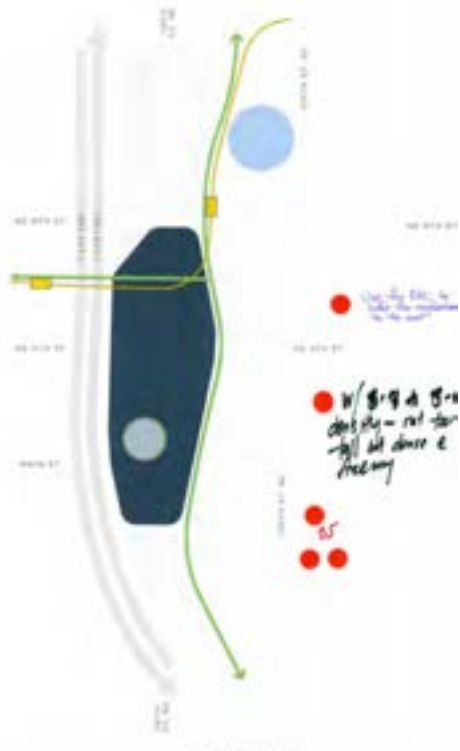


# NEIGHBORHOOD CORE: PROPERTY OWNERS

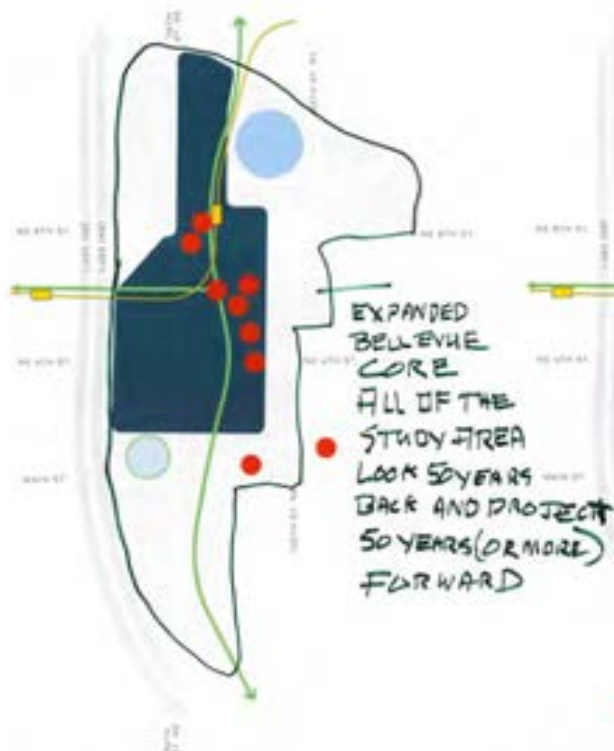
NORTH/SOUTH CORE



CENTRALIZED CORE



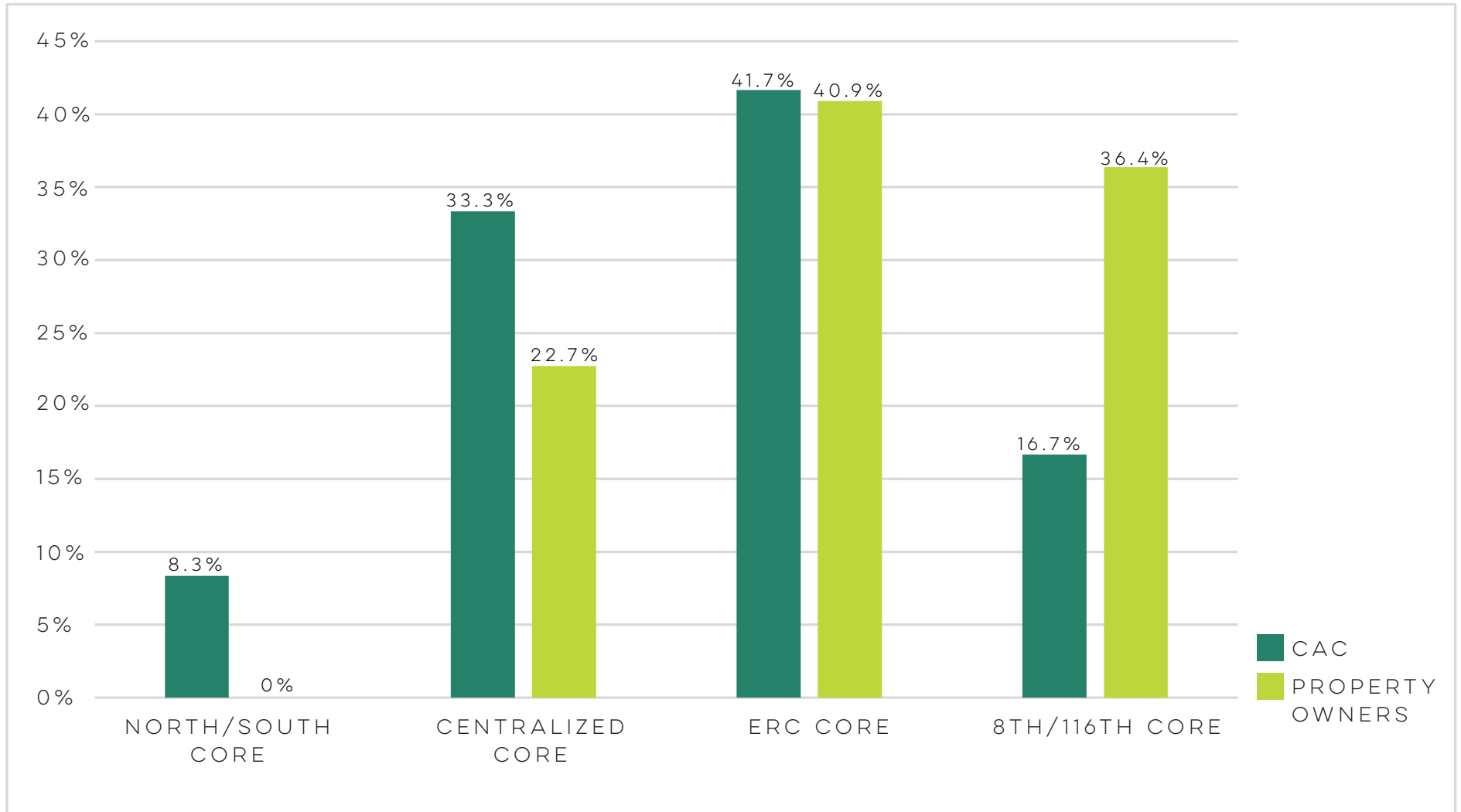
ERC CORE



8TH/116TH CORE



# NEIGHBORHOOD CORE



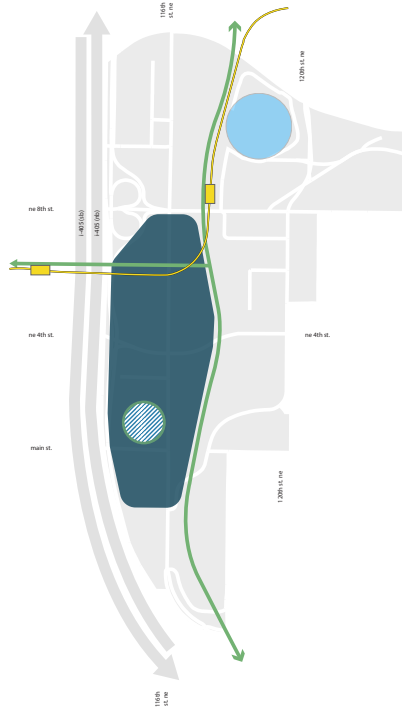
# NEIGHBORHOOD CORE

## NORTH/SOUTH CORE



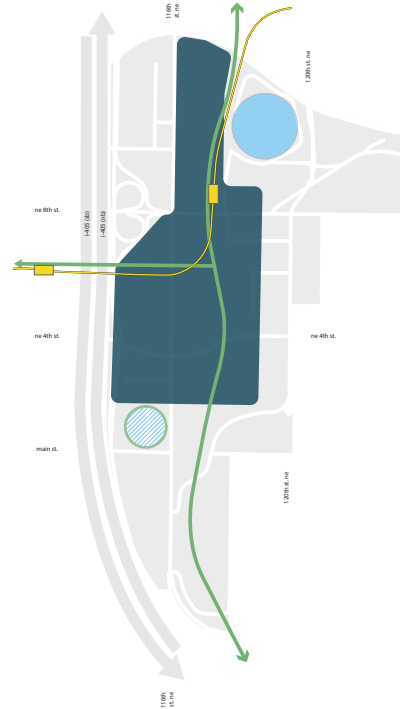
CAC:1  
POP:0

## CENTRALIZED CORE



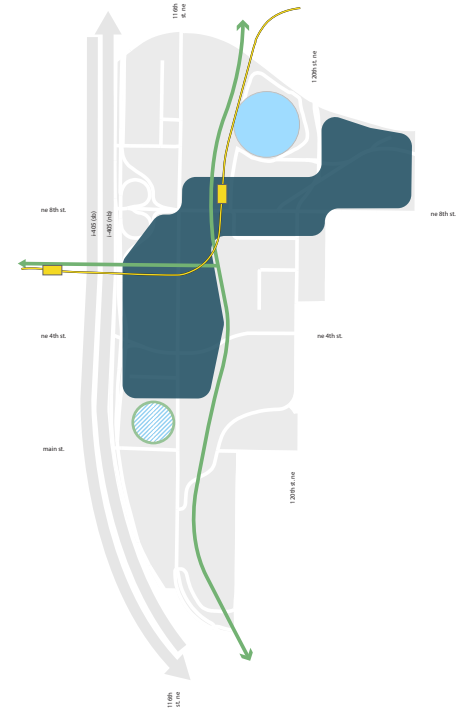
CAC:4  
POP:5

## ERC CORE



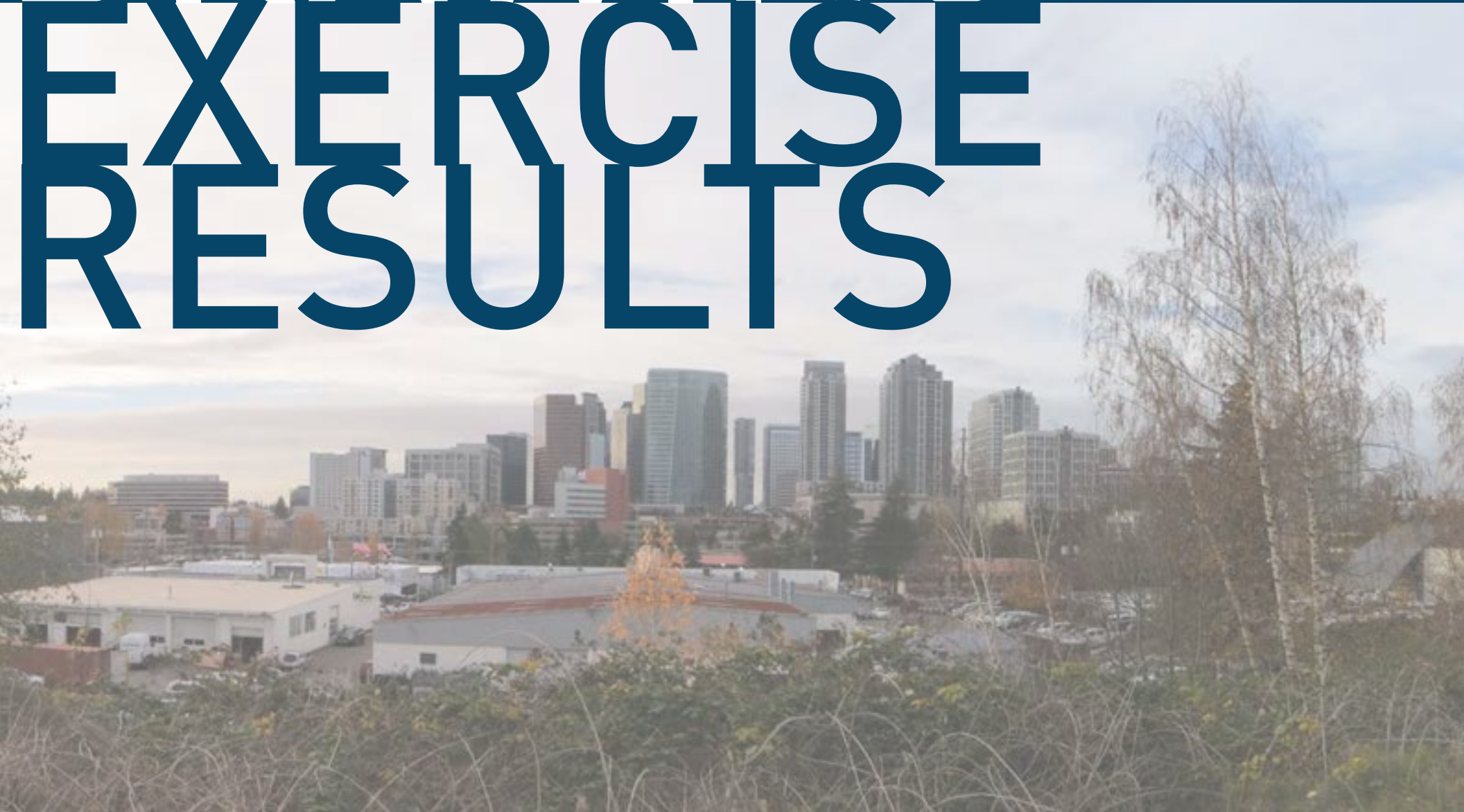
CAC:5  
POP:9

## 8TH/116TH CORE



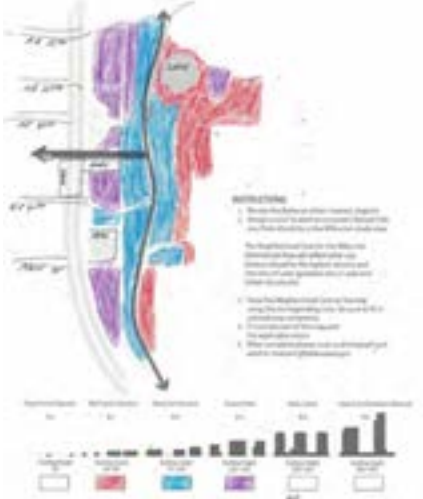
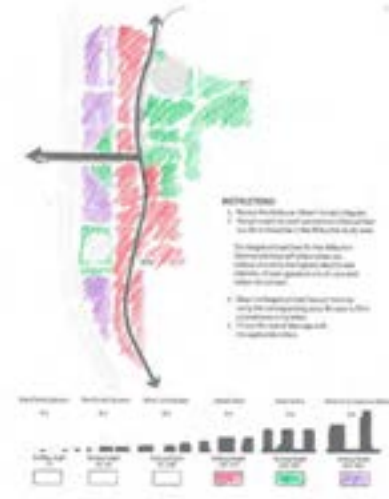
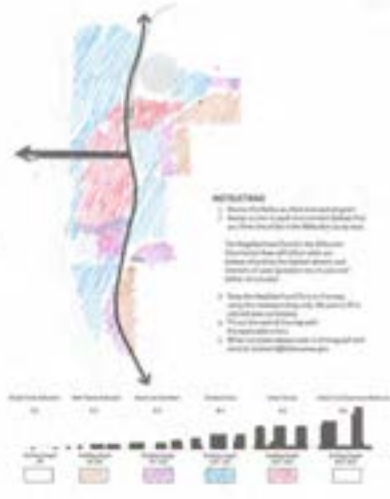
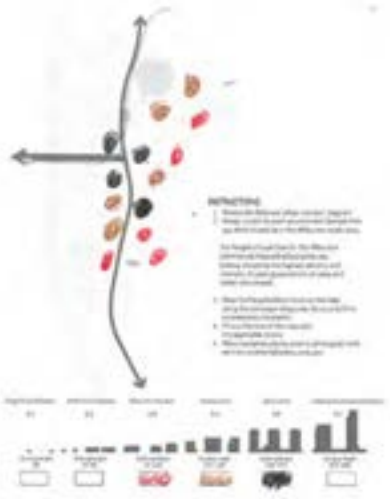
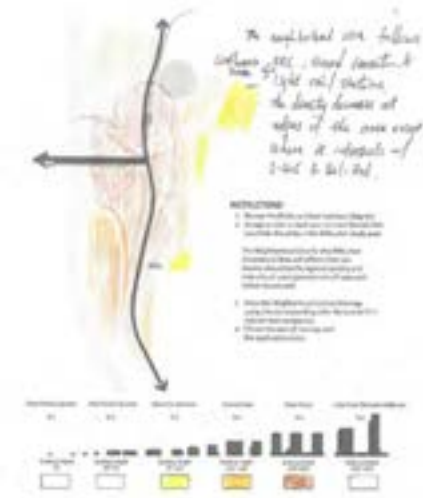
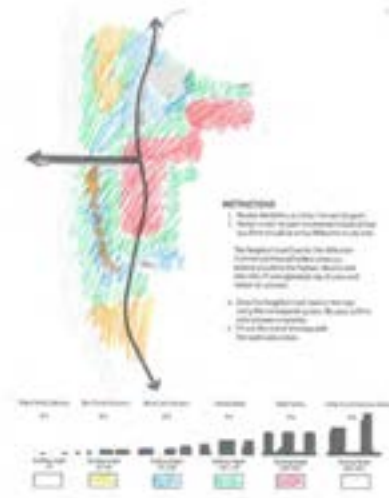
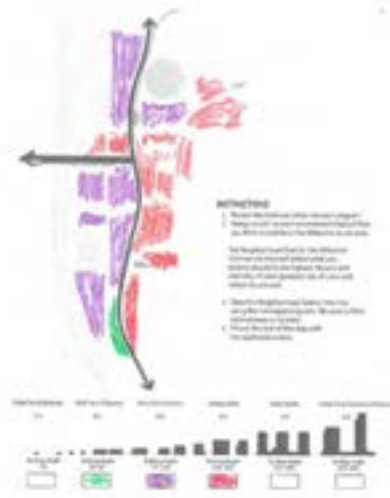
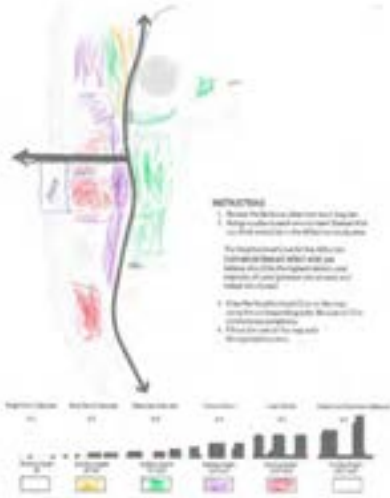
CAC:2  
POP:8

# DRAWING EXERCISE RESULTS

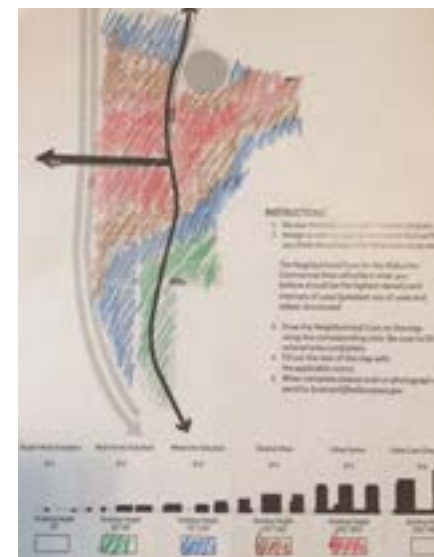
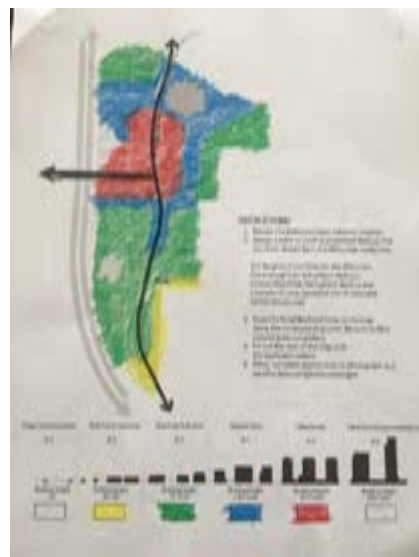
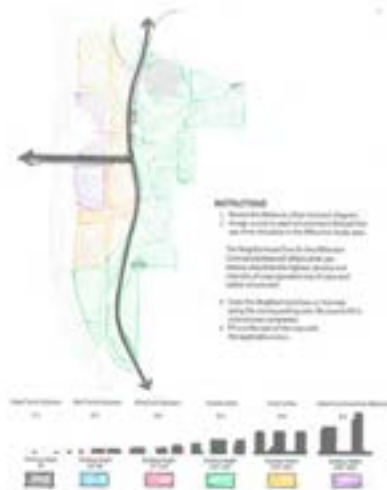
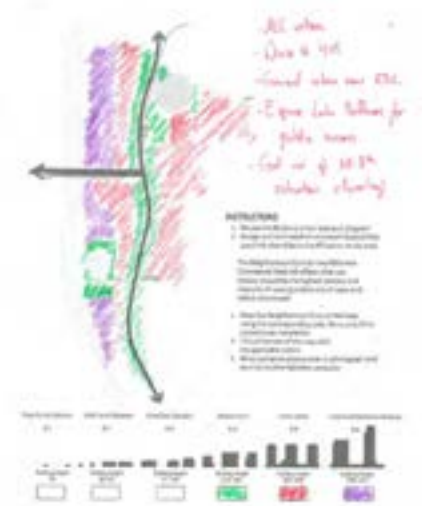
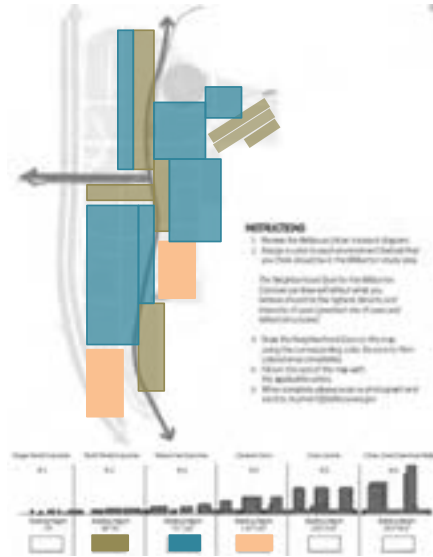
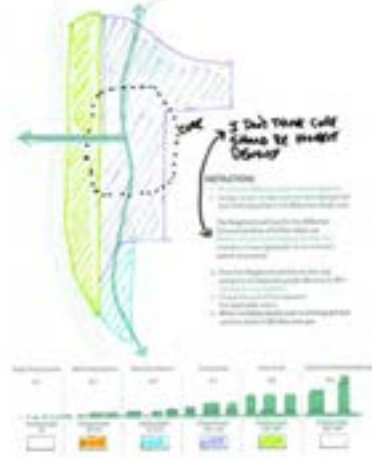
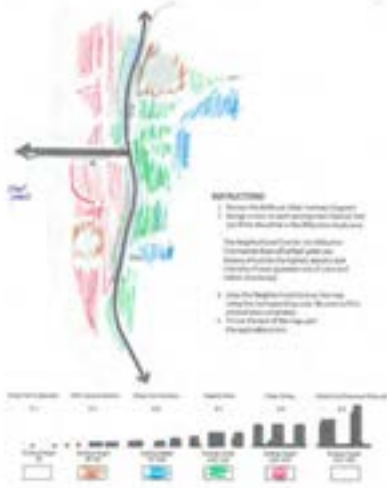




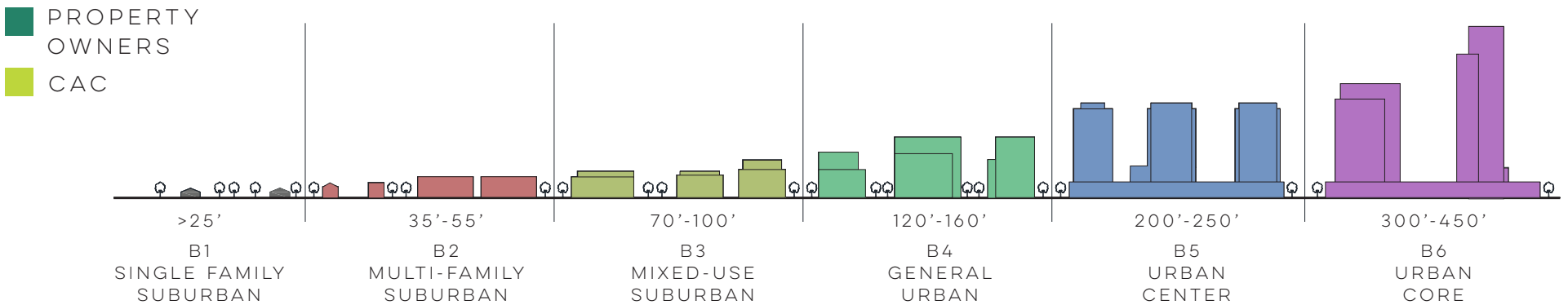
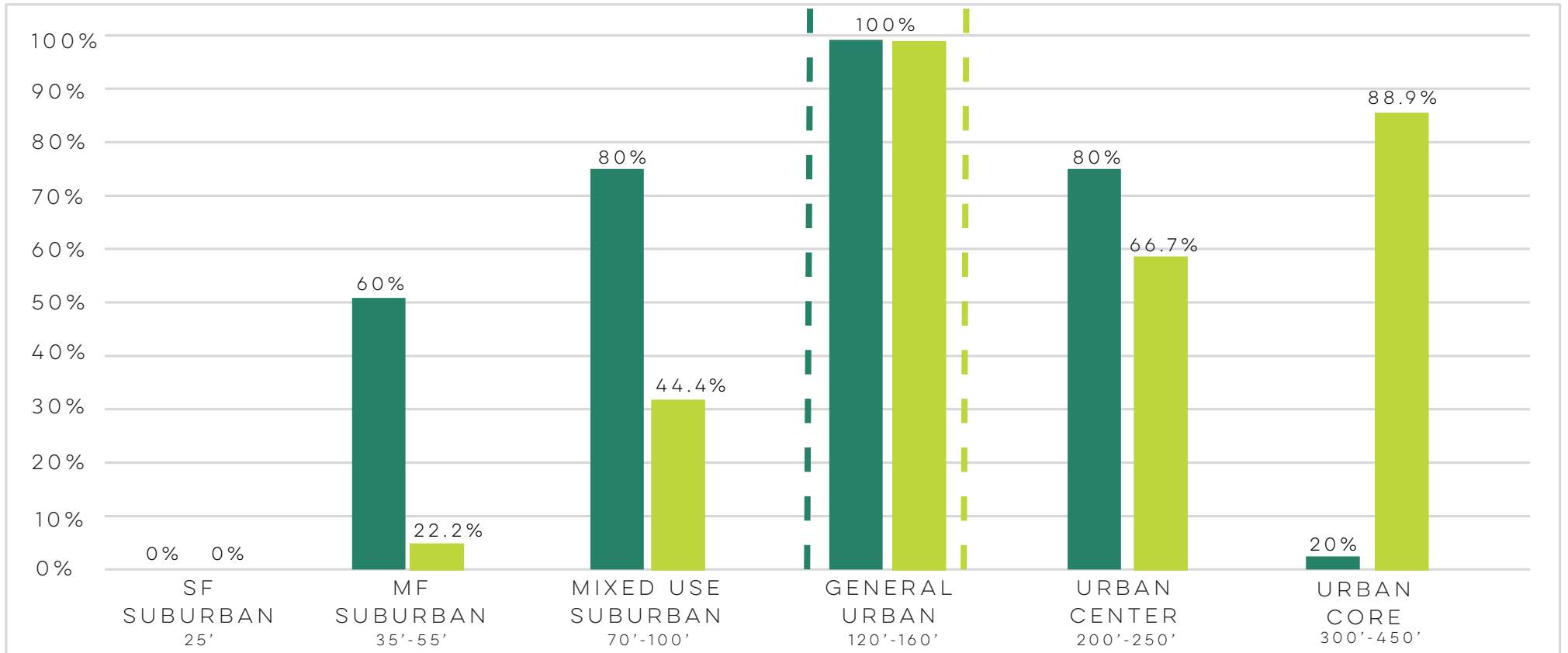
# CAC MEMBER DRAWINGS



# CAC MEMBER DRAWINGS



# TRANSECT LEVELS USED

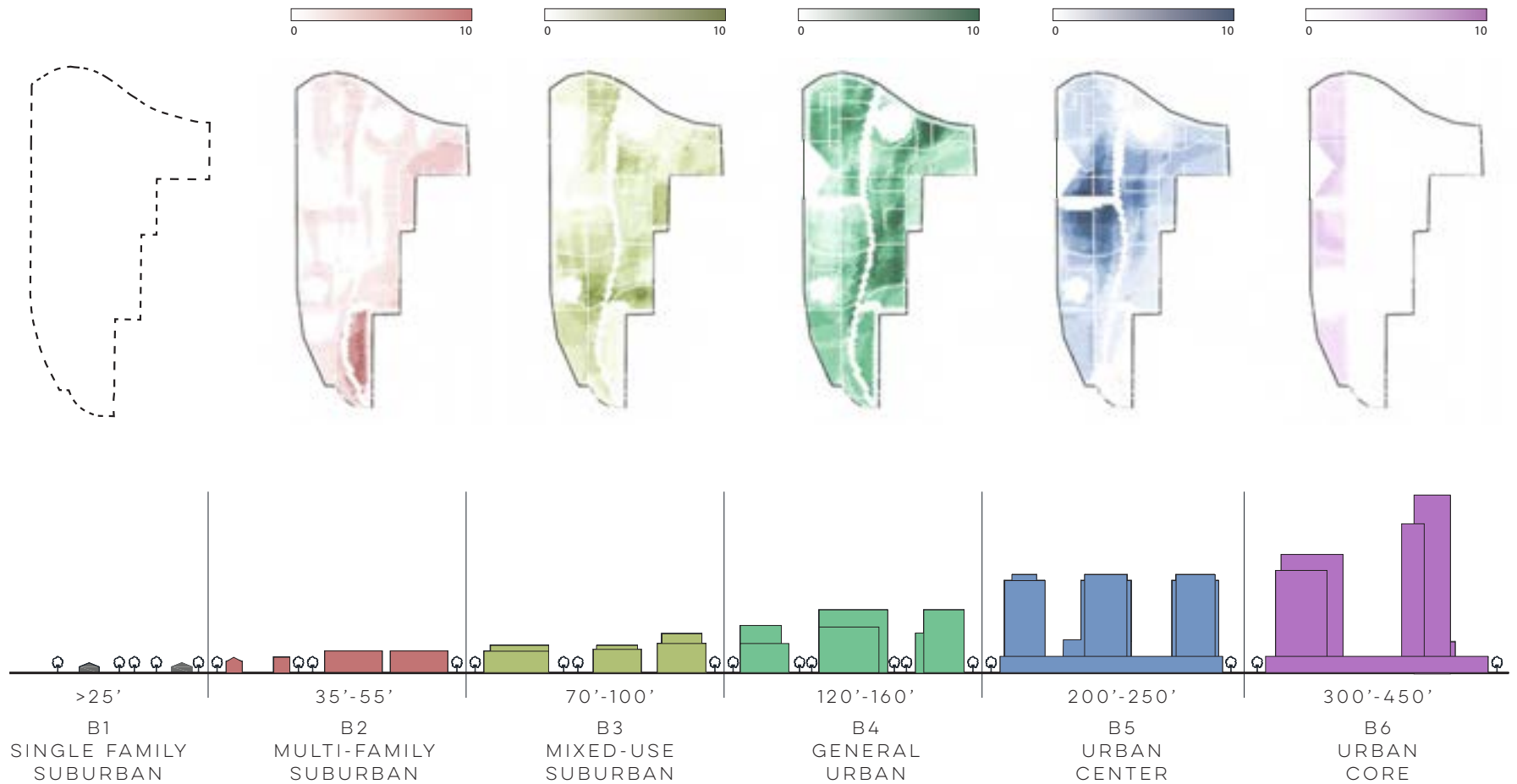




# CONTEXT



# CAC PREFERENCE BY TRANSECT TYPE





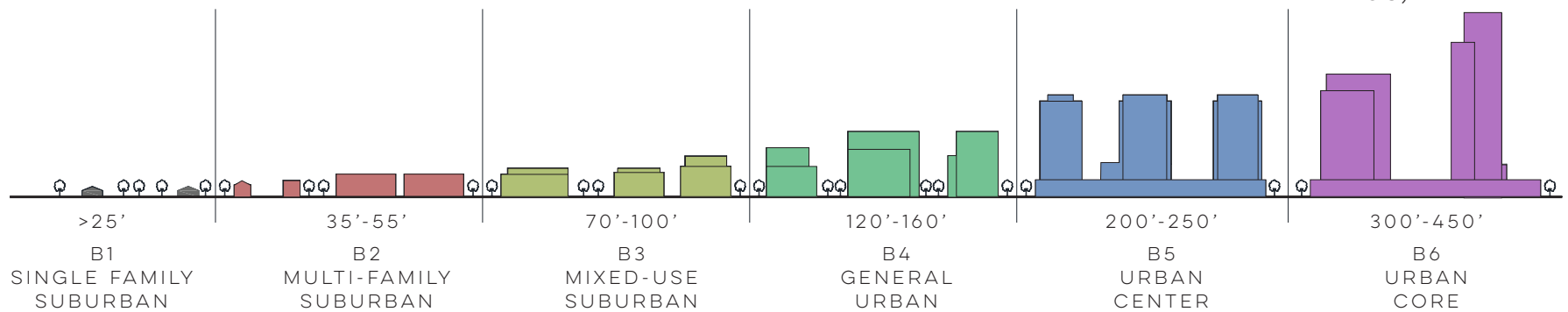
# AGGREGATED CAC PREFERENCE



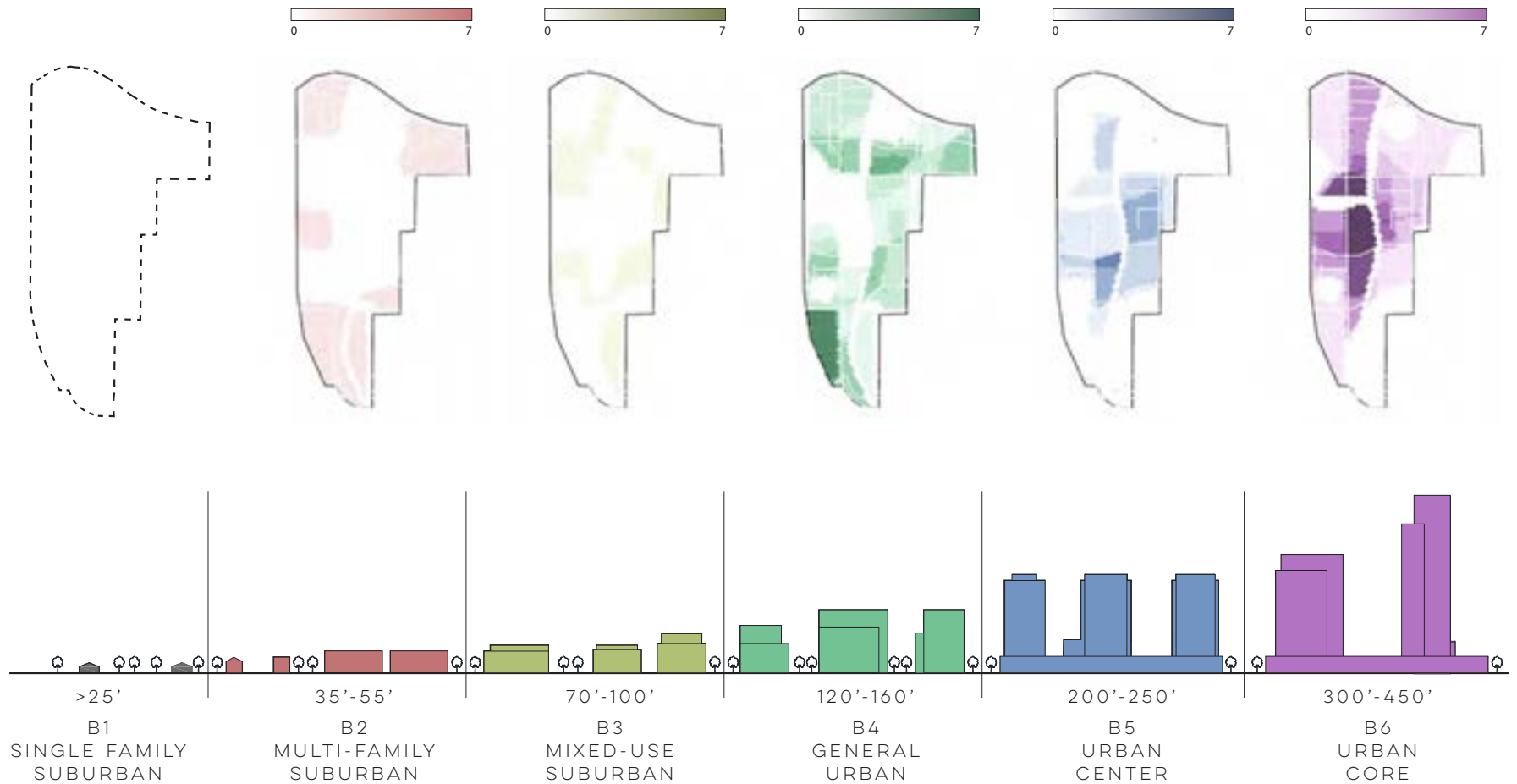
MEAN  
(AVERAGE OF ALL DRAWINGS)



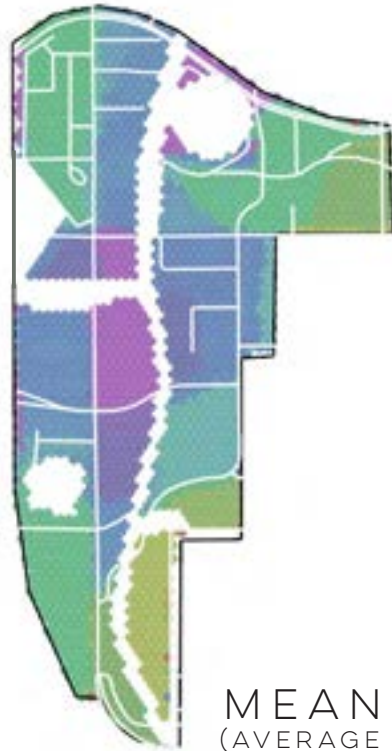
MODE  
(MOST FREQUENTLY USED IN ALL DRAWINGS)



# PROPERTY OWNER PREFERENCE BY TRANSECT TYPE



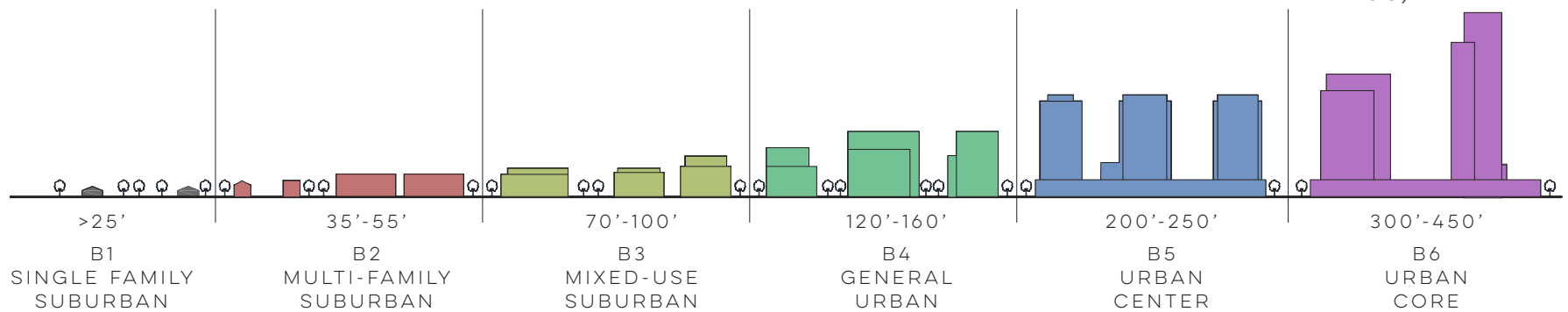
# AGGREGATED PROPERTY OWNER PREFERENCE



MEAN  
(AVERAGE OF ALL DRAWINGS)



MODE  
(MOST FREQUENTLY USED IN ALL DRAWINGS)



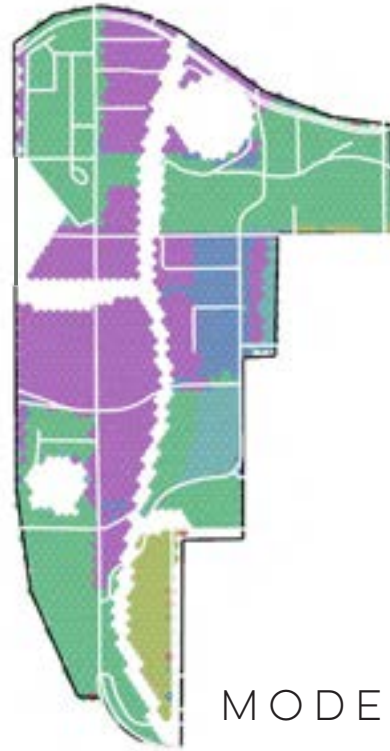
# MODE COMPARISON

CAC



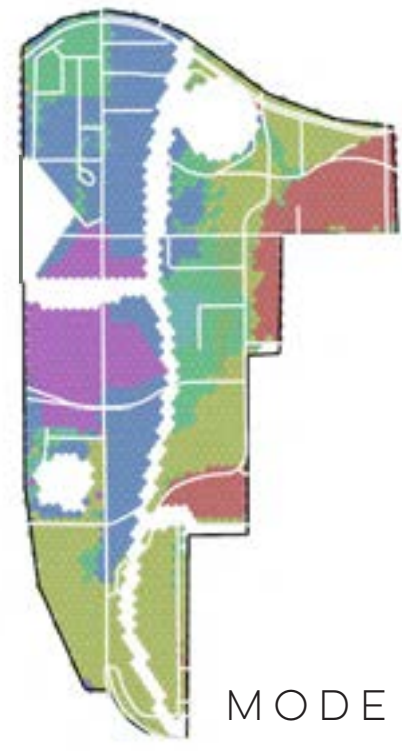
MODE

PROPERTY OWNERS

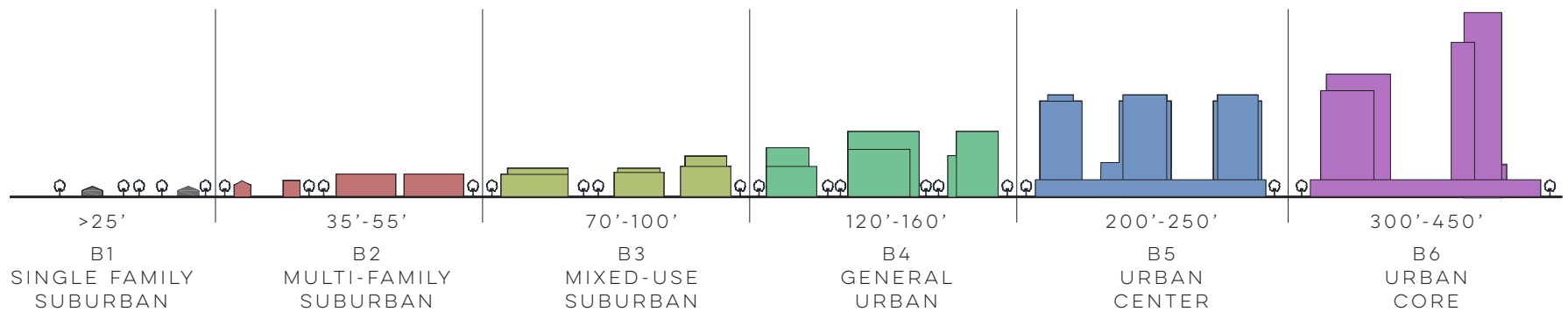


MODE

NBBJ



MODE





# CONTEXT





# QUESTIONS?











CAC Group Two



# 1 - Urban Center

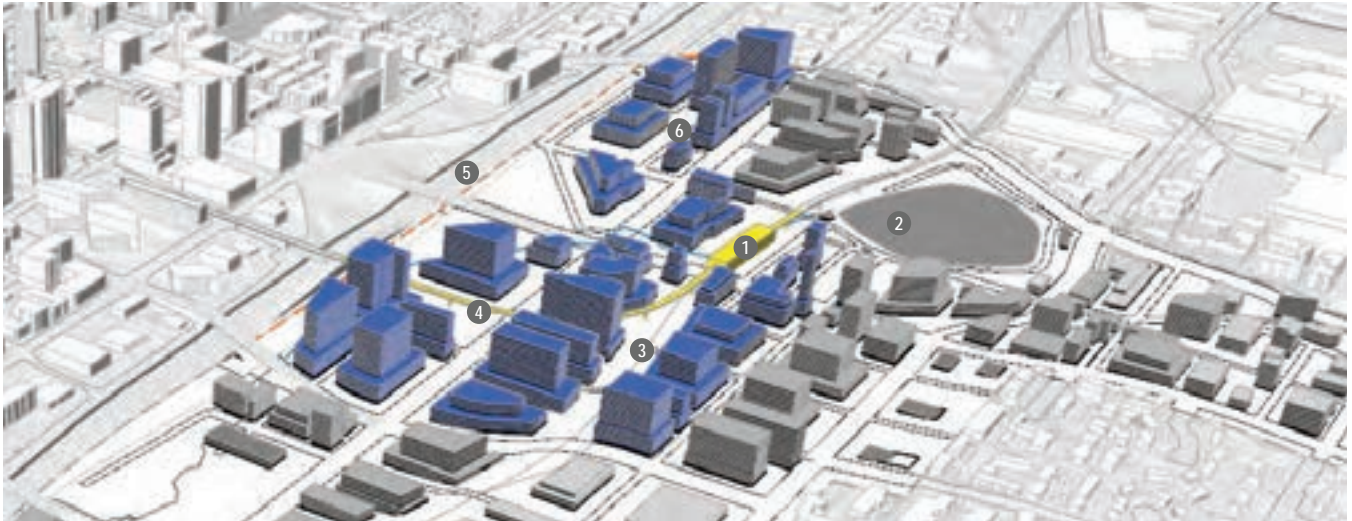


Image 1 - CAC Group One



Image 2 - CAC Group Two

- ① Wilburton Light Rail Station   ② Lake Bellevue   ③ Eastside Rail Corridor   ④ Grand Connection   ⑤ I-405   ⑥ Medical District

Image 1 (group one) shows a larger core than in Image 2 (group two). Do you have a preference for Image 1 or Image 2?

---

---

Note the amount of B5 Urban Center (blue) in each image. Based on your preference for the first image do you think the blue area should be reduced to create a more compact urban center or expanded to make a larger urban center? How, or would, you adjust either of the images to create a preferred urban

---

---

---

---

Additional thoughts on location and amount of urban center?

---

---

---

## 2 - Transition Areas - B4 General Urban to B3 Mixed Use Suburban



Image 1 - CAC Group One



Image 2 - CAC Group Two

- ① Wilburton Hill Neighborhood ② Eastside Rail Corridor ③ I-405 ④ NE 4th Street ⑤ 120th Avenue NE

Image 1 shows transition areas (green) that step down one level from the core and Image 2 shows transition areas (yellow) stepping down two levels from the core. Which approach do you think is more appropriate (e.g. taller structures closer to the Wilburton Hill Neighborhood or a gradual stepping down of building heights in response to the existing topography)?

---

The area south of NE 4th Street and west of the Eastside Rail Corridor sits lower at the base of the hill from the Eastside Rail Corridor. Should this height be greater (green) or similar (yellow) to the areas east of the Eastside Rail Corridor?

---

---

---

The cluster of properties east of 120th Avenue abutting the Wilburton Hill Neighborhood are at the base of a hill. Should the height be similar to the other properties in the immediate area (yellow in Image 1) or should they step down further (red in Image 2 - e.g. B2 Multi-Family Suburban)?

---

---

---

Additional thoughts on the density transition areas?



### 3 - Northeast Corner - Spring District / Wilburton Transition Area



Image 1 - CAC Group One

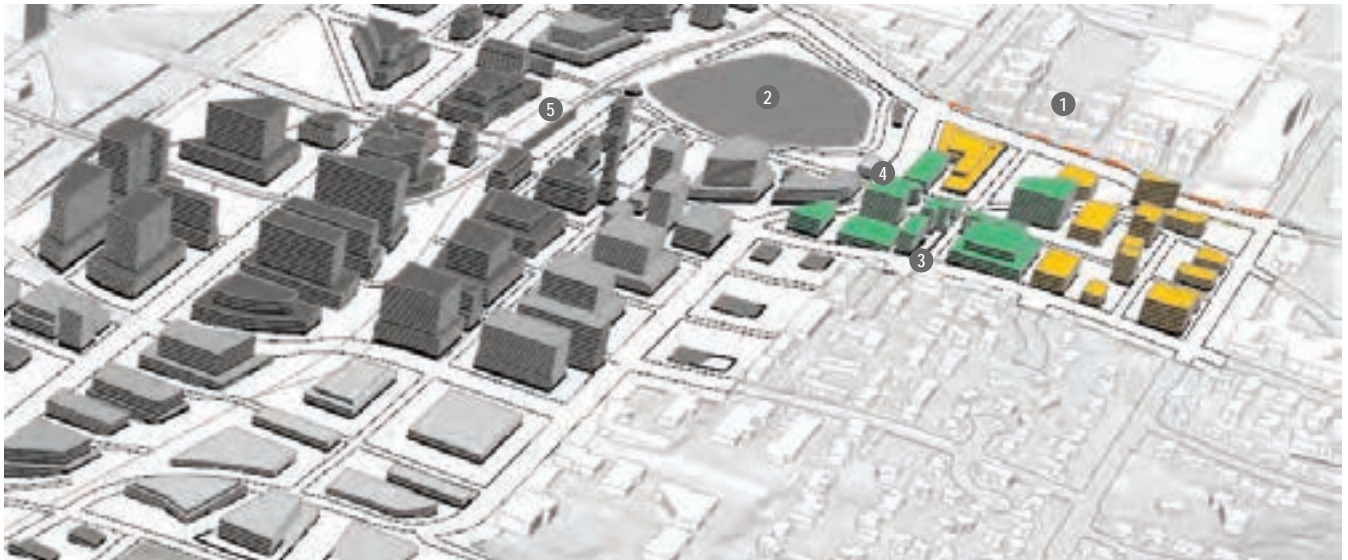


Image 2 - CAC Group Two

- 1 Spring District   2 Lake Bellevue   3 NE 8th Street   4 120th Avenue NE   5 Wilburton Light Rail Station

Do you believe the area in the northeast corner should be more consistent with the Spring District (e.g. B4 General Urban) in height and density (green) or should it have a transition (yellow) between the core of the study area and the Spring District?

---

---

If there should be a transition where do you think the transition should occur?

---

---

Additional thoughts on the Wilburton/Spring District transition area?

---

---



## 4 - South Area - South of Main Street

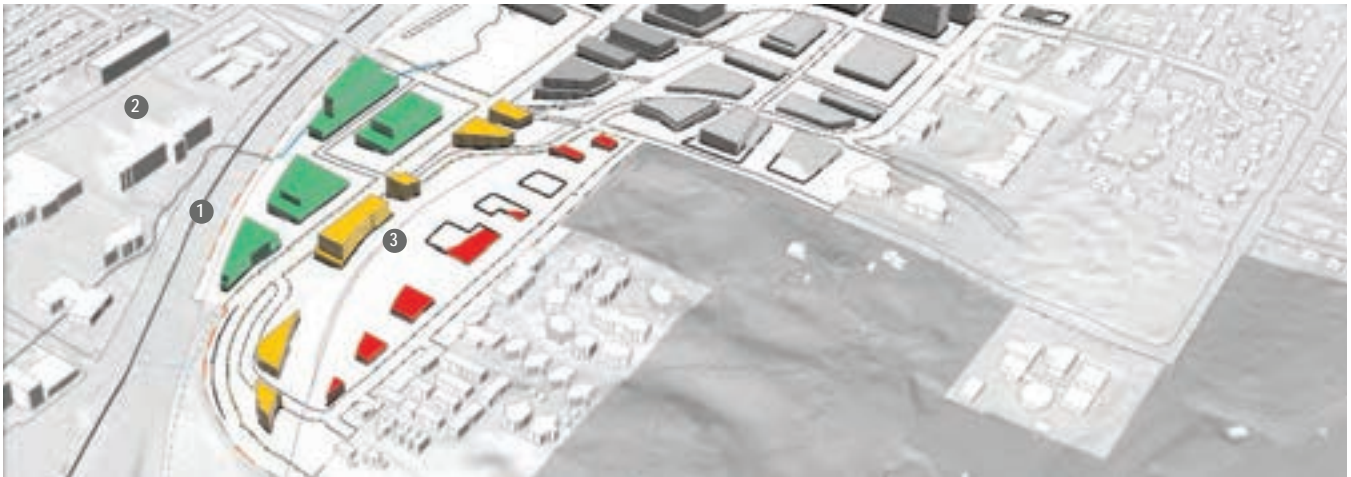


Image 1 - CAC Group One

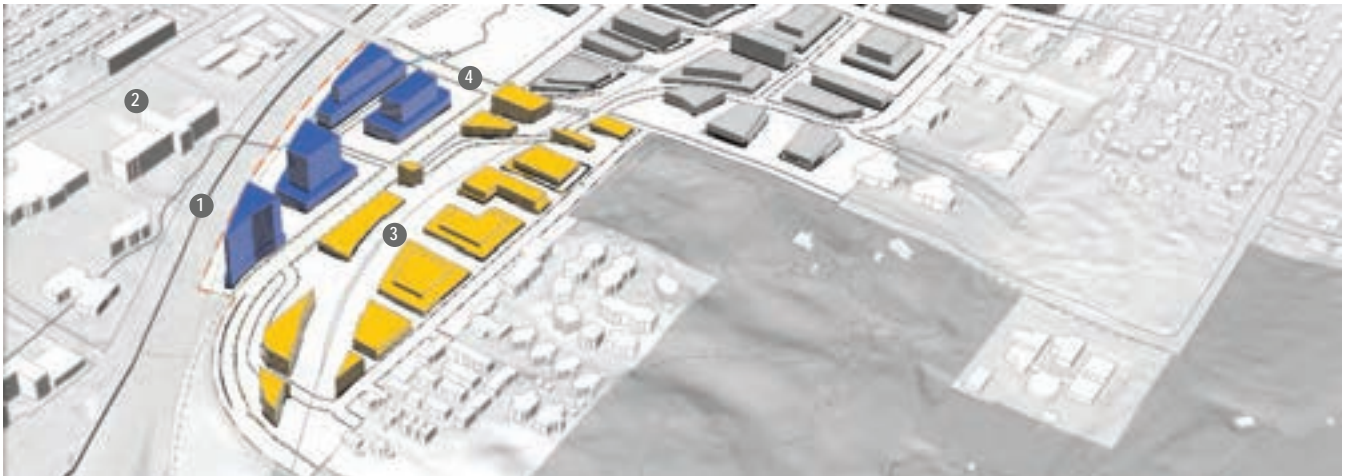


Image 2 - CAC Group Two

- 1 Interstate 405   2 East Main TOD   3 Eastside Rail Corridor   4 Main Street

What level of density and building height is most appropriate for the area south of Main Street, east of I-405, and west of 116th Avenue NE? Should this area be blue (B5-Urban Center, Image 2) with a height and density similar to the East Main TOD and the urban center of the Wilburton Commercial Area or should it be green (B4-General Urban, Image 1)

---

---

If the area east of the Eastside Rail Corridor is increased (yellow), similar to the area west of the Eastside Rail Corridor (yellow) the change in grade creates disconnect between the two sides of the Eastside Rail Corridor. Do you think heights should be raised west of the Eastside Rail Corridor or lowered east of the Eastside Rail Corridor?

---

---

The area east of the Eastside Rail Corridor (red in Image 1) is consistent with existing height and density. Should this be increased?

---

---

Any additional thoughts on the area south of Main Street?

---

---

# Wilburton Commercial Area Land Use & Transportation Project

Environmental Impact Statement (EIS) Alternatives Formulation | **DRAFT** May 26, 2017

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

**What is an Environmental Impact Statement (EIS)?** ..... 1

**What Alternatives would be studied?** ..... 2

**Variables for Alternatives** ..... 2

**Guidance in Setting Draft EIS Alternatives** ..... 7

**Alternatives Evaluation**..... 8

**Attachment A: Transportation Alternatives**..... 10

**Attachment B: Scoping Notice** ..... 19

**Attachment C: City Council Principles** ..... 22

**Attachment D: Transportation & Environmental Performance Measures** ..... 23

## What is an Environmental Impact Statement (EIS)?

The Wilburton Commercial Area Land Use & Transportation Project EIS is underway, and will serve as an informational document that provides the City, public, and other agencies with environmental information to be considered in the decision-making process. It also allows the public and government agencies to comment on proposals and alternatives.

An EIS describes: proposed actions and alternatives; existing conditions of the study area; impacts that may occur if an alternative were implemented; mitigation measures to reduce or eliminate adverse impacts; and potential significant, unavoidable, and adverse impacts. The Wilburton Commercial Area Land Use & Transportation Project EIS will also identify potential beneficial outcomes, where alternatives incorporate existing environmental features (e.g. streams and wetlands) in a sustainable manner, improve environmental characteristics (e.g. stormwater quality), and emphasize improved walkability/bikability.

# What Alternatives would be studied?

An alternative describes a different means of achieving a proposal. In the Wilburton Commercial Area Land Use & Transportation Project EIS a No Action (current plan; SEPA required) and two Action Alternatives will be tested.

The Alternatives will explore different land use and transportation patterns in the Wilburton study area and how alternatives incorporate City Council guiding principles and the CAC Vision.

The project will culminate in a preferred land use and transportation alternative, and amendments to the City’s Comprehensive Plan, Land Use Code, and Zoning Map. The preferred alternative will be evaluated in the Final EIS.

## Variables for Alternatives

It is anticipated that the alternatives will vary the amount of growth, land use patterns, heights and floor area ratios, transportation network, and integration of public realm gathering and open spaces.

### GROWTH LEVELS

The level of growth for alternatives will consider a 20-year market analysis prepared by Leland Consulting Group (LCG); draft estimates are presented below and are subject to change.

- No Action future estimates of 5.8 million total square feet of space are based on NBBJ estimates of 20-year capacity of the district without rezoning, and medium to low market demand. The No Action estimates will be considered in the context of transportation model results as well.
- 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. 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)		
		No Action	Option 2: (High)	Option 3: (Very High)	No Action	Option 2: (High)	Option 3: (Very High)
Housing Square Feet	250,000	230,000	4,800,000	7,200,000	480,000	5,050,000	7,450,000
Housing Units	230	270	5,000	7,500	500	5,230	7,730
Office Square Feet	980,000	685,000	5,000,000	7,500,000	1,665,000	5,980,000	8,480,000
Retail/Commercial Square Feet	955,000	670,000	722,000	1,083,000	1,625,000	1,677,000	2,038,000
Hotel Square Feet	250,000	175,000	975,000	1,462,500	425,000	1,225,000	1,712,500
Hotel Rooms	452	300	1,500	2,250	752	1,952	2,702
Medical Square Feet	1,140,000	400,000	1,100,000	1,650,000	1,540,000	2,240,000	2,790,000
Government Square Feet	0	50,000	150,000	300,000	50,000	150,000	300,000
Industrial Square Feet	30,000	-30,000	0	0	0	30,000	30,000
<b>Total Square Feet</b>	<b>3,595,000</b>	<b>2,180,000</b>	<b>12,747,000</b>	<b>19,195,500</b>	<b>5,785,000</b>	<b>16,352,000</b>	<b>22,800,500</b>

Note: Medical includes institutional and office space.

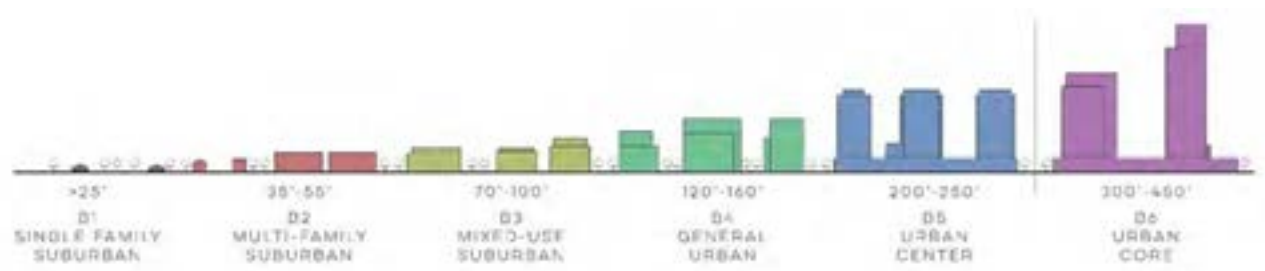
Source: Existing Space – City of Bellevue; Future Space – Leland Consulting Group 2017

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.

## LAND USE PATTERNS AND BUILDING FORM

The Alternatives will also vary building form and use types across the study area. Based on transects, the following images represent variable land use patterns and forms following from CAC meetings and property owner input. These are not alternatives, but are considered preliminary height and density studies.

### Exhibit 2. Transects



Source: NBBJ 2017

### Exhibit 3. Preliminary Density Studies: Approximate Existing Building Form



Source: NBBJ 2017



**Exhibit 4. Preliminary Density Studies: Approximate No Action Building Form~6 Million Square Feet**



Source: NBBJ 2017

**Exhibit 5. Preliminary Density Studies: CAC Option A~17 Million Square Feet**



Source: NBBJ 2017



**Exhibit 6. Preliminary Density Studies: CAC Option B~16 Million Square Feet**



Source: NBBJ 2017

**Exhibit 7. Preliminary Density Studies: Property Owners Panel Building Form~25.5 Million Square Feet**



Source: NBBJ 2017

The EIS will test No Action and two Action Alternatives. There are four building form/pattern options above. The CAC will be discussing appropriate building forms and guide the direction of alternatives at its June 1, 2017 meeting. It is recommended that one action alternative test a building form that is



compatible with the market “High” numbers illustrated in the Table above, and that the other action alternative test a building form that is compatible with the “Very High” numbers described in the Table above.

## TRANSPORTATION / CIRCULATION

The City recently requested feedback on the transportation network assumptions for the alternatives to be studied in the EIS. See Attachment A.

While much of the transportation network within the study area is already set—for example East Link light rail, the Eastside Rail Corridor (ERC), and most arterial cross-sections—there are some key decisions that can be influenced by this planning initiative. Those decisions are the NE 6th Street extension, the cross-section of 116th Avenue NE, and the ERC crossings at NE 8th and NE 4th Streets. While there are other important components that will be addressed later, these four decisions are critical to determining the fundamental elements of the Wilburton transportation network.

The No Action Alternative of the EIS will include transportation network assumptions that are currently included in City plans. These projects are:

- NE 6th Street extended to 120th Avenue NE
- 116th Avenue NE remains in its current cross-section
- A bridge carrying the ERC over NE 8th Street
- An at-grade, signalized crossing of the ERC at NE 4th Street

Outside of the study area, key transportation network assumptions include:

- I-405:
  - Southbound braid from SR 520 to NE 10th Street
  - I-405 & 132nd St (Kirkland) half diamond ramps to the north
  - Renton to Bellevue Widening and Express Toll Lanes
- SR 520:
  - Complete the corridor widening and transit improvements from I-405 to I-5
  - Eastbound slip ramp under 148th Avenue NE to 152nd Avenue NE
  - Ramps to/from east at 124 Avenue NE (complete full interchange)
- I-90:
  - Removal of reversible express lanes (Mercer Island)
  - Peak shoulder lanes eastbound from Eastgate to Issaquah
- ST3: Overlake Transit Center to Downtown Redmond LRT and I-405 Bus Rapid Transit from Lynnwood to Burien

These regional assumptions would remain the same across all EIS alternatives.

We had the Committee score each major transportation improvement option based on how strongly they agree with several variables such as cohesion with vision and priorities as well as impact on

transportation network. The scores for the 4 big moves are as follows:

**NE 6<sup>th</sup> Street Extension**

*No Extension:* 108

*Extension to 116<sup>th</sup>:* 204

*Extension to 124<sup>th</sup>:* 180

**116<sup>th</sup> Cross Section**

*No Change:* 127

*Option 1:* 192

*Option 2:* 170

**NE 8<sup>th</sup> ERC Crossing**

*No Change:* 112

*At Grade:* 193

*Overcrossing:* 166

**NE 4<sup>th</sup> ERC Crossing**

*At Grade:* 176

*Overcrossing:* 183

We will discuss the scoring and how to think about transportation alternatives at the next CAC meeting.

Transportation improvements will be “matched” to land use alternatives. For example, more intensive transportation improvements could be tested with the most intense Alternative growth and building forms.

## OTHER FEATURES

The CAC has considered public realm and open space elements in its alternative exercises in March and April 2017. It is anticipated that the EIS will identify which type of public realm improvements are most compatible under each studied alternative. The options include:

- A public space over the lid across I-405 to the west.
- A large public space in the study area.
- Multiple smaller public spaces, including plaza spaces and neighborhood parks.
- Expanding the Eastside Rail Corridor with nodes of activity along the linear park including a connection to the Grand Connection.
- Enhancing the natural systems by enhancing, exposing and utilizing the natural systems such as the lake, wetland, and creek as amenities.

## Guidance in Setting Draft EIS Alternatives

To fit the EIS schedule and resources, and to ensure clarity for the public review process, three alternatives will be tested in the Draft EIS including a No Action and two Action Alternatives. Thus, it will be necessary to combine land use, transportation, and other elements into three coherent alternatives, e.g., most intense land use with most intense transportation infrastructure.

Alternatives should have an upper bookend of growth that will likely contain the most likely desired scenario or Preferred Alternative. A mid-range is helpful in considering phasing of mitigation/infrastructure.

Alternatives should be distinct in terms of growth levels, land use mix, or infrastructure elements to discern different future outcomes and help the decision-making process, which will eventually include a preferred alternative.

Action alternatives should reflect progress towards the vision statement:

*“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.”*

It may be appropriate to test an alternative that is not universally supported. It can help serve as a benchmark of impacts and mitigation. Also, if it weren't tested it would continually be raised in public comments if not captured in the range of alternatives.

The EIS can test a level of growth that does not assume full buildout, but have the Aesthetic model show both market level and full buildout since we don't know exactly where growth could go.

Land use, transportation, and open space features appear in the table below, along with how they can be organized into consolidated alternatives.

**Exhibit 8. Conceptual Alternatives – Summary of Features**

FEATURE	ALTERNATIVE 1	ALTERNATIVE 2	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	

Source: BERK Consulting 2017

## Alternatives Evaluation

### EIS TOPICS

Bellevue has identified the following elements of the environment for discussion in the 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.

## SCOPING COMMENTS

Scoping is a process intended to focus the scope of every EIS on the probable significant adverse impacts and reasonable alternatives, including mitigation measures. The City issued a Scoping notice in March extending through mid-April. One comment letter was received. The comments were from the Muckleshoot Tribe and will be considered in the stormwater/natural environment topics of the EIS. See Attachment B.

## EVALUATION CRITERIA

Based on the City Council guiding principles, evaluation criteria have been developed to screen alternatives. The CAC may consider these criteria in considering the land use and transportation alternatives before them at the June 1, 2017 meeting. See Attachments C and D.

### *Attachments*

Attachment A: Transportation Questionnaire

Attachment B: Scoping Notice and Scoping Comment

Attachment C: City Council Principles

Attachment D: EIS Evaluation Criteria

# Attachment A: Transportation Alternatives

## City of Bellevue | Wilburton Commercial Area Citizen Advisory Committee

---

The City is requesting feedback from the Citizen Advisory Committee (CAC) on the transportation network assumptions for the alternatives to be studied in the Environmental Impact Statement (EIS). While much of the transportation network within the study area is already set—for example East Link light rail, the Eastside Rail Corridor (ERC), and most arterial cross-sections—there are some key decisions that can be influenced by this planning initiative. Those decisions are the NE 6th Street extension, the cross-section of 116th Avenue NE, and the ERC crossings at NE 8th and NE 4th Streets. While there are other important components that will be addressed later, these four decisions are critical to determining the fundamental elements of the Wilburton transportation network.

The No Action Alternative of the EIS will include transportation network assumptions that are currently included in City plans. These projects are:

- NE 6th Street extended to 120th Avenue NE
- 116th Avenue NE remains in its current cross-section
- A bridge carrying the ERC over NE 8th Street
- An at-grade, signalized crossing of the ERC at NE 4th Street

Outside of the study area, key transportation network assumptions include:

- I-405:
  - Southbound braid from SR 520 to NE 10th Street
  - I-405 & 132nd St (Kirkland) half diamond ramps to the north
  - Renton to Bellevue Widening and Express Toll Lanes
- SR 520:
  - Complete the corridor widening and transit improvements from I-405 to I-5
  - Eastbound slip ramp under 148th Avenue NE to 152nd Avenue NE
  - Ramps to/from east at 124 Avenue NE (complete full interchange)
- I-90:
  - Removal of reversible express lanes (Mercer Island)
  - Peak shoulder lanes eastbound from Eastgate to Issaquah
- ST3: Overlake Transit Center to Downtown Redmond LRT and I-405 Bus Rapid Transit from Lynnwood to Burien

These regional assumptions would remain the same across all EIS alternatives.

## CAC INPUT EXERCISE

The following pages include tables outlining each critical decision and potential options for each one. For your reference, the option that will be included in the No Action Alternative is noted. Please indicate the options that you would like to be studied in the EIS—this could be a single option or a range of options for each location.



## NE 6TH STREET EXTENSION

The City's current plans call for NE 6th Street to be extended from I-405 eastward to 120th Avenue NE. The extension is intended to alleviate congestion on NE 8th Street and to improve speed and reliability for transit. While it is currently planned and programmed to extend to 120th Avenue NE, a limited extension to 116th Ave NE could be an option, or an option could be considered that does not extend NE 6th Street for motorized vehicles. The extension as currently planned would have two lanes open to all east-west traffic, although the I-405 ramps would remain transit/HOV only.

This connection would benefit transit, particularly the RapidRide B line, which could connect across I-405 directly into the Bellevue Transit Center, rather than using NE 8th Street. Bus-light rail transfers could occur at Downtown Bellevue Station rather than Wilburton Station. Benefits include alleviated congestion on NE 8th Street and decreased block sizes within Wilburton.

However, the extension would be costly and include substantial property acquisition if extended through to 120th Ave NE. The extension to 120th Ave NE would create another elevated piece of infrastructure within the Wilburton Commercial Area, along with East Link and the Grand Connection. It would also potentially result in another at-grade arterial crossing of the ERC which would disrupt the continuity of the trail through the Wilburton Commercial Area. The design has not been coordinated with the potential NE 8th Street/ERC overpass so there may be infrastructure conflicts.

---

***What configurations of NE 6th Street should the EIS alternatives include?***

No extension – transit/HOV only



Extend NE 6th Street to 116th Avenue NE



Extend NE 6th Street to 120th Avenue NE

- No Action Alternative



## 116TH AVENUE NE CROSS-SECTION

The main north-south arterial through the Wilburton commercial area, 116th Avenue NE, currently ranges in width from five to eight lanes (a combination of travel, turn and parking lanes). In 2015, the City completed a streetscape plan that suggested a boulevard design with a planted median and buffered bike lanes. That design offers a signature multimodal boulevard through Wilburton, but would require expanded right-of-way which would be costly and impact landowners along the corridor. The full width median may not be achievable along much of the roadway due to the need for turn lanes, although a narrower median could run continuously. More restrictive access management to parcels would be required. This concept could be modified to have the bike lane located between the parking lane and curb, or without a parking lane to limit the right-of-way requirement. Another option is a boulevard design with a pedestrian and bicycle shared area behind the curb.

---

***What type of 116th Avenue NE streetscape should the EIS alternatives include?***

Current cross-section

- No Action Alternative



Boulevard with pedestrian and bicycle shared area behind curb



Boulevard with bike lanes



Source: StreetMix.

## NE 8TH STREET / ERC CROSSING

With a six-lane width, NE 8th Street poses a major crossing challenge for users of the ERC. On the north side, the ERC will be adjacent to the elevated Wilburton Station. Current direction from the City Council calls for a bridge over NE 8th Street to fully separate trail users from auto traffic.

Benefits of a bridge include no impact to NE 8th Street traffic flow and continuity of the ERC with no delays for trail users. However, the bridge would be costly and pedestrians and cyclists approaching from the south would have to travel back down to grade and double back to access Wilburton Station (no elevator or staircase is currently proposed on the north side). An overcrossing would also have land use impacts, particularly on the south side of NE 8th Street, due to the length of the structure that would be required to come back down to grade; this could stretch to approximately the NE 6th Street extension. Properties on either side of the trail may have limited opportunity to interface with the ERC due to the bridge structure, or access to the ERC may be incorporated into a structure above grade. The crossing has not been coordinated with the potential NE 6th Street extension so it may present infrastructure conflicts.

An at-grade option along the ERC alignment would require a full signal due to the width and heavy traffic volume on NE 8th Street. Benefits of an at-grade crossing to trail users include a more direct connection to Wilburton Station and fewer grade changes along the trail. However, the addition of a new signal would result in more delay for motorists along NE 8th Street as well as trail users—potentially up to several minutes based on typical signal cycle lengths along NE 8th Street.

Another at-grade option is to direct trail users to the existing crossing at 116th Avenue NE. This option could be coupled with pedestrian improvements such as wider sidewalks to accommodate trail users along NE 8th Street. As with the signal option, trail users would experience delay at the intersection as well as increased travel time to complete the out of direction travel to 116th Avenue NE. Benefits include the limited impact to traffic flow along NE 8th St and relative low cost compared to the overpass option.

---

***What type of ERC crossings should the EIS alternatives include at NE 8th Street?***



Utilize existing crossing at 116th Avenue NE



At grade crossing with full signal



ERC bridge over NE 8th Street

- No Action Alternative



## NE 4TH STREET / ERC CROSSING

Though not as wide as NE 8th Street, NE 4th Street is another key arterial crossing for the ERC. The No Action Alternative will assume an at-grade crossing with full signalization. Keeping the trail crossing at grade would minimize the elevation changes along the trail (especially with the potential of a trail bridge over NE 8th Street) and may allow for easier access to land uses within the Wilburton Commercial Area.

A trail bridge would separate the ERC and auto users, maximizing continuity of flow for all, but would be costly and introduce a grade change to the trail. An overcrossing would have land use impacts on both sides of NE 4th Street, due to the length of the structure that would be required to come back down to grade. Properties adjacent to the trail may have limitations on their interface with the ERC due to the bridge structure.

---

***What type of ERC crossings should the EIS alternatives include at NE 4th Street?***

At grade crossing with full signal

- No Action Alternative assumption



ERC bridge over NE 4th Street – simulation from the NE 8th Street crossing



# Attachment B: Scoping Notice

**NOTICE OF DETERMINATION OF SIGNIFICANCE**

**NOTICE OF ENVIRONMENTAL IMPACT STATEMENT SCOPING PERIOD**

**NOTICE OF PUBLIC SCOPING MEETINGS/OPEN HOUSE**

**Wilburton Commercial Area Land Use and Transportation Project**

**Location:** The Wilburton Commercial Area study area is bound by NE 12<sup>th</sup> Street to the north, I-405 to the west, SE 5<sup>th</sup> Street to the south, 120<sup>th</sup> Avenue NE to the east, and a smaller area bound by NE 8<sup>th</sup> Street and 124<sup>th</sup> Avenue NE to the east. See Figure 1.

**Project Proponent:** City of Bellevue

**File Number:** 17-108502-LE

**Description:** The purpose of this project is to develop a preferred long range land use and transportation vision for the project area. The project will include technical work involving real estate, economics, land use, urban design, transportation, and environmental review.

Opportunity for comment by stakeholders and the general public is provided through a Citizen Advisory Committee, meetings of the Planning and Transportation Commissions, the City Council, and project related public meetings. Once the final recommendations from the project are approved by the City Council, implementation of these recommendations will begin, likely in 2018. These implementation actions may include amendments to the City's comprehensive plan, subarea plans, Land Use Code, and Capital Improvements Program. The city will conduct a programmatic environmental review under the auspices of WAC 197-11-210 SEPA/GMA integration, with expanded scoping consistent with WAC 197-11-41-. This approach will integrate the Wilburton Commercial Area planning and decision making with the environmental review while facilitating consideration of environmental issues, and promoting public participation and interagency cooperation.

**EIS Required:** The City of Bellevue (Lead Agency) has determined that this proposal is a major action item under SEPA, having a probable significant adverse impact on the environment. An EIS is required and will be prepared at a programmatic level, appropriate to

the early planning stage. The City has preliminarily concluded that the EIS will discuss impacts to 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

**Alternatives:** A No Action Alternative for the 2035 planning horizon will assume a continuation of existing zoning, committed and planned transportation system changes, and adopted regional growth assumptions. The No Action Alternative will provide a baseline for comparison with up to three alternatives including varying assumptions of increased development density of differing land use types, coupled with transportation system changes such as arterial roadway improvements, High Capacity Transit routes and stations, and upgrades to the non-motorized system.

**Scoping Meeting:** Thursday April 6, 2017, Open House 5:00 – 6:00 p.m. Public Meeting, 6:00 – 8:00 p.m.

**Location:** Bellevue City Hall, 450 110<sup>th</sup> Avenue NE, Bellevue, WA 98009

**Comments:** Agencies, affected tribes and members of the public are invited to comment. You may comment on the alternatives, elements of the environment, probable significant impacts, mitigation measures, and potential conditions on any licenses or approvals to be considered by the City.

**PUBLIC COMMENT PERIOD:** The comment period opens March 23, 2017. The deadline for submitting your comments is April 13, 2017. All comments related to project scoping must be submitted by this date. Comments may be submitted orally at the public meeting or in writing. Comments will be accepted by email; however, a valid physical mailing address is required to establish status as an official part of record.

**Written comments may be submitted:**

By email to: [bealvert@bellevuewa.gov](mailto:bealvert@bellevuewa.gov)

By letter to:

City of Bellevue  
Planning and Community Development  
Department  
Attn: Bradley Calvert

The Weekly Permit Bulletin- March 23, 2017, Page 4



450 110th Avenue NE  
Bellevue, WA 98004

**Applicant Contact:** Bradley Calvert  
**Applicant Contact Phone:** 425.452.6930  
**Applicant Contact Email:**  
[bcalvert@bellevuewa.gov](mailto:bcalvert@bellevuewa.gov)  
**Lead Agency Contact:** Carol Helland,  
Environmental Coordinator  
**Lead Agency Contact Phone:** 425-452-2724  
**Lead Agency Contact Email:**  
[chelland@bellevuewa.gov](mailto:chelland@bellevuewa.gov)





**From:** Karen Walter [<mailto:KWalter@muckleshoot.nsn.us>]  
**Sent:** Wednesday, April 12, 2017 11:52 AM  
**To:** Calvert, Bradley <[BCalvert@bellevuewa.gov](mailto:BCalvert@bellevuewa.gov)>  
**Subject:** Wilburton Commercial Area Land Use and Transportation Project, Scoping Notice for Environmental Impact Statement, 17-108502-LE

Bradley,

We have reviewed the City of Bellevue's Scoping Notice for the Wilburton Commercial Area Land Use and Transportation Project referenced above. As part of the environmental review and three action alternatives, the City should consider and analyze the following:

1. Future culvert project under I-405 to restore fish passage on Sturtevant Creek. Since WSDOT is obligated to replace the current fish passage barriers under I-405 as part of the court injunction under U.S. v. Washington, the City should not preclude WSDOT's replacement of this culvert using a bridge or a culvert designed using WDFW's stream simulation design with this future land use and transportation plan.
2. Similarly, the City should be replacing all existing fish passage barrier culverts in the planning area to restore passage to the area streams and require any culverts on private property that is redeveloped in the project area to do the same. Fish passage barrier improvements in urban areas can require quite a bit of planning and coordination, therefore, they should be part of the overall land use and transportation planning for this project.
3. The EIS and alternatives should also discuss and provide for the opportunity to do stormwater retrofitting for sites that ultimately drain to project area streams and wetlands. Again, this issue can be complex and requires substantial planning efforts and should be part of this programmatic effort.

We appreciate the opportunity to review this proposal and look forward to the City's responses to these EIS scoping comments. Please let me know if you have any questions.

Thank you,  
Karen Walter  
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division  
Habitat Program  
Philip Starr Building  
39015-A 172<sup>nd</sup> Ave SE  
Auburn, WA 98092*

## Attachment C: 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 8<sup>th</sup> 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 8<sup>th</sup> 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 D

# Attachment D: 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 D**

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 D**

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% AML) 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

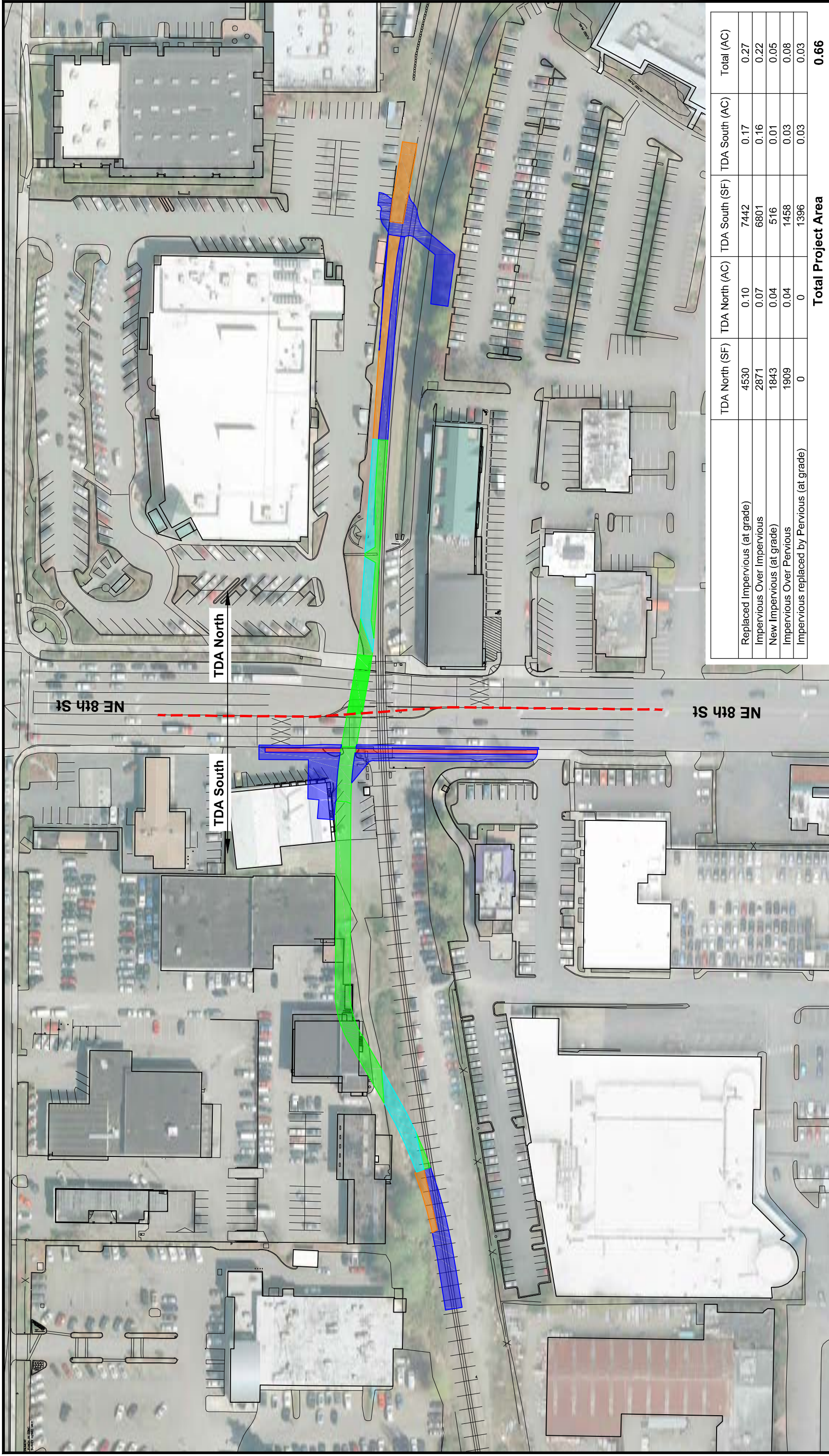


Moderate emphasis



Weak emphasis





- Legend:**
- Replaced Impervious (at grade)
  - Impervious Over Impervious
  - New Impervious (at grade)

- Impervious Over Pervious
- Impervious replaced by Pervious (at grade)

	TDA North (SF)	TDA North (AC)	TDA South (SF)	TDA South (AC)	Total (AC)
Replaced Impervious (at grade)	4530	0.10	7442	0.17	0.27
Impervious Over Impervious	2871	0.07	6801	0.16	0.22
New Impervious (at grade)	1843	0.04	516	0.01	0.05
Impervious Over Pervious	1909	0.04	1458	0.03	0.08
Impervious replaced by Pervious (at grade)	0	0	1396	0.03	0.03
<b>Total Project Area</b>					<b>0.66</b>

**Figure 1**  
**NE 8th Street Crossing**



## 5 - Property Owners Vision



This graphic represents a composite of the Property Owners input received during the April CAC meeting. In general, the average level of density and preferences for increased building height is greater than the CAC input.

Additional Thoughts?

---

---

---

---

---

---

---

---



NE 8th Overcrossing Looking East on NE 8th Street



Aerial perspectives - NE 8th Eastside  
Rail Corridor Overcrossing





**MEET GRADE AT  
PEDESTRIAN CONNECTION**

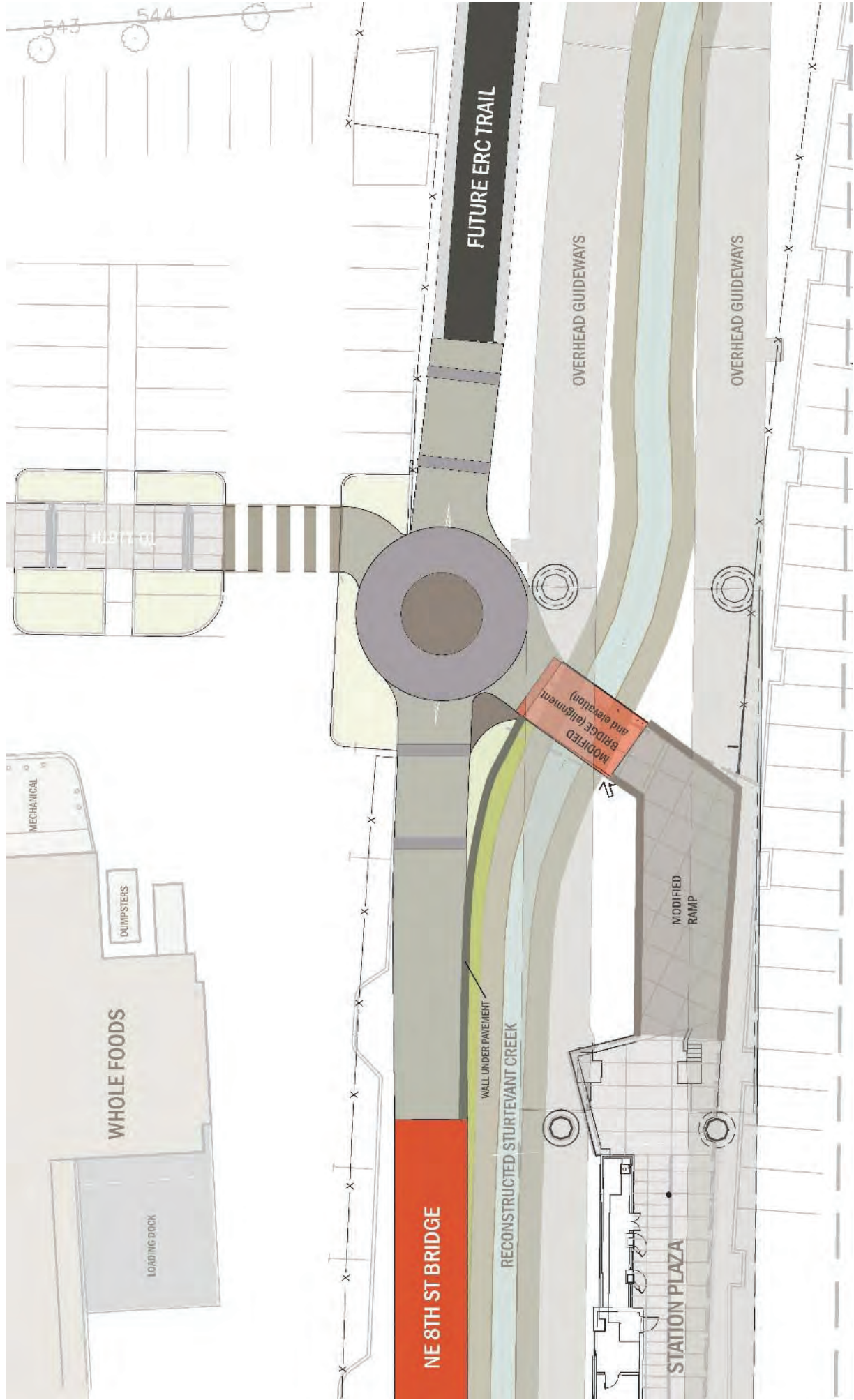
**CLEARANCE  
OVER NE 8TH**

**CLEARANCE UNDER  
ELEVATED GUIDEWAY**



Aerial Perspective and Elevation - NE 8th Eastside Rail Corridor Overcrossing





Trail and Crossing Roundabout Design Concept



# Wilburton Transportation Case Studies

Fehr & Peers compiled case studies from projects around the country to provide context for how other jurisdictions have addressed locations with transportation contexts similar to Wilburton. The case studies are organized into four categories that pertain to Wilburton's transportation conditions, as outlined below. As the CAC moves forward in its advisory process, particularly regarding the transportation network, it may be helpful to refer back to these case studies.

## **1. Permeability of Network/Streetscape**

- Bay Street, Emeryville
- RiverPlace, Portland
- Stapleton, CO
- Atlantic Station, Atlanta

## **2. Accessibility to Trails**

- MoZaic Mixed-Use Development, Minneapolis
- Ponce City Market, Atlanta

## **3. Accessibility to Transit Stations**

- Fruitvale Station/Transit Village, Oakland
- Rosslyn-to-Ballston Corridor in Arlington, VA

## **4. Road Diets / Improved Streetscape on Major Arterials**

- Octavia Boulevard, SF
- Indianapolis Cultural Trail
- Division Street, Grand Rapids, MI

## 1. Permeability of Network/Streetscape

Case Study	Key Features	Lessons Learned <sup>1</sup>	Relevance to Wilburton
<p>Bay Street, Emeryville</p>	<ul style="list-style-type: none"> <li>• A multi-phased urban village project located on a 26-acre brownfield site that contains retail, commercial, theater, and residential uses.</li> <li>• The site occupies a narrow strip of land between I-80 and a heavily used railroad corridor</li> <li>• Organized in four city blocks connected by a main street (Bay Street), the project reflects the industrial architectural heritage of the area throughout its streetscapes, plazas and green spaces.<sup>2</sup></li> <li>• Bay Street Plaza is the community heart of the mixed-use development. It includes green stormwater features, materials that speak to the area's history as a steel mill and an Indian shell mound, a fire pit for evening gatherings, and more.<sup>3</sup></li> <li>• 20% of residential units are designated as affordable housing for low- and moderate-income residents</li> <li>• 1,900 parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Parking is successful because the blank façade is turned outward. Parking spaces are placed either behind the retail buildings or sandwiched between the retail and residential floors.</li> <li>• It is harder to create a successful pedestrian experience when starting from scratch. Emeryville never had a traditional, walkable commercial center – it was an industrial town. It's doable, but designers just have to work harder.</li> <li>• The City initially spent more than \$36M to acquire the five parcels that make up the project area (in some cases using eminent domain). It then arranged for the area to be cleaned of toxic chemicals before any developers even showed interest in it.</li> <li>• A project goal was to make the feel public, but in many ways it feels private. "But if one scans the informational kiosks, the list of rules and regulations makes it clear this is not true public space. There are curfews, dress codes, and behavior standards — the new face of "public" space. The City was not interested in building a network of attractive streets and open spaces. Instead, its planners and politicians turned the task over to the private sector. In return, the city was relieved of having to fund, build, maintain and secure a real public realm."</li> </ul>	<ul style="list-style-type: none"> <li>• Shopping area adjacent to a large city (Oakland) and highway with big box stores like Ikea and Target just around the corner.</li> <li>• Important to consider the public vs. private nature of the area – how does the public perceive the space? (More on this at: <a href="http://iaste.berkeley.edu/pdfs/20.2c-Spr09gillem-sml.pdf">http://iaste.berkeley.edu/pdfs/20.2c-Spr09gillem-sml.pdf</a>)</li> <li>• Careful consideration of how to create a successful pedestrian grid where it does not currently exist.</li> </ul>



<sup>1</sup> <http://iaste.berkeley.edu/pdfs/20.2c-Spr09gillem-sml.pdf>

<sup>2</sup> <http://www.baystreetemeryville.com/info/mallinfo2>

<sup>3</sup> <http://apdw.com/portfolio/hospitality/bay-street-plaza/>

Case Study	Key Features	Lessons Learned	Relevance to Wilburton
RiverPlace, Portland	<ul style="list-style-type: none"> <li>RiverPlace originated as 73 acres of vacant and underutilized riverfront land in 1979 after Harbor Drive freeway was removed. Over the past 25 years, the Portland Development Commission (PDC) has invested over \$20M in more than 30 acres of public open space, new public streets, recreation and transportation infrastructure and caused over \$195M in private redevelopment (does not reflect present values). Sites are still being developed today.<sup>4</sup></li> <li>Today, the area includes about 700 residential units (406 ownership and 290 rental), some of which is affordable housing; 40,000 sq. ft. of commercial office; 26,500 sq. ft. of retail, and over 300 hotel rooms.<sup>4</sup></li> <li>The Portland Streetcar NS Line was extended through to the area from Portland State University in 2005, and the system's CL Line (subsequently reconfigured as the Loop Service) was extended to the area in 2015.</li> <li>Award winning South Waterfront Park, marina, and esplanade. These open spaces along the river's edge are a vital link in the city's riverfront greenway, which extends along the Willamette and interconnects with other trails and greenspaces throughout Portland.<sup>5</sup></li> <li>Within the built structure of RiverPlace, the spaces between buildings are woven with pedestrian paths, lush landscaping, detailed architecture that hides items such as parking structures and trash receptacles, and attractive and functional street furniture.<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Successful in that it incorporates primary activities that draw people in – employment, park/marina, shopping, etc.<sup>6</sup></li> <li>The project has provided additional tax revenue for the city, helped encourage growth, and transformed the downtown into a vibrant place.<sup>7</sup></li> <li>Lessons learned from Leland Consulting Group on the RiverPlace PPP<sup>8</sup>: <ul style="list-style-type: none"> <li>Inadequate parking (seconded by another source<sup>6</sup>)</li> <li>Market issues</li> <li>Retail issues</li> <li>Noise issues between uses</li> <li>No back door</li> <li>Triangular site constraints</li> <li>Construction complexity</li> </ul> </li> <li>There are some conflicting uses. With the retail environment along the pathway, bicycle traffic conflicts with pedestrians and outdoor restaurant seating.<sup>9</sup></li> <li>Active public participation produced positive results.<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Long-term, complex redevelopment effort that is seen as largely successful.</li> <li>Connection to mass transit and bike networks</li> <li>Could be looked to as a model for public-private partnership</li> </ul>



<sup>4</sup> <http://www.pdc.us/our-work/urban-renewal-areas/north-macadam/completed-projects.aspx>

<sup>5</sup> <http://www.terrain.org/unsprawl/7/>

<sup>6</sup> <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.627.9701&rep=rep1&type=pdf>

<sup>7</sup> <https://www.seattle.gov/transportation/docs/ump/06%20SEATTLE%20Case%20studies%20in%20urban%20freeway%20removal.pdf>

<sup>8</sup> <http://www.pnwa.net/new/Meeting%20Information/2009%20Annual%20Meeting/David%20Leland.ppt>

<sup>9</sup> <http://www.rediscoverthefalls.com/wp-content/uploads/2015/06/Partners-Group-6-Meeting-Summary.pdf>

Case Study	Key Features	Lessons Learned	Relevance to Wilburton
Stapleton, CO	<ul style="list-style-type: none"> <li>• When the Denver Airport opened in 1995, the 7.5 square miles of runways, concourses, and terminals at Stapleton Airport could be converted into a new community. It would be the largest urban in-fill redevelopment in the country and, to this day, one of the largest in-fill projects ever.<sup>10</sup></li> <li>• The 4,500-acre site is being transformed into a unique urban development consisting of homes, urban villages, offices, shops, and parks. When complete, Stapleton will eventually house 30,000 residents and 35,000 workers.<sup>11</sup></li> <li>• The first residents moved into the neighborhood in May 2002. There are more than 6,000 homes.</li> <li>• The site was contaminated from jet fuel, so environmental remediation was key.</li> <li>• The site's extensive bicycle trails, mixed-use destinations, existing bus service, and planned transit improvements create many transportation alternatives.<sup>12</sup></li> <li>• It's in close proximity to Anschutz Medical Campus, so people can bike or walk there.</li> <li>• Quebec Square is an area with big-box chain stores, which the developers say was necessary to generate sales tax revenues that pay for Stapleton's public streets and amenities.<sup>12</sup> "Stapleton has begun to open some more intimate, neighborhood-oriented shopping areas. The critical question is whether there will be enough of them, close enough to homes, to draw the area's new residents out on foot."<sup>12</sup></li> <li>• It has a Public Art Master Plan.</li> <li>• All garages are located at the rear of the lot and most have alley access.<sup>12</sup></li> </ul>	<ul style="list-style-type: none"> <li>• One of the biggest challenges has been the sheer size of the project. The project involves 18 homebuilders. A major hurdle was obtaining the permits, plat approvals, and zoning changes for such a large property.<sup>13</sup></li> <li>• Collaboration has been key. "Forest City credits its positive working relationship with municipal officials, local nonprofit groups, and the surrounding community as a major aspect of the project's momentum. Forest City respected the plans the city and citizens' groups made and included minority- and women-owned business as contractors."<sup>13</sup></li> <li>• There was a unique agreement between the master developer and Stapleton Development Corporation that mitigates the risk associated with a project of this size.<sup>13</sup></li> <li>• It was challenging "to economically jump-start the project so that retail shops, office space, and homes could be constructed simultaneously. Developers of master-planned communities often need to first build out a large number of homes to create the base needed to justify retail space. At Stapleton, the economic generator to start the project was the automobile-oriented Quebec Square regional shopping center. Citizens groups were taken aback by the scale of the proposed big-box center and pointed out that it was not in the spirit of Stapleton's neotraditional planning efforts. Designers approached this problem by educating and reminding all involved parties and citizens about Stapleton's overall goals and about the need for an economic generator to support the development of the community's pedestrian-oriented neighborhoods and business districts. The regional shopping center, while not traditionally consistent with pedestrian-oriented development, provides that economic security. The architects also designed the regional shopping center site so that it will be able to evolve into denser uses in the future. Specifically, they extended the surrounding street grid to Quebec Square, bringing with it pedestrian access and public transit and ensuring connections into the site from adjacent uses."<sup>13</sup></li> <li>• Some homes are farther than the pedestrian ideal of one-quarter mile ideal from shops, schools, and transit.</li> </ul>	<ul style="list-style-type: none"> <li>• It includes big-box retail within the planned community, but on a street grid to provide better access to pedestrians and transit users.</li> <li>• Stapleton is also connected to a bike trail and transit station.</li> <li>• It's successful in replicating the look, feel, and function of Denver's historic neighborhoods, with a variety of home styles, colors, and sizes. To ensure visual variety, no builder is sold contiguous blocks.</li> </ul>

<sup>10</sup> <http://www.stapletondenver.com/community/our-story/>

<sup>11</sup> <http://www.mortenson.com/denver/projects/stapleton-redevelopment>

<sup>12</sup> <http://www.terrain.org/articles/17/leccese.htm>

<sup>13</sup> <http://casestudies.uli.org/wp-content/uploads/sites/98/2015/12/C034004.pdf>





Quebec Square



Case Study	Key Features	Lessons Learned	Relevance to Wilburton
Atlantic Station, Atlanta	<ul style="list-style-type: none"> <li>Atlantic Station calls itself “A City within a City” and markets itself as a place where people can live, work, shop, and play.</li> <li>138 acres located on the former brownfield site of the Atlantic Steel mill. It was first planned in the mid-1990s and officially opened in 2005. The total cost was \$250 M.<sup>14</sup></li> <li>Atlantic Station has three distinct areas: the District, the Commons, and the Village. The District houses most of Atlantic Station’s retail and office space. It is a pedestrian-friendly outdoor mall, and many surface level streets are often closed off for special events. The Village and Commons are mostly residential, but IKEA is also located in the Village.</li> <li>The project features 6 million square feet of office, 1.5 million square feet of retail space, 3,000-5,000 residential units, 1,000 hotel rooms, and a 7,300 space parking garage.<sup>15</sup></li> <li>A significant amount of the funding for remediation and infrastructure for the site was paid by a \$170 million tax allocation district, the largest tax increment financing district in the state.<sup>16</sup></li> <li>Access to public transportation is provided via a free shuttle that runs every 5–15 minutes. However, since parking is inexpensive and easily available in underground parking decks, most visitors arrive by car.</li> </ul>	<p><u>Successes</u><sup>15</sup></p> <ul style="list-style-type: none"> <li>High intensity mixed use development that complements Midtown, including affordable units</li> <li>Hosts annual attractions such as Cirque de Soleil, Bodies, and Dialogue in the Dark</li> <li>Stormwater reduction and controls</li> <li>There is a shuttle connection to MARTA, which has high ridership</li> </ul> <p><u>Challenges</u><sup>15</sup></p> <ul style="list-style-type: none"> <li>Office and retail occupancy (but after changes in ownership, Atlantic Station is now 92 percent leased with more leases on the way<sup>18</sup>)</li> <li>Pedestrian connections both internally and externally: poor pedestrian connection to Midtown and internal pedestrian environment is adequate but could be better</li> <li>Districts could be integrated better</li> <li>Required public investment of new 17th Street Bridge (\$38.2 M)</li> </ul> <p><u>Other Lessons Learned</u></p> <ul style="list-style-type: none"> <li>Atlantic Station was not originally successful, but it was sold to new owners in 2011 who took a new approach (it was most recently sold again in 2015). The 2011 owners (NAP): <ul style="list-style-type: none"> <li>Improved safety by removing the nightclubs, improving the parking lots, and brought in a private security force to police the property.<sup>17</sup></li> <li>Removed many of the chain stores and replaced them with local stores or high-end brands.<sup>17</sup></li> <li>Pushed for events and focused on creating a high quality experience. “We need to create a place to be, not just a place to go...There were 400 events in Atlantic Station last year ... Happy people spend money.”<sup>17</sup></li> <li>Used social media to boost its customer base.<sup>18</sup></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Security and public safety are key and can influence project success.</li> <li>Use of a wide variety of events to draw visitors (e.g. free weekly yoga, Easter egg hunts, art in the park, etc.)</li> <li>It is important to carefully evaluate connectivity of all modes to the site.</li> <li>It is important to consider how to integrate different “districts” within the project.</li> <li>Having local, non-chain stores can improve project success.</li> </ul>

<sup>14</sup> <https://www.cmu.edu/steinbrenner/brownfields/Case%20Studies/pdf/atlantic%20station%20case%20study.pdf>

<sup>15</sup> [http://sites.nationalacademies.org/cs/groups/pgasite/documents/webpage/pga\\_058870.pdf](http://sites.nationalacademies.org/cs/groups/pgasite/documents/webpage/pga_058870.pdf)

<sup>16</sup> <https://www.cclr.org/atlantic-station>

<sup>17</sup> <http://www.naproperties.com/customer-experience-key-driver-for-avalon-retail/>

<sup>18</sup> <http://www.bizjournals.com/atlanta/news/2017/02/09/atlantic-station-lands-two-first-to-market.html>





# Atlantic Station: A city within the city

Atlantic Station will formally take its place among Atlanta landmarks Thursday. The multi-use project is on land reclaimed from the old Atlantic Steel site and is intended to be a place where Atlantans can live, shop, work and play. Along with the Georgia Aquarium and the expansion of the High Museum, it is one of three major projects to come to fruition as 2005 comes to a close.

**The Village** is on the western edge of the development and features the 366,000-square-foot IKEA store.

- Two-, three- and four-bedroom apartments: 86

**3**  
The Flats Ga. Tech student housing  
Condos

Single-family homes

Townhomes

Wachovia 171 17th St.

Source: Atlantic Station

**2**

**The Commons** is the residential center of Atlantic Station and includes a 2-acre lake and relics from the old steel mill.

- Housing units when completed: 1,150
- One-, two- and three-bedroom apartments: 473
- One-, two- and three-bedroom condos: 609

Publix

Retail and lofts

Market Street

17th Street

**1**

**The District** is the downtown of Atlantic Station. It is a multi-use development with retail, entertainment, office and residential components.

- Open-air retail and entertainment space: 1 million square feet
- Number of retail, restaurant, entertainment buildings: 6
- Mid- and high-rise office spaces: 6 million square feet
- Office space atop retail buildings: 150,000 square feet
- Loft apartments above retail spaces: 303
- Townhomes, single-family detached houses: 102

## THREE PARTS OF ATLANTIC STATION

- 1** The District   **2** The Commons   **3** The Village

### ABOUT THE DEVELOPMENT

Major considerations came into play in developing Atlantic Station, in part because the land was the site of a steel mill from 1901 to 1998. The old mill was torn down, the land underwent environmental remediation and reclamation, and a 17th Street bridge was built over the interstate.

- Cost: \$2 billion
  - Size: 138 acres
  - Retail/entertainment space: 1.5 million square feet
  - Office space: 6 million square feet
  - Hotel rooms: 1,000
  - Residential units: 3,000-5,000
  - Public park space: 11 acres
  - Developers: Jacoby Development, AIG Global Real Estate Investment Corp.
- Note: Size and cost figures are estimates for when the project is completed.

Retail and lofts

Retail and lofts

Regal Cinema

Fox Sports Grill

Dillard's

Buildings in transparent blue represent space reserved for future development



Graphic by DALE E. DODSON / Staff  
Research by WAYNE SNOW / Staff



## 2. Accessibility to Trails

Case Study	Key Features	Lessons Learned	Relevance to Wilburton
<p>MoZaic Mixed-Use Development, Minneapolis</p>	<ul style="list-style-type: none"> <li>• Mixed-use building that's adjacent to a major transit hub (Uptown Station &amp; Terminal) and the Midtown Greenway, a 5.5-mile trail that connects popular city neighborhoods with the Chain of Lakes. Lot was formerly a parking lot.<sup>19</sup></li> <li>• Phase 1 opened in 2012, which includes 77,000 square feet of offices, retail space, and parking, and is now 100 percent leased.<sup>19</sup></li> <li>• Developer built a public art park, featuring 19 unique pieces, within the property.<sup>19</sup></li> <li>• Developer attributes MoZaic's success to its proximity to the greenway, which nearly 5,550 people use each day.<sup>19</sup></li> </ul>	<ul style="list-style-type: none"> <li>• To connect the site to the greenway and allow MoZaic's tenants to take full advantage of this recreational amenity, Ackerberg Group built a bridge and ramp down to the greenway (which is significantly below grade) with a combination of its own funds and county grants, illustrating a key point in the report: relatively small investments in bike-friendly amenities can lead to improved returns.<sup>19</sup></li> <li>• Public outreach and organizing were essential because there was a lot of anti-development concern. The project seems to have done a good job reaching out to different groups and responding to concerns.<sup>19</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Adjacent to a transit hub and numerous frequent bus routes.</li> <li>• Solid public engagement effort with renters, transit users, etc.</li> <li>• Connection to a widely used bicycle greenway.</li> </ul>



<sup>19</sup> <http://urbanland.uli.org/planning-design/trail-oriented-development-presents-latest-phase-people-oriented-design/>



Case Study	Key Features	Lessons Learned	Relevance to Wilburton
Ponce City Market, Atlanta	<ul style="list-style-type: none"> <li>Mixed-use building in the former Sears Building.</li> <li>Eastside Beltline Trail is immediately adjacent to the site, and there is a direct connection from the 2<sup>nd</sup> floor.</li> <li>Across the street from a large park, which opened in 2011 and was formerly a parking lot. It is the product of a public-private partnership between Atlanta BeltLine, Inc. and the developer that resulted in a transportation, community and system preservation grant to build a public plaza with native trees and grasses, an ADA accessible pathway, benches, bike racks and trash cans.<sup>20</sup></li> <li>The trail crosses busy Ponce de Leon Avenue via a bridge.</li> <li>The market offers a bike valet service off the trail.</li> </ul>	<ul style="list-style-type: none"> <li>“Density plays a significant role in supporting transit ridership and trail use – and the Atlanta BeltLine vision.”<sup>21</sup></li> </ul>	<ul style="list-style-type: none"> <li>Shopping area adjacent to a large city (Atlanta) and highway with big box stores like Home Depot, Staples, and grocery stores across the street.</li> <li>Connection to a raised bicycle trail that has a bridge crossing</li> <li>Potential to repurpose historic buildings</li> </ul>



<sup>20</sup> <http://www.poncecitymarket.com/2015/07/21/beltline-buildings-and-plaza-coming-spring-2015/>

<sup>21</sup> <http://beltline.org/2012/07/24/ponce-city-market-and-atlanta-beltline-eastside-corridor/>

### 3. Accessibility to Transit Stations

Case Study	Key Features	Lessons Learned	Relevance to Wilburton
Fruitvale Station/Transit Village, Oakland	<ul style="list-style-type: none"> <li>Fruitvale Village is a 19 acre mixed-use, mixed-income TOD next to the Fruitvale BART station.</li> <li>It includes a new housing development for seniors, extensive facade and street improvements, and both surface and structured parking spaces. Developed by the Unity Council, a local nonprofit community development corporation, the project mixes 37 market-rate loft-style apartments with ten affordable units, office space, more than 20 retail stores, a seniors' center, a Head Start child development center, a city of Oakland public library, and a health clinic that provides linguistically and culturally appropriate care to patients regardless of their ability to pay.<sup>22</sup></li> <li>Result of a broad-based partnership among public, private, and nonprofit organizations working together to revitalize a community using TOD.<sup>23</sup></li> <li>Fruitvale Village was designed to be a catalyst for community economic development by providing a pedestrian link between the commercial strip along International Boulevard and the transit stop.<sup>22</sup></li> </ul>	<ul style="list-style-type: none"> <li>Sets a precedent for TOD in lower-income, inner-city communities, though gentrification remains a serious concern.<sup>23</sup></li> <li>A great example of a community-led participation process. Community-based organizations are typically well positioned to identify community preferences, needs, and concerns. They are often better equipped than government agencies to determine whether or not a project is appropriate for a given community and how well it is likely to be received.<sup>23</sup></li> <li>"Fruitvale is an important case of TOD—but also one that is difficult to replicate. Complex legal and financial arrangements, and years of political activism and public involvement brought the project it to fruition."<sup>24</sup></li> <li>"The parking lots and bus bays are on opposite sides of the station from the transit village, forcing many commuters who use the station as a park and ride facility, or who connect to bus routes, to go to and from their cars or buses without passing the retail area; as a result, the retail portion of the project has had growing pains."<sup>25</sup></li> </ul>	<ul style="list-style-type: none"> <li>Elevated transit station</li> <li>A great example of a community-led participation process and TOD, though difficult to emulate.</li> </ul>



<sup>22</sup> [https://www.hud.gov/offices/cpd/about/conplan/pdf/fruitvale\\_transit\\_village.pdf](https://www.hud.gov/offices/cpd/about/conplan/pdf/fruitvale_transit_village.pdf)

<sup>23</sup> [https://www.fhwa.dot.gov/environment/environmental\\_justice/case\\_studies/case6.cfm](https://www.fhwa.dot.gov/environment/environmental_justice/case_studies/case6.cfm)

<sup>24</sup> <https://critical-sustainabilities.ucsc.edu/fruitvale-transit/>

<sup>25</sup> <https://www.itlu.org/index.php/itlu/article/download/67/34>

Case Study	Key Features	Lessons Learned	Relevance to Wilburton																		
Rosslyn-to-Ballston Corridor in Arlington, VA	<ul style="list-style-type: none"> <li>There are five TOD centers along the corridor. The most applicable examples are <b>Clarendon</b> – an urban village, and <b>Rosslyn</b> - a first-class office and business center.</li> <li>It is estimated that approximately 50% of the Corridor’s residents either walk, bike, or take public transportation to work.<sup>26</sup></li> <li>Densities within 1/4 mile of transit<sup>28</sup></li> </ul> <table border="1" data-bbox="239 431 737 534"> <thead> <tr> <th></th> <th>Office</th> <th>Residential</th> </tr> </thead> <tbody> <tr> <td>Rosslyn</td> <td>4,415,000 sf</td> <td>2,500 units</td> </tr> <tr> <td>Clarendon</td> <td>937,000 sf</td> <td>2,200 units</td> </tr> </tbody> </table> <p style="text-align: center;">Densities within 1/2 mile of transit</p> <table border="1" data-bbox="239 565 737 667"> <thead> <tr> <th></th> <th>Office</th> <th>Residential</th> </tr> </thead> <tbody> <tr> <td>Rosslyn</td> <td>8,775,000 sf</td> <td>9,100 units</td> </tr> <tr> <td>Clarendon</td> <td>2,164,000 sf</td> <td>5,600 units</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>Rosslyn           <ul style="list-style-type: none"> <li>In the 1960s, the area was economically depressed and characterized by marginal uses such as warehouses and struggling light industrial sites.<sup>29</sup></li> <li>It is now one of the region’s premier locations for commercial and high-density residential use.</li> </ul> </li> <li>Clarendon           <ul style="list-style-type: none"> <li>Prior to TOD, the land-use was mostly small and medium scale retail, with a number of detached single-family homes and small apartment buildings in the surrounding areas.<sup>29</sup></li> <li>Unlike Rosslyn, redevelopment focused on smaller-scale development and a vision of an “urban village” – greater development around the Metro station while maintaining the strong sense of place from the neighboring residences. Development was concentrated around the Olmstead Building and Clarendon Metro Park, and the plan did not significantly raise density maximums elsewhere.<sup>29</sup></li> </ul> </li> </ul>		Office	Residential	Rosslyn	4,415,000 sf	2,500 units	Clarendon	937,000 sf	2,200 units		Office	Residential	Rosslyn	8,775,000 sf	9,100 units	Clarendon	2,164,000 sf	5,600 units	<ul style="list-style-type: none"> <li>The whole corridor not only increased the density but intermixed land uses -- employment, housing, government, retail shopping, hotels, fitness centers, restaurants and night-time entertainment.<sup>27</sup> Station areas must be able to satisfy the daily needs of users if they are to really to leave their cars behind (mixed use).<sup>28</sup></li> <li>Develop public-private partnerships to continue consensus building and assist in the implementation.<sup>28</sup></li> <li>“It’s not about the density. It’s about the form.”<sup>28</sup></li> <li>Reduce parking requirements and include TDM measures like Zipcar, information kiosks, transportation subsidies, etc. “If you build a place for cars, all you will get is cars.”<sup>28</sup></li> <li>“Planners put in place all the incentives needed to entice developers: tax breaks, expedited building permit reviews, supportive infrastructure like sidewalk networks, expanded trunk-line water capacity, enhancements of public grounds, park land improvements, bike lane networks, etc. But there were other factors at work as well. The...D.C. metropolitan area has had the most robust economy of any area in the country over the past three decades, far more employment gains than other metro areas. Its economy has also diversified...You’ve got to have regional growth for big changes to happen around transit corridors. And they’ve had it.”<sup>29</sup></li> </ul> <p>Rosslyn</p> <ul style="list-style-type: none"> <li>Key to effort was the use of “incentive zoning.” Developers received density bonuses for including features, like public plazas or allowances for bus stops, in their plans.<sup>29</sup></li> <li>It is largely characterized by tall concrete buildings and is less attractive for pedestrians. While Rosslyn has the ingredients of a successful mixed use area—such as density, accessibility by high-quality transit, and some appealing architecture—the streetscape lacks the fine details and variety that appeal to pedestrians.<sup>29</sup></li> </ul> <p>Clarendon</p> <ul style="list-style-type: none"> <li>Parking was an issue, as there were conflicts between the requirements of local businesses and residents’ desire for a quieter neighborhood. This was partly relieved by transit.</li> <li>The ongoing challenge is how to maintain the sense of a small, comfortable place while incorporating further economic development.</li> </ul>	<ul style="list-style-type: none"> <li>Both Rosslyn and Clarendon are successful TOD examples.</li> <li>Rosslyn’s land use is more similar to Wilburton. It has higher densities and more office/business uses. It is less successful from a public realm perspective.</li> <li>Clarendon is more successful at achieving human scale development that is appealing for pedestrians.</li> </ul>
	Office	Residential																			
Rosslyn	4,415,000 sf	2,500 units																			
Clarendon	937,000 sf	2,200 units																			
	Office	Residential																			
Rosslyn	8,775,000 sf	9,100 units																			
Clarendon	2,164,000 sf	5,600 units																			

<sup>26</sup> <https://www.planning.org/events/event/4160117/>

<sup>27</sup> <http://its.berkeley.edu/btl/2012/spring/tod>

<sup>28</sup> [http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/40\\_years\\_of\\_transit\\_oriented\\_development.pdf](http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/40_years_of_transit_oriented_development.pdf)

<sup>29</sup> <https://www.itlu.org/index.php/itlu/article/download/67/34>



Rosslyn



www.shutterstock.com - 302613077

Clarendon





## 4. Road Diets / Improved Streetscape on Major Arterials

Case Study	Key Features	Lessons Learned <sup>30</sup>	Relevance to Wilburton
Octavia Boulevard, SF	<ul style="list-style-type: none"> <li>In 2005, the Freeway was replaced with a four center lanes for through traffic, landscaped dividers, two side local lanes, and two lanes of on-street parking.<sup>31</sup> Cross-town traffic is channeled through the middle lanes while slower outer lanes are reserved for local traffic and cyclists.<sup>32</sup></li> <li>“The corridor, which used to carry 93,000 vehicles per day before elimination of the eastbound lanes, now serves 45,000 vehicles per day with some of the remaining traffic displaced onto alternate routes.”<sup>30</sup></li> <li>“The new Octavia Boulevard is visually appealing and pedestrian-friendly, thanks to generous landscaping, side lanes for local traffic and parking, special considerations for details like views from side streets, and pedestrian amenities, such as special light fixtures, paving pattern and art. The new park, Patricia’s Green and tree-lined pedestrian walkways add more green space, functioning as a linear park in the neighborhood.”<sup>30</sup></li> </ul>	<p><i>Potential Benefits:</i></p> <p><b>Improves safety:</b> Provides a safer environment for pedestrians with more sidewalks and medians, residential access lanes, and less crime. The at grade street design also helps create more eyes on the street and improves the overall sense of safety.</p> <p><b>Increases real estate value</b> and spurs residential and commercial development.</p> <p>Increases pedestrian amenities, such as parks, green space and street furniture.</p> <p><b>Decreases traffic volume</b> and, thus, air pollution and noise in the neighborhood.</p> <p><b>Generates revenue</b> from sales of excess freeway right-of-way space to fund construction of public amenities such as Hayes Green.</p> <p><i>Potential Issues:</i></p> <p><b>Some backups and spillover:</b> Peak-hour congestion on Octavia Boulevard has sometimes resulted both in backups on Oak Street and spillover onto the parallel neighborhood streets—Page Street and Haight Street.</p> <p>Transit delay: Buses on Page Street, which cross the boulevard, can be delayed during the morning peak.</p> <p><b>Safety issues:</b> Injury accidents have increased at a rate consistent with increases in traffic--the approximate reported collision rate of the intersection (average daily traffic of 45,000 on Octavia Boulevard and 5,500 on Page Street) is 0.06 collisions per million vehicles entering the intersection (Olea 2007).</p> <p><b>Illegal right turns:</b> Where Market Street meets the boulevard and Central Freeway, motorists regularly make illegal right turns onto the freeway and sometimes collide with bicyclists—colored pavement in the bicycle lane is under consideration.</p> <p><b>Long crosswalks:</b> Pedestrians found that the crossing signal time is too short to get across the wide street right-of-way (approximately 109 feet) (SFCTA).</p> <p><b>Implementing initial design concept:</b> Several original design features were not incorporated in the final configuration.</p>	<ul style="list-style-type: none"> <li>One of the best examples of a multiway boulevard</li> <li>A road diet on a high-volume roadway near the highway</li> </ul>

<sup>30</sup> <http://www.restreets.org/case-studies/octavia-boulevard>

<sup>31</sup> <https://www.seattle.gov/transportation/docs/ump/06%20SEATTLE%20Case%20studies%20in%20urban%20freeway%20removal.pdf>

<sup>32</sup> <http://urbanland.uli.org/infrastructure-transit/freeway-boulevard/>

		<p>At 18'-6" the side lanes are wider than was intended, and their asphalt pavement is not the textured, traffic calming surface that was recommended.</p> <p>Side lanes are controlled not just by stop signs, but also by flashing red lights; yet the 2007 evaluation found a fair amount of noncompliance, confusion and risk among drivers.</p> <p><b>More traffic calming features:</b></p> <p>Traffic volume in the side lanes: While the side lanes were designed to serve as access routes for local residents and businesses, traffic queued along the southbound side lane at the boulevard's northern end, resulting in a requirement that drivers turn right.</p> <p><b>Traffic speed:</b> The side roads are signed for a speed limit of 15 MPH, but according to a one-day speed survey taken in 2006, 85 percent of motorists traveled at speeds of 27 MPH or lower on the northbound side roads.</p> <p><b>Speed humps:</b> In 2009, speed humps were added to the northbound side road segments, resulting in 85% of traffic speeds dropping to 22 MPH and traffic volumes dropping by almost half (Olea 2007).</p>	
--	--	---	--

Octavia Boulevard in San Francisco, CA



Photo: polispawerich via Flickr



Case Study	Key Features <sup>33</sup>	Lessons Learned	Relevance to Wilburton
Indianapolis Cultural Trail	<ul style="list-style-type: none"> <li>The streets in downtown Indianapolis were mostly 5 or 6 lanes wide, and speeds could reach close to 50 mph. The design team reduced both the number of lanes and lane widths as a way of both slowing speeds and gaining extra space within the right of way to allow for the separate 8-mile pedestrian/bicyclist trail.</li> <li>The completed trail loops around downtown and connects to greenways with two spurs. The trail includes shared space for bicyclists and pedestrians, and some areas incorporate two separate facilities for pedestrians and bicyclists.</li> <li>Public-private partnership</li> <li>Cultural Trail used as marketing strategy by Indiana Visitor's Bureau.</li> <li>Improving safety for all users was one of the project team's goals. In addition to the traffic calming effect the Road Diets provided, the design also included other safety features, such as curb bulb-outs at intersections to reduce crossing distance, chicanes in the bicycle facilities to alert bicyclists of an upcoming intersection, and countdown timers and audible pedestrian signals.</li> </ul>	<ul style="list-style-type: none"> <li>Improved economic development - Using the Cultural Trail as its main marketing strategy, the visitor's bureau sees the trail's influence in downtown revitalization success. Vacant lots are being developed into restaurants and businesses. Local developers have opened several mixed-use, multi-family residential developments. Over \$300 million of new development has been constructed along the route since 2008. While tax assessment data from 2007-2010 from nearby areas decreased by 1.2 percent, the assessed value along the Cultural Trail showed a small increase.<sup>33</sup></li> <li>Significant increase in pedestrian and bicycle traffic in downtown Indianapolis.<sup>33</sup></li> <li>With the project consisting of seven phases and construction lasting almost 6 years, team members felt their commitment to public involvement and engagement throughout was a key component of the project's success. Early in the conceptual phase, the design team held a workshop to present the concept to the stakeholders. The team created a project website with up-to-date progress information and conducted many public meetings throughout the duration of the project.</li> </ul>	<ul style="list-style-type: none"> <li>Road diet connecting to multiuse trail</li> <li>Road diet starting from 5-6 lanes</li> </ul>



<sup>33</sup> [https://safety.fhwa.dot.gov/road\\_diets/case\\_studies/roaddiet\\_cs.pdf](https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf)



Case Study	Key Features <sup>34</sup>	Lessons Learned <sup>34</sup>	Relevance to Wilburton
Division Street, Grand Rapids, MI	<ul style="list-style-type: none"> <li>Road Diet on Division Street, from I-196 to Wealthy Street. The roadway's cross section changed from 4 and 5 vehicle lanes to 3 lanes and a mixture of dedicated bicycle lanes and shared lanes.</li> <li>Although on-street parking already existed prior to the Road Diet, the reconfiguration allowed for additional parking spots.</li> <li>The city conducted two public meetings before this Road Diet was implemented. Officials learned that citizens wanted the opportunity to try the Road Diet for a trial period and reconvene before implementing permanently.</li> </ul>	<p><i>Positive Outcomes</i></p> <ul style="list-style-type: none"> <li><b>Decreased vehicle speeds</b> (-1 to -4 mph)</li> <li><b>Improved livability and quality of life attributes</b></li> <li><b>Increased economic activity</b> – several residential facilities on Division Street that had been unrented for 2 years were rented after the Road Diet. The owner of those housing facilities believes that the bicycle enthusiasts who want to live along the corridor and bike to work have contributed to an overall increase in economic activity in the area.</li> <li><b>Improved bike facilities (bike lanes/shared lanes)</b></li> <li>Reduction in head-on left turn (-38%)*, angle (-17%), and sideswipe crashes (-20%)</li> <li>Increased pedestrian/bicycle flow (+13% PM, +57% off-peak, and -14% AM)</li> <li>Decreased volumes (-18% to -29% north of Wealthy Street)</li> <li>Increased parking</li> </ul> <p><i>Trade-offs</i></p> <ul style="list-style-type: none"> <li>Increased delay</li> <li>Longer travel times (average increase of 19 to 52 seconds through corridor)</li> <li>Longer queues (i.e. Northbound increased from 81 feet before to 180 feet after in the PM)</li> <li>Rear-end crashes nearly tripled after installation</li> <li>Increased emissions (+19.8% AM, +1.1% off-peak, and -5.3% PM)</li> <li>Diversion from the corridor</li> <li>One lesson the city learned from this project was the need to carefully evaluate the potential effects Road Diets could have on the reliability of transit schedules. Before installation, Division Street served as a local transit route. However, the bus company decided to relocate the route to another corridor after the Road Diet because of increased travel times.</li> </ul>	<ul style="list-style-type: none"> <li>An example of a 5 to 3 lane road diet</li> <li>You can do a trial-period road diet and see how it goes. (Based on positive public feedback, the City of Grand Rapids ultimately chose to retain the Road Diet permanently.)</li> </ul>



<sup>34</sup> [https://safety.fhwa.dot.gov/road\\_diets/case\\_studies/roaddiet\\_cs.pdf](https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf)

City of Bellevue  
Wilburton Commercial Area  
Citizen Advisory Committee  
Meeting Minutes

May 4, 2017  
6:00 p.m.

Bellevue City Hall  
Room 1E-112

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

**MEMBERS ABSENT:** Chris Johnson, Lei Wu

**OTHERS PRESENT:** Bradley Calvert - *Department of Planning and Community Development*, John Savo – *NBBJ*, Keith Walzak – *NBBJ*, Melissa Alexander – *NBBJ*, Nate Holland – *NBBJ*, Hannah Keyes – *NBBJ*, Darin Crabill - *NBBJ*

**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 Barksdale.

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

- ❖ **Action Item:** *Mr. McEachran motioned to approve the agenda. The motion was seconded by Ms. Lau Hui. The agenda and amendment were unanimously approved.*

**2. Approval of Meeting Minutes**

Co-chair Barksdale asked if there were any comments regarding the meeting minutes from the May 4<sup>th</sup>, 2017 meeting. There were no comments.

- ❖ **Action Item:** *Mr. Jack made a motion to approve the meeting minutes from the May 4<sup>th</sup>, 2017 meeting. The motion was seconded by Mr. McEachran. The meeting minutes were unanimously approved.*

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

Mr. Renn stated that he attended the May 1<sup>st</sup>, 2017 City Council meeting and made public comment for the future plans of the Wilburton Commercial Area in relationship to the men's homeless shelter. He stated that he wanted to remind Council of the opportunity of the study area when considering the final location for the shelter. Mr. Renn stated that he

wanted them to think about what the Wilburton Commercial Area could become and not what it is today. He stated that the Committee should also consider the location of the shelter and its impact on future development opportunities moving forward.

Mr. Renn also stated that the Environmental Impact Statement for the Energize Eastside project was available for public review and comment. He stated that there would be a public open house and public hearing on May 25<sup>th</sup>, 2017 to continue the discussion on the location of the power lines. Mr. Renn stated that the first option was to run the power lines through East Bellevue, but the Eastside Rail Corridor and 120<sup>th</sup> Avenue NE and through the Wilburton Commercial Area was also an option. He noted the potential negative impacts to the Eastside Rail Corridor to any future urban environment.

Mr. Calvert stated that the road map has been updated and was located at the back of the meeting room. He stated that they wouldn't review the entire road map, but it included the draft vision statement and comments from prior meetings. He stated that additional information would be included following this meeting.

#### **4. Public Comment**

Bill Finkbeiner stated that he owned two parcels in the northeast area of the study area. He stated that he understood the Committee would be continuing the discussion on the location of the core of the neighborhood to inform the draft Environmental Impact Statement (EIS)). He encouraged the Committee to give themselves flexibility and that the study area had a lot of capacity. Mr. Finkbeiner stated that there was a tremendous amount of infrastructure forthcoming and that current considerations by the Committee felt constricting. He stated that whatever is included in the EIS should have flexibility and to think beyond the boundaries.

James Davis stated that he was with the pedestrian advocacy group Feet First. He stated that he was mainly in attendance to observe. Mr. Davis stated they had a program called Sound Access for All to ensure good pedestrian access to all light rail stations.

Gardner Morelli stated that his family had owned real estate on the Eastside for 100 years and that their current property was the Eastridge Corporate Center. He stated that he has seen a lot of change in Bellevue particularly over the past 20 years, with companies planting their roots, and older companies adapting to changing markets. Mr. Morelli stated that high tech companies were fighting for talent and that they are looking to property owners to create room for this talent and for companies so that they can locate and thrive in Bellevue. Mr. Morelli stated that everyone should think big. He stated that the Committee should create a zoning framework that is competitive with other communities and creates opportunities for businesses to incubate and the next great innovators to take root in Bellevue. Mr. Morelli stated that he thought the Committee should focus on creating flexibility and density, citing that the properties on the southern portion of the study area should have a Floor Area Ratio (FAR) of 3.0 to 5.0. He stated that the proximity of these properties to the Eastside Rail Corridor and future light rail stations encouraged moderate infill density for housing and jobs.

Todd Woosley stated that his property was located near the Spring District. He encouraged the Committee to tour the new Sparc apartments that recently opened as an example of what could happen in the Wilburton Commercial Area. He stated that the apartments offered views of Lake Bellevue, Downtown Bellevue, and access to new park facilities. Mr. Woosley provided digital files of the Sparc apartments to Mr. Calvert for distribution to the Committee. He stated that the Committee will ultimately decide which



properties are studied for additional density and which are not, but he felt it would be too early to exclude any properties for consideration of an upzone. Mr. Woosley stated that one of the three alternatives for the Environmental Impact Statement should think big, and always have the opportunity to be scaled back where need be.

Steve Kramer stated that he represented KG Investments and that they were the owners of the auto dealership properties on the east side of 116<sup>th</sup> Avenue NE. He provided handouts that highlighted the subject properties and stated that he felt they were at the center and the heart of the Wilburton Commercial Area given location and future infrastructure such as the Eastside Rail Corridor, NE 6<sup>th</sup> Street extension, and Grand Connection, as well as existing infrastructure such as the interstate interchanges. Mr. Kramer stated that all modes of transportation would converge near their properties. He also stated that it was within the ½ mile walkshed of three East Link light rail stations. Mr. Kramer stated that public open space would be important and that the city owned Lincoln Center property created a unique opportunity for open space. He stated that he believed that was the most practical solution for the site and for a park in the study area, stating that a lid concept for the Grand Connection would be complicated in regards to engineering, cost, time, and permitting. Mr. Kramer stated that the Lincoln Center site was already owned by the city, that it was flat, usable, and ready for change immediately. He stated that he felt it was easy to connect to and would be a project that could happen quickly. Mr. Kramer stated that their property could also come into play quickly, to support a new public open space. Mr. Kramer stated that there was also a lot of opportunity for open space along the trail as well

Arlan Collins stated that he was an architectural consultant for KG Investments and that he had previously been involved in the planning of South Lake Union. He stated that the Wilburton Commercial Area could be Bellevue's South Lake Union. He stated that with single family on three sides of Downtown that it made sense to extend east to the Wilburton Commercial Area. Mr. Collins stated that he felt that current Downtown Bellevue zoning should jump the freeway. He acknowledged that South Lake Union did not fulfill its full potential, with an estimated 7 to 10 million square feet built out with another 6 to 8 million on the way. He stated that Wilburton would need sufficient density to encourage change and that 300' building heights and 6.0 Floor Area Ratio would encourage change, not a 2.0 or 3.0 Floor Area Ratio.

## **5. Committee Discussion**

Mr. Calvert stated that this time was to ask any questions or discuss any of the property owners presentations from the previous meeting if need be. No Committee members had comments or questions regarding the property owners' presentations. Mr. Jack stated that he felt his questions would be addressed in the following agenda items.

## **6. Review of Dot and Diagram Exercises**

Mr. Walzak stated that they wanted to give the Committee an opportunity to review the preference survey information and map exercises from the May Committee meeting, and to work in small groups in the meeting. He stated that they wanted to understand their thoughts on connectivity, the public realm, and urban density. Mr. Walzak stated that collectively this information would develop the three necessary alternatives for the Environmental Impact Statement.

Mr. Walzak stated they wanted to review the responses from the Committee and the property owners and for the Committee to discuss. He stated that they would use the

scenario modeling tool to look at the information in a three dimensional view. Mr. Walzak stated that the Committee would then separate into groups and answer key questions that were provided prior to the meeting, draw new maps, and then report out their ideas to help arrive at land use alternatives in addition to the no action alternative.

Mr. Walzak stated that the initial Committee thoughts were different from the ideas that the property owners provided, but that this would lead to bookend alternatives for the Environmental Impact Statement. These alternatives would then be refined as the Committee moved forward.

Mr. Walzak stated that the dot exercise made certain ideas were made very clear. He stated that smaller blocks were very important in regards to creating walkability, and strongly supported by the CAC and the property owners. Mr. Walzak stated that how the blocks would be broken up is not defined, but it would be a priority. He stated that there was smaller interest in creating connections to the east and west. Mr. Walzak stated he wanted the Committee to think about what was important in that concept, such as connecting to Downtown and the Wilburton neighborhood, or was it more about improving a portion of 116<sup>th</sup> Avenue NE and connecting to Downtown. Mr. Savo stated that the concepts were not independent of one another and that all of them could be pursued. Mr. Walzak stated that the property owners also agreed that breaking up the blocks was defined as important as well. He stated that both the Committee and property owners saw the Eastside Rail Corridor as a very important and defining element.

Mr. Walzak stated that public open space had ideas based on a lid over the interstate, a large public space in the study area, scattered public space, the Eastside Rail Corridor enhanced with parks, and improving the natural systems as an amenity. He stated that the lid over I-405 was most popular amongst the Committee, which departed from the property owners idea of a central public open space in the study area. Mr. Walzak stated that the Eastside Rail Corridor as a public space was also very important.

Ms. Washburn asked if the disparity in opinion between the Committee and the property owners was typical. Mr. Walzak stated that this was a unique scenario because rarely would you see an opportunity such as a public space over the interstate. He stated that it was common for property owners to see the value in public open space. Mr. Savo stated that the Committee was looking at the study through their community lens and that the property owners were bringing their own perspective and expertise and that it is not expected that every scenario would align both groups. He stated this was important because it demonstrated where each group aligned. Mr. Hamlin stated that the property owners likely saw the financial constraints of open space over the interstate, which the Committee may not be doing. Co-chair Barksdale stated that maybe the open space in the study area allowed for density to be built around it, but that not every property was near this potential open space.

Mr. Savo stated that the concept of a lid over the interstate drives interest because it reconnects downtown to the study area and it is creating new property. He stated that it is an expensive endeavor but the Committee was to consider these options. Ms. Kumar stated that it was possible to do a combinations of these, a lid and a park in the study area. Mr. Savo stated that was correct and that even if a lid was pursued, public space should be distributed through the study area. He stated that LEED would require that kind of distribution of public spaces. Mr. Renn stated that open space may not be practical on the north side of the Eastside Rail Corridor because of light rail and its resulting noise. He stated one of the benefits of a lid is that it suppresses the sound of the interstate. Mr. Savo stated that the elevated transit line is an issue that should be considered in the future and

its impact on public space.

Mr. Walzak stated that while all of these issues were important but the Committee was still tasked with focusing on the land use and transportation issues of the Wilburton Commercial Area. He stated that they weren't tasked with deciding the alignment of the Grand Connection. Mr. Calvert stated that it was more important to determine if a larger public open space should be a priority rather than if that space is achieved through a lid or through a park in the study area. Mr. Savo stated that few votes went to the natural systems network, but it is something to still consider because all of the public space options could be overlaid in some form. Mr. Renn stated that he felt it was also important to consider what happens at the entrance of the trail because there is a need for public space and parking to accommodate for the people that would like to visit it. Mr. Calvert stated that they will discuss issues such as parking in the future and that a public open space could be considered at the entrance of the trestle. Mr. Renn stated that ensuring users could get to the trestle would be important.

Mr. Walzak referenced the number of external influences on the study area such as the trestle and Spring District, and that these factors should be considered. Mr. Griswold asked how a lid option would be funded. Mr. Calvert stated that the city was in a visioning stage and that is something that will be evaluated in the future. Co-chair Barksdale stated that the issue was beyond the scope of the Committee.

Mr. Savo referenced the diagrams on the location of the urban center of the study area. He stated that the Committee had the greatest interest in the core spreading to the Eastside Rail Corridor and near the transit station. He stated there was little interest in extending the core to the Spring District. Mr. Savo stated that the property owners were similar in extending the core around the Eastside Rail Corridor and then north. Mr. Walzak stated that there is a subtle shift between the Committee and the property owners. He stated that the property owners extended the density further north on 116<sup>th</sup> Avenue NE. Mr. Pardoe stated that most of the preferences were for the core to be around I-405. He stated that there was a large chunk of land being consumed by the interstate cloverleaf. Mr. Pardoe stated that the configuration was very suburban in nature. He stated he would prefer to see that become a more urban configuration to open land for development or other uses as part of the core. Mr. Savo stated that is something the Committee could raise as an issue. Mr. Calvert stated that in the Urban Land Institute report there was a recommendation for a Single Point Urban Interchange for reference.

Mr. Walzak stated that they converted the Committee's prior maps and were merged into a single diagram. Mr. Savo stated that the scales represented in the transect ranged from single family to development comparable to Downtown Bellevue as options to allocate on their maps. He referenced the difference between the Committee's input and the property owners input. Mr. Savo stated that there was a larger percentage of property owners allocating space equal to the core of Downtown Bellevue than the Committee members. Mr. Pardoe stated that he had attended some of the East Main Committee meetings. He stated that given elevation changes they were able to allow taller buildings. Mr. Renn asked what the height level was at the edge of Downtown Bellevue. Mr. Jack stated it would be important to show the change in height in Downtown as part of the Downtown Livability initiative and full build-out. Mr. Renn stated that buildings comparable to the property owners' concepts for height were not allowed on the edge of Downtown.

Mr. Walzak stated that the study for East Main allowed much greater height and that was important to note in regards to the properties east of I-405. Mr. Pardoe stated that the

general opinion of increased height was not objected to by the residents of his neighborhood (Surrey Downs), because it was just more buildings. Mr. Savo stated that views were typically not protected and that they found many new residents were interested in looking at skylines equally as much as natural elements.

Mr. Savo exhibited a heat map, showing that the Committee wanted the greatest height around the Grand Connection, of buildings of 200' to 250' in height. He referenced the stepped down heights as development moved away from the center of the study area. Mr. Savo stated that they looked at the average results of the Committee and the mode. He stated that the mode was most useful in analysis.

Ms. Alexander stated that the team had been developing a 3-D tool to help visualize the Committee's concepts. She stated that the graphic represented an extremely high assumption based on the possible development potential of every site. Ms. Alexander demonstrated some of the tools available in the scenario modeling such as randomization of development and incorporating layers such as connections, streets, and open space. Ms. Alexander and Mr. Holland provided examples of how the development can be manipulated through different variables that influence the parcels as well as form.

Co-chair Barksdale stated that when you add elements such as setbacks and tower separation they can also influence the layout. Mr. Holland stated that some of those assumptions have already been made in advance of making final decisions, but they did not represent alternatives for those variables.

Mr. Savo explained that the property owners also showed the greatest density near the Grand Connection but at a greater density. He stated that like the Committee, the property owners showed development stepping down as well just at greater heights. Mr. Savo stated that they also embraced the station with density, and that it was possible to have multiple cores.

Co-chair Barksdale asked if there were anomalies in the mean. Ms. Alexander responded that the decision to show the mode helped address anomalies. She referenced graphics that showed each independent transect example and its distribution, citing that the mode helped mitigate the anomalies.

Mr. Savo referenced a third diagram where the NBBJ studio provided their input. He stated that the diagram shouldn't be taken too seriously as the studio had less information than the Committee but they were using their training to see what other concepts may emerge. Mr. Savo stated that there were some similarities such as the density near the Grand Connection, but they also stepped down further near the residential than the Committee of property owners.

Ms. Alexander acknowledged the areas around the wetland and Lake Bellevue and that there were no buildings shown in those areas. She stated that the current development patterns would likely not be allowed again, so by showing the voids it gave the Committee an opportunity to begin thinking about those edges and what could happen along the lake and the wetland. Ms. Alexander stated that they included the Spring District in the model to provide context. Mr. Holland stated that the buildings currently under construction in the Spring District were closer in resemblance to the green blocks being shown in the study area.

Ms. Alexander stated that she and Mr. Holland would join each of the breakout teams to help visualize their concepts. Mr. Holland stated that the tool was to support the



conversation and not become the focal point of it and to answer questions they may have.

Mr. Pardoe stated that the tool showed maximum buildup of the area but not of Downtown. He stated that it may create a false image and jarring. Mr. Savo stated that it did show contrast, but could also highlight opportunities to step development down as well. Mr. Calvert stated that they will include the full Downtown build out in future models.

Mr. Walzak stated they would break into two teams. He provided instructions for the team regarding report out and what they will analyze in the work sessions.

*The Committee broke out into the work sessions at 7:24 p.m.*

*The Committee reconvened at 7:50 p.m.*

## **7. Review, Refine, and Select Potential Land Use Alternatives**

Mr. Jack spoke for the first team and described the location of the urban core tightly placed near the Grand Connection and extending north to the Medical District. He highlighted areas where the development would begin to step down to lower heights and intensities. He stated that the group also believed that development should be lower, 35' to 55' around the wetland and Lake Bellevue. Mr. Jack stated it was an opportunity to preserve open space and future uses. He stated that some density would increase in the southeast corner to complement the future East Main development heights. Mr. Renn stated that there was some discrepancy on the greatest densities in the center amongst the team, and citing some believed in greater height.

Ms. Alexander stated that the next level of the study would be in greater detail and to not take the juxta positioning of densities as a final determination, citing that there could be greater gradient as the Committee begins to move from larger areas to more site specific and district considerations. She stated that the model reflected the diagrams that the Committee members sketched in the work sessions.

Mr. Jack stated that the responses to the questions prompted were:

- Should every part of the study area be upzoned to some degree? – *Yes*
- The property owners, but not the CAC showed Urban Core (B6) in many of the drawings. Should this be applied to any part of the study area? – *Majority yes*
- Should the study area have one primary core or multiple cores? – *Majority said one core*
- The CAC showed no clear preference for one height over another in the northeast corner of the study area. What should the height limit for this area be, and how should the transition between the Spring District and the study area be addressed? – *The group said 70' to 100'*
- The Committee and the property owners showed no clear preference for height around the lake and the wetland. What should the areas adjacent to the lake and the wetland look like? – *The group said 35' to 55' and the creation of open space.*

Co-chair Barksdale asked if the Committee approved extending the meeting to 8:20 p.m. The Committee agreed to extend the meeting.

Mr. Pardoe spoke for the second team. He stated that they felt the core of the study area

should occur in the area immediately around the Grand Connection and then step down. Mr. Pardoe stated that though the height is lower, they did see the area in the northeast corner as a core as well. He stated that the area east of the East Main Station would also be a core to complement the East Main TOD. He stated that it wasn't intended to be a core, but to be more of the heart. Mr. Pardoe stated that the area immediately around of Eastside Rail Corridor should be lower in height and be the heart of the study area, with greater heights on the north side of the ERC.

Mr. Pardoe stated that the areas around the lake and wetland would be lower in height and provide access to the lake and wetland. He stated that the group felt the stream should be daylighted. Mr. Pardoe stated that Bellevue did not have a lot of waterfront access. He stated that many have made reference to South Lake Union but there currently is no access to the water in the Wilburton Commercial Area. Co-chair Barksdale stated that his team agreed with creating access to water.

- Should every part of the study area be upzoned to some degree? – *Yes*
- The property owners, but not the CAC showed Urban Core (B6) in many of the drawings. Should this be applied to any part of the study area? – *No*
- Should the study area have one primary core or multiple cores? – *Multiple cores*
- The CAC showed no clear preference for one height over another in the northeast corner of the study area. What should the height limit for this area be, and how should the transition between the Spring District and the study area be addressed? – *The group said 120' to 160'*
- The Committee and the property owners showed no clear preference for height around the lake and the wetland. What should the areas adjacent to the lake and the wetland look like? – *The group said 35' to 55' and the creation of open space.*

Mr. Walzak stated that there were some consistencies between the two teams which was encouraging. He stated that there was a consistent notion of a core and a series of stepping down of development. Mr. Walzak stated that just because buildings are lower, it doesn't mean it isn't dense. Mr. Pardoe agreed and stated that they still wanted residents and employment in the areas that were lower in height. Mr. Walzak stated that the stepping down showed respect to the neighborhoods around the study area. He noted the difference in the density development pattern around 116<sup>th</sup> Avenue NE and this is something that should be reconciled.

Mr. Walzak stated that this exercise would create the middle alternative for the Environmental Impact Statement. Mr. Pardoe stated that the Committee will want to really consider some of the features such as the lake and transit station, rather than assuming that the streets today would be the defining features and separate areas. Ms. Kumar asked when they could get copies of the images. Mr. Holland stated that they would produce images for Mr. Calvert to distribute. Mr. Walzak stated that it would be included in their next meeting packets. Ms. Washburn asked if the future build out of downtown could be added to the graphics. Mr. Calvert stated that would be included in the next iteration of the model. He also stated that the Committee should look closely at certain areas because of the changes in topography, and if there were key areas Committee members were interested in examining in greater detail they could provide section cuts of the areas of interest. Mr. Pardoe requested that the colors of the exercises and the model be made consistent so that it is clear in future graphics. Ms. Einfalt stated that it would be nice to have the neighborhoods around the study area also included in the model.

## **8. Adjourn**

Co-chair Barksdale adjourned the meeting at 8:17 p.m.