



Date: February 22, 2018
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: March 1, 2018 Citizen Advisory Committee Meeting

Committee Members,

Enclosed you will find your December meeting packet. The meeting is set for Thursday March 1, 2018. We will begin at 6:00 p.m. in Room 1E-108 at Bellevue City Hall. The meeting will be co-chaired by Jeremy Barksdale (Bellevue Planning Commission) and Lei Wu (Bellevue Transportation Commission).

This meeting will primarily focus on answering questions about the Draft Environmental Impact Statement (DEIS). Committee members submitted questions via online in advance of the meeting, and staff will be providing answers and examples of some of the mitigation solutions. We will address the topics that were submitted online first, and then use the balance of the meeting to address any additional questions. Committee members can still submit questions up to the morning of the meeting, if you choose to submit them in advance.

We will have the model available to study impacts such as height and form, as well as potential mitigation solutions. We will also address any public comments that may be received by the time of the meeting. The goal is to begin to use this information to select and refine a preferred alternative. The preferred alternative can be any of the three outlined in the DEIS, or a refined version that falls within the context of the No Action Alternative and Alternative 2.

Note that there is a Public Hearing scheduled from 4:30 to 6:30 pm on February 28, 2018 at Bellevue City Hall in the City Council Chambers. The Public Hearing will provide an opportunity as an open house for the Wilburton Commercial Area study, as well as an opportunity for the public to provide oral and written comments in response to the DEIS. Committee members are welcome to attend and could be a good opportunity to ask questions prior to the meeting for discussion purposes. We will also have a virtual reality station that will allow attendees to better understand some of the aesthetic impacts of the alternatives. This will provide a new means to view the impacts that may be more helpful than static images. Committee members are not required to attend the Public Hearing, but many of you may find it to be useful if you would like to ask questions in a smaller setting or desire additional information prior to the meeting.

Prior to the DEIS discussion the Committee will take one more look at the affordable housing principles and strategies and adopt a final version. An updated draft has been included in the packet for your review prior to the meeting, addressing the comments and questions from the February 1, 2018 meeting.

Included with this letter are the following meeting packet materials:

- Affordable Housing Recommendations
- Presentation from the February 1, 2018 Meeting
- Meeting Minutes from the December 7, 2017 Meeting
- Meeting Minutes from the February 1, 2018 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, March 1, 2018

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 December 7, 2017 and February 1, 2018 meeting

(Motion to approve)

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

4. Public Comment

Limit to 3 minutes per person

6:20 p.m.

5. Adoption of Affordable Housing Principles and Strategies

Committee will adopt the final version of the affordable housing principles and strategies.

(Motion to adopt)

6:40 p.m.

6. Draft Environmental Impact Statement Discussion

Staff will address questions from the Committee regarding the alternatives of the Draft Environmental Impact Statement. The Committee will discuss the alternatives, key decisions, and begin the process of selecting and refining a preferred alternative.

8:00 p.m.

7. Adjourn

*Agenda times
are approximate*

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



MEMORANDUM

To: Wilburton CAC Members

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

Date: REVISED February 22, 2018

Subject: Revised Draft Policy Statements on Affordable Housing

The following draft policy statements are intended to capture the CAC's discussion on December 7, 2017. These statements will be refined based on additional comments from the CAC prior to the February meeting.

GENERAL:

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

1. Create affordable housing that helps address the anticipated needs in Bellevue and in particular, the needs of those that live or work in the study area.
2. Create affordable housing that is an integrated component of the neighborhood.
3. Encourage a mixture of rental and ownership housing opportunities such as attached residential types (e.g. townhouses, condominiums), and amenities that provide affordable options targeted to the needs of different demographic and socio-economic groups including, but not limited to, low-income seniors, single parent families, ethnicities, abilities, first time buyers and residents seeking to downsize.
4. Establish culturally-relevant amenities that foster deep inclusion across communities of difference living in affordable housing to minimize diversity segregation.

LAND USE:

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

5. Land use regulations should encourage the development of a range of multi-family unit sizes and affordability levels. Approaches could include:
 - a. allowing the use of floor-area-ratio standards rather than dwelling units per acre;

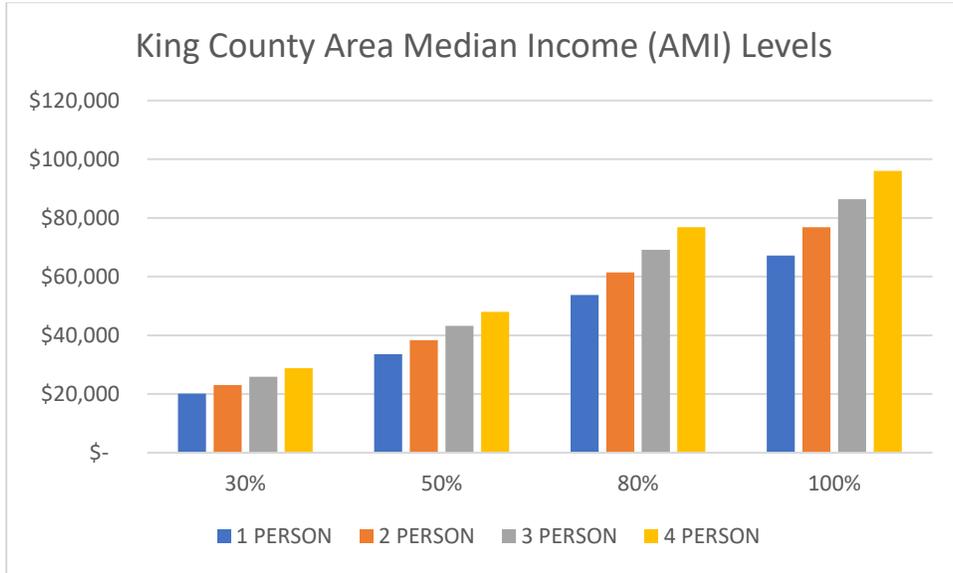
- b. reducing required parking ratios for micro apartments (self-contained living units less than 400 square feet) located within the 10-minute walkshed of light rail stations;
- c. establishing a policy framework for creating a bonus/incentive system (similar to BelRed), including:
 - affordable housing as the initial and primary public benefit;
 - using density bonuses to strongly incentivize housing affordable to people earning 80% or less of area median income;
 - prioritizing the construction of affordable units within market rate housing developments over forms of alternative compliance such as in-lieu fees.
 - Culturally-relevant amenities that foster deep inclusion across communities of difference living in affordable housing such as; culturally relevant and inclusive markets, interactive and culturally relevant art installations; services that meet the needs of diverse groups of people or those underrepresented (ex. El Centro de la Raza – Seattle), amenities that encourage social gathering of diverse groups of people in public places (art, fire pits, culturally significant games and performances).

LEVERAGE PUBLIC RESOURCES:

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

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

Income Level Targets





WILBURTON COMMERCIAL AREA

CITIZEN ADVISORY COMMITTEE MEETING #12

February 1st, 2018

6:00 – 8:00 pm

TONIGHT'S MEETING

- Vision Report Transmittal Letter
- Affordable Housing Principles
 - Final Review and Adoption
- Draft Environmental Impact Statement
 - Process
 - Review
 - Selection and Refinement

VISION TRANSMITTAL LETTER

AFFORDABLE HOUSING PRINCIPLES

DRAFT ENVIRONMENTAL IMPACT STATEMENT

PURPOSE

- Serves as an information document designed for City, public, and other agencies
- Required by State Environmental Policy Act RCW 43.21
- Provides environmental information about alternatives to be considered in the decision making process
- What it is not
 - Does not fully address the Grand Connection
 - Does not establish an opportunity to select a preferred Grand Connection crossing alternative
 - It doesn't not evaluate on a project or site specific level

WHAT IT IS NOT

- The EIS is not “the plan” – the EIS helps the City review and develop its proposals
 - Policies and codes
- It is not site specific.
 - Areawide
 - Cumulative in nature
- It is not the only environmental review for the area.
 - Future development projects would undergo SEPA review
 - Will make use of the EIS

DEIS CHAPTER OVERVIEW

- Chapter 1 – Summary
- Chapter 2 – Alternatives
- Chapter 3 – Affected Environment
 - Chapter 3-1 – Geology and Soils
 - Chapter 3-2 – Air Quality
 - Chapter 3-3 – Water Resources
 - Chapter 3-4 – Ecosystems
 - Chapter 3-5 – Land Use
 - Chapter 3-6 – Economic Activity
 - Chapter 3-7 – Neighborhoods and Population
 - Chapter 3-8 – Aesthetics
 - Chapter 3-9 – Transportation
 - Chapter 3-10 – Noise
 - Chapter 3-11 – Energy
 - Chapter 3-12 – Environmental Health
 - Chapter 3-13 – Public Services and Utilities
- Appendices

TRANSPORTATION

- MMLoS Recap - Metrics
- EIS Transportation Alternatives
- What are the improvements
- What are the adverse impacts
- What are strategies for mitigation
- Overall Mobility Performance

MMLOS RECAP – METRICS FOR ANALYSIS

MODE	METRIC
VEHICLE	Volume/Capacity at System Intersections
	Typical Urban Travel Speed along Arterials
PEDESTRIAN	Width of Sidewalk plus Landscape Buffer
	Pedestrian Comfort, Access and Safety at Intersections, Crossing Frequency
BICYCLE	Level of Traffic Stress along Corridors
	Level of Traffic Stress at Intersections
TRANSIT	Passenger Comfort, Access and Safety at Transit Stops
	Transit Travel Speed along Frequent Transit Network Corridors



Level-of-Service in Bellevue
 Toward a Multimodal Approach to Mobility

EIS TRANSPORTATION ALTERNATIVES

LOCATION	NO ACTION ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2
NE 6th St Extension	<ul style="list-style-type: none"> To 120th To 116th 	<ul style="list-style-type: none"> To 120th 	<ul style="list-style-type: none"> To 120th To 116th
NE 4th St/ERC	<ul style="list-style-type: none"> At grade 	<ul style="list-style-type: none"> At grade 	<ul style="list-style-type: none"> At grade
NE 8th St/ERC	<ul style="list-style-type: none"> Overcrossing 	<ul style="list-style-type: none"> Overcrossing 	<ul style="list-style-type: none"> Overcrossing At grade crossing
116th Ave NE	<ul style="list-style-type: none"> No changes 	<ul style="list-style-type: none"> 5 lanes with buffered bike lanes 	<ul style="list-style-type: none"> 5 lanes with buffered bike lanes
Throughout Study Area: New Street Grid	<ul style="list-style-type: none"> No changes 	<ul style="list-style-type: none"> See Exhibit 3.9-20 	<ul style="list-style-type: none"> See Exhibit 3.9-20

MOBILITY IMPROVEMENTS

Action Alternatives 1 and 2 yield improvements through public investments and redevelopment

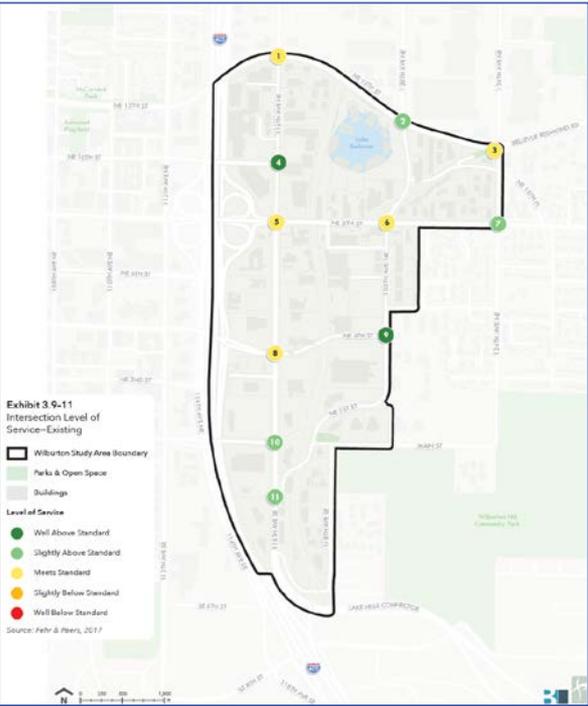
- Pedestrians
 - Sidewalk and landscape buffer
 - Intersection improvements and arterial crossings
- Bicyclists
 - 116th Ave NE buffered bike lanes
- Transit
 - Transit stop amenities

ADVERSE IMPACTS TO TRAFFIC

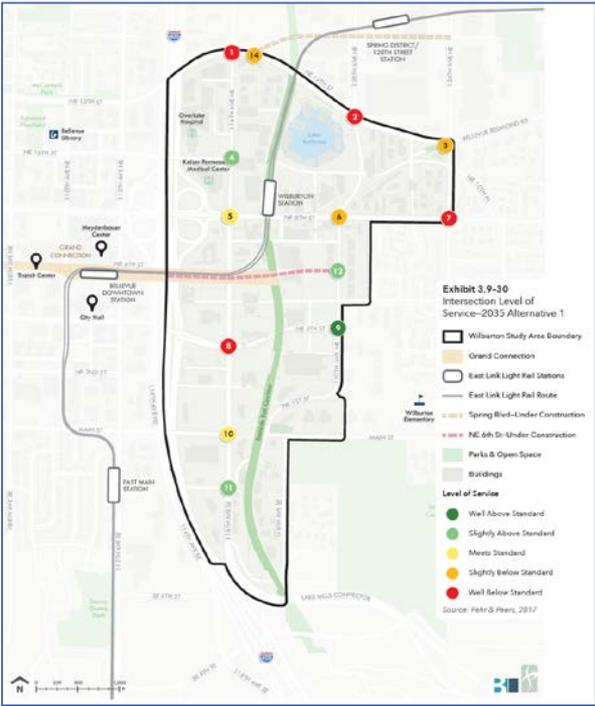
No Action and Action Alternatives have forecasted traffic impacts for 2035

- Vehicle LOS – Average volume/capacity and delay exceed standard
- Corridor Travel Speed – Falls below threshold

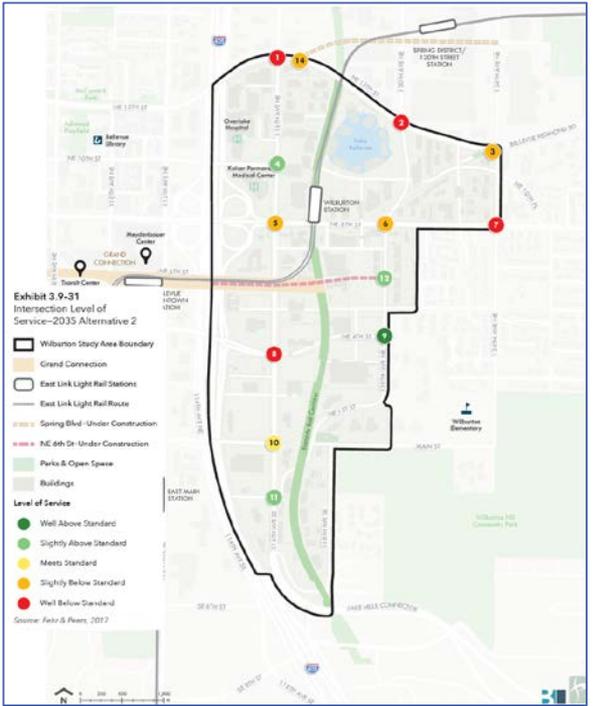
2035 FORECAST VEHICLE LEVEL OF SERVICE



NO ACTION



ALTERNATIVE 1



ALTERNATIVE 2

STRATEGIES TO ADDRESS TRAFFIC IMPACTS

Options to Attain Standard for V/C and Delay

- Increase Capacity at System Intersections
 - Dual left turn lanes and Dedicated right turn lanes
- Increase Capacity at Non-System Intersections
- Change Vehicle LOS for Wilburton MMA
 - V/C to match Downtown and BelRed (Policy TR-29)
 - Community goals for land use, livability and urban design
 - Strong emphasis on transit walking, bicycling and other mobility options
- New street grid
 - Provides travel options

MOBILITY PERFORMANCE EVALUATION

PERFORMANCE MEASURE	NO ACTION ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2
Connectivity index and map	●	▲	▲
Access to services (parks, schools etc.)	▼	▲	▲
Multimodal level of service performance measures	▼	●	●
Increase in walk and bike trips	▼	●	▲

 *Strong Emphasis*
  *Moderate Emphasis*
  *Weak Emphasis*

AESTHETICS



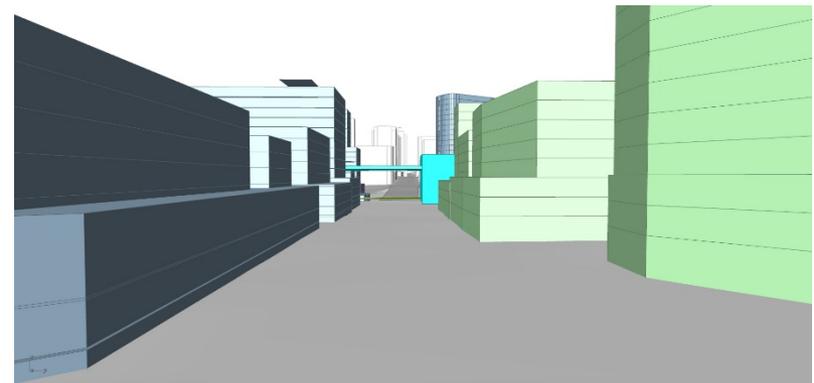
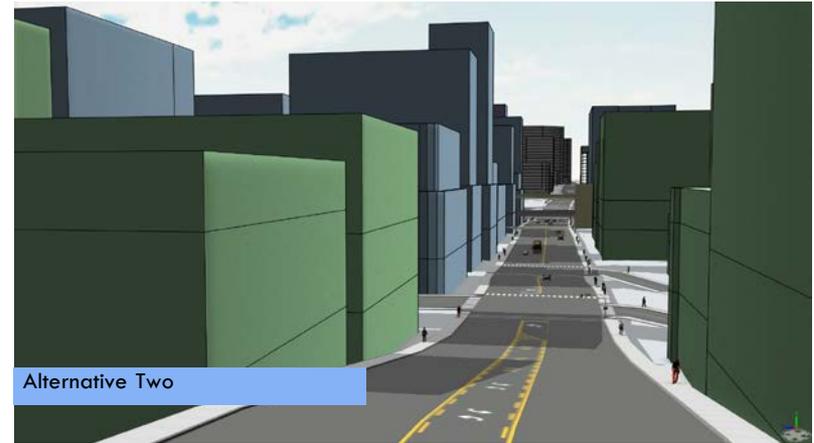
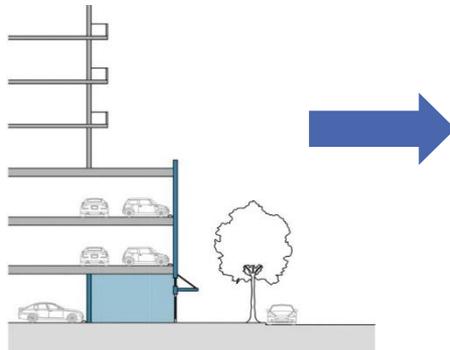
Existing Conditions

- Does not simulate everything
 - Vegetation
 - Urban Amenities
 - Building design (guidelines/stepbacks, etc.)
- Consider mitigation strategies outlined in the detailed chapter (3.8 - Aesthetics)



AESTHETICS

- What design principles could improve the action alternatives
 - Podium heights
 - Tower stepbacks
 - Building mass
 - Streetscape design
- Refer to the prior principles as mitigation, or amend the design principles for new mitigation opportunities



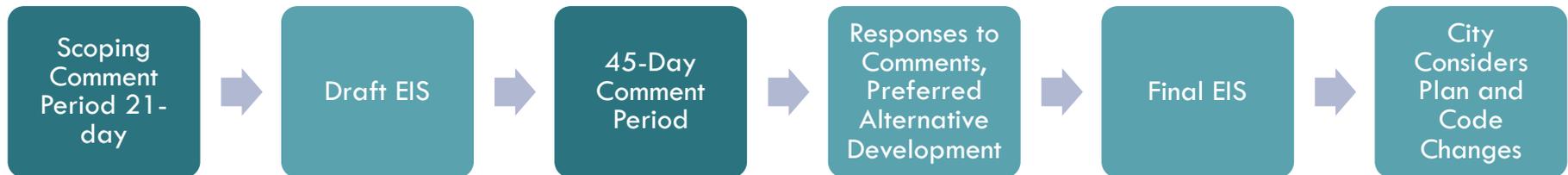
ENVIRONMENT

- How could the study area be improved by development?
 - Mitigation strategies (streetscape standards, sustainability standards, natural system enhancements)
- Improvement to natural systems
 - No change in the future, or apply mitigation strategies that improve conditions with development
- What negative impacts could occur from additional development?



EIS PROCESS

- Scoping Comment Period – April 2017
- Draft EIS Comment Period – February 1 – March 19, 2018



HOW TO COMMENT

- Written comments between February 1 and March 19

- By email to: bcalvert@bellevuewa.gov

- By letter to:

City of Bellevue

Department of Planning & Community Development

Attn: Bradley Calvert

450 110th Avenue NE

Bellevue, WA 98004

CAC Members

Please provide
questions before the
March Meeting

- Public Hearing

- City of Bellevue Environmental Coordinator

- February 28, 2018 starting at 4:30 pm, Bellevue City Hall

WHAT WILL WE DO WITH COMMENTS?

- Prepare responses to comments and publish in Final EIS
- Make corrections and updates to Draft EIS
- Committee will be presented comments to consider in their refinement and selection of a preferred alternative

SELECTING AND REFINING AN ALTERNATIVE

- The Draft EIS alternatives test a range of:
 - Growth
 - Land Use
 - Height
 - Multimodal transportation investments
 - Public spaces
 - Impacts of the Grand Connection
- Defining a Preferred Alternative can
 - Help the City create amendments to the City's Comprehensive Plan, Land Use Code, and Zoning Map
 - Understand future civic and infrastructure investments

- The CAC can recommend a Preferred Alternative:
 - an existing alternative, or
 - one that mixes and matches elements of Draft EIS alternatives, or
 - something in the range of alternatives
- The Preferred Alternative can include EIS mitigation, e.g. add policies or code options

SELECTING AND REFINING AN ALTERNATIVE



QUESTIONS?

City of Bellevue
Wilburton Commercial Area
Citizen Advisory Committee
Meeting Minutes

December 4, 2017
6:00 p.m.

Bellevue City Hall
Room 1E-108

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

MEMBERS ABSENT: Jeremy Barksdale

OTHERS PRESENT: Bradley Calvert - *Department of Planning and Community Development*, Michael Kattermann- *Department of Planning and Community Development*, Arthur Sullivan – *A Regional Coalition for Housing*, Joshua Heim – *Arts Program Manager*

RECORDING SECRETARY: Audio Recording, transcribed by Bradley Calvert

1. Call to Order and Approval of Agenda

The meeting was called to order at 6:03 p.m. by Co-chair Wu.

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

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

2. Approval of Meeting Minutes

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

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

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

Ms. Kumar stated that the Parks and Community Services Board had actively discussed the Wilburton Commercial Area project and the Grand Connection. She stated that the board was particularly interested in ensuring that opportunities for parks and open space were secured as part of both of the projects and that the Board would remain engaged to provide their input. Ms. Kumar stated that the Board also believed that the city-owned

Lincoln Center parcel could present a unique opportunity to establish open space for the Wilburton Commercial Area. She stated that the Board supported a network of open spaces that provided abundant access as well as speaking to the city's history and heritage, including cultural diversity and inclusion.

4. Public Comment

Todd Woosley stated that he did not support the draft principle regarding the use of the city-owned parcel on 120th Avenue NE for the use of affordable housing, and the specificity of the sites declared in the principles. He stated that he was the former owner of this parcel, prior to its acquisition by the City in order to develop the 120th Avenue NE improvements. Mr. Woosley stated that the City had committed to allowing him to reacquire the property in the future and that it was integral to his future development plans. He stated that he had already invested years in design and planning for future opportunities and that the use for affordable housing was not compatible with his future plans. Mr. Woosley encouraged the Committee to reconsider the principle and preserve future development opportunities. He also stated that he had requested from the city to receive the meeting packets via email in advance of the meeting and that the request had not been fulfilled.

Steve Kramer stated that he represented KG Investment properties. He stated that he believed that the Lincoln Center site provided a unique opportunity to serve as a public or civic use for the Wilburton Commercial Area. He referenced a number of graphics that illustrated the site as a central public space, and landing location for the future Grand Connection. Mr. Kramer stated that other civic uses could exist on the parcel in addition to open space. He stated that the rendering depicted smaller buildings, along with the park, and that they could serve as public uses such as a recreation center, aquatic center, or market. He asked that the Committee keep these elements in mind for their exercise later in the evening as they approached opportunities regarding the Lincoln Center site.

Bill Finkbeiner stated that he appreciated the Committee's work to date, their commitment to making the Wilburton Commercial Area a special place, and watching the process evolve. He stated that he agreed that the study area needed a large open space, and that it was supportive of the Eastside Rail Corridor. He stated that he agreed with Mr. Woosley in that the Committee should avoid being too specific in their statement regarding using the city-owned parcel on 120th Avenue NE for affordable housing. Mr. Finkbeiner stated that affordable housing could be best addressed by creating development opportunities to increase the supply, rather than the creation of affordable housing through city led initiatives. He stated that flexibility should be preserved for the site and that the size of the site did not lend itself to efficient use of affordable housing. Mr. Finkbeiner stated that he also had the idea that the streetscapes could be used for urban agriculture and should be explored by the Committee.

5. Design / Affordable Housing – Recommendation Statements and Action

Mr. Calvert stated that following the presentations and discussions regarding affordable housing, staff had developed a number of principles regarding affordable housing. He stated that Arthur Sullivan from A Regional Coalition for Housing (ARCH) and Michael Kattermann, from the City of Bellevue, were present to walk them through some of the principles and help them refine.

Mr. Kattermann stated that based on prior discussions the strategies and principles were developed and related to concepts such as policies, incentives, micro-housing near transit

stations, amenities, and parking. He stated that the principles were placed into three categories including; general, regulatory, and non-regulatory. Mr. Kattermann stated that he wanted the Committee to first discuss the general policies.

Co-chair Wu stated that she supported the principles and policies as she felt that he would assist in creating successful outcomes for the study area. Mr. Johnson stated that it could be important to understand what the policy tradeoffs may be. He stated this could relate to the pursuit of particular affordability levels as well as impacts to the floor-area-ratio (FAR) of future developments. Mr. Kattermann stated that FAR incentives to boost density in exchange for affordable housing is one of the strategies defined by the Technical Advisory Group (TAG). He stated that rather than focusing on just a number of units allowed on a site, the FAR incentive focused on total square footage allowing flexibility in the types of affordable units that could be produced in a particular development. Mr. Sullivan stated that by focusing on FAR rather than unit count, it would not discourage the creation of smaller affordable units. He stated this allowed for smaller households to also have access to affordable units, though it remained important to have a diverse stock, including larger units as well.

Mr. Renn stated that it was also important to have affordable housing that was for purchase as well. Mr. Sullivan responded that was consistent with the last strategy as part of the “general” section, to encourage the creation of condominiums. He stated that condominiums tended to be less expensive than single-family homes, and provided an opportunity for lower and moderate-income households to enter the ownership market.

Mr. Renn asked how the units would remain affordable if the owners decided to sell their units at a time when the market was increasing in price. Mr. Sullivan stated that if the affordability is not maintained in perpetuity that could be a challenge, but also stated that in some developments there are mechanisms that require the housing to remain affordable.

Mr. Renn stated that he had concern regarding micro-units or other smaller sized affordable units, and the impacts to on-street parking to adjacent neighborhoods. He asked how could it be controlled if the units are intended to be for residents without cars, but then ultimately acquire an automobile while living in a reduced parking development. Mr. Kattermann responded that based on typical experiences, smaller units near transit locations diminished demand for automobile ownership. Co-chair Wu stated that this was also an opportunity to create housing choices that did not require such a high demand on personal automobile ownership, consistent with the Committee’s vision of walkable urban neighborhood.

Mr. Pardoe referenced the map included in the meeting packet that showed the locations of affordable housing in Bellevue, and stated that he didn’t know there were that many properties that included affordable housing. Mr. Sullivan stated that the map did not mean that all units for a particular location were all affordable. Co-chair Wu asked how those affordable units were created. Mr. Kattermann responded that the units were created by regulatory and non-regulatory measures.

Mr. Kattermann stated that programs such as the FAR incentive system in places like Downtown and BelRed were not applicable city wide. He stated that one of the Committee’s decisions would be whether to expand the Multi-Family Tax Exemption (MFTE) boundary, as that served as another mechanism to provide affordable housing in ways that incentive based systems may not always be applicable. He stated that currently the Wilburton Commercial Area was only partially included in the MFTE boundary and

that the Committee could recommend to include the entire study area as eligible for the MFTE program. The Committee agreed that the boundary should be expanded to include all of the Wilburton Commercial Area.

Mr. Hamlin asked if the priority referenced during the public comment period of using the city-owned property on 120th Avenue NE for affordable housing would make sense for the use of affordable housing, given its limited size. He stated that it also seemed very specific to select particular properties by address, in the event that other opportunities also developed in the future. Mr. Hamlin asked if the addresses could be removed from the principles and only referred to as “city-owned properties.” Mr. Sullivan responded that the change could be made. Mr. Pardoe agreed that the statement should be made more general. Ms. Kumar stated that if there weren’t other additionally city-owned properties then it wouldn’t be necessary to change it. Mr. Hamlin responded that it could leave flexibility if other properties did become relevant in the future. Mr. Sullivan stated that they attempted to start very specific with the policy statements and then let the Committee make decisions from that point.

Mr. Johnson stated that he believed it was important leave flexibility. He stated that in observing other policies, flexibility would provide the opportunity to go back and assess whether policies were effective and if any changes needed to be made.

Mr. Kattermann stated that there was one more key decision that would have to be made, regarding the MFTE. He stated that the Committee had two options, the first would be to expand the MFTE boundary to include all of the Wilburton Commercial Area while leaving the opportunity to combine with a future land use incentive program, and the second option was to leave the MFTE program as is and not allow to combine.

Ms. Kumar asked how the combination would work. Mr. Sullivan explained that if developers were allowed to pursue the MFTE program as well as an incentive program, it could lead to less affordable units per project, but it could lead to a greater range in income levels for the units. Mr. Johnson stated that affordable housing is a Council Principle to the project, and consistent with the affordable housing technical advisory group, he wanted to see a broader and more flexible application of affordable housing policies, such as combining opportunities.

Mr. Kattermann stated that they would edit the policy statements and they would be returned to the Committee for final adoption.

Mr. Calvert stated that they also wanted to conduct a final adoption of the design principles. Ms. Washburn asked if these were final. Mr. Calvert stated that adoption of the design principles did not preclude amending them at a later date in light of new information or concepts.

Ms. Kumar asked if the statements addressed the different segments of the Eastside Rail Corridor. Mr. Calvert responded that there were several statements that considered the trail in different segments and recognized that each segment may have a different character or level of activity. Ms. Kumar stated that wayfinding should be included as a principle for public spaces and streets. Mr. Calvert stated that wayfinding could be added as a principle.

Mr. Johnson stated that he had concern about the statement of physical separation for streets and streetscapes, in that he believed it was stating that all streets should have physical separation for cyclists. Ms. Washburn stated that she believed they should be

aspirational in improving conditions for cyclists and pedestrians. Mr. Pardoe stated that he agreed with Mr. Johnson and that it may not be appropriate for all streets, if the statement was intended to be applied to the entire study area.

Co-chair Wu stated that there were several ways that cyclists could be separated and that the means in which they could be separated offered flexibility as well, therefore physical separation was appropriate. Mr. Pardoe stated that safety should be the top priority rather than focusing on just separating each mode. He stated that he believed it would be up to city staff to develop the best policies and plans that were most suitable to each street, and that their statement of safety as a priority should provide sufficient direction. Mr. Calvert stated that the term “physical separation” could be changed to “safety” in order to recognize that flexibility in each street may be needed and that safety of all modes of transportation is the most important factor. A majority of the Committee agreed to change the statement to “safety” over “physical separation.

Mr. Calvert stated that the design principles would assist staff in developing design and development guidelines as part of the Land Use Code updates that would follow the Citizen Advisory Committee vision. He referenced a sample graphic from the Downtown Livability design guidelines to highlight how the design principles could influence building form, and the development of public spaces and urban amenities.

6. Innovation and Culture Strategies – Lincoln Center

Mr. Calvert stated that the exercise was to further explore some of the ideas around innovation and culture and making the study area unique consistent with the original vision statement. He introduced Joshua Heim, Arts Program Manager, who was going to assist with the Committee defining what could make the study area unique.

Mr. Heim stated that Bellevue was on par with some of the most creative economy cities in the country. He referenced a chart that showed how the creative jobs were growing at a much faster pace than all other sectors in Bellevue. Mr. Heim stated that a cultural hub is a collection of creative industries and occupations, supported by creative enterprises and values. He stated that some of the characteristics of a cultural or creative hub included a clustering of likeminded industries and professionals, a deep talent pool, networks for businesses and their supporting supply chains, cultural amenities that provide character and context, and secondary services that are supportive of the creative economy in regards to business, entertainment, and culture.

Mr. Heim stated that a cultural hub can be a place that is a magnet for businesses. He stated that it could also become a regional destination, or a center for the entire city or a specific neighborhood, depending on the desired scale of impact. Mr. Heim stated that establishing an identity to a cultural hub is key. He stated that can come from a specific mission, the development of a unique place, or through governing policies that could establish a trajectory. He also stated that a catalyst initiative or project could lead to the creative of a cultural hub, and that the Committee would focus on the catalyst element for the meeting.

Mr. Calvert stated that they would conduct an exercise that would focus on a large catalyst move, the development of supportive strategies and identities to the catalyst, and smaller strategies that could be applied to a single district that reinforce the identity of a cultural hub. Mr. Heim stated that the Committee would be provided with a series of examples to choose from as precedents to establish a desired cultural identity for the study area. The precedents and categories included:

Creative Industry

- A creative incubator focused on supporting and cultivating creative industries.
- A business or retail incubator that focused on the growth of small local creative industries.

Cultural Destination

- A regional center for the arts that focused on the exhibition and creation of art.
- A regional market and event space that focused on creating a market place for small local industries while creating a creative artistic environment through performance, recreation, and the creation of art.

Community

- A community innovation facility or museum that focused on exhibiting the work of prominent local industries while supporting the growth of smaller supporting industries. This would include elements of education, and could be focused on a particular demographic, such as children.
- A community artist and creative space that focuses on local artists and an emphasis on making and creating, and less on exhibiting.

Mr. Heim referenced a graphic that showed how smaller supporting strategies such as public art, cultural spaces, and natural heritage features can support the larger goal within a cultural resource framework. He stated that when all of these elements are brought together, a cultural resource framework can establish the larger identity and trajectory of the community or neighborhood. Mr. Heim referenced a map from the city's Creative Edge study that illustrated the location of existing cultural resources, and highlighted that the Wilburton Commercial Area is largely devoid of cultural resources.

Mr. Calvert stated that a number of existing resources and assets in the area could be considered as they mapped their preferred cultural identity. He stated that these resources included:

- The Global Innovation Exchange
- The future REI corporate headquarters
- The existing Medical District
- The future elementary school
- The context of Downtown
- The future Grand Connection
- The future Eastside Rail Corridor
- The future East Link light rail station

Mr. Calvert stated that as part of the exercise they would be choosing from a series of precedents to establish the cultural identity. He stated that the goal was not a wish list of the specific precedent, but rather to focus on the intent of the precedent and how it could be applied to the Wilburton Commercial Area. Mr. Calvert also stated that the Committee should consider how their choices relate to the existing vision statement or lead to refinements of the vision statement.

Mr. Calvert stated that the Committee should make selections from the precedents with intentionality. He stated that each team should consider what it is they desire the identity of the study area to be, and to consider whether their selections will lead them to that identity. Mr. Calvert stated that the teams could also recommend strategies that they do not see as options. He provided instructions to the Committee to separate into teams.

- *The Committee separated into the team exercise at 7:40 pm and reconvened at 7:55 pm.*

Mr. Calvert stated that they would use the information from the exercise to understand the cultural identity the Committee wished to see from the study area and that each of their selections had been coded to fall into three categories; creativity and innovation, art and culture, and local community needs. He stated that the results of the exercise would also lead to the ability to better understand how the City should leverage existing assets, and what the Committee emphasized as important so to establish an incentive system that would speak to that identity. Mr. Calvert stated that it could also reveal other opportunities where the city can be engaged in advancing the vision.

Mr. Calvert stated that in the next steps, staff would identify the top priorities that emerged from the exercise and that they would return with a series of recommendations for review and adoption by the Committee. He stated that the Committee would also reevaluate the vision statement to see if any changes would need to be made.

7. Adjourn

Co-chair Wu adjourned the meeting at 8:04 p.m.

City of Bellevue
Wilburton Commercial Area
Citizen Advisory Committee
Meeting Minutes

February 1, 2018
6:00 p.m.

Bellevue City Hall
Room 1E-108

MEMBERS PRESENT: Jeremy Barksdale, Sarah Chong, Shari Einfalt, Glen Griswold, Jay Hamlin, Debra Kumar, James McEachran, Daniel Renn, Don Weintraub, Lei Wu

MEMBERS ABSENT: Matt Jack, Chris Johnson, Maria Lau Hui, Andrew Pardoe, Alison Washburn

OTHERS PRESENT: Bradley Calvert - *Department of Planning and Community Development*, Kevin McDonald– *City of Bellevue*, Lisa Grueter – *BERK Consulting*

RECORDING SECRETARY: Audio Recording, transcribed by Bradley Calvert

1. Call to Order and Approval of Agenda

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

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

- **Action Item:** *Mr. Hamlin motioned to approve the agenda. The motion was seconded by Co-chair Wu. The agenda was unanimously approved.*

2. Approval of Meeting Minutes

Meeting minutes were not available for the December meeting, and will be provided in advance of the March meeting.

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

There were no updates regarding Boards, Commissions, Stakeholders, Public, and Meeting Updates.

4. Public Comment

T.J. Woosley stated that he was part owner of the Brierwood Center. He stated that he had comments regarding the draft transmittal letter and the overall vision. Mr. Woosley stated that he had concerns about the portion of the letter that targeted specific demographics. He stated he believed it was in direct contradiction with creating flexible policies for the study area. Mr. Woosley stated that he believed it would create a disincentive for development. He stated that they still wanted to pursue transit-oriented development height and densities for their property. Mr. Woosley stated that the

proximity to the two light rail stations and the Eastside Rail Corridor made sense for transit-oriented development. He stated that he appreciated the desire for a multi-modal transportation system but that the demand for vehicular capacity was still needed. Mr. Woosley stated that any reduction in capacity would not be beneficial to the study area. He stated that increased delay in traffic could disincentive development. Mr. Woosley stated that they desired the CAC to take a practical, market driven approach to the Wilburton Commercial Area vision.

5. Transmittal Letter Discussion

Co-chair Barksdale stated that he didn't want the Committee to go through the draft letter item by item but wanted to open a discussion around some of the concepts illustrated. Co-chair Barksdale stated that he wanted to open up a conversation for the draft letter. Mr. Renn stated that he would still like to see an overcrossing and an at grade crossing with a median at the Eastside Rail Corridor and NE 8th Street. He stated that he believed that the existing elevation of the Eastside Rail Corridor at NE 4th Street already created an opportunity for an overcrossing as well. Mr. Hamlin asked if this letter were to represent some of the final decisions. Mr. Calvert responded that the letter developed by the co-chairs was just a draft to continue the conversation as they move towards final decision regarding the overall vision for the Wilburton Commercial Area. He stated that in the case of the Eastside Rail Corridor crossing at NE 8th Street, both options were considered as part of the alternatives. Mr. Hamlin stated that he agreed with the public comment from Mr. Woosley earlier that the vision should not focus in on a particular demographic. Mr. Calvert stated that a document that could be edited would be sent out to the Committee to make edits. Co-chair Wu asked if differing opinions would be expressed in the vision document. Mr. Calvert stated that unless there was a unanimous position on a particular vision element, other comments and considerations would also be included as part of the vision.

6. Affordable Housing Principles Adoption

Mr. Calvert stated that the final adopted version of the design principles had been included in their packet. He stated that they could be amended as they refined and selected a preferred alternative. Mr. Calvert stated that an updated version of the affordable housing principles and policies had been provided in their packet for review. He stated that the edits were based on the last meeting's conversation. Mr. Calvert stated that he wanted to see if there were additional edits to the principles. He stated a few comments had been received about expressing cultural diversity, as well as the inclusion of particular income levels that could be targeted as a priority for affordable housing.

Mr. McEachran stated that it would be useful to include a chart or diagram that illustrated the targeted income levels for affordable housing for reference and definition. Mr. Calvert stated that an income level chart could be incorporated into the principles.

Mr. Hamlin asked if there were examples of amenities that focus on a particular demographic. Co-chair Wu responded that there could be elements such as a cultural center that could speak to minority populations. Mr. Hamlin asked if examples could be included as part of the principle statement. Mr. Calvert stated that examples could be provided and incorporated into the statements. Co-chair Barksdale stated that the edits could be made and that they could return to the topic at the next meeting for adoption.

7. Overview of Draft Environmental Impact Statement

Mr. Calvert stated that on February 1, 2018 the City released the Draft Environmental Impact Statement (DEIS) for the Wilburton Commercial Area, based on the visions developed during the CAC process. He stated that he was joined by Kevin McDonald from the City of Bellevue and Lisa Grueter from BERK Consulting.

Mr. Calvert stated that the goal of the DEIS was to assist in identifying the impacts and consequences of many of the decisions and ideas that they have considered throughout the process. He stated that during the meeting they wanted to discuss the purpose of the document and what are the next steps in order to identify a preferred alternative.

Ms. Grueter stated that the DEIS is one of the requirements of the State Environmental Policy Act and that the analysis was conducted in an integrated way as part of the CAC process. She stated that it provides environmental information about the alternatives that will be considered in the future decision making process by the city. Ms. Grueter stated that the DEIS is not a document that fully addresses or identifies a preferred alternative for the Grand Connection. She stated that it also does not address the study area in a project or site specific manner.

Ms. Grueter stated that the DEIS is not the plan for the Wilburton Commercial Area, but rather it helps the city review and develop concepts for policies and codes that will shape the future vision. She stated that the analysis is cumulative in nature and addresses the entire study area. Ms. Grueter stated that future developments under changes to codes would also undergo their own SEPA review, referencing the Wilburton Commercial Area Environmental Impact Statement.

Mr. McEachran asked if the DEIS was to make the decision of the preferred alternative and define the Committee's vision. Mr. Calvert responded that the DEIS was a tool to assist the CAC in making their recommendation for a preferred alternative. He stated that the Committee's final vision would be presented to Council independently for evaluation.

Mr. Calvert stated that the document consisted of many chapters. He stated that all chapters are not topics that the Committee has discussed and were beyond their scope, and some are results of their vision thus far. Mr. Calvert stated that the Committee should start by reading the first two chapters, and from there decide which topics are of greatest interest. He stated that chapters such as transportation, aesthetics, and environment would be some of the most pertinent.

Kevin McDonald stated that he wanted to focus on some of the main points that are related to metrics and standards in regards to the alternatives and transportation impacts. He stated that expected improvements and the overall assessment of the transportation system performance would be key. Mr. McDonald provided a recap for Multi-Modal Level of Service (MMLOS), and that the transportation system would be evaluated using it. He stated that the transportation alternatives were set up so that they could see the impacts of the options across the alternatives. Mr. McDonald stated that a transportation model was used and one element to keep in mind is that when looking out to 2035 the model is better at providing distinction between alternatives than it is providing an absolute value of the transportation system. He stated that the model is based on a series of assumptions that may or may not happen. Mr. McDonald stated that the absolute outcome may be different by 2035, but the Committee could still look at the differences between the No Action Alternative and the Action Alternatives. He stated that there were alternatives and assumptions for NE 6th Street, the Eastside Rail Corridor crossings, the

composition of 116th Avenue NE, and an enhanced street grid.

Mr. McDonald stated that the Action Alternatives will yield improvements in existing facilities. He stated that when redevelopment occurs it would bring improvements along the frontage to meet the standards that the Committee would assist in defining. Mr. McDonald stated that could include improved bike lanes, sidewalks, and transit stop amenities. He stated that the speed and reliability of transit would not be improved from redevelopment.

Mr. McDonald stated that there could also be adverse impacts. He stated that the Action and No Action Alternatives show the vehicle level of service (LOS) and the corridor travel speeds would fall below an acceptable threshold. Mr. McDonald referenced graphics that illustrated the impacts to the LOS from the three alternatives. He stated that the green dots represented intersections that meet LOS expectations, and that the red showed intersections that did not meet the LOS. Mr. McDonald stated that created a decision point, and that if the Committee wanted redevelopment it would come with consequences to the transportation system.

Mr. McDonald stated that there were strategies that the Committee could recommend that would allow redevelopment while improving the transportation impacts. He stated that capacity could be increased at intersections that would function below LOS by changing the configuration to include turn lanes. Mr. McDonald stated that a consequence of adding turn lanes and widening the intersection would be a decrease in the level of service for non-motorized traffic by increasing walking and exposure distance. He stated that another option, similar to BelRed, is to change the LOS to match the expectations of land use and urban design. Mr. McDonald stated that by changing the level of service, it would allow a greater level of congestion to emphasize other mobility options. Mr. McDonald stated that the Committee could also include new streets for access and smaller block sizes to provide more travel options to disperse traffic.

Mr. McDonald referenced a slide that showed a qualitative comparison of connectivity, access to services, MMLOS performance, and increase in walk and bike trips across the three alternatives. He stated that Alternatives One and Two may degrade vehicular travel but it would increase other travel options such as walking and cycling.

Co-chair Wu stated that the level of service of Downtown was different from the Wilburton Commercial Area as is the expectation of how to move through that area. She asked how the LOS was applied to certain neighborhoods. Mr. McDonald responded that the LOS has different categories that are established in ranges. He stated that in Downtown and BelRed the volume to capacity ratio is approximately .95. Mr. McDonald stated that means it is a function of the capacity to the volume that moves through an intersection. He stated that the Wilburton Commercial Area is currently .80. Mr. McDonald stated that the current LOS for the Wilburton Commercial Area would not allow for the same congestion as Downtown and BelRed. He stated that BelRed was previously changed by Council from a designation similar to the Wilburton Commercial Area to one similar to that of Downtown, allowing for more walkability and a greater intensity of uses. Mr. McDonald stated that if the Committee recommended to retain the existing level of service then the intersections would fail with increased development intensity. He stated that would result in the inability to achieve the land use vision that has been developed. Mr. McDonald stated that the Action Alternatives would allow the change in designation to make sense.

Mr. Renn referenced times of day when he sees congestion in the Wilburton Commercial Area. Mr. McDonald responded that the LOS references peak times during the pm travel period, and that there may be other times when congestion exists for issues beyond the intersection performance. Co-chair Wu asked what transportation assumptions were made for the modeling regarding capacity. Mr. McDonald responded that the assumption was made that all existing travel lanes would be available for the planning horizon. Ms. Einfalt asked if there was conflict with potential future projects. Mr. McDonald stated that within the transportation chapter of the DEIS there are a list of potential projects that could reasonably be assumed to be completed by 2035 and were incorporated into the model. Ms. Einfalt asked if this information has been vetted through the hospitals or the school district. Mr. Calvert responded that they are part of the primary distribution list at the release of the DEIS.

Ms. Kumar asked if the Committee was adopting a preferred alternative at the meeting. Mr. Calvert stated that the Committee was not adopting anything tonight. Mr. McDonald stated that the Committee was not making a recommendation on transportation strategies. He stated that something would have to change, either the land use vision developed by the Committee, or the transportation system and that the Committee would need to think about this. Mr. Calvert stated that is where the Committee will need to go back and look at their vision statement. Mr. McEachran stated that he believed the transportation element was equally as important as economic development and human services and he appreciated the thorough analysis.

Mr. Calvert stated that another important chapter in the DEIS is aesthetics. He stated that the Committee had primarily been working with the large design computation massing tool, that is not always representative of actual building forms. Mr. Calvert stated that the model still allows the Committee to understand how new buildings could shape aesthetics and the experience in the study area. He stated that they have done a number of exercises around design principles. Mr. Calvert stated that the aesthetic analysis did not factor in the design principles. He stated that this was where the Committee members would want to look at the aesthetic analysis and then consider their design principles and mitigation factors highlighted in the DEIS. Mr. Calvert stated that in the document there would be the existing conditions and graphics for the No Action and Action Alternatives. He stated the graphics would not include all of the existing elements that may remain such as vegetation, and that they would have to make some assumptions when considering the graphics. Mr. Calvert stated that not all of the urban amenities would be included in the graphics as well.

Mr. Calvert stated that as part of the transportation analysis there could be improvements made from future development. He stated that this could also apply to the environment. He stated that there is not a lot of existing vegetation, but a lot of what was imagined in their vision of improved streetscapes and green spaces would come with the Action Alternatives and not the No Action Alternative. Mr. Calvert stated there were also impacts from increased emissions from automobiles, in regards to adverse impacts.

Ms. Grueter stated that the process for the DEIS began with a scoping period in April which established the chapters for the DEIS. She stated that the Committee then began to work through their visioning process to establish the alternatives. Ms. Grueter stated that the performance measures for the alternatives were developed from required standards for a DEIS as well as input previously from the Committee. She stated that the DEIS was open for a 45 day comment period, and after the comments are received, responses will be generated and presented to the Committee as part of their preferred alternative selection. Ms. Grueter stated that the comment period ends on March 19th. She stated that

after selecting and refining the preferred alternative a final EIS would be published. Mr. Calvert stated that the Committee would be disbanded and their final vision presented to Council through a separate report.

Ms. Kumar asked how the Committee could be kept abreast after the Committee disbanded. Mr. Calvert stated that if a Committee member was part of a City of Bellevue Board or Commission they would be presented progress updates as the project moved forward. Mr. Calvert stated that there would be a public hearing on February 28th starting at 4:30 pm and that Committee members were invited to attend.

Mr. Calvert stated that in advance of the next meeting they would receive a link to submit questions prior to the March meeting. He stated this would help create an organized conversation. Mr. Calvert provided instructions on how to submit questions rather than submit public comments or opinions.

Ms. Grueter stated that a formal part of the DEIS is to accept comments from the public and then provide responses. She stated that these comments would be summarized for the Committee. Ms. Grueter stated that some of the comments may be corrections or edits to the document if information was not conveyed accurately. She stated that everything, including height, density, and public spaces, are presented as ranges. Ms. Grueter stated that any refinements by the Committee needed to fall within that range. Mr. Calvert stated that the Grand Connection is for information only and that the Committee is not selecting an alternative. He stated that they also wouldn't see all of the open space concepts incorporated into the graphics and that it will remain diagrammatic, and some assumptions needed to be made.

Mr. Calvert offered to the Committee members that they could also meet with staff in small groups or one-on-one to understand elements that may need more clarity.

8. Adjourn

Co-chair Wu adjourned the meeting at 7:23 p.m.