



Date: March 30, 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: April 6, 2017 Citizen Advisory Committee Meeting

Enclosed you will find your April meeting packet. The meeting is set for Thursday April 6, 2017. We will begin at 6:00 p.m. in Room 1E-112 at Bellevue City Hall. Please note that this is a temporary return to the room from our first meeting due to scheduling conflicts. The meeting will be co-chaired by Jeremy Barksdale (Bellevue Planning Commission) and Lei Wu (Bellevue Transportation Commission).

Prior to the meeting there will be an open house from 5:00 to 6:00 pm. This open house will serve a dual function as an opportunity for the public to learn about the Environmental Impact Statement (EIS) process and for stakeholders that will not be able to attend or present at the meeting to provide comment, feedback, and input. Committee members are more than welcome to attend this open house to better understand the EIS process and to preview some of the exciting exercises we have lined up for the meeting.

This meeting will include an opportunity to adopt a vision statement for the planning process based on your feedback to the surveys between the March and April meeting. Additionally, this will be the first workshop with the Property Owners Panel. Following adoption of the vision statement we will have six property owners provide presentations on their visions for their properties and the study area. Following their presentations we will have an open discussion between the property owners and the Committee members.

Following the Property Owners Panel we will launching into some exciting and fun work sessions to help define the vision and composition for the physical form and organizational framework of the study area. This will include preference exercises related to connectivity and organization, as well as an opportunity to provide input and map where each of you believe the heart of the study area should be located. We will also be introducing a number of tools that will help us visualize these preferences. The property owners will also be engaging in these same exercises so it will provide us with an opportunity to compare visions and begin to generate our range of land use alternatives.

Your packet includes the diagrams related to the discussion regarding density and organization. Please take some time to review these, and to consider alternatives to these initial concepts. At the end of the meeting we will be asking you to document what you would like to see through your own maps.

Your packet for the April meeting includes the following:

- Agenda for the April 6, 2017 meeting.
- Meeting minutes from the March 2, 2017 meeting.
- Presentation from the March 2, 2017 meeting
- Information from Bellevue's affordable housing workshop
- Summary and comments from the public survey
- A map highlighting the location of the property owners that will be presenting
- Letters and presentations from the property owners that will be presenting
- Organizational and density framework diagrams



We anticipate this to be a very engaging and exciting meeting as we begin to grasp the physical form of the study area as well as more engaging exercises, in addition to the dialogue between the Committee and property owners. Please feel free to come early for the EIS Scoping Open House, beginning at 5:00 pm. The meeting will begin at our usual 6:00 pm.

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



Citizen Advisory Committee Meeting

Thursday, April 6, 2017

5:00 - 6:00 p.m. EIS Scoping Open House

6:00 - 8:00 p.m. Room 1E-112

Bellevue City Hall - 450 110th Avenue NE

Agenda

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| 6:00 p.m. | <ol style="list-style-type: none">1. Call to Order and Approval of Agenda
<i>Co-chairs Barksdale and Wu</i>
<i>(Motion to approve)</i>2. Approval of minutes of March 2, 2017 meeting
<i>(Motion to approve)</i>3. Communication with Boards, Commissions, Stakeholders, Public and Meeting Updates4. Public Comment
<i>Limit to 3 minutes per person</i> |
| 6:15 p.m. | <ol style="list-style-type: none">5. CAC Survey Results and Vision Statement
Committee will refine and adopt a vision statement for the Wilburton Commercial Area.
<i>(Motion to adopt and approve)</i> |
| 6:45 p.m. | <ol style="list-style-type: none">6. Property Owners Presentations
Property owners will provide presentations on their vision for their properties and the study area, followed by a discussion between the Committee and panel representatives. |
| 7:30 p.m. | <ol style="list-style-type: none">7. Organizational Framework, Density, and Character Discussion and Exercises
Review of precedents, exercises related to character organizational framework, and density.
<i>Bradley Calvert / John Savo, Keith Walzak, & Nate Holland (NBBJ)</i> |
| 8:00 p.m. | <ol style="list-style-type: none">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). 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).

City of Bellevue
Wilburton Commercial Area
Citizen Advisory Committee
Meeting Minutes

March 2, 2017
6:00 p.m.

Bellevue City Hall
Room 1E-112

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

MEMBERS ABSENT: Glen Griswold, Maria Lau Hui, Andrew Pardoe

OTHERS PRESENT: Bradley Calvert - *Department of Planning and Community Development*, John Savo – *NBBJ*, Keith Walzak – *NBBJ*, Brian Vanneman – *Leland Consulting*

RECORDING SECRETARY: Audio Recording, transcribed by Bradley Calvert

1. Call to Order and Approval of Agenda

The meeting was called to order at 6:01 p.m. by Co-chair Wu.

Co-chair Wu asked if any members had any comments regarding the agenda.

- ❖ **Action Item:** *Ms. Kumar made a motion to approve the agenda. The motion was seconded by Mr. McEachran. 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 February 2, 2017 meeting. There were no comments

- ❖ **Action Item:** *Co-chair Barksdale made a motion to approve the meeting minutes from the February 2nd, 2017 meeting. The motion was seconded by Ms. Kumar. The meeting minutes were unanimously approved.*

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

Co-chair Barksdale asked if any members had information to share regarding their respective boards or commissions. Mr. McEachran acknowledged that the summary for the Human Services Commission Needs Update was located in the meeting packet. Co-chair Barksdale stated that a public hearing would be held the following week for the Downtown Livability Initiative.

*Following Public Comment, Co-chair Barksdale requested that they returned to item number 3 to address a few remaining issues.

Mr. Calvert referenced earlier questions regarding the process of the Committee. He referenced the roadmap handout that outlined discussion items and action items for each of the meetings and then referenced the larger roadmap hanging in the room. He stated that they would be posting the information from the Committee, the Property Owners Panel, and the public in an effort to find common themes and ideas and how each topic relates to subsequent discussion and action items. He referenced prior discussions on people and context and the information displayed on the roadmap. Mr. Calvert stated that they would update the roadmap following each meeting to demonstrate the process and information gathered, and that the roadmap would be posted on the project website for the public to view and follow the process.

Co-chair Wu stated that the roadmap would assist in identifying the outcome of the process and of particular items. She stated that she hoped it would give them a clear idea of the process and to raise comments and questions prior to the end.

Mr. Calvert mentioned the draft performance measures that would be part of the Environmental Impact Statement review process. He requested that the Committee members review the performance measures and provide any feedback as necessary.

Co-chair Wu stated she thought the vision statement would help guide the performance measures.

4. Public Comment

Todd Woosley stated that he was in attendance to represent the properties at Brierwood Center. He acknowledged the evening's agenda and stated he wanted to comment on the priorities and establishing an organizational framework. He stated that his father purchased their properties (Brierwood Center) in 1967 due to their location at the geographic center of Bellevue. He stated that his family migrated from Wyoming due to Bellevue's great school system and the City's economic opportunity. He stated that subsequently, the City chose to concentrate growth west of their properties and restrict the uses in the immediate area of his property. He encouraged the Committee to consider that both sides of Interstate 405 should be urban, acknowledging the Spring District, and the investment and transportation opportunities in the near future. He stated that the committee should take advantage of the infrastructure and to think big. Mr. Woosley stated that they were not pursuing 600' building heights. He stated that a floor area ratio (FAR) of 3.0, with a reasonable incentive system, would make better economic sense for his property than its current configuration of a 2.0 FAR. He stated it would make more sense to keep the existing pattern of development when considering the current incentive system and FAR (2.0). He referenced the previous night's Planning Commission meeting and stated that there should be a 90 percent base build out, with a smaller percentage of required incentive to achieve maximum development potential. He stated that this would provide economic assurance that the vision for the study area will make economic sense and would be built.

Gardner Morelli stated that he was in attendance representing his father, Panfilo Morelli, owners of the Eastridge Corporate Center. He stated that they were appreciative of being added to the study area following their petition to be included. Mr. Morelli stated that they were looking forward to learn more from the case studies and to obtain additional ideas for their properties. He stated that they were looking forward to presenting their ideas at the April CAC/Property Owners Panel Workshop. He stated that he believes they can provide insight on how they can collaborate to create a vision that makes economic sense, and ensuring that the amount of time and money invested makes economic sense

while supporting the 20 year vision.

Joseph Tovar stated that he was in attendance on behalf of the Etsekson and Rosen families, long-term residents of the Eastside and developers in the region. He stated that they owned the property north of NE 4th Street and immediately east of Interstate 405. He stated that the current tenant is a Ford auto dealership, but the owners are interested in the vision for the future and other opportunities for the longer term, citing that the current use is not necessarily what they have in mind for the future. Mr. Tovar stated that he was there on behalf to thank the Committee for the upcoming opportunity to work with them at the workshop in April, and to illustrate how their property could ultimately be redeveloped in a more intense and publicly beneficial manner. He stated that they also wanted to express that when the Committee speaks to floor plate size, building form, FAR, and buildings heights that the property owners will be recipients of many of the ideas. Mr. Tovar stated that what was unique about their property is the location and visibility to the interstate, its access from 116th Avenue NE and that it immediately abuts a likely landing location of the Grand Connection. He stated that when the Committee begins thinking about the long term vision that they should consider opportunities for early wins, and locations that are best suited for redevelopment by virtue of their location, and that in the case of their site, one that could easily be redeveloped in the next decade or so.

Bill Finkbeiner stated that he was part owner of two pieces of property in the study area and worked in the area for 17 years, and that he wanted to thank the Committee members for their work. He stated that the neighborhood held a lot of exciting potential and that he appreciated the Committee's effort.

5. Results of Public Survey

Mr. Calvert introduced Keith Walzak from NBBJ to discuss the results of the public survey. Mr. Walzak asked the Committee members if they had a chance to view the survey beforehand. Approximately half of the Committee acknowledged reading the survey.

Mr. Walzak stated that there would be a total of three surveys conducted during the course of the study. He stated that they would be similar to online open houses, and that the surveys were set up in a similar manner by creating stations. Mr. Walzak stated that the initial survey included five stations. He stated that this survey was intended to get people engaged about the process and that the second survey would be more specific to the alternatives the Committee would create in the coming months. Mr. Walzak stated that the third survey would be obtaining comments from the public regarding the preferred scenario.

Mr. Walzak cited that there were 782 visitors to the survey. He stated that as respondents typically move through a survey participation rates decrease. Mr. Walzak stated that the average person spent over five minutes on the survey site, which exceeded expectations. He stated that most respondents visited three to four pages of the survey, and that this was encouraging for the level of engagement and interest in the project.

Mr. Walzak stated that the survey respondents were largely long-term Bellevue residents. He described that there were a series of similar ideas that emerged from the respondents including cultural space, the arts, outdoor recreation, and walkability.

Mr. Walzak stated that they asked general demographics to understand age, ethnicity, and household composition. He stated that there was a wide range in age, but that those over 35 made up $\frac{3}{4}$ of the responses. Mr. Walzak stated that nearly 70 percent of respondents identified as white, with Asian being the second largest demographic. Mr. Walzak stated that households with children made up approximately 41 percent of the respondents. He stated that 77 percent of respondents were married or had a domestic partner. Mr. Walzak stated that most respondents were homeowners, employed, and had a relatively high income.

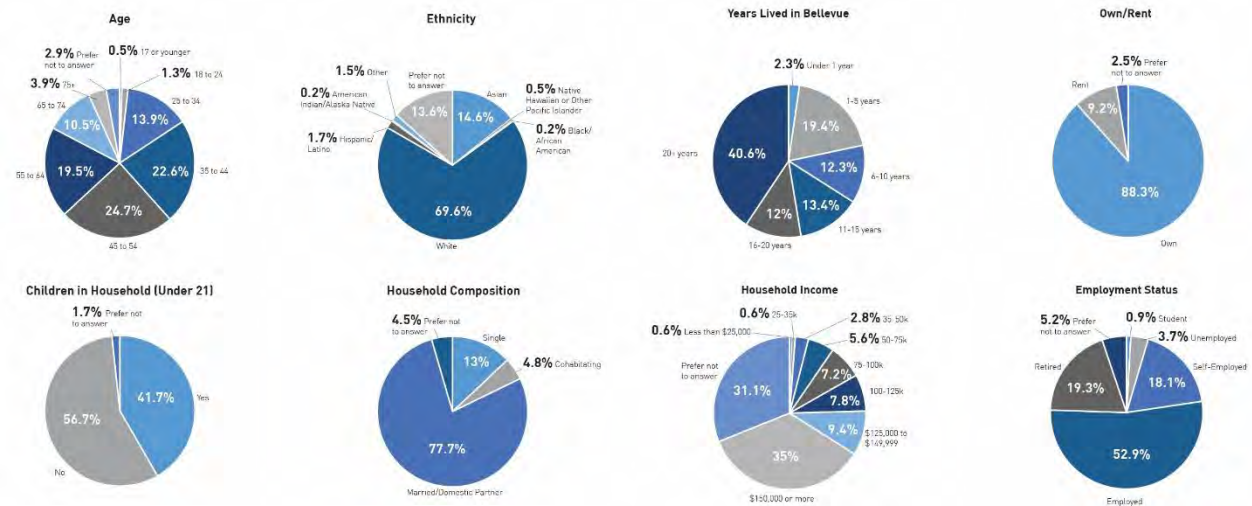


Figure 1 – Demographic Information

Mr. Walzak stated that the second station of the survey was to understand the big ideas respondents had for the study area. He stated that a total of 149 respondents provided answers to this station.

Mr. Hamlin asked who the survey was distributed to. Mr. Calvert responded that the City distributed the survey to several email subscriber lists for related projects and that the Economic Development team assisted in distribution. Mr. Hamlin asked if it was distributed to mostly Bellevue residents. Mr. Calvert responded that the respondents largely were, and that the survey asked the question whether respondents were residents or visitors. Mr. Renn stated that he posted the survey on the NextDoor forum. Mr. Calvert responded that the City also posted the survey to NextDoor.

Mr. Walzak stated that the big ideas question was similar to the question they asked the stakeholders. He stated that the most popular responses included outdoor recreation opportunities, green space, trails, pedestrian friendly shopping, restaurants, nightlife, libraries, shelters, other public services, and theaters. Mr. Walzak stated that many respondents referenced cultural events and spaces. He stated that the second question for the station asked what Bellevue was currently missing that could be a part of the Wilburton Commercial Area. He stated that many of the answers were similar to the first question in addition to affordable housing, live theaters, incubator spaces, and other innovative uses that are not prevalent in Downtown.

Mr. Walzak stated that the second station of the survey was related to character. He stated that the question is to get to more specific information related to the answers in station one, and what would make the study area different from other places. Mr. Walzak said

that respondents were looking for small businesses and restaurants rather than large chains. They also expressed interest in green and walkable streets, cultural diversity, public art, and housing and workspaces for artists. He referenced a case study later in the meeting that would address a community that used art as an economic development strategy.

Mr. Walzak stated that the second question of the station asked about an unmet need or demand in Bellevue that could be satisfied by the study area. He stated that the responses included venues for culture and live events. Mr. Walzak stated that a public market was a frequent comment, and he continued to describe NBBJ's work in other locations where public markets have become a popular element and that they serve as great social gathering places. He cited their flexibility and ability to accommodate local businesses and allow them to engage with the community. Mr. Walzak stated that aging in place was also a popular comment so that a neighborhood is accommodating for all ages, particularly seniors. He stated that human scaled design, affordable housing, international destination, and workforce housing for teachers, firefighters and police officers were also popular survey comments.

Mr. Walzak stated that the next survey station was about defining features and that respondents were asked if they were familiar with the planned infrastructure. He stated that respondents were well informed of future projects such as the Grand Connection, East Link light rail, and the Eastside Rail Corridor. Mr. Walzak stated that the final question asked respondents to prioritize a number of potential uses or characters in the study area. He stated that parks and open space was a top priority, neighborhood businesses, pedestrian and cyclist network, affordable housing, and the natural systems such as Lake Bellevue and the wetland were also priorities. Mr. Walzak stated that it was interesting that the respondents wanted to see the natural features highlighted as part of the development.

Mr. Walzak stated that the information would be seen again in future surveys, and asked if the questions were based on the Committee's input. Mr. Calvert responded that the questions were based off of the same questions posed to the Committee and stakeholders for consistency.

Mr. Renn asked that if the topic of affordable housing referenced homes that those working in Bellevue could afford or if it was in reference to subsidized housing. Mr. Walzak stated that as a group the Committee would need to help define that and what it includes. He stated that there would need to be additional investigation into the topic. John Savo of NBBJ stated that workforce housing was becoming more prevalent in planning efforts, where people who are not executives can afford to live in the place where they work and are able to rely on walking, cycling, or public transportation to get to work. Mr. Savo stated that the team may want to introduce a number of terms to the Committee to better understand their goals for affordability. Co-chair Barksdale stated that the topic could be unpacked to include the various definitions so that Committee members could be more specific regarding their intent for affordable housing.

Chris Johnson stated that he attended the Technical Advisory Group's (TAG) affordable housing meeting the previous Monday that offered a first look at the principles developed by the TAG. He stated that there would be a meeting open to stakeholders and the public later in March to be able to review the draft work completed by the TAG. Mr. Johnson stated that the Committee wouldn't have to use the exact terms that the TAG or other cities have used, but that it would be helpful if the Committee was aware of the other terms and affordability definitions being used.

James McEachran stated that the TAG had been working very hard on a number of strategies, and that workforce housing remained a big question. He stated that given Bellevue's demographics, affordable housing should include those for seniors. Mr. Johnson stated it would be great to hear back regarding the conclusions from the March TAG meeting.

Co-chair Wu stated that the Committee should take advantage of the TAG's work. She also stated that given the visions discussed thus far, and the study area's location that it should have a role in improving opportunities for affordable housing for the City overall.

Brian Vanneman, of Leland Consulting, stated that the entire west coast and other major metropolitan areas were supply constrained. He also stated that there is rapid population growth with limited land to build new housing so that a lot of cities were experiencing the same challenges with affordability. Mr. Vanneman stated that if there is existing information that the Committee could use, it would be beneficial.

Co-chair Barksdale stated that he imagined it as a mix of affordable housing. Mr. Renn stated that the definition of affordability should be better defined, following his research of nearby homes in the area approaching the cost of one million dollars. Matt Jack stated that it would be useful to wait for the TAG results, as they are dedicating a substantial amount of time to the topic and that the Committee shouldn't focus on redoing their work.

Co-chair Wu stated that the topic should be a follow up discussion. Debra Kumar asked if affordable housing included senior housing. Co-chair Barksdale stated that should be part of the follow up discussion as it is a topic that has multiple attributes. Mr. Savo stated that affordable housing should not be age discriminatory and that all ages should benefit.

Mr. Walzak asked if the Committee had any questions regarding the survey stations, such as observations or thoughts. Mr. Hamlin stated that he felt like a lot of the same themes emerged from the public survey as those being discussed by the Committee. Co-chair Wu stated that she felt like the area has a lot of opportunities for people to connect and that was conveyed via the survey. Mr. Walzak stated that it would be beneficial to better understand the meaning of connections as it can include physical connections, and connections between people and communities.

Co-chair Barksdale asked if the Committee members saw any responses or results that were unexpected or surprising. Co-chair Wu stated that she was curious to understand in the future how the study area could be made different in regards to art from Downtown. Mr. Walzak stated that some of the case studies might provide examples of how other cities have accomplished those goals. He stated that despite every community's conditions being different, the Committee could understand the strategies used by them to promote the arts or cultural diversity. Co-chair Barksdale stated that it doesn't necessarily mean that Downtown and the Wilburton Commercial Area needed to be mutually exclusive. Mr. Savo also stated that it may also mean that a major institution is not needed to accomplish these goals and that it could be much smaller strategies.

Mr. Johnson stated that there were existing city documents to achieve cultural diversity citywide, and that the Committee may want to refer to that for strategies that might be applicable to the Committee's work. He stated that since there wasn't much to begin with in the study area, looking at examples of other successful cities will help the Committee better understand how to bring that vision to fruition. Mr. Renn stated that the previous

Tuesday there was a gathering at City Hall to discuss diversity and that there was a great presentation regarding Bellevue's demographics. He stated it may be worth including. Mr. Calvert stated that the presentation was the same information the Committee received in the February meeting packet. Mr. Savo stated that not only buildings can bring the vision to reality, but also how the public realm engages its citizens, such as festival streets.

Mr. Hamlin stated that the results of the survey did not reflect the characteristics of Downtown that most residents were familiar with. He stated that the results of the survey provided much more of a neighborhood feel that is distinctly different from Downtown. Mr. Hamlin stated that he felt that the study area may be a regional center, but its character and feel would be different from the urban center. He stated that the responses from the survey did not leave a feeling of similar office environments found in Downtown. Mr. Savo stated that it doesn't mean office uses couldn't be a part of the vision, but it could be part of a mixed use, cultural district at its heart.

Mr. McEachran stated that he had observed the number of seniors that wanted to age in place, potentially selling their homes for something smaller in an urban area. He also acknowledged the urbanizing of children, and services such as the Seattle Children's Museum, and the importance of those third places. He observed how seniors spoke positively of being able to walk a few blocks to services Downtown. Co-chair Wu stated that offices could still exist amongst services within short walking distances.

Mr. Weintraub questioned whether there were enough responses of people who do not currently reside in Bellevue but may want to, and that he was surprised at the number of residents who responded. He also questioned how more responses from younger professionals could be obtained. Co-chair Barksdale asked if consideration had been given to advertising on mediums such as Facebook. Co-chair Wu also suggested that the Committee members could distribute surveys amongst their professional network. Mr. Calvert responded that links were provided on LinkedIn and Facebook, and requesting the assistance of the Office of Economic Development in reaching a wider audience. Mr. McEachran recommended student services at Bellevue College, given their scale and potential to participate in the Bellevue work place. Co-chair Barksdale also recommended a road show. Mr. Jack stated that surveys on the buses to Bellevue were particularly effective. He stated how it is an audience that doesn't live here, but does work here, and that maybe they could share their insights.

6. Economic Information and Discussion

Mr. Calvert introduced Brian Vanneman from Leland Consulting, the lead economic consultant for the study to discuss market opportunities and conditions for the Wilburton Commercial Area.

Mr. Vanneman acknowledged some of the terms used to describe the special opportunity for the Wilburton Commercial Area that have emerged from interviews and surveys. He stated that he was interested in discovering if these were the correct goals for the area, including feasibility and how the city can help encourage the vision through implementation.

Mr. Vanneman stated that they created a "subarea" which is a half mile buffer around the Wilburton Commercial Area in response to the limited number of residents in the study area. He stated that the slides would compare five different areas: the study area, subarea, Downtown, the City of Bellevue, and King County. Mr. Vanneman referenced another

area referred to as the Wilburton Market Area, a larger area for the market analysis and capture rate. He defined the capture rate as the reasonable amount of growth the study area could absorb as part of the larger predicted growth for the region.

Mr. Vanneman stated that Downtown Bellevue was a dense neighborhood, adjacent to Wilburton with a limited population. He referenced other centers of density in the region including Seattle, Kirkland, and Redmond. Mr. Vanneman referenced the population growth estimates by the Puget Sound Regional Council and that the region is projected to continue its rapid growth. He stated that Downtown Bellevue was projected to grow at an annual rate of 5 percent and with north Bellevue growing between 3 and 4 percent.

Mr. Vanneman stated that the household sizes in the study area, the subarea, and Downtown trended smaller than the city and King County. He stated that almost 60 percent of the households in downtown are one person. Mr. Vanneman referenced that there were a large quantity of young adults (25-34) in Downtown and the study area when compared to the rest of the city, and there were a relatively low number of children. He stated that the number of renters was higher and that the average income was lower than the city average, but still relatively high compared to King County.

Co-chair Wu asked how she should consider those trends for the future of the study area. Mr. Vanneman responded that they could acknowledge the number of young residents, and make the decision to either encourage more young residents, or investigate means to attract older residents or families. He stated that the intent is to show what currently exists and then to allow the Committee to determine whether to encourage those trends or to encourage something different. Mr. Savo stated that potential zoning could impact who the study area attracts. Mr. McEachran asked for confirmation that a new elementary school would be in the study area. Mr. Calvert responded that the school will be southeast of the study area.

Mr. Vanneman stated that the entire study area was relatively high income. He stated that the Asian population was the largest minority population, and that it was significantly higher than King County as a whole. Mr. Vanneman stated that the Hispanic and African-American populations in Bellevue were smaller than those in King County as a whole.

King County, 2015 - 2025

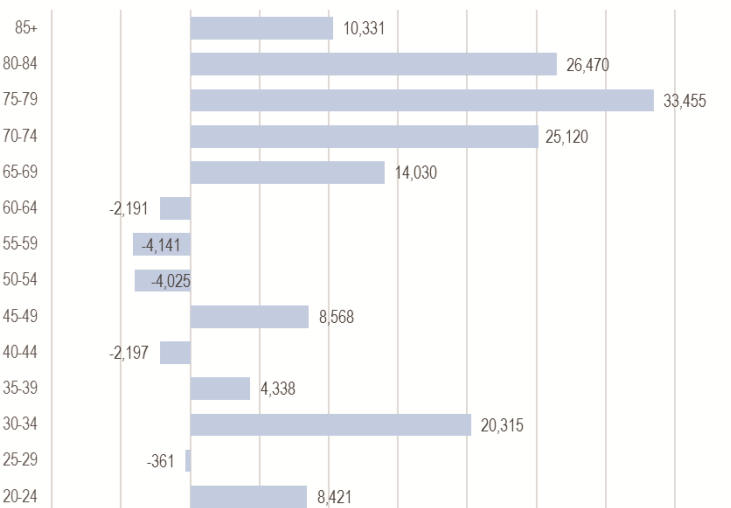


Figure 2 – Forecasted population change by age group

Mr. Vanneman referenced a slide showing change in population by age group in King County. He stated that there should be a large demand for all kinds of senior housing. Mr. Savo asked Mr. Vanneman to explain the cohorts that would see negative change. Mr. Vanneman stated that it meant there were larger numbers of those age cohorts than in the future due to smaller generations between the boomers and the millennials.

Mr. Vanneman stated that there was a huge amount of apartment development around the Wilburton study area but there was little to none in the study area. He stated that there were over 5,000 units under construction or proposed in Downtown and none in the Wilburton study area. Mr. Renn asked that when Mr. Vanneman stated none, did he mean none in the study area, citing the difference between the study area and the City's Wilburton subarea. Mr. Vanneman confirmed that the statistic referenced the study area. Mr. Vanneman compared the housing units being built in Downtown compared to the Spring District for reference. He stated that units being built in the Spring District tended to be midrise, while those being built in Downtown were luxury high rise units. He stated that he expected that type of growth to continue.

Mr. Vanneman stated that a total of 23,000 households would be in demand in the market area, and that Wilburton could expect a low capture rate of 15 percent and a high capture rate of 19 percent. He stated that would result in 3,500 to 4,500 units over the next 20 years. He stated that was rather to the ULI National Advisory Panel's estimates. Co-chair Barksdale asked how the capture rate was determined. Mr. Vanneman stated that they look at the capture rate in the surrounding area, comparable areas, and the size of the study area and establish an estimate. He stated that the estimate would be the equivalent to all of the units proposed or under construction in Downtown over a period of 20 years.

Mr. Vanneman stated that the office development was more intense and larger in Downtown and the Spring District. He cited that there were none proposed within the study area. Mr. Vanneman stated that the REI headquarters, Google in Kirkland, and the Global Innovation Exchange were interesting examples. He cited the closure of Bellevue's Impact Hub, but that it indicated an entrepreneur spirit. Co-chair Barksdale acknowledged that WeWork was opening in Downtown in the Lincoln Square development. He stated that large corporations were returning to urban areas, mixed use, and walkable environments all across the country and cited GE's move to Boston, and the Amazon campus in Seattle. He stated that he expected this to be an opportunity for the study area. Mr. Savo stated that it may just not be tech companies, citing Weyerhaeuser's move to Pioneer Square in Seattle. Mr. Vanneman stated that the companies were following smart, young professionals, to the places that they enjoyed living.

Mr. Vanneman referenced the expected job growth in King County, citing large growth in professional and business services, education and health services, and information jobs. He stated that these were all sectors that Wilburton was well poised to capture. He stated that there were a large number of people that commuted into Bellevue for employment compared to those that commute out of Bellevue for employment.

Mr. Vanneman stated that there was a direct correlation between education and prosperity, and that education drives incomes. He stated that Bellevue was well above other regions in terms of educational attainment. Mr. Vanneman stated that the office demand would be approximately 15 million square feet for the market area in the next 20 years. Co-chair Barksdale asked if Mr. Vanneman could relate that demand back to employment growth by sector. Mr. Vanneman stated that the current chart was actual jobs, and that the number of jobs and the total square footage is based on the expected square footage need of each sector to determine the amount of office space. He stated that

was often between 200 and 300 square feet. Co-chair Barksdale acknowledged that the numbers between jobs and square footage of office space was not consistent. Mr. Vanneman responded that sectors such as healthcare do not take up office space, citing the different needs of each sector for physical space per job.

Mr. Vanneman stated that he would provide all of the data tables to the Committee if they were interested. He stated that the capture rate for the Wilburton study area was between 12 and 20 percent, resulting between 1.8 and 3 million square feet of office space. He stated that this was consistent with the Urban Land Institute National Advisory Panel's numbers.

Mr. Vanneman stated that there is a large quantity of retail in the study area, primarily the auto dealerships and the grocery stores. He stated that the Uwajimaya grocery store interested him because it is an authentic and unique retailer that reflects the diversity of Bellevue. He stated that food is important in real estate development. He stated that developers were increasingly using food to create a sense of place. Mr. Vanneman stated it was an important part of placemaking and development and should be an important element of the Wilburton study area.

Mr. Vanneman stated that the economic analysis looked at retail demand and projected about 4 millions square feet of development in the market area. He projected that the capture rate would be between 400,000 and 700,000 square feet for the Wilburton study area. He stated that this was significantly lower than the Urban Land Institute National Advisory Panel's estimate. He stated that they did not believe that the Wilburton study area could capture more and that generally retailers are needing less and less square footage. He also stated that they are seeing less retailers in the projects that they are working on. Mr. Savo stated that with a dense mixed use neighborhood, retailers would become more of an ancillary use rather than taking up an entire site such as big box. He stated that it could still be very valuable retail but just smaller.

Co-chair Wu asked if the analysis made a difference between standard retail and local niche retailers. Mr. Vanneman responded that the analysis is from a broad point of view using standard figures of what each household is expected to purchase and not by the scale of each individual retailer. He stated that they do include estimates for types of retailers such as food and beverage, and apparel.

Mr. Vanneman acknowledged the two major healthcare providers in the study area. He stated there was also lodging along the western side of the study area. Mr. Vanneman stated that lodging is typically a following use, in response to office and housing development. He stated that health and wellness has become an increasingly important part of placemaking and driver of development. Mr. Vanneman stated that the Urban Land Institute has done a number of studies on health in relationship to development and placemaking. He stated that when looking at the existing healthcare uses and grocery stores in the study area it opens the opportunity for a district that is oriented around health and wellness. He cited the south Portland waterfront, the Mission District in San Francisco, and Union in Seattle with their abundance of health uses and housing. Mr. Savo stated they were also highly walkable.

Mr. Vanneman referenced an Urban Land Institute report on healthy corridors and how they identify elements such as infrastructure, land use patterns, public interaction, and linkages to other parts of the city to create a framework for a healthy corridor.

Mr. Vanneman stated that the types of public infrastructure going into the study area are phenomenal and that it should create a private market reaction. He stated that the Eastside Rail Corridor is a good example and related it to the BeltLine in Atlanta and other greenways where private developers are building around them to create a really great public and private place. He stated it would be valuable to think about these public investments and how they could encourage the private sector to build around them to create combined great public spaces.

Mr. Vanneman stated that 116th Avenue NE was a key piece of infrastructure and acknowledged the existing streetscape plan. He stated that it could potentially serve as a Main Street for the district and a much more pedestrian friendly place. Mr. Vanneman stated that he didn't know if the Committee would choose to adopt the existing plan, but reinforced that changing the character could encourage private investment near it.

Alison Washburn asked that when they are speaking in regard to pedestrian friendly are they also considering bike friendly. Mr. Vanneman stated that some of the best studies, such as New York City, examined improvements to the streets including pedestrian, cyclists, and landscaping improvements and found that a lot of reinvestment such as retail occurred on the streets as a result of these improvements. He stated that the data he has demonstrates that people want to live in places where infrastructure for pedestrians and cyclists has been improved.

Mr. Vanneman referenced the graphic of all of the land uses and density and highlighted the significant difference between Downtown and the study area. He stated that the study area was in the path of growth with BelRed and Downtown. He stated that it made sense for this to be the next urban area.

Mr. Vanneman referenced a graphic that showed the development potential of each property as a relationship of land value to improvement value. He stated that the darker colored properties are the ones most likely to develop and the lighter colored properties were the least likely. He summarized that those with a high land value and low building value were more likely to improve and those with a low land value and high building value were less likely to improve.

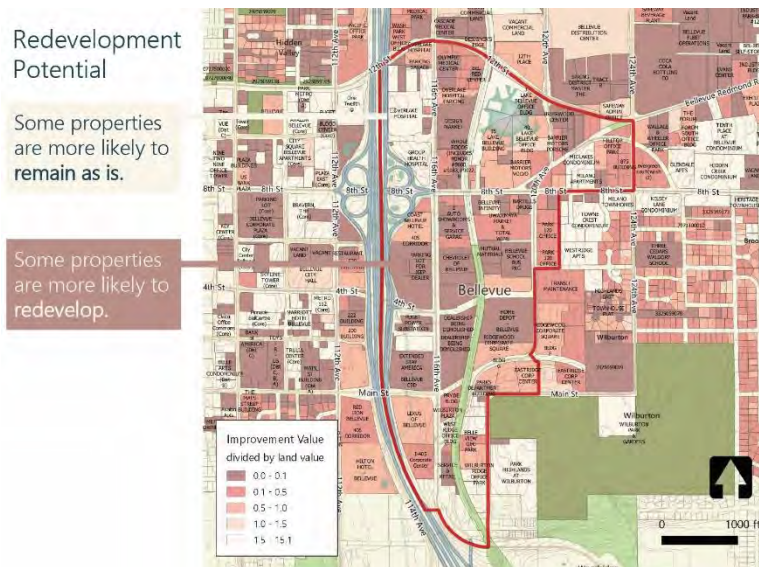


Figure 3 – Redevelopment Potential

Mr. Vanneman stated that another element to consider with the major public improvements is that the areas around these improvements had the greatest likelihood for change. He stated that many of the ideas presented by the Committee, public, and stakeholders were feasible for the Wilburton Commercial Area. He stated that there may be unwanted outcomes with affordability and traffic, but that the area presented an immense opportunity for development.

Mr. McEachran stated that the statistic of people commuting in for employment raises the question of whether those that work in professions such as healthcare and education can afford to live in Bellevue. Mr. Vanneman stated that data came from the Census. Mr. McEachran asked if the Committee would receive this information. Mr. Calvert responded that the presentation would be posted to the website and that the Committee members would receive the presentation in their next meeting packet.

Mr. Johnson asked what data was used for the office space market and if it was spread across all classes of office space types. Mr. Vanneman stated that he used a combination of data from CoStar, Colliers, the Puget Sound Regional Council, and the Census. He stated that the analysis used the types of employment categories rather than office space types such as class A. Mr. Johnson stated that it was an important consideration as he didn't imagine the Committee having a vision for the study area with just class A office space.

Mr. Hamlin requested to see the retail projection again, and stated that it didn't match the 310,000 square feet that the Urban Land Institute Advisor Panel's projected. Mr. Vanneman stated that their numbers represented an annual growth rate rather than a 20 year projection. Mr. Vanneman confirmed that he would follow up with information to clarify the difference.

Mr. Calvert clarified the location of the new elementary school at Main Street and 124th Avenue NE.

7. Case Studies

Mr. Walzak began by providing an overview of the case studies serving as great examples for specific topics. He stated that they asked the stakeholders and Committee members for recommendations for case studies. Mr. Walzak said they wanted to provide case studies that addressed specific topics such as transit oriented development, urban villages, health districts, eco-districts and sustainability, arts districts, and historic districts.

Mr. Calvert began by speaking about Atlantic Station in Atlanta, Georgia. He stated that there were a number of circumstances that were similar to the Wilburton Commercial Area. He stated that the scale was different, but the project was a re-visioning of a former steel yard that was separated from Midtown Atlanta by an interstate. Mr. Calvert stated that similar to the Grand Connection, a new bridge was built over the interstate in an effort to unlock the development potential of the area.

Mr. Calvert stated that Atlantic Station's proximity to an urban center and the interstate was a similar circumstance as Wilburton. He stated that there were multiple districts within the development. Mr. Calvert explained that the higher density development occurred near the interstate and the main arterial road creating a district. He also stated that the development included big box retail such as an Ikea, Target, and Publix grocery store. Mr. Calvert also stated that there was a mix of townhomes and apartment buildings that created another distinct district. He stated that at the center of the development was a public space.

Mr. Calvert acknowledged the nearby proximity of the Atlanta BeltLine to Atlantic Station and that it has served as a catalyst for redevelopment. He stated that the concept of trail oriented development as spurred a lot of growth. Mr. Calvert stated that there

were also lessons to be learned from Atlantic Station. He stated that there was some attempt at spreading the density of Midtown across the interstate and caused some stagnation in growth. Mr. Calvert stated that as time passed they learned from their challenges and went back and modified some of the spaces by including smaller niche retail in the alleys and public spaces.

Mr. Calvert referenced two images of the Atlanta BeltLine, the first showing buildings backing up to an overgrown trail. The second showed an improved trail and he stated that businesses and restaurants began to orient themselves to the trail. Mr. Calvert stated that the Atlanta BeltLine isn't just used for hiking and walking but is an actual means of connectivity to services and employment for many people.

Mr. Walzak stated that the next two examples focused more on policy that related to creating healthy communities. He stated that comprehensive plans have several basic functions such as land use, transportation, and cost of infrastructure. Mr. Walzak stated that in the State of California they have adopted a new element related to health. He stated that in Los Angeles they have updated their plans to include a health component. Mr. Walzak stated that the study focused on healthy neighborhoods by including key priorities such as safe neighborhoods, clean environments, access to health services, housing, healthy food, and the ability to thrive.

Mr. Walzak stated that they were trying to attack issues relating to obesity and chronic disease. He stated that they were also trying to establish a direct connection between health and transportation and safe routes. Mr. Walzak stated that housing, environmental justice, and open space were key elements as well. He stated that there were seven primary goals; promote Los Angeles as a leader in health and equity, the built environment, parks and recreation, food, the environment, lifelong opportunities for learning and prosperity, and safe and just neighborhoods. Mr. Calvert added that these metrics are also used for elements such as art and culture and that they pose the question whether it is improving the health of the community. He stated that the Indianapolis Cultural Trail has applied similar means to measure the project's success.

Mr. Walzak stated that the Baton Rouge plan focuses on a specific district. He stated that the area is interesting as it has eight different medical providers in the 1,000 acre study area. He stated that the plan acknowledged that the providers weren't speaking to one another about how to improve the community. He stated that a major arterial cuts through the district and that it is a very auto oriented district. Mr. Walzak stated that the need to improve the health and safety of the corridor was a primary driver in the plan.

Mr. Walzak stated that the study was designed to use healthcare terms such as "diagnostics" and "treatment" to develop the entire plan document and recommendations. He stated that the plan examined healthy places, health education and research, healthcare innovation, and resiliency and disaster preparedness. He stated that the plan provided an example on how the medical uses in the Wilburton study area could encourage or enact change.

Mr. Savo stated that the South Waterfront district in Portland was a largely industrial area cut off from the city by a highway. He stated that there was a health and science facility nearby but was located far up a hill, so they were looking for opportunities to connect to the city. Mr. Savo stated that the scale is similar to the Wilburton Commercial Area, and that the treatment of the waterfront element in the Portland plan is similar to how the Wilburton area could treat the Eastside Rail Corridor, as a means to attract people. He stated that the sustainable strategies addressed building performance and economic

health, diversity and equity. He stated that the development included senior housing, institutions, and housing.

Mr. Renn asked if the development has been considered a success yet. Mr. Savo responded that it did take a little time for the development to be a success but it is now. He stated that it still has its challenges but it has been built out further. Mr. Savo stated that it was much more high-rise focused and felt more like Vancouver than the Pearl District of Portland. He stated that the eco-district idea was very applicable to the Wilburton study area. Ms. Washburn stated that there is a trail connected to the development that reminds her of the Grand Connection that includes tram, train, trolley, and trail. Mr. Calvert stated that Tillikum Crossing also had a big impact as it not only served transit, cyclists, and pedestrians, but it was also an attraction.

Mr. Savo stated that storm water treatment, sustainability and LEED Neighborhood Development (ND) could also be strong lesson for the Wilburton Commercial Area. He stated that South Lake Union was a pilot for LEED ND and should be considered for future application for sustainability.

Mr. Walzak stated that the RiNo District in Denver was an example of how Denver has organized distinct districts. He stated that the RiNo area was primarily defined as industrial and that it was neglected following the completion of two interstates that split the neighborhood into four parts. He stated that as a result there were a lot of abandoned warehouse spaces. Mr. Walzak stated that the artists began to take over the spaces, and while it is not formally recognized as a district by the city there has been a groundswell of artists to create a brand and identity for the district.

Mr. Walzak stated that it has its environmental challenges but the artists have really changed the character of the area. Mr. Savo stated that when the change occurs organically it is much more authentic. Mr. Walzak stated that a developer came in to create a unique architectural style with the intent of creating an incubator and creative space for artists, architects, and others. He stated it is now in its third phase of development.

Mr. Walzak stated that Olympic Village in Vancouver, BC was discussed by the stakeholders. He stated that over time it has been converted following its original use. Mr. Walzak stated that there is an affordability component, LEED Gold requirement for new buildings, connections to trails, and sustainable strategies. He stated that the area was primarily residential with some retail at the ground level. Mr. Walzak stated that it was a much smaller project, but it could serve as an example of a starting point in the Wilburton Commercial Area. Mr. Savo stated that it also brings up the point whether to concentrate growth or to distribute it. Co-chair Barksdale stated that he made a recent trip to Olympic Village and it felt as if the area didn't have a defining boundary.

Mr. Walzak stated that Rockville Town Center in Maryland was of similar scale, but started with a central urban village. He stated that it had a town square and a very focused design for pedestrian and public spaces. Mr. Walzak stated that design was focused on the human scale. He stated that it includes a number of public facilities such as performance spaces and libraries. Mr. Savo stated that many of the examples included active living. He stated that the scale of the study area allows everything to be walkable and that it should be walkable from surrounding neighborhoods and not just a destination that people drive to. Mr. Savo stated that also works with the health district.

Mr. Walzak stated that the last few examples also included affordable housing elements. Mr. Calvert stated that Rockville Town Center also included a moderate priced housing requirement.

Co-chair Wu stated that two of the case studies focus on policy and that it is timely during the Committee's attempt to develop a vision statement. She also stated that the concept of active living should encourage making the entire neighborhood walkable.

Mr. McEachran stated that elements such as healthy neighborhoods should be included as sub points as part of the comprehensive plan, and part of the overall plan for all neighborhoods. Mr. Walzak responded that was the case in Los Angeles but it was buried in the comprehensive plan document.

Ms. Kumar stated that one of the things that hasn't been talked about are those that drive to the study area to use the new light rail station. Mr. Savo stated that will be an important part of the conversation. He stated that how we use cars will change whether that is promoting other forms of transportation or to discourage driving. Mr. Savo stated that the first consideration will be taking cars off of surface parking lots and to find ways to discourage that as a primary means to use and store automobiles.

Mr. Calvert stated that the Wilburton Station, East Main, and Spring District stations are intended to be urban stations and that stations such as South Bellevue and others further out will be locations for park and rides. Co-chair Wu stated that the Committee doesn't need to think about a park and ride station if there will be others, particularly if the environment for pedestrians and cyclists is made welcoming enough in the study area. Mr. Calvert stated that the Metropolitan Atlanta Rapid Transit Authority has a large number of park and ride stations with aerial guideways that are under redevelopment for transit oriented development. He stated that was something occurring around the country and that the park and ride wasn't providing a sound return. Mr. Savo stated that this should be a district that should encourage people to come to, not depart from. Mr. Renn stated that there would also be a park and ride at the 136th Avenue station.

8. Prioritizing Assets, Opportunities, and Framework

Mr. Calvert stated that the Committee would be receiving homework prior to the next meeting. He stated that common themes have developed between the committee, public, and the stakeholders. Mr. Calvert stated that they would distribute a survey online for them to prioritize these assets and themes for the study area. He stated that he would like each of the committee members to make an attempt at a draft vision statement to consider for the next meeting based upon their priorities.

Mr. Calvert stated that the next meeting will be important because they will choose a vision statement and will also hear from the property owners in the study area. He stated that they would also be employing the design computational tool to understand height, form, and density.

Mr. McEachran asked if there was an opportunity to receive information in advance from the property owners to facilitate the discussion. Mr. Renn stated that it would be nice to have the addresses of the property owners that will present so that they could study the sties prior to the meeting. Mr. Calvert responded that they will share as much information in advance as possible in addition to a map of the properties to be discussed.

Mr. Calvert stated that the information for the case studies will be posted online but if the committee members wished to receive additional information to feel free to request it.

9. Adjourn

Co-chair Barksdale adjourned the meeting at 8:01 p.m.

WILBURTON COMMERCIAL AREA STUDY





Wilburton Trestle

Agenda

Results of Public Survey

- Identify common themes between CAC discussion, Stakeholder Interviews and Public Survey

B. Calvert, NBBJ

Economic Information and Discussion

- Present early economic research and market analysis

B. Vanneman (Leland Consulting)

Case Studies

B. Calvert, NBBJ

Prioritization of Assets, Opportunities and Framework

- Discussion on establishing priorities that will inform the overall vision of the Wilburton Commercial Area

B. Calvert, NBBJ

SURVEY RESULTS



Online Open House Overview

- Site was live Feb 13 – Feb 27
- 5 pages in total
- In numbers:

5:13

AVG. TIME ON SITE (MIN)

782

TOTAL VISITORS

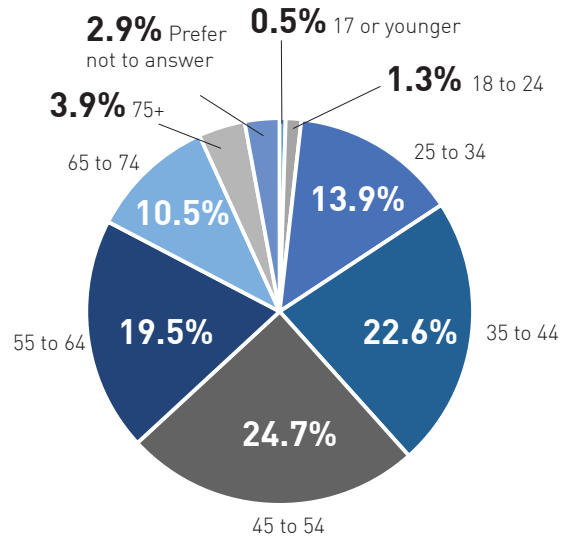
3.75

PAGES PER SESSION

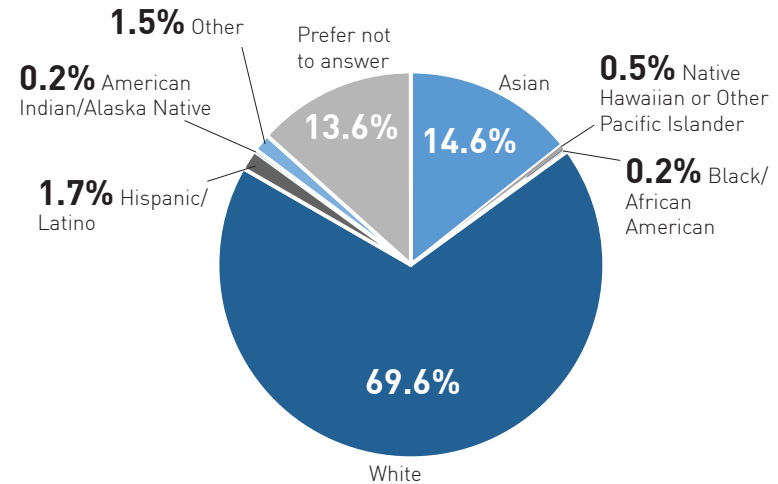
- Key comment themes:
 - Respondents tilted towards **long-time Bellevue residents**
 - Desire for **cultural space** (art, music, theater)
 - **Outdoor recreation/walkability** is highly valued

Demographic Responses

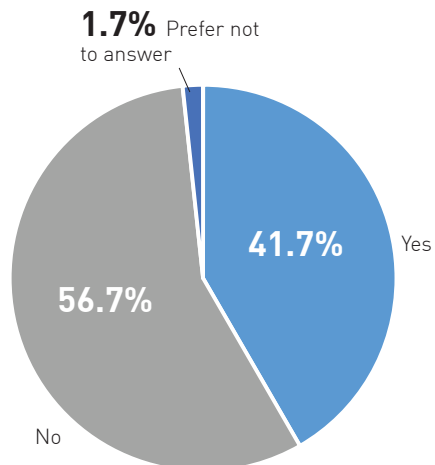
Age



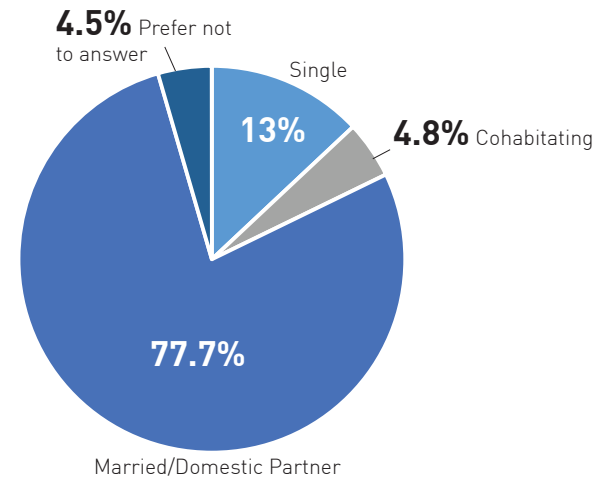
Ethnicity



Children in Household (Under 21)

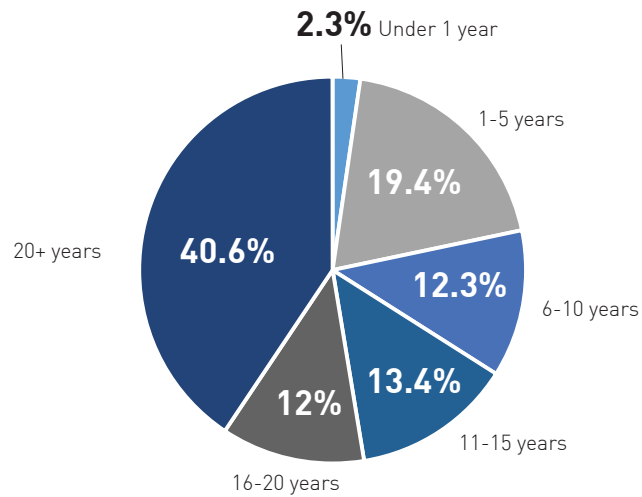


Household Composition

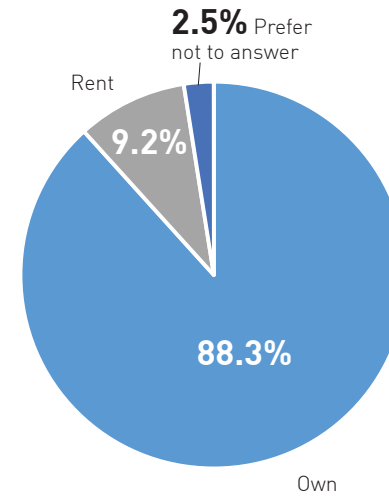


Demographic Responses

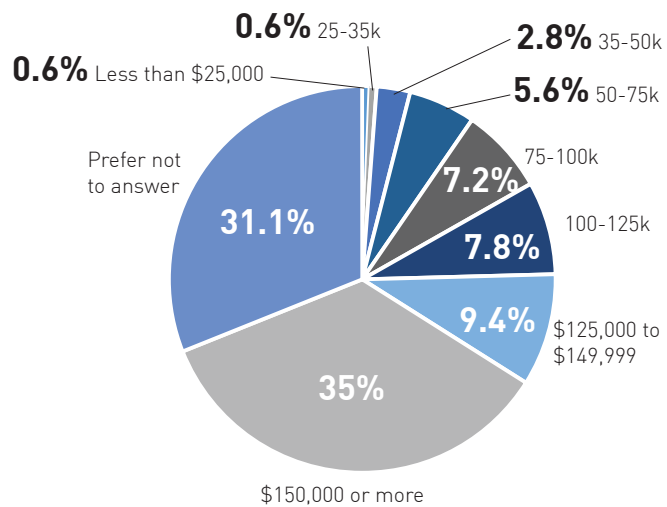
Years Lived in Bellevue



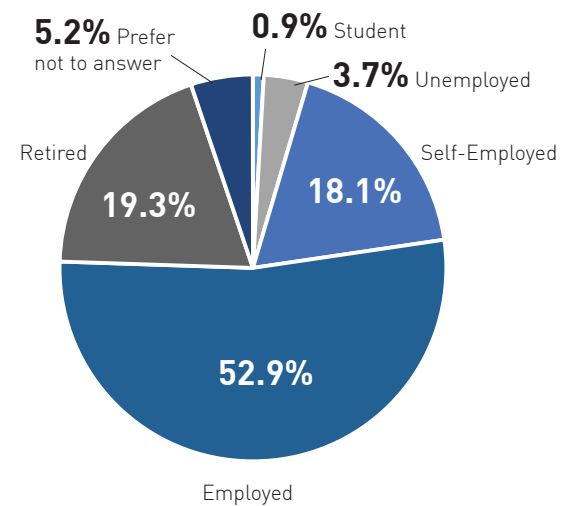
Own/Rent



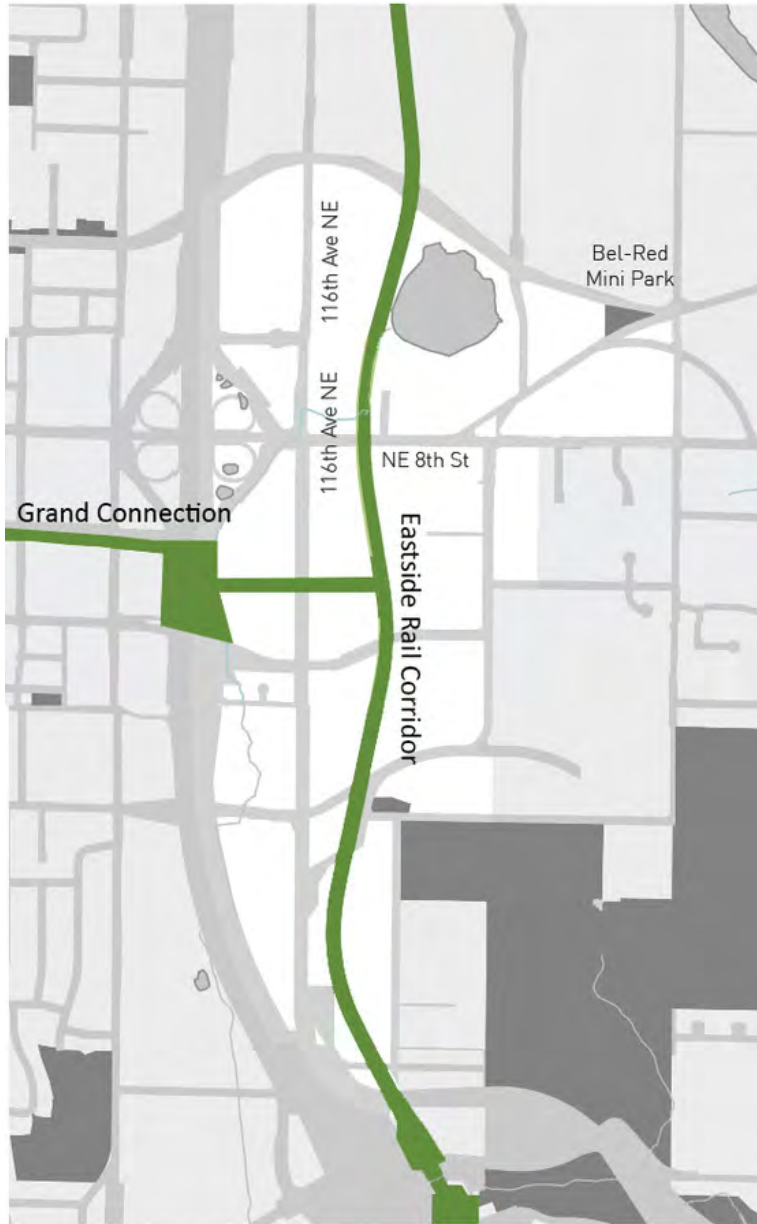
Household Income



Employment Status



Thinking Big Station



- Total Responses: 149
- Question 1: What future uses for this area (e.g. shopping, outdoor recreation, nightlife) would benefit you personally? (Top themes in responses)
 - Outdoor recreation opportunities (green space, trails, playing fields)
 - Pedestrian-friendly shopping/restaurants/nightlife
 - Library, shelter, and other public services
 - Movie theater or community theater
- Question 2: What is Bellevue currently lacking that might find a home in the Wilburton Commercial Area? (Top themes in responses)
 - [Many similar answers to previous question]
 - Affordable housing
 - Live theater and cultural center
 - Incubator space for businesses that start in Bellevue

Character Station



- **Total Responses: 123**
- **Question 1: What kind of character do you think a new urban neighborhood should have?**
(Top themes in responses)
 - Great food and small shops (not chains or “cell phone stores”)
 - Green, walkable, designed around a town square/neighborhood center
 - Cultural diversity
 - Art shops, public art, and places for artists to live/work
- **Question 2: Is there an unmet need in Bellevue for a neighborhood with a specific type of character or to serve a specific demographic?** (Top themes in responses)
 - Venues for art and live music
 - Public market or general gathering place that isn’t a mall
 - Designed to be seniors-friendly (“stroll-friendly”)
 - “Human-scale” development (not “towers”)
 - Affordable housing for young people and seniors
 - International/Asian district

Defining Features Station



- Total Responses: 119
- Question 1: The following elements or attributes of the Wilburton Commercial Area either already exist, or will exist in the future. Which do you think has the greatest potential to define this area's future? (Pick 3 of 9) (Top themes in responses)
 - Grand connection (66%)
 - East Link light rail (61%)
 - Eastside Rail Corridor (60%)
 - Proximity to Downtown (35%)
- Question 2: The study area's future development could pursue many possible directions. Which of the following uses or elements should be prioritized? (Pick 3 of 14) (Top themes in responses)
 - Park and public space (47%)
 - Community and neighborhood-oriented businesses (39%)
 - Pedestrian and cyclist network (35%)
 - Natural environment (streams, wetlands, etc) (31%)
 - Affordable housing (25%)



Bellevue Wilburton-Grand Connection Study

Real Estate Market Analysis

PREPARED BY



FEBRUARY 2017

Authentic

A Great Urban Neighborhood

Connected & Pedestrian Friendly

Active & Healthy

Affordable

Different from Downtown

Diverse and Multiethnic

Technology and Entrepreneurism

Special Opportunity Area

**Are these the
right goals?**

**Are they
feasible?**

**How can the
City help make
them happen?**

Authentic

A Great Urban Neighborhood

Connected & Pedestrian Friendly

Active & Healthy

Affordable

Different from Downtown

Diverse and Multiethnic

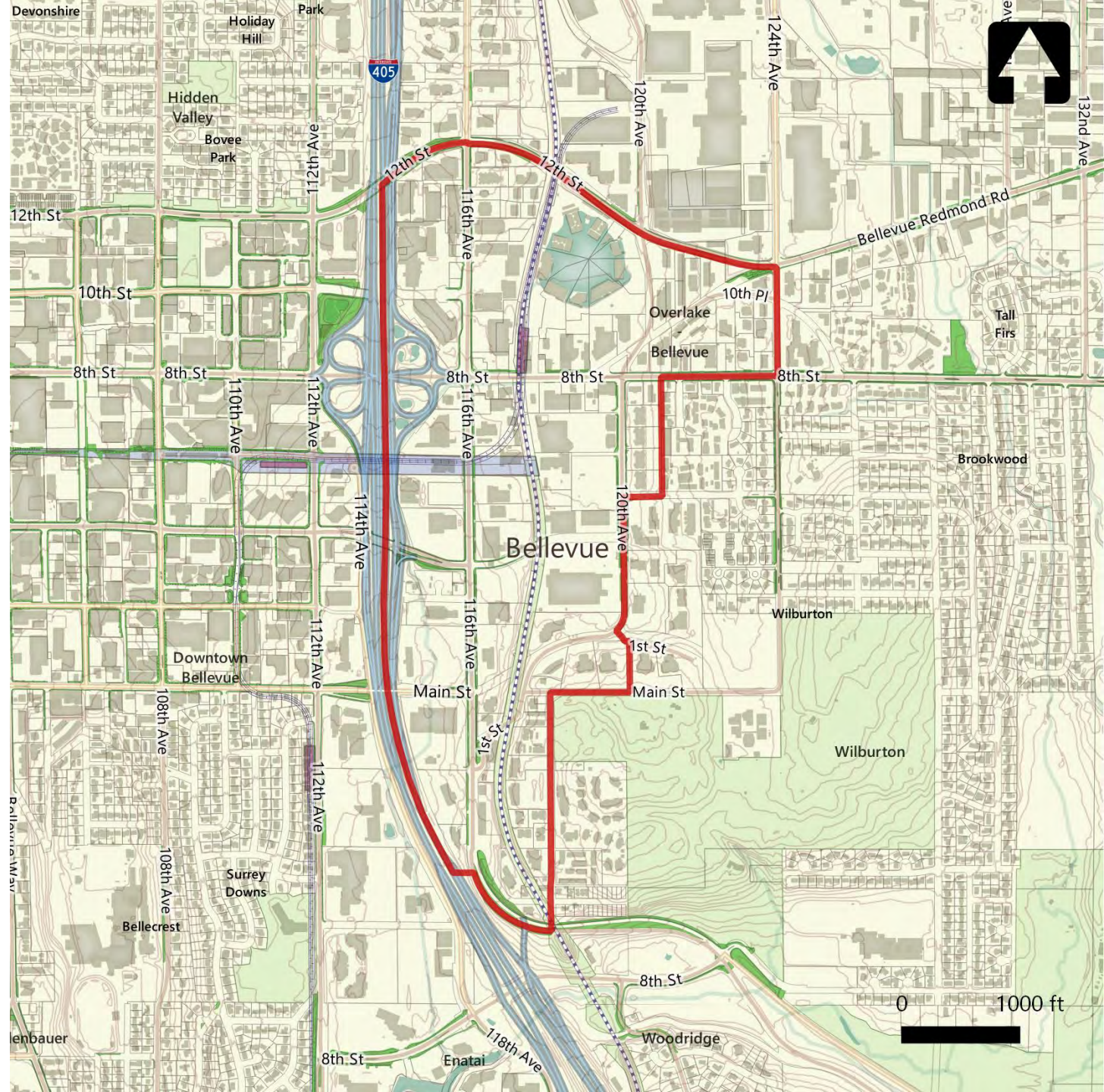
Technology and Entrepreneurism

Special Opportunity Area

In order to plan for an authentic future, we must understand real estate market conditions and projections for Wilburton and surrounding areas.

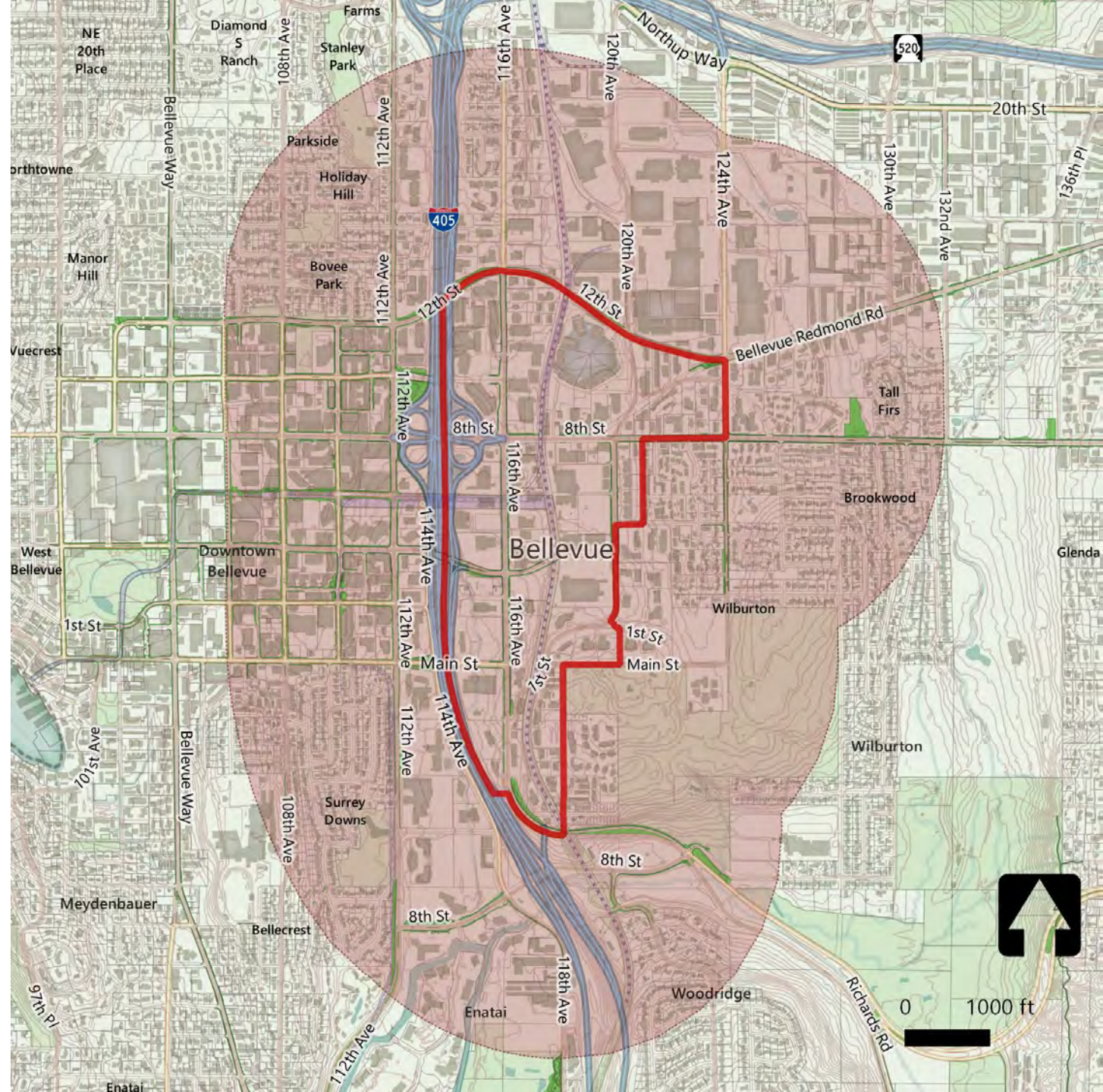


Wilburton Study Area



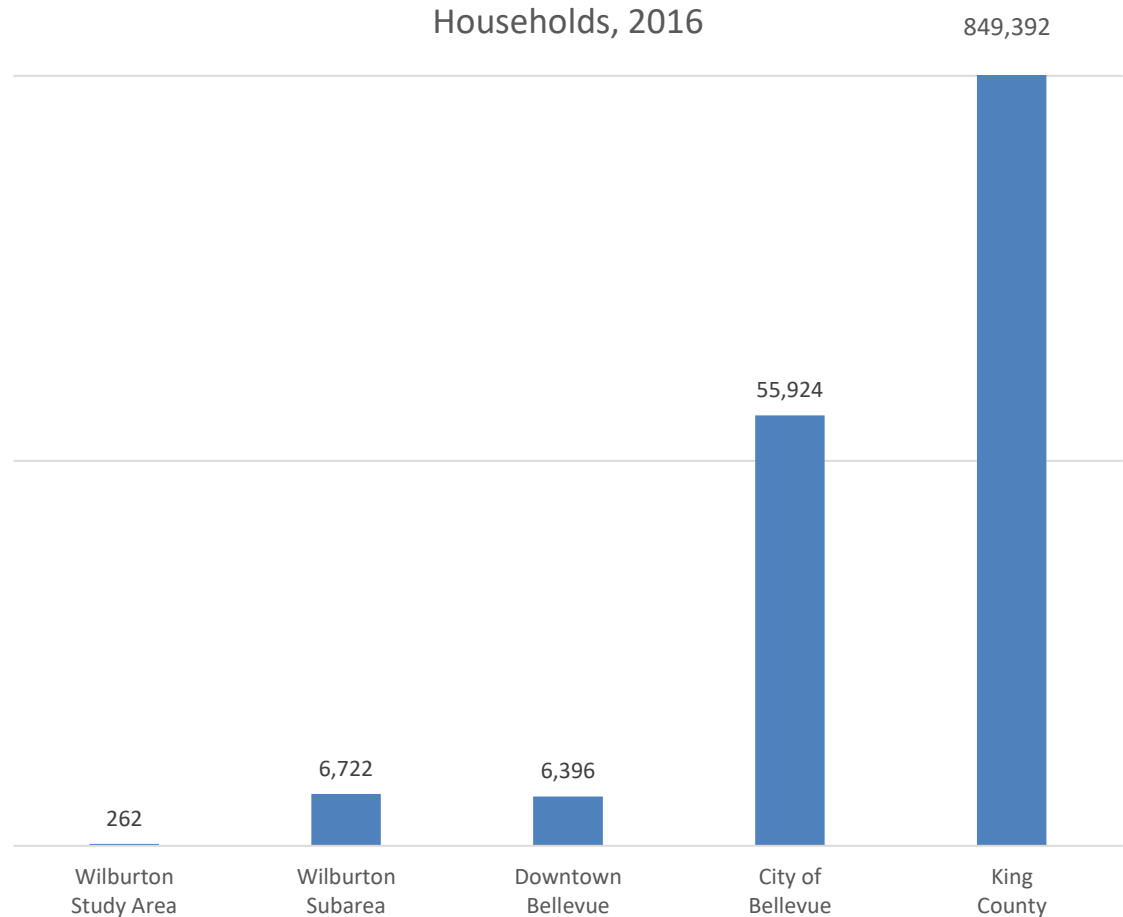
Wilburton "Subarea"

Study area, plus
additional ½ mile
surrounding area



Number of Households

- Very few households currently live in the study area.
- The Wilburton Subarea contains about 12 percent of the City's households. Downtown contains 11 percent.

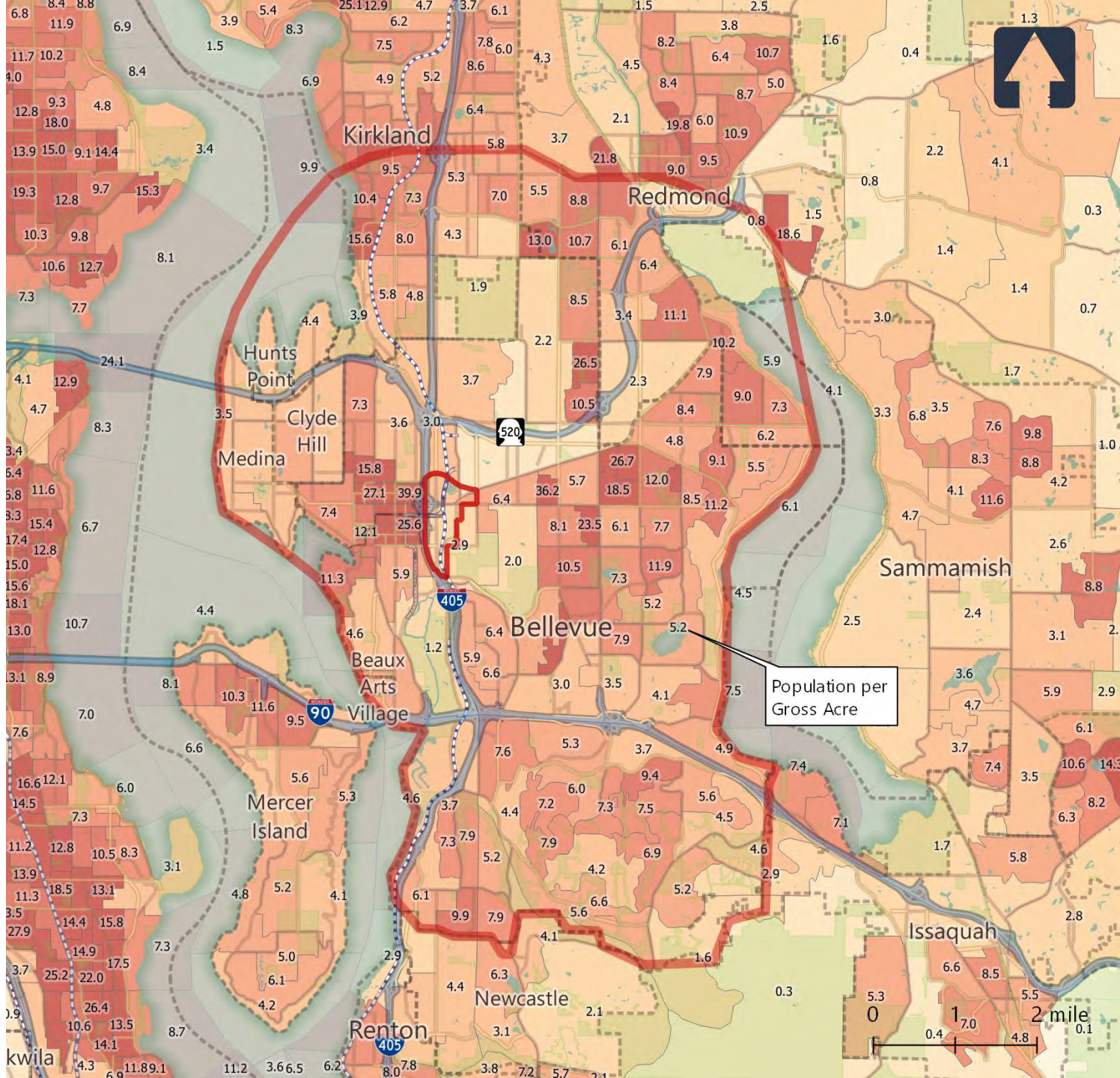


Source: ESRI Business Analyst, US Census, Leland Consulting Group.

A map of the Seattle metropolitan area, including parts of Washington and Oregon. The Redmond area is highlighted with a thick red outline. The map shows major highways like I-5, I-90, and SR-520. Various cities and neighborhoods are labeled, such as Seattle, Bellevue, Kirkland, Redmond, and Issaquah. A scale bar at the bottom right indicates distances up to 2 miles. A north arrow is located in the top right corner.

A map of the Seattle metropolitan area, including parts of Washington and Oregon. The Redmond area is highlighted with a thick red outline. The map shows major highways like I-5, I-90, and SR-520. Various cities and neighborhoods are labeled, such as Seattle, Bellevue, Kirkland, Redmond, and Issaquah. A scale bar at the bottom right indicates distances up to 2 miles. A north arrow is located in the top right corner.

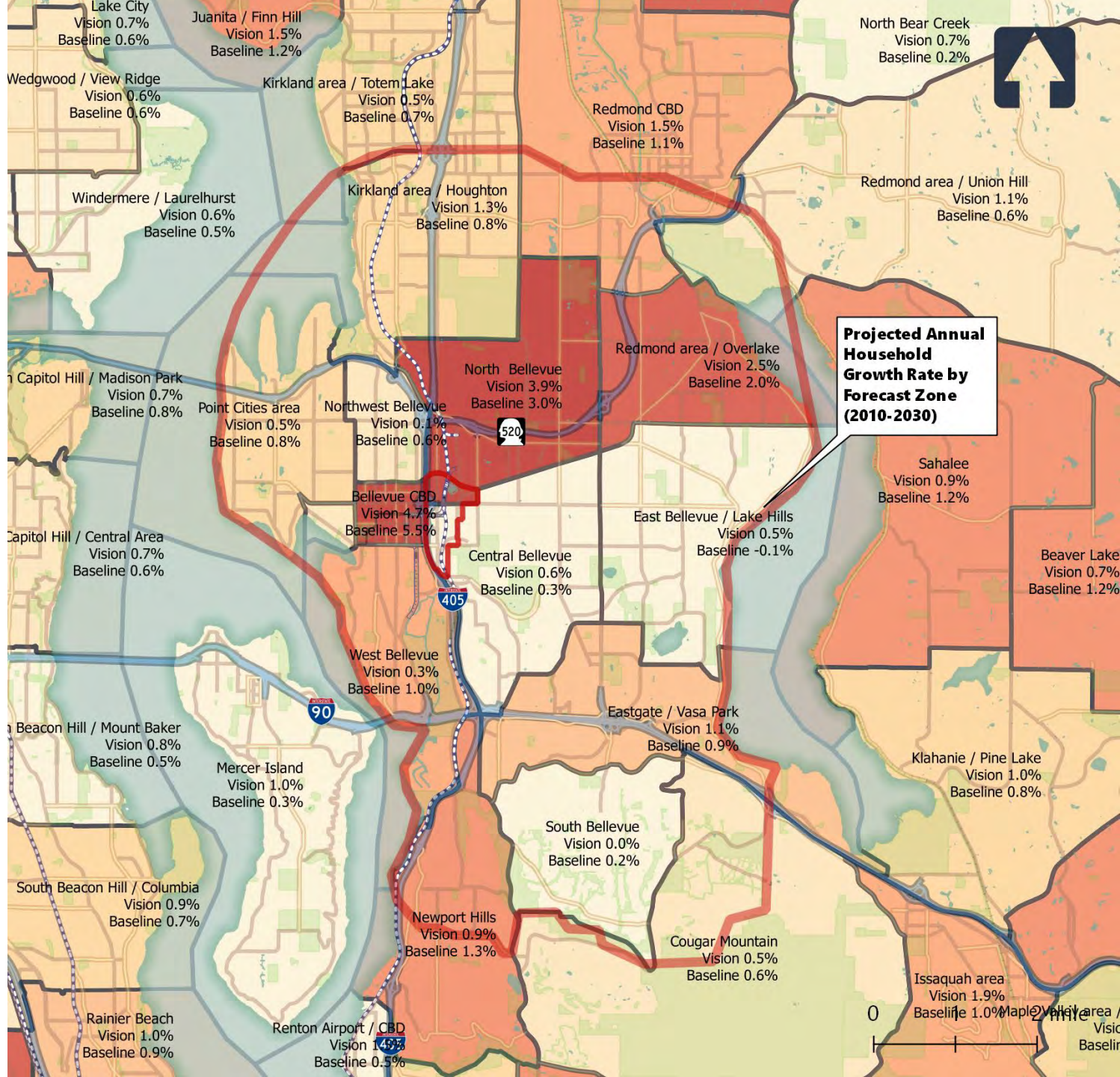
Population Density (per gross acre)



Source: US Census.

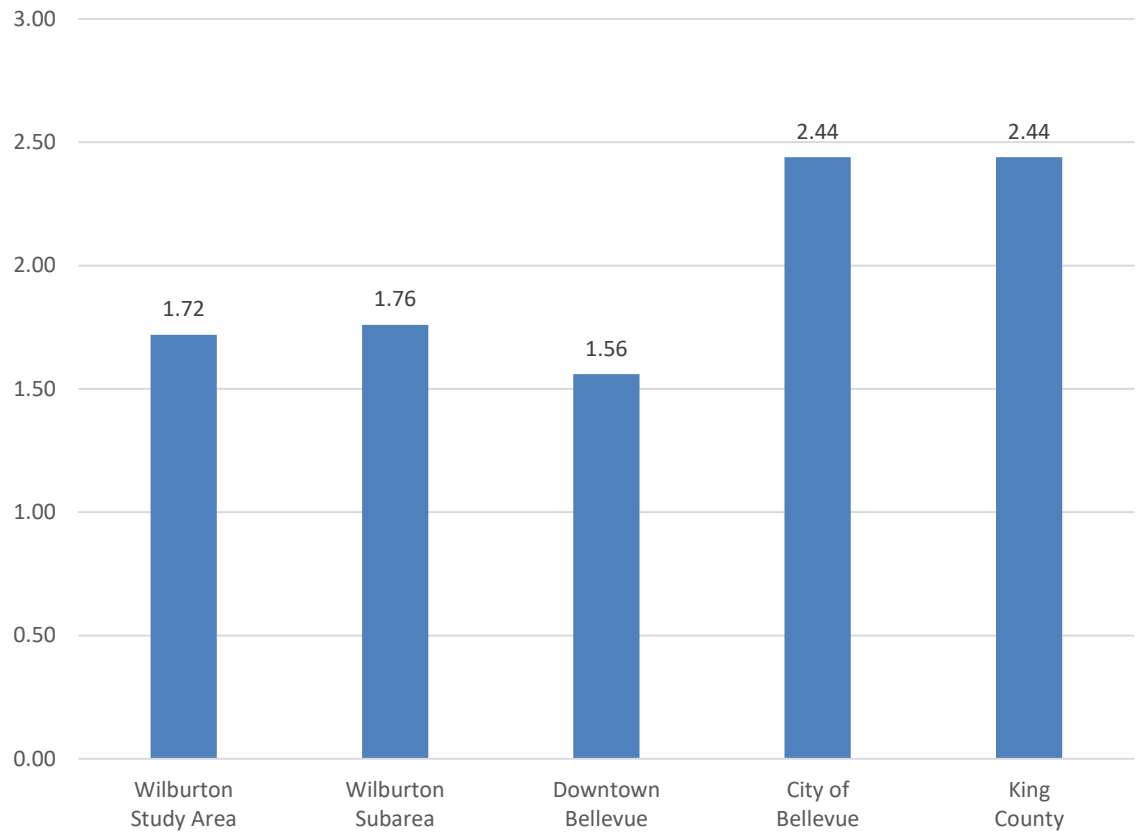
Projected Population Growth

2010 to 2030,
average annual
rates, by Forecast
Analysis Zone
(PSRC)



Average Household Size

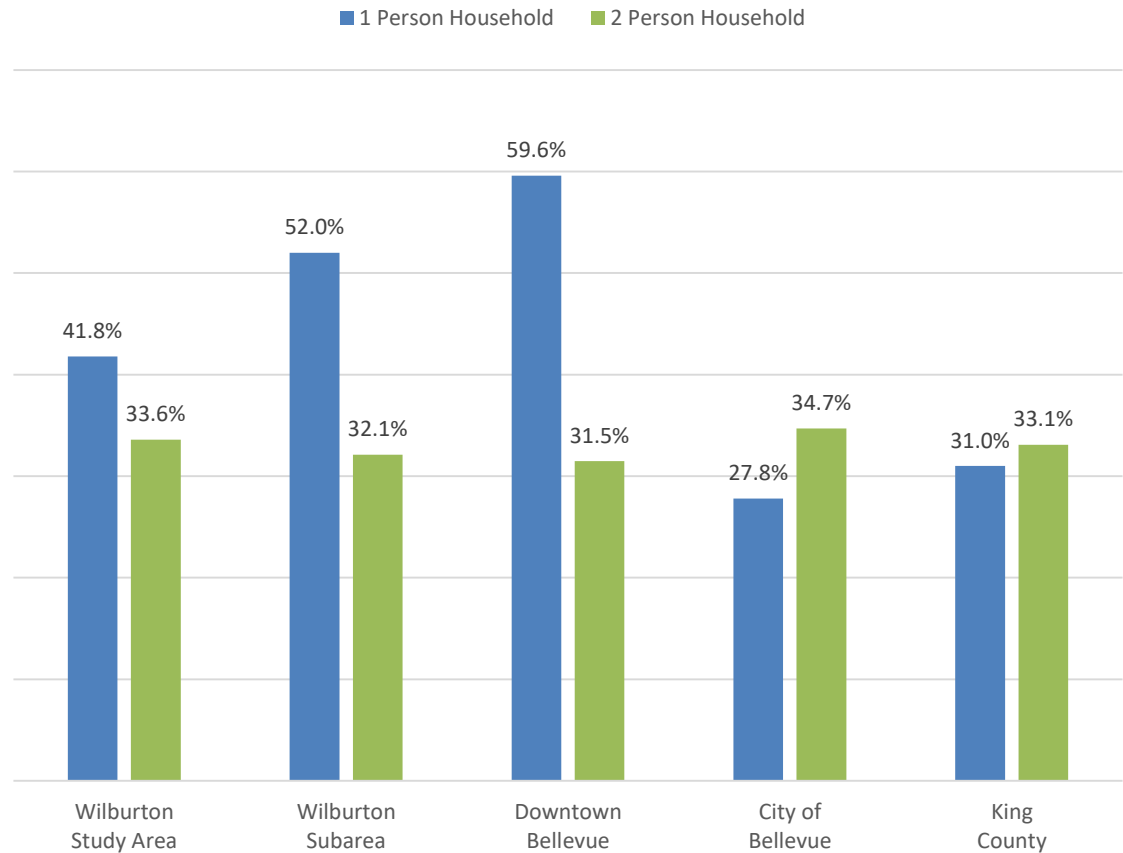
- Wilburton's households tend to be smaller than the City's.
- A greater share of Wilburton's households tend to be single people, or roommates living together.



Source: ESRI Business Analyst, US Census, Leland Consulting Group.

1 and 2 Person Households

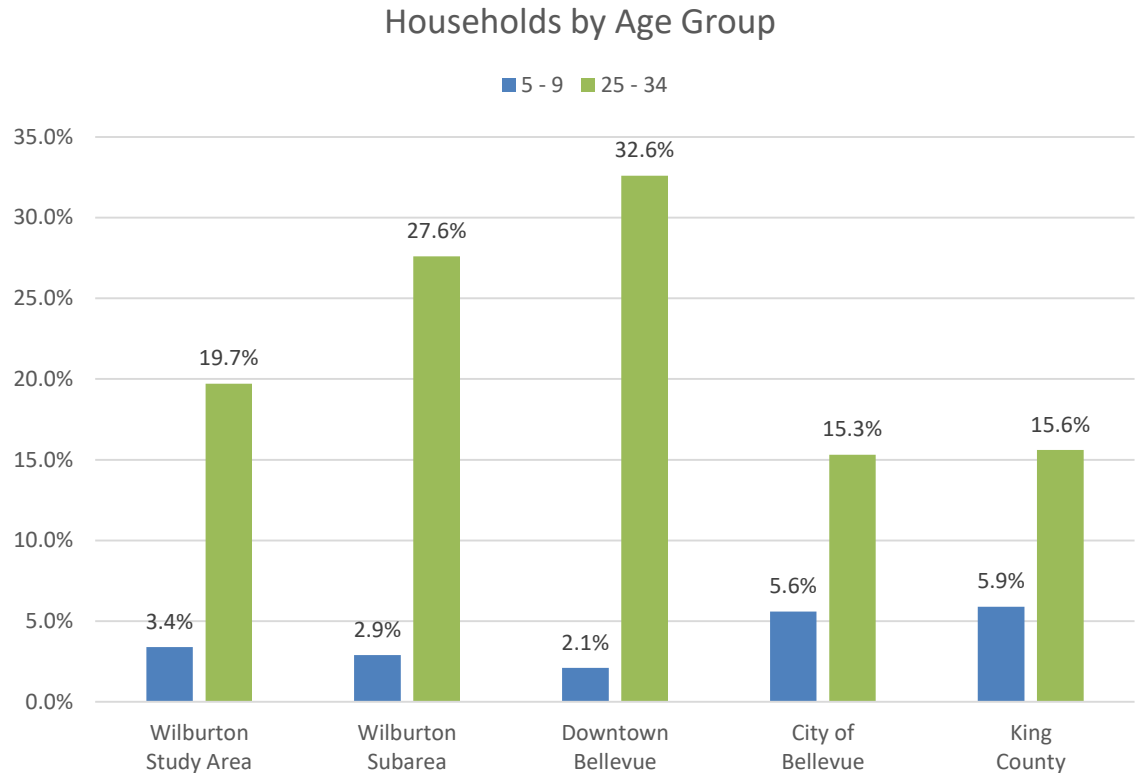
- Bellevue's central areas—including Wilburton and Downtown—have far more 1 person households than the City or County.



Source: ESRI Business Analyst, US Census, Leland Consulting Group.

Age Groups

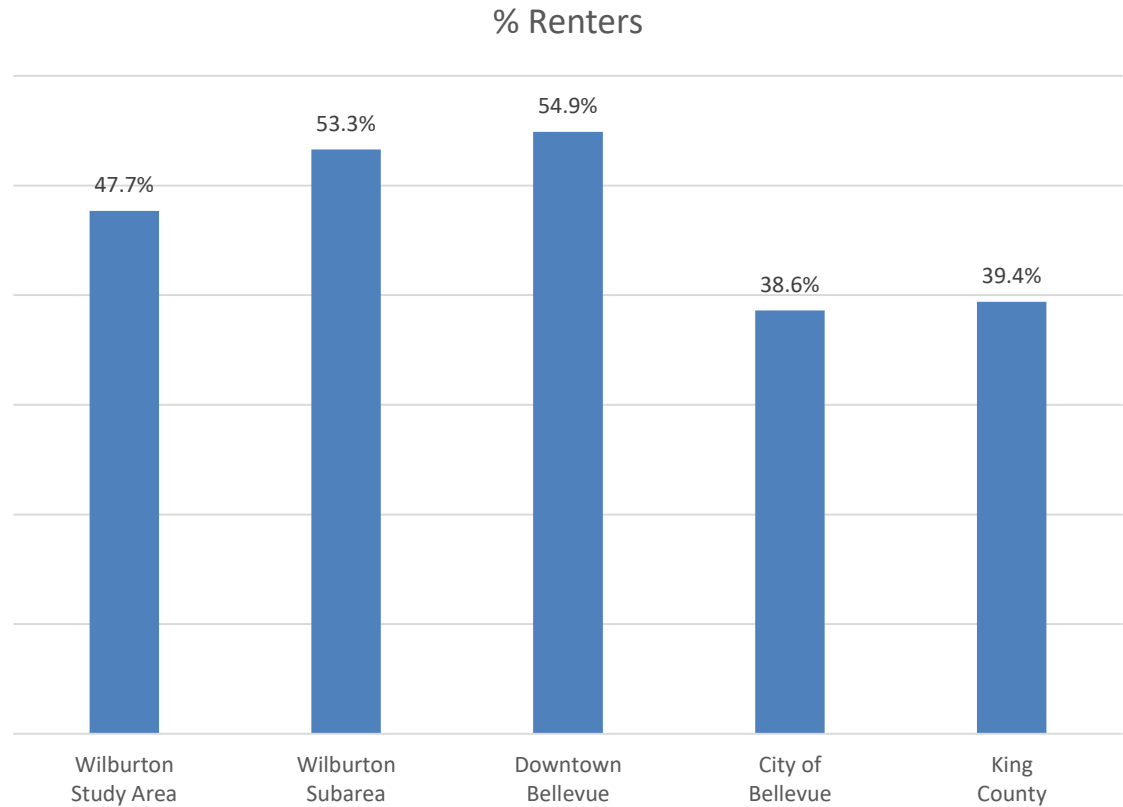
- Young adults in the 25- 34 age group are much more likely to live in Wilburton and Downtown than in the City or County as a whole.
- There are fewer young children in Wilburton and Downtown than in the City or County.



Source: ESRI Business Analyst, US Census, Leland Consulting Group.

Renters

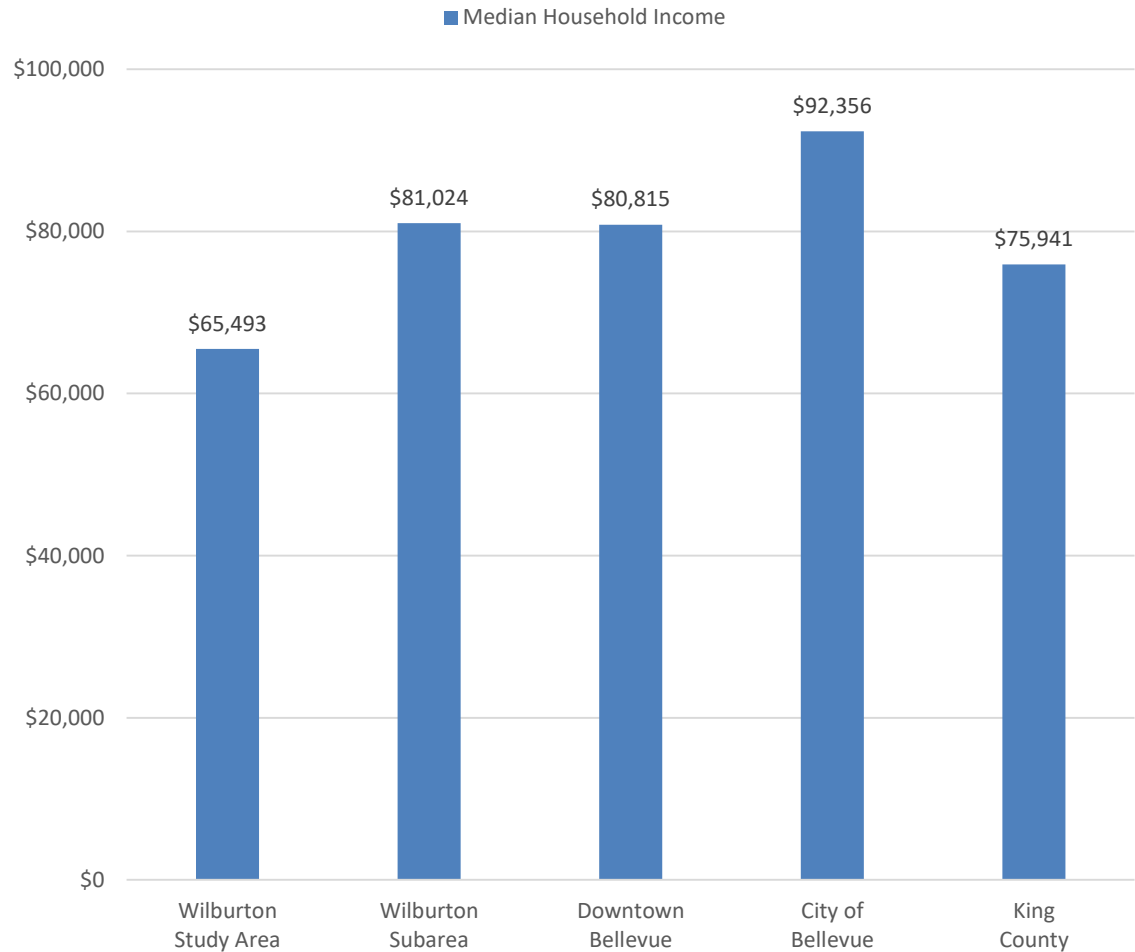
- There is a higher percentage of renters in Wilburton and Downtown than in the City and County.



Source: ESRI Business Analyst, US Census, Leland Consulting Group.

Incomes

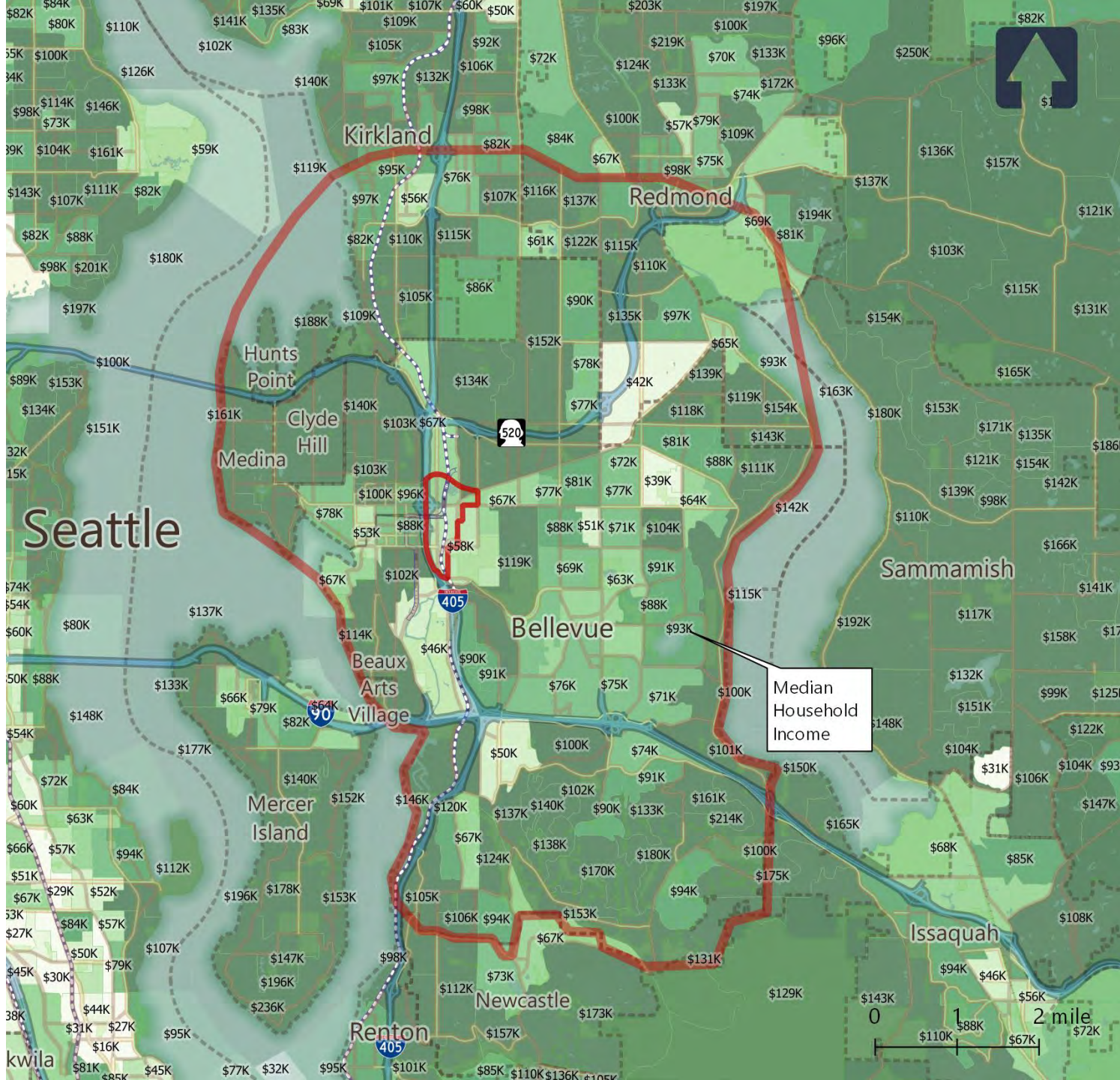
- Household incomes in the study area are lower than Downtown and the City.
- Incomes in the City are among the highest in King County.



Source: ESRI Business Analyst, US Census, Leland Consulting Group.

Household Incomes

2014 Median Household Income by Census Block Group



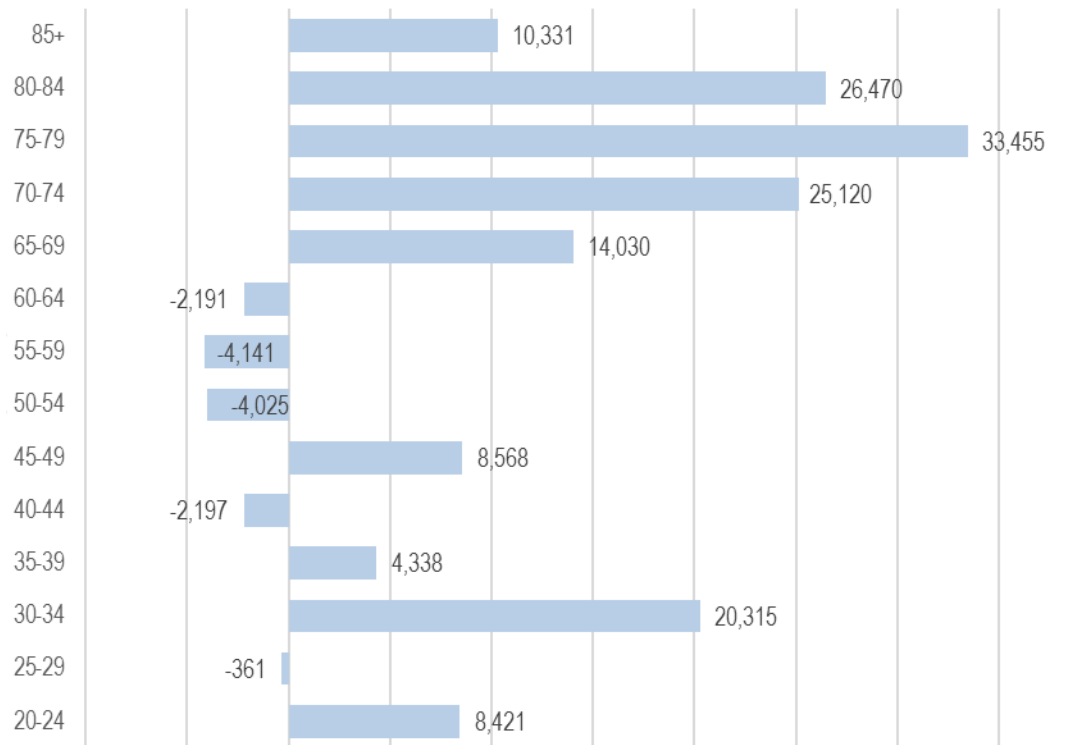
Ethnicity

Non- White Population by Race/Ethnicity, 2016	Wilburton Study Area	Wilburton Subarea	Downtown Bellevue	City of Bellevue	King County
Black Alone	3.2%	3.0%	2.8%	2.5%	6.6%
American Indian Alone	0.4%	0.4%	0.2%	0.4%	0.8%
Asian Alone	28.2%	35.1%	38.5%	31.3%	16.9%
Pacific Islander Alone	0.2%	0.2%	0.3%	0.2%	0.8%
Some Other Race Alone	2.6%	2.1%	1.5%	3.2%	4.3%
Two or More Races	4.3%	3.9%	3.5%	4.4%	5.6%
Hispanic Origin	6.7%	5.8%	5.1%	7.4%	9.8%

Source: ESRI Business Analyst, US Census, Leland Consulting Group.

Population Growth by Age Category

King County, 2015 - 2025

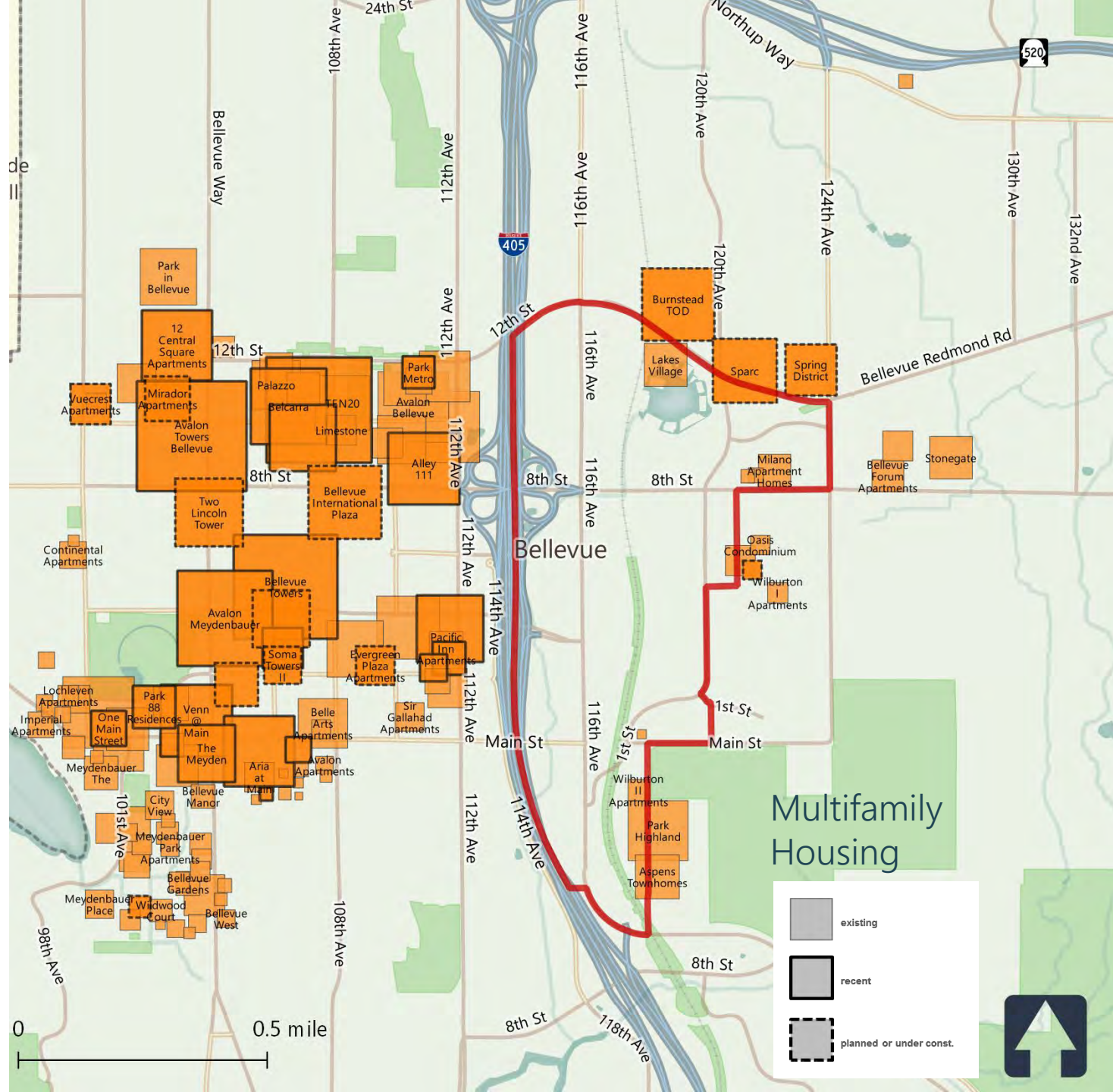


Source: OFM, State of Washington.

Housing

Apartment development has boomed in Downtown and the Spring District, but not in Wilburton.

About 4,800 apartment and condo units are under construction or planned west of 405.



Housing

Spring District

Mid Rise



The Sparc

Downtown

High Rise

Luxury market



Two Lincoln Tower
700 Bellevue Way NE

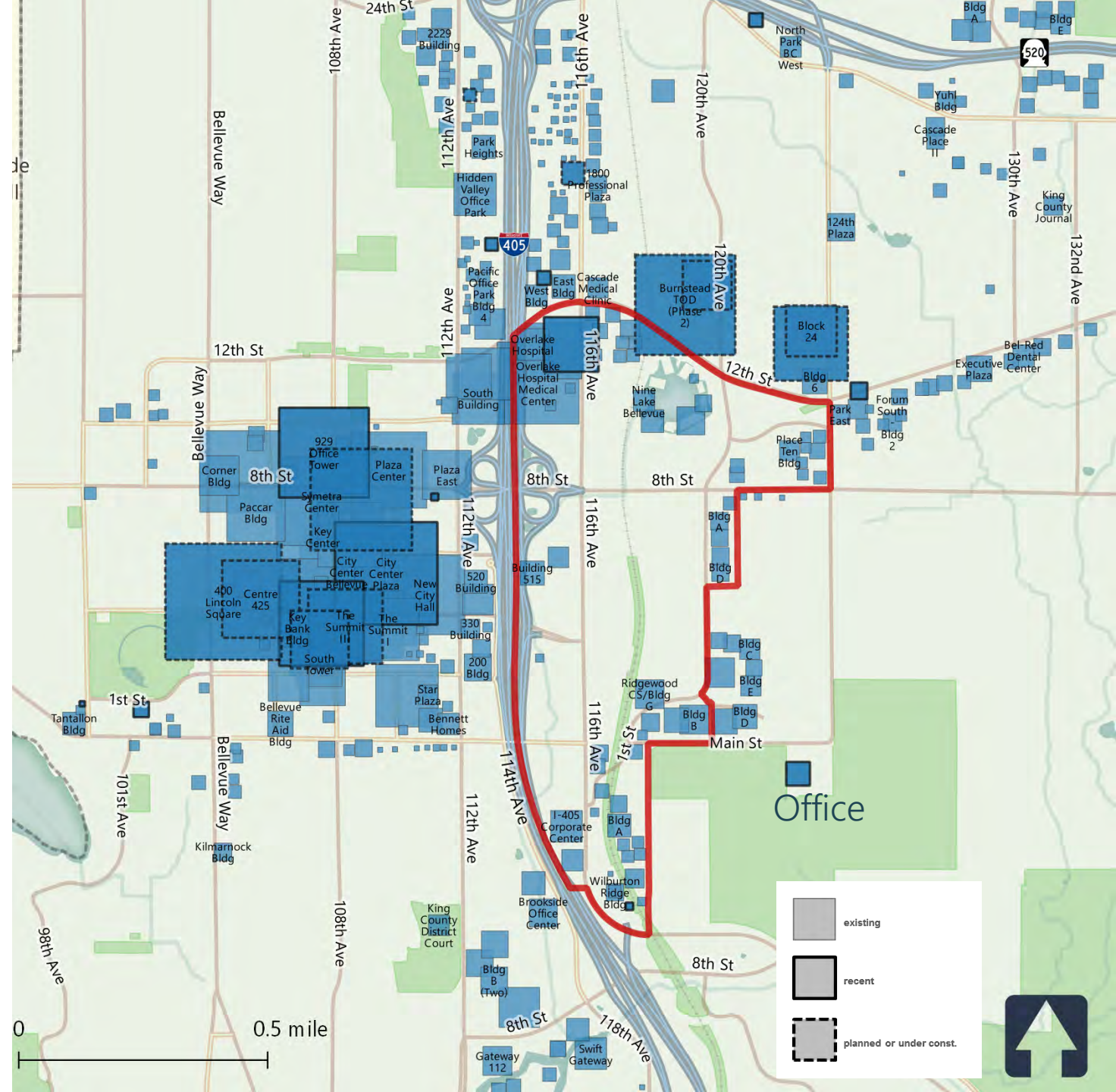
20-Year Housing Demand Forecast

Housing Type	Market Area Demand	Study Area Capture Rate	Study Area Development	
			Low	High
Single Family Detached	5,000	0 to 0%	-	-
Rental Apartments	10,600	20 to 26%	2,120	2,760
Attached Ownership (Townhome, Condo, Plex)	7,600	18 to 23%	1,360	1,740
Total Units	23,200	15 to 19%	3,480	4,500
ULI Estimate				3,600

Office

Large-scale office projects have been built in Downtown, and several are proposed for the Spring District.

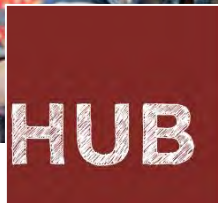
Most office space in Wilburton is smaller, and on the fringe of the district.



Office



UW,
Microsoft,
Tsinghua
University



Bellevue



Office Migration to Urban Locations

“General Electric stunned many when it announced that it would relocate its headquarters in Boston, after being in suburban Fairfield, CT, since 1974.

GE wanted to move to a place that had a walkable urban environment and access to transit... in a vibrant, innovative environment that would be stimulating to workers.”

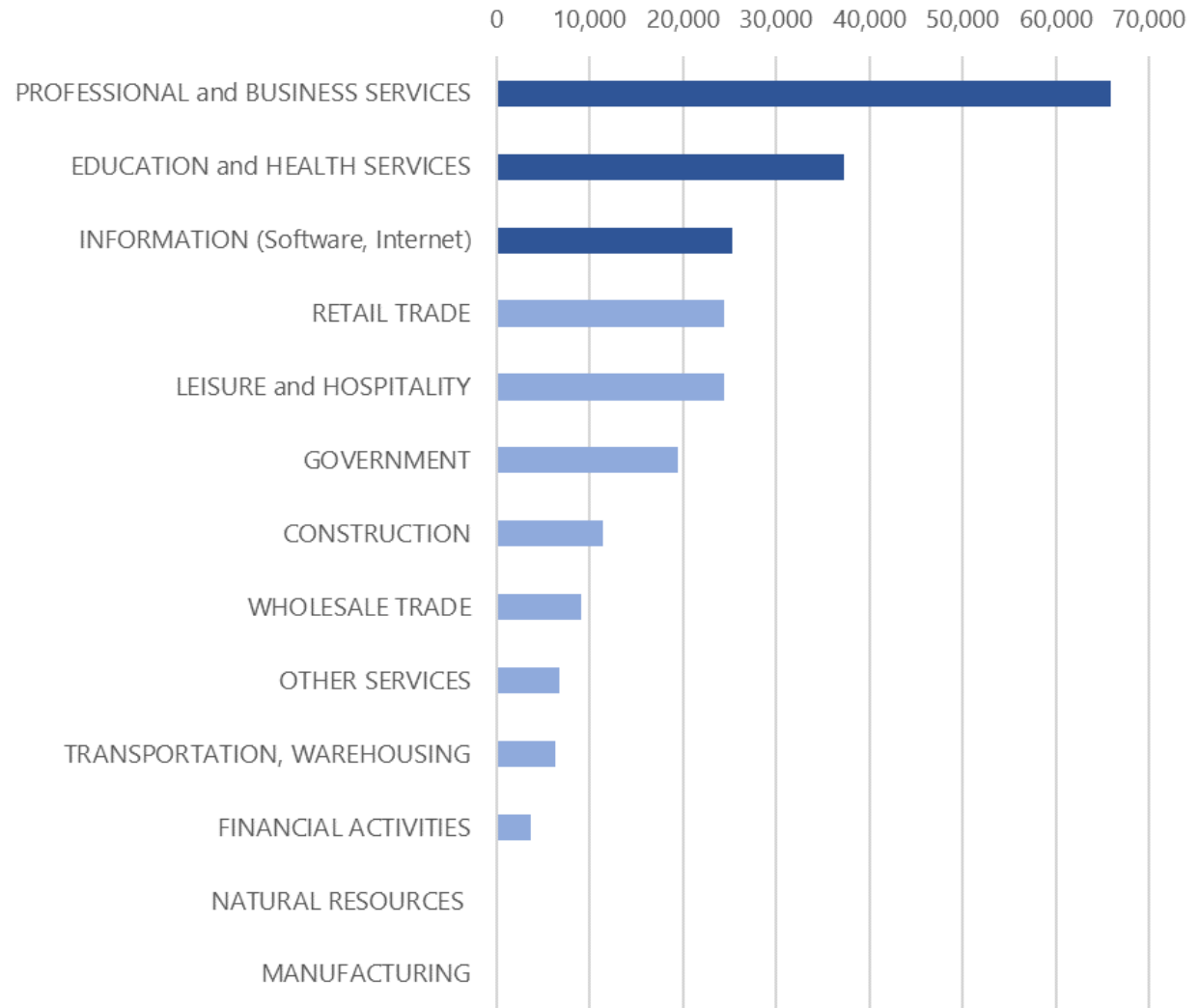
—Forbes

<http://www.forbes.com/sites/petesaunders1/2016/04/19/business-goes-where-talent-flows/#1ad64f665d63>



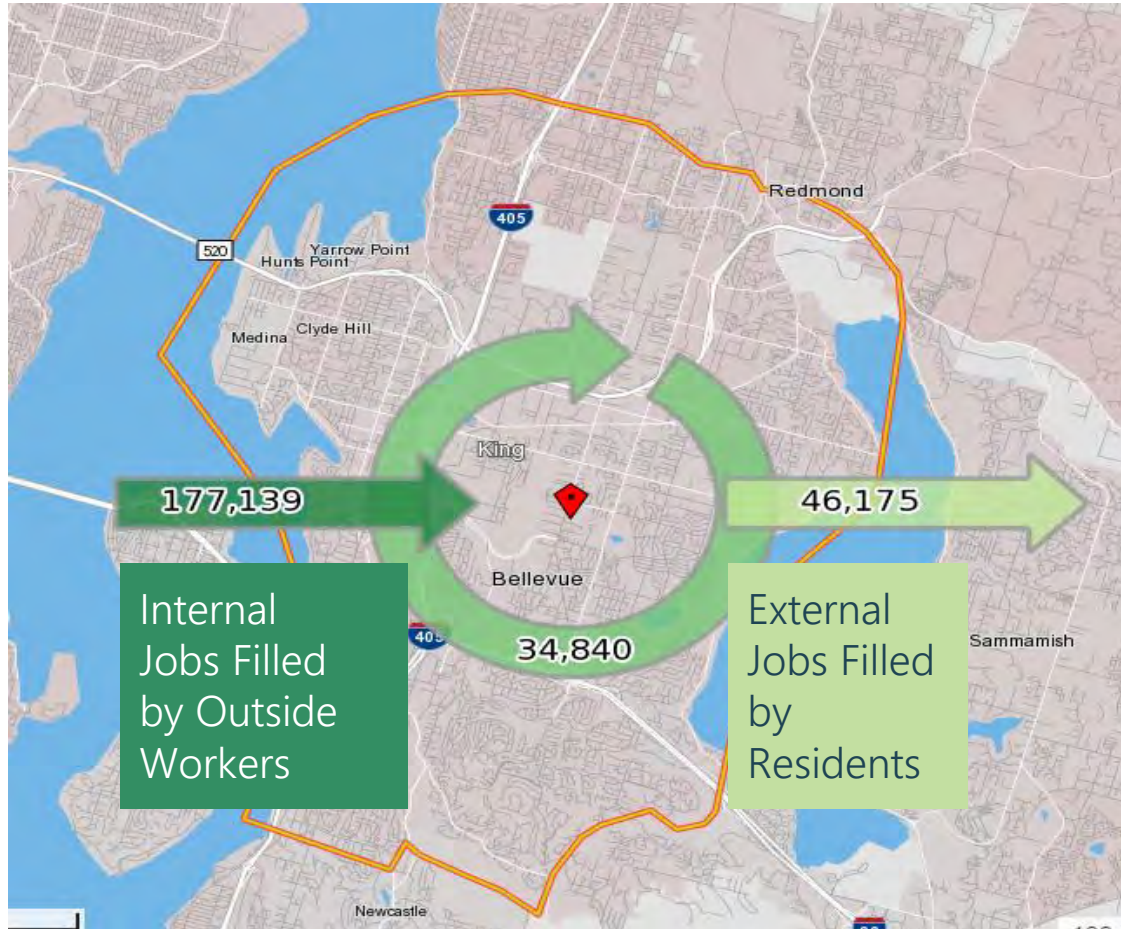
Job Growth, King County, 2014 - 2024

King County is projected to add approximately 230,000 jobs between 2014 and 2024—within industry sectors that Wilburton is well positioned to capture.



Employment

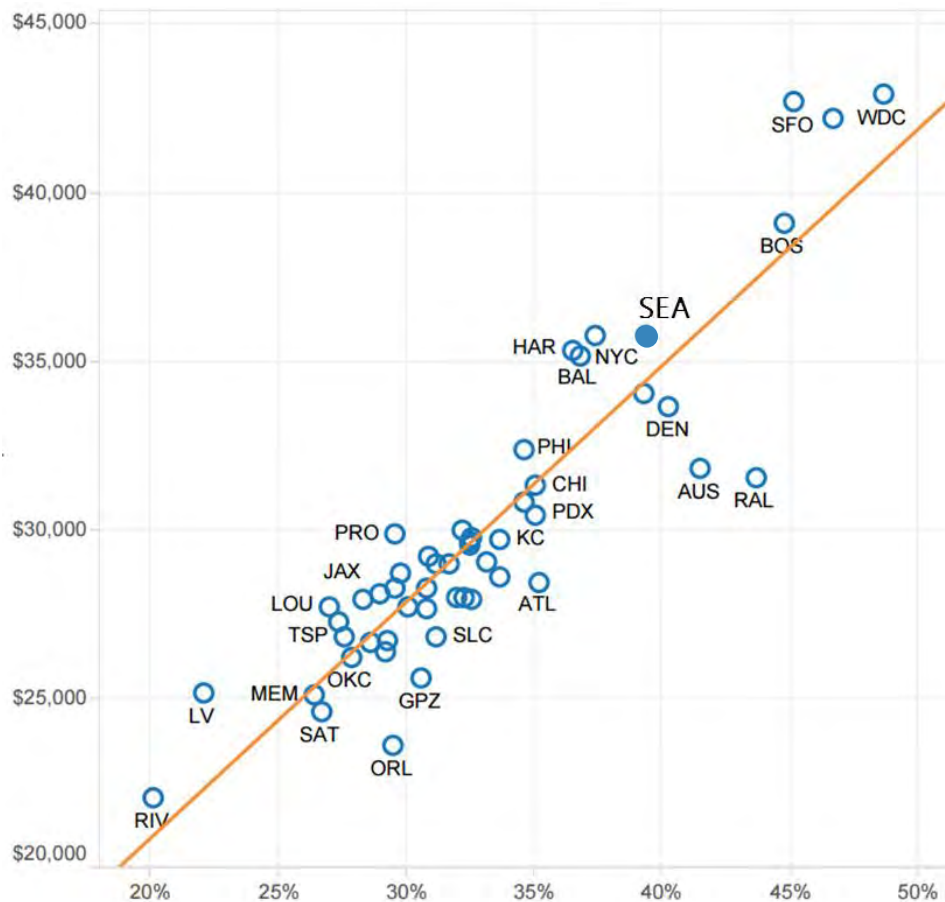
The market area is a major employment center.



Education and Expertise Drive Prosperity

City of Bellevue

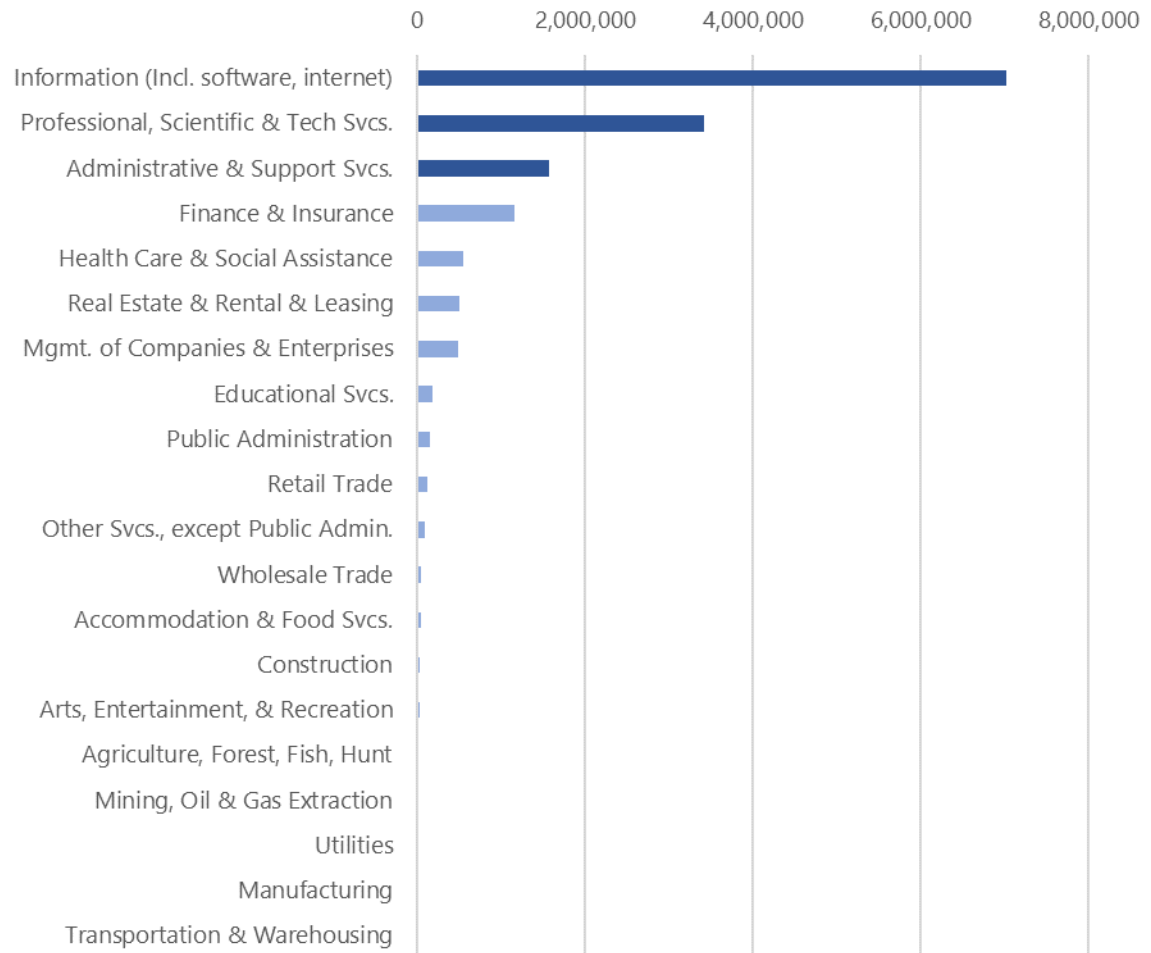
Prosperity
(Per Capita Income)



Education (Percent of Adults with College Degree)

Office Demand by Sector, Market Area, 20 Years

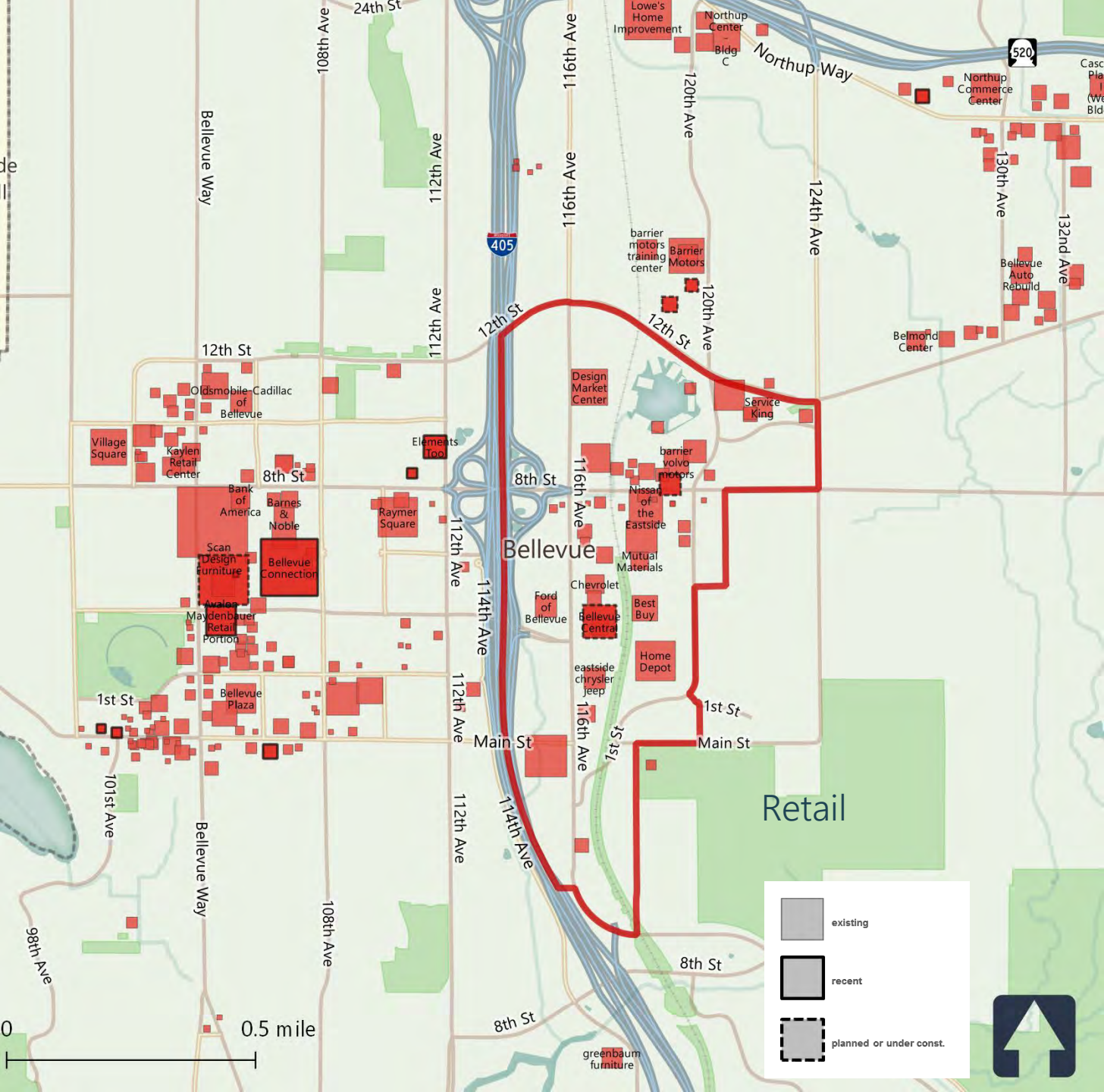
We anticipate approximately 15 million SF of new office development within the market area over the next two decades.



20-Year Office Demand Forecast

Market Area Demand (SF)	15,200,000
Study Area capture rate	
Low	12%
High	20%
Study Area Demand (SF)	
Low	1,800,000
High	3,000,000
ULI Estimate	3,200,000

Retailers
and auto
dealerships
dominate
much of
Wilburton.



Retail

Uwajimaya is one retailer that expresses Wilburton's distinctive ethnic makeup.



Grocers:

- Uwajimaya
- Whole Foods
- Trader Joes
- Other TBD



Eating, drinking, and connecting with fresh food is the ultimate retail and sensory experience.



"Placemaking is not sustainable without food and beverage." –CBRE

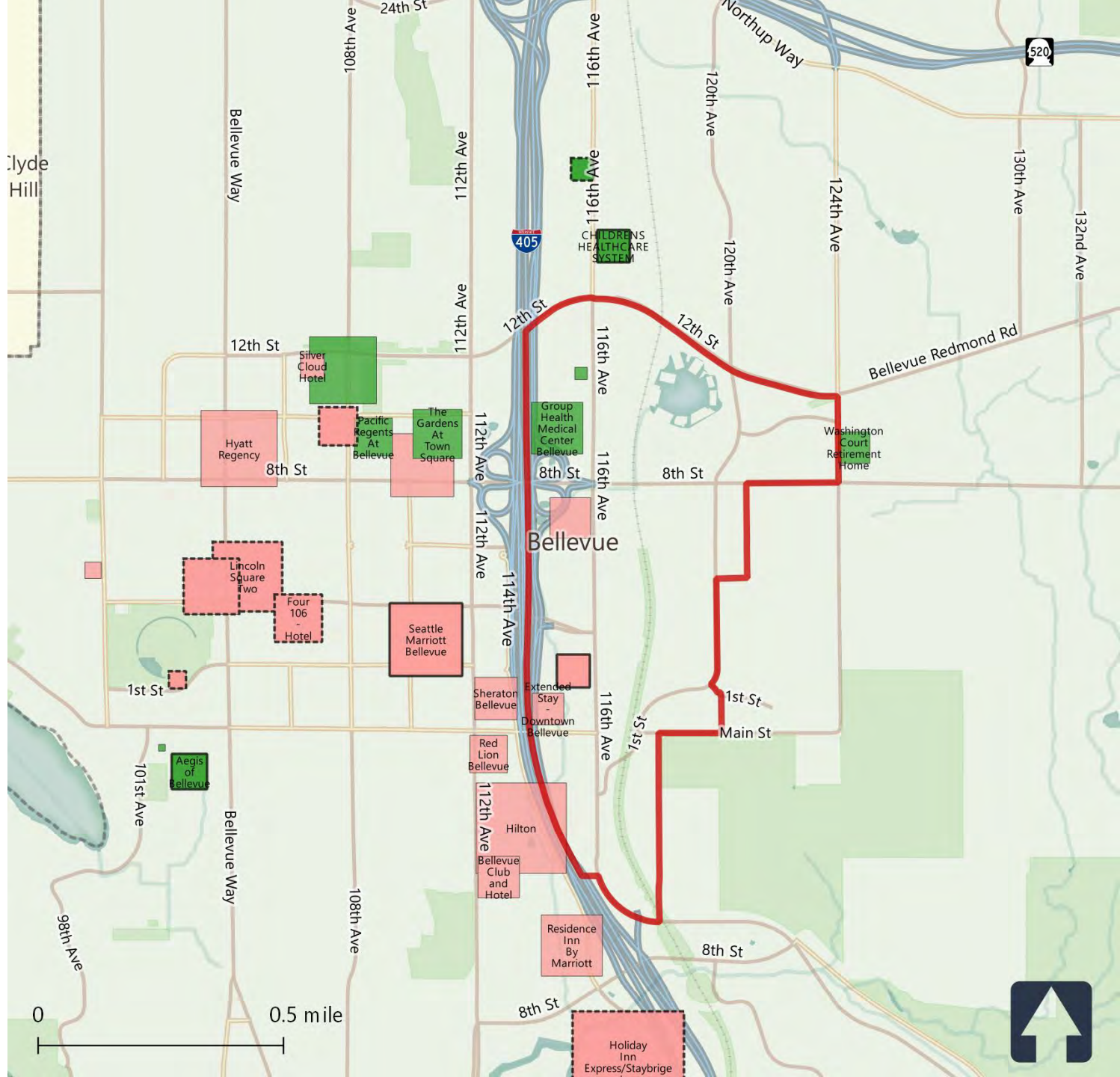


20-Year Office Demand Forecast

Market Area Demand (SF)	4,400,000
Study Area capture rate	
Low	9%
High	16%
Study Area Demand (SF)	
Low	416,000
High	722,000
ULI Estimate	1,260,000

Several major healthcare institutions are located in Wilburton.

Most of Bellevue's lodging is located west of 405.



Wilburton's assets—healthcare, multiple new active transportation facilities, and numerous grocery stores—create an opportunity for a district that promotes health and wellness.

"Healthy places can create enhanced economic value for both the private and public sectors."—ULI



"Healthy Corridors"

Improved infrastructure	<ul style="list-style-type: none"> » Frequent, safe, and well-marked pedestrian crossings » Safe and well-marked bike lanes » Traffic speeds that accommodate pedestrians, bicyclists, and other users » Reduced traffic congestion » Utility lines and traffic signs and signals that are underground or that blend in » Sidewalks that link adjacent neighborhoods to the corridor and that are unobstructed, wide enough for a variety of users, and buffered from the street » Streetscapes that include amenities for visual interest and safety, including seating, trees for shade, and green buffers » Lighting that improves visibility and safety for pedestrians and bicyclists » Features that improve accessibility for all types of users, in compliance with Americans with Disabilities Act standards
Design and land use patterns that support community needs	<ul style="list-style-type: none"> » Vibrant retail environment » Housing options for all income levels » Buildings adjacent or proximate to sidewalks » Improved parking strategies and shared parking » High-quality parks and public spaces » Healthy food options
Engaged and supported people who live, work, and travel along the corridor	<ul style="list-style-type: none"> » Engaged residents and local business owners » Organizations that facilitate long-term improvements and resident engagement » Regular programs in community gathering spaces » Accommodations for pets » Accommodations for vulnerable populations, including children, the elderly, and people with disabilities » A defined identity, drawing on the arts and culture of the community and supported by creative placemaking programming » Measures to address safety and perceptions of safety
Linkages to other parts of the city	<ul style="list-style-type: none"> » Well-connected, multimodal street networks » Safe and easily identifiable connections, including sidewalks and trails » Transit, including enhanced bus service or rail » Bike infrastructure on or adjacent to the corridor

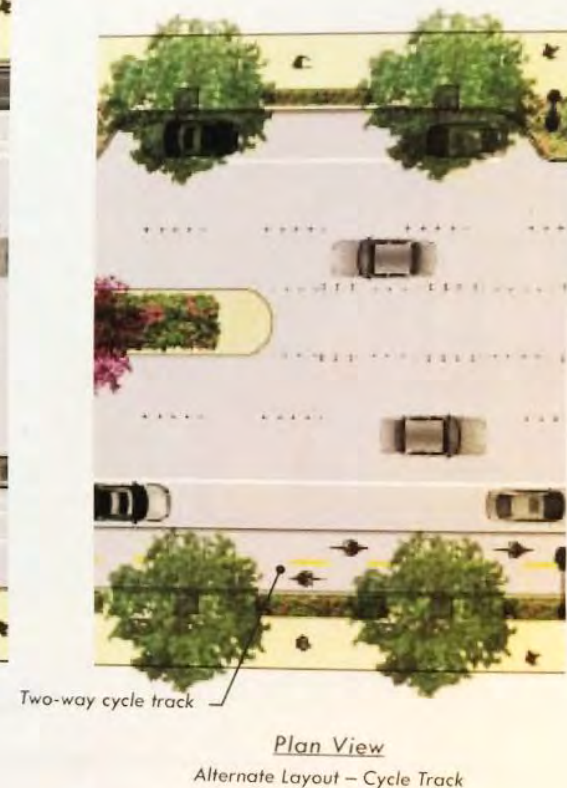
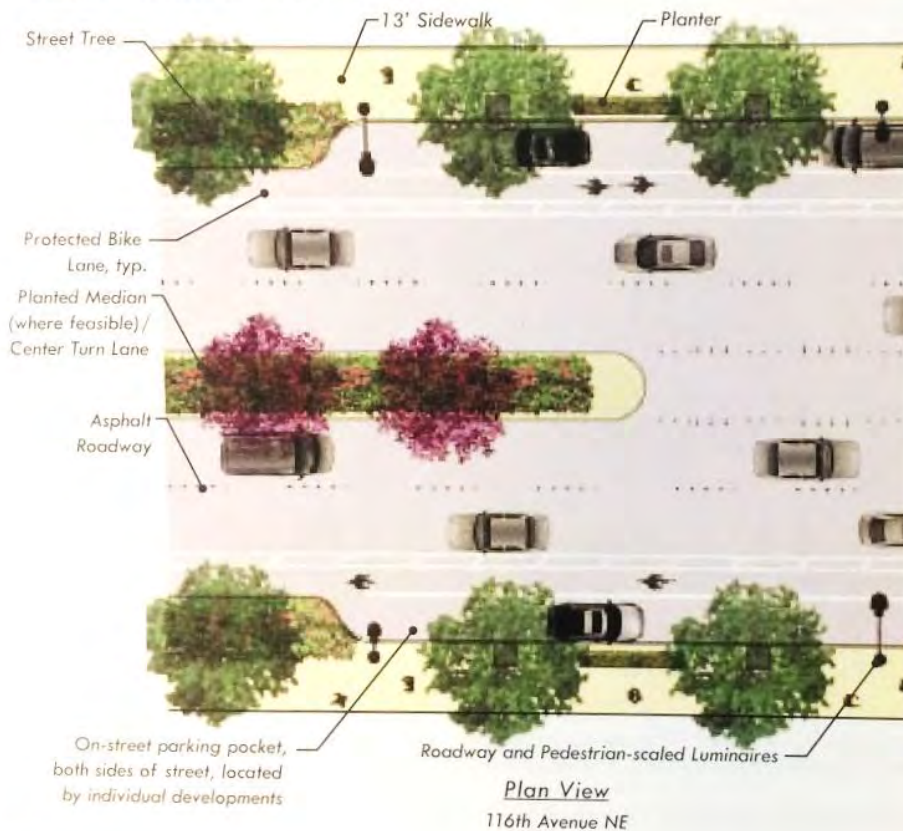
"Planning should be defined as 'public action that generates a sustained and widespread private market reaction.'"
–Alexander Garvin



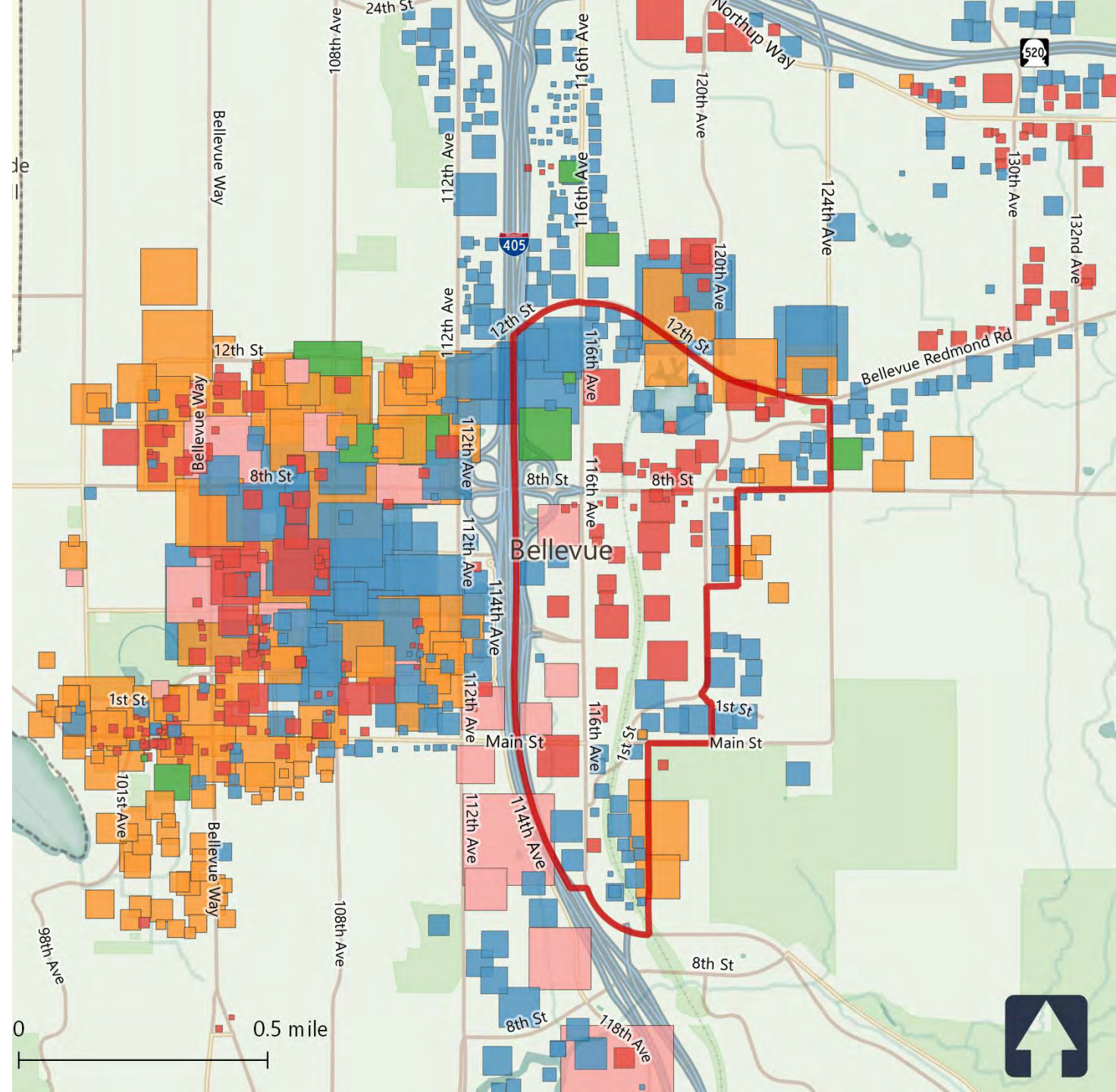
Public action that generates a private market reaction.

CONCEPTUAL 116TH AVE NE STREETSCAPE

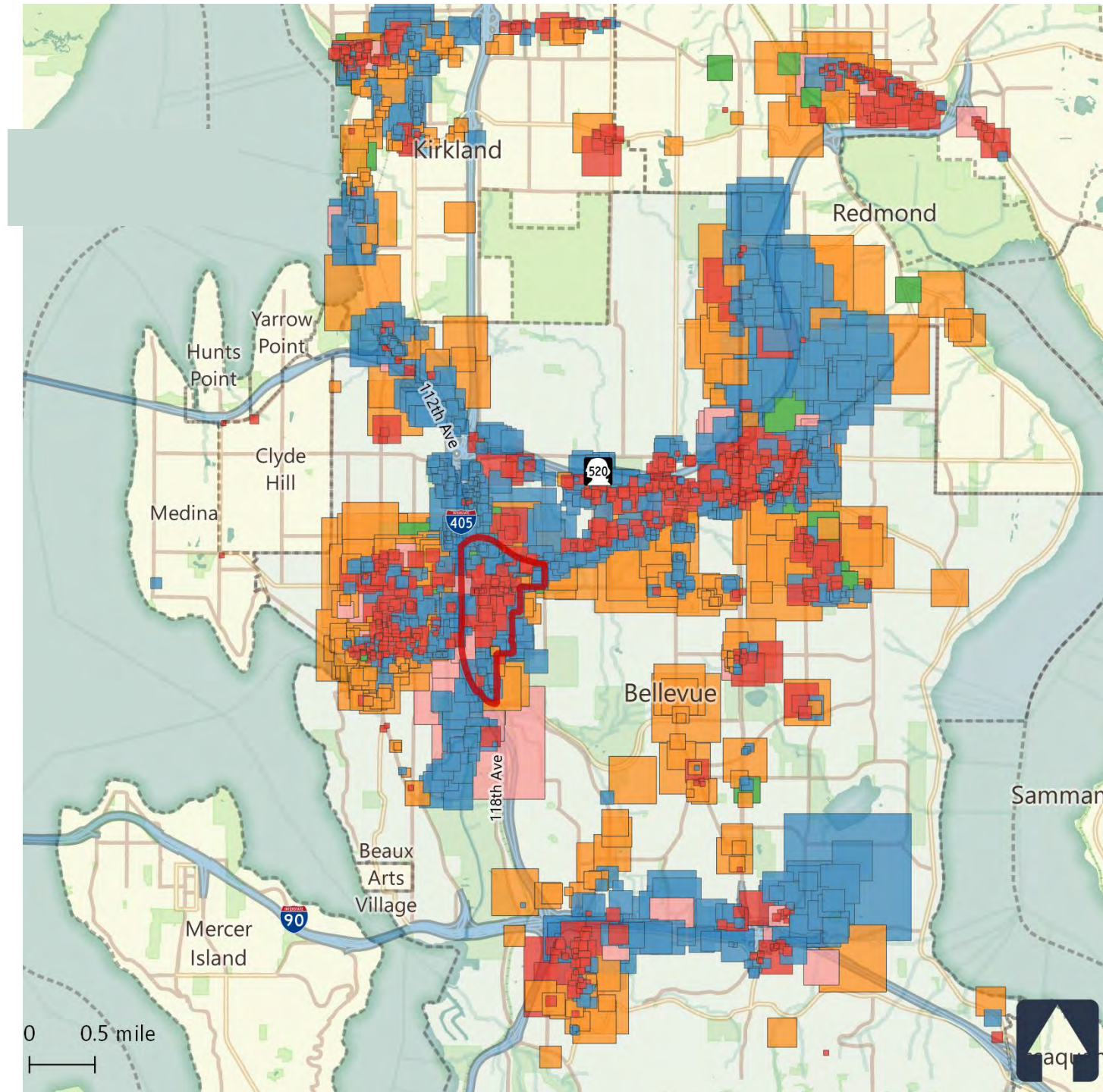
An alternate streetscape layout is to incorporate a two-way cycle track rather than buffered bike lanes, which would reduce the cross section of the road. In both cases, the design speed should reflect the posted speed to make the streetscape as safe and friendly as possible.



While
Downtown
Bellevue is
mixed-use,
Wilburton is a
largely auto-
oriented retail
district that is
in the “path of
growth.”



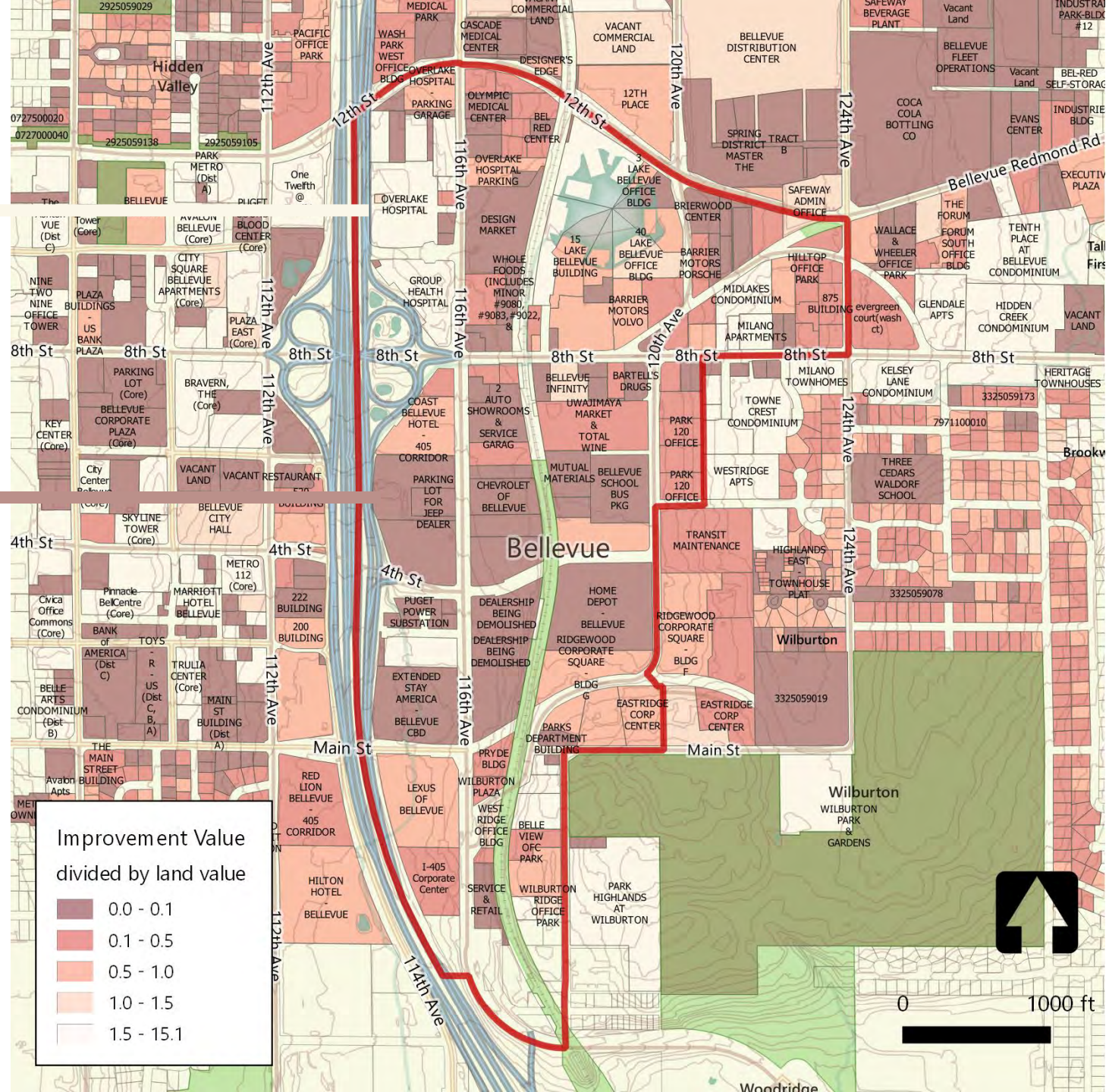
Wilburton is located at the intersection of two major high growth corridors: Bel-Red and 405.



Redevelopment Potential

Some properties are more likely to remain as is.

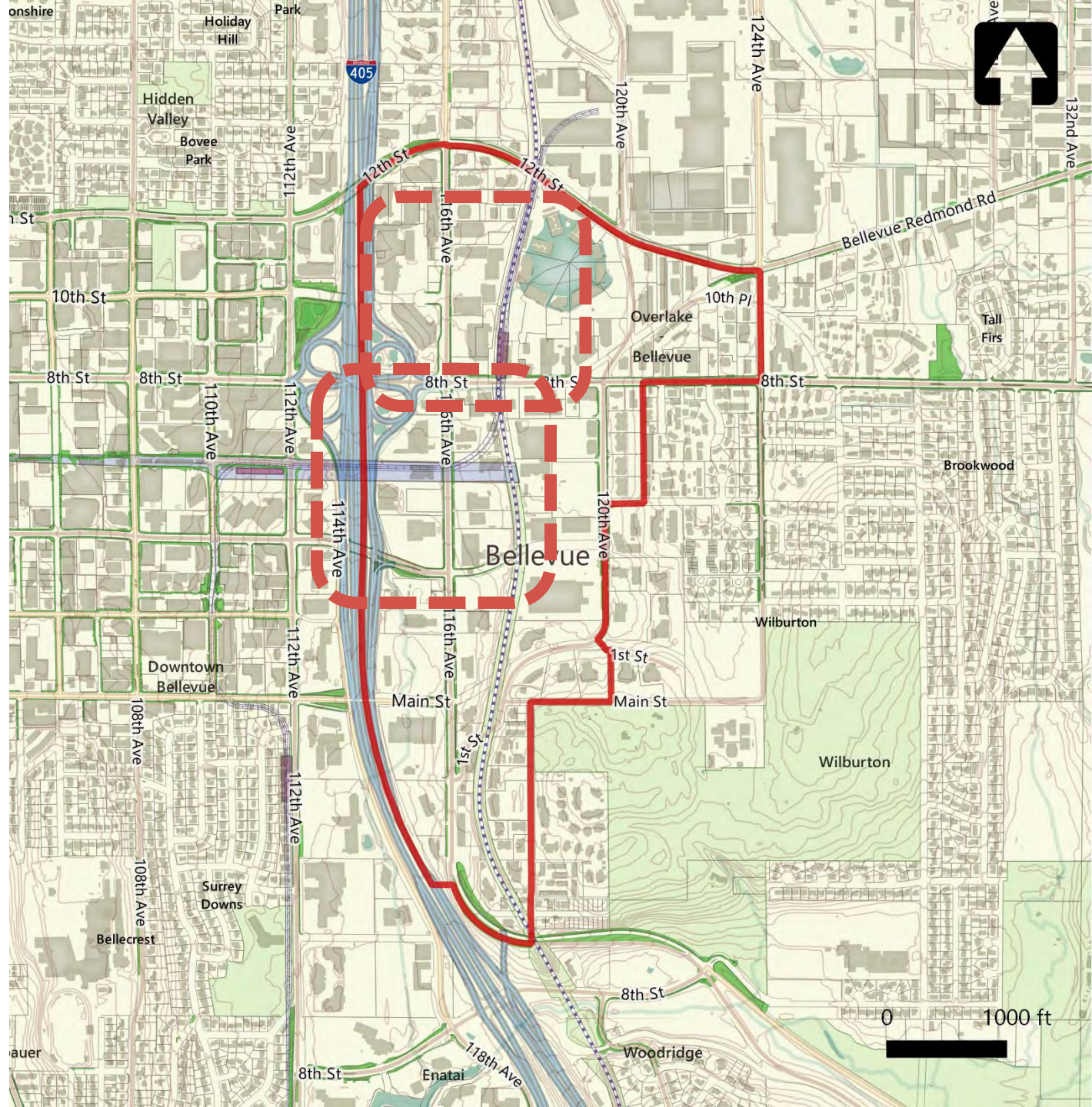
Some properties are more likely to redevelop.



Focus areas of
public investment.

Health & Wellness

Transit & Trail



**Are these the
right goals?**

**Are they
feasible?**

Authentic

A Great Urban Neighborhood

Connected & Pedestrian Friendly

Active & Healthy

Affordable

Different from Downtown

Diverse and Multiethnic

Technology and Entrepreneurism

Special Opportunity Area

WILBURTON CASE STUDIES



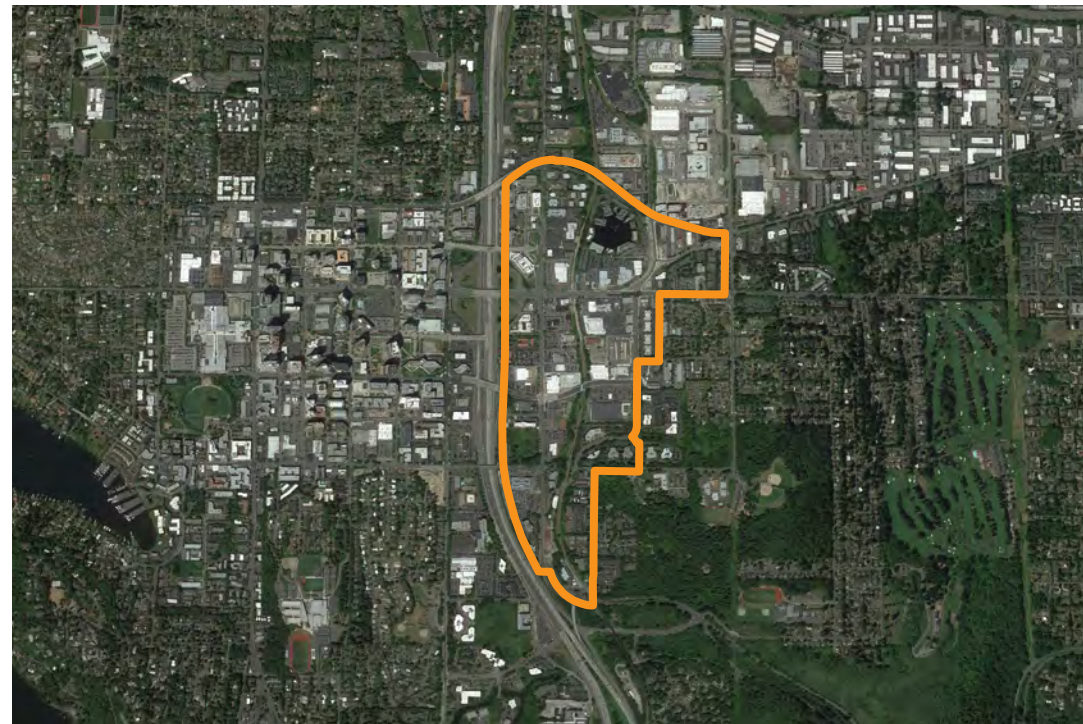
ATLANTA

ATLANTIC STATION/ BELTLINE

Overview



ATLANTIC STATION, ATLANTA, GA
~150 ACRES



WILBURTON STUDY AREA, BELLEVUE, WA
~300 ACRES

KEY FACTS



ATLANTIC STATION

- Opened 2005
- Built on a former site of Atlantic Steel (brownfield remediation site)
- Multimodal bridge over I-75 and I-85 to connect to Midtown Atlanta
- 12 Million Square Feet Of Retail, Office, Residential & Hotel Space
- 11 Acres Of Public Parks
- Comprised of three districts just NW of Midtown Atlanta. (The District, The Commons, and The Village)

- 3.5 miles to Downtown Atlanta

BELTLINE

- Sustainable redevelopment project
- It will ultimately connect 45 intown neighborhoods
- 22-mile loop of multi-use trails, modern streetcar, and parks – all based on former railroad corridors
- Supports affordable workforce housing, economic development, job creation, public health, streetscapes, public art, environmental clean-up, and historic preservation



CASE STUDY: ATLANTIC STATION / BELTLINE

RELATIONSHIP TO WILBURTON



ATLANTIC STATION

- Close to Midtown Atlanta, Georgia Institute of Technology
- Adjacent to major freeway
- New bridge connection over freeway provides access to light rail (3/4 mile walk)
- Re-envisioned Industrial Area
- Potential trail connection (Atlanta Beltline)
- Access to light rail
- Incorporates 'big box' retail and high-rise Class A office buildings (22+ stories)
- Mixed-use (Office, Residential, Retail, Hospitality)

BELTLINE

- Rail-to-Trail
- Economic development around trail and transit

More Information:

- [Atlantic Station](#)
- [Beltline](#)

PLAN FOR A HEALTHY LOS ANGELES

OVERVIEW



- Element of the General Plan
- Provides high-level policy vision, along with measurable objectives and implementation programs
- Elevates “health” as a priority for the City’s future growth and development
- The Plan for a Healthy Los Angeles provides a roadmap for addressing the most basic and essential quality-of-life issues:
 - * Safe neighborhoods
 - * A clean environment
 - * Access to health services
 - * Affordable housing
 - * Healthy and sustainably produced food
 - * Opportunity to thrive

More Information:

- [Plan for a Healthy Los Angeles](#)

POLICY & GOALS

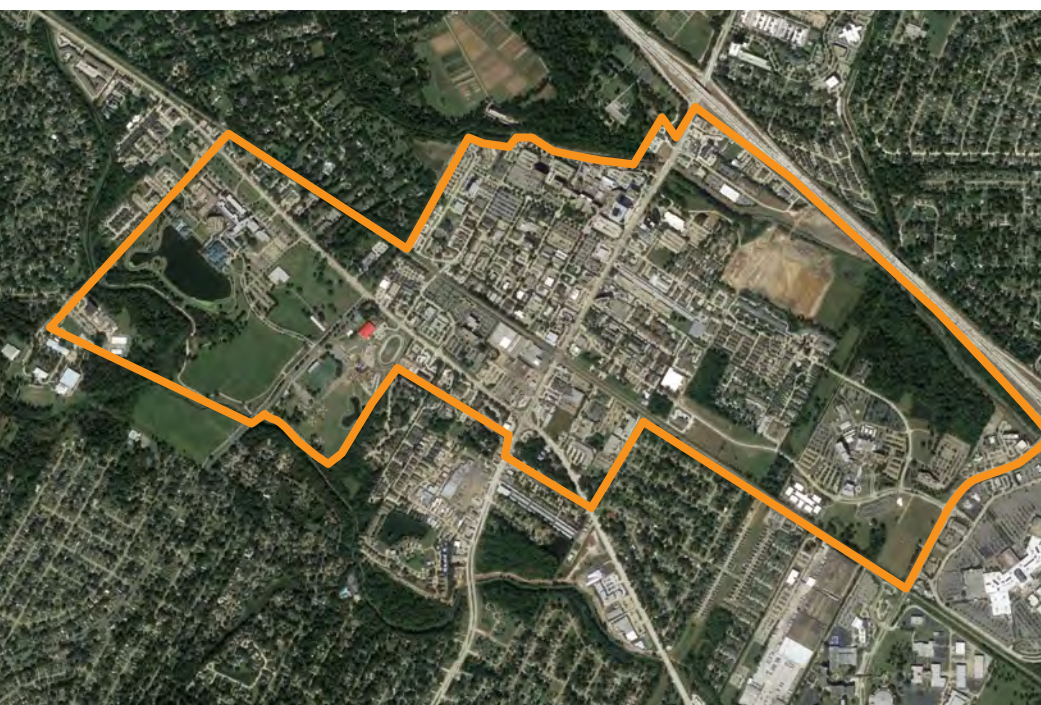


- The Plan acknowledges the relationship between public health and issues such as;
 - * Transportation
 - * Housing
 - * Environmental justice
 - * Open space (parks) - among others
- 7 goals, each goal includes supporting objectives to track improvements to community health:
 1. Los Angeles, a Leader in Health and Equity
 2. A City Built for Health
 3. Bountiful Parks and Open Spaces
 4. Food that Nourishes the Body, Soul, and Environment
 5. An Environment Where Life Thrives
 6. Lifelong Opportunities for Learning and Prosperity
 7. Safe and Just Neighborhoods

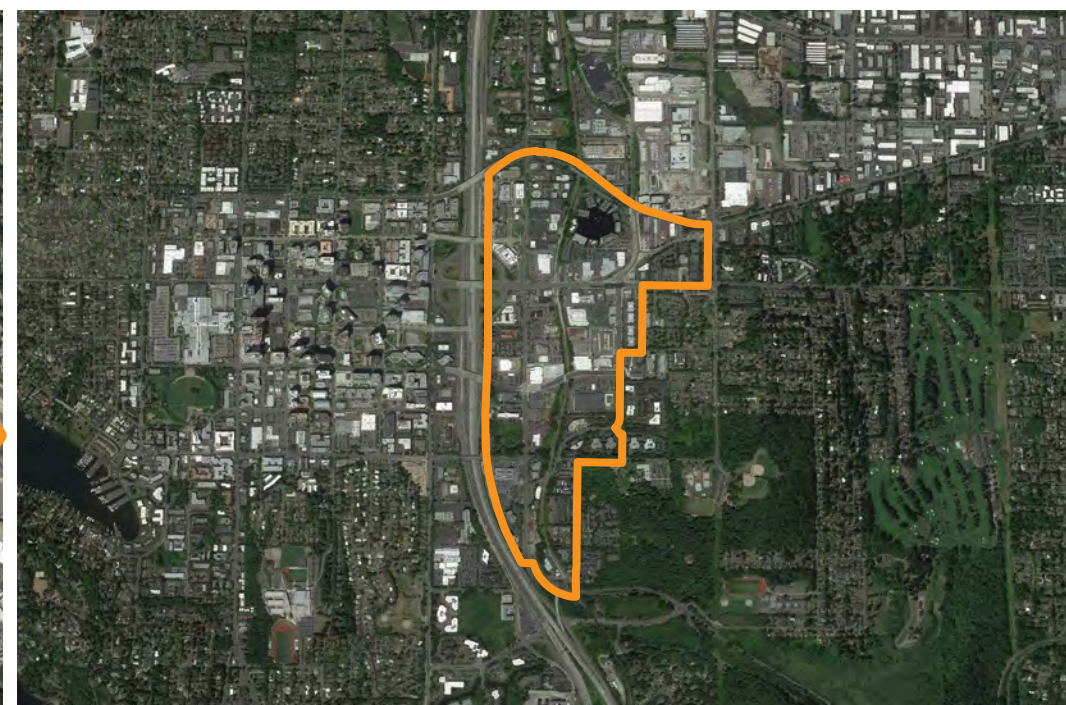
BATON ROUGE HEALTH DISTRICT



Overview



BATON ROUGE HEALTH DISTRICT, BATON ROUGE, LA
~1,100 ACRES



WILBURTON STUDY AREA, BELLEVUE, WA
~300 ACRES

KEY FACTS

HEALTHY PLACE RECORD	
DIAGNOSIS	
 CHIEF COMPLAINT	Acute Congestion on Arterial Roads
 KEY SYMPTOMS OBSERVED	<ol style="list-style-type: none"> 1. Inefficient Transportation Network 2. Weak Alternatives to the Car 3. Poor Access to Parks and Open Spaces 4. Uncoordinated, Sprawling Development
 VITAL SIGNS	<p>40,000+ Cars / Day on Major Arterials</p> <p>Only 25 Street Intersections Per Square Mile</p> <p>Only 20% Sidewalk Coverage on District Streets</p>
 ASSESSMENT	Auto-oriented sprawl is bad for business, health, and the business of healthcare.
TREATMENT PLAN	
 PRIORITY INTERVENTIONS	<p>Build the District Street Network.</p> <p>Build the Health Loop Trail.</p>
 PRESCRIPTIONS	<ol style="list-style-type: none"> 1. Create connections for efficient circulation and access. 2. Enable people to walk, bike, and take transit. 3. Connect to parks and open spaces. 4. Promote balanced, diverse, and orderly development.
 FOLLOW-UP TESTS (ANNUAL CHECK UP)	<p>Travel Speed on Arterials</p> <p>Pedestrian and Bicyclist Counts</p> <p>Employee Travel Behavior Survey</p>
 EXPECTED OUTCOME	An Efficient, Safe, and Pleasant Place for All

25

- Health District > Medical District
- Place-based health collaborative, made up of 8 different healthcare related organizations
- Plan to change built environment and shift the culture
- Examines district in four categories:
 - * Healthy Place
 - * Health Education + Research
 - * Healthcare Innovation
 - * Resiliency + Disaster Preparedness
- Plan “diagnoses symptoms” (existing conditions) and provides “treatment plan” (recommendations and performance measures)
- Strong focus on non-motorized transportation improvements

RELATIONSHIP TO WILBURTON



- Healthcare as catalyst for change (district wide influences)
- Large healthcare employee base
- Focus on street infrastructure, pedestrian safety and multi-modal connections
- Future light rail connections (less dependency on the motor vehicle)
- Multiple healthcare providers / medical office users teaming for overarching goal of healthy communities.

More Information:

- [Master Plan for the Baton Rouge Health District](#)

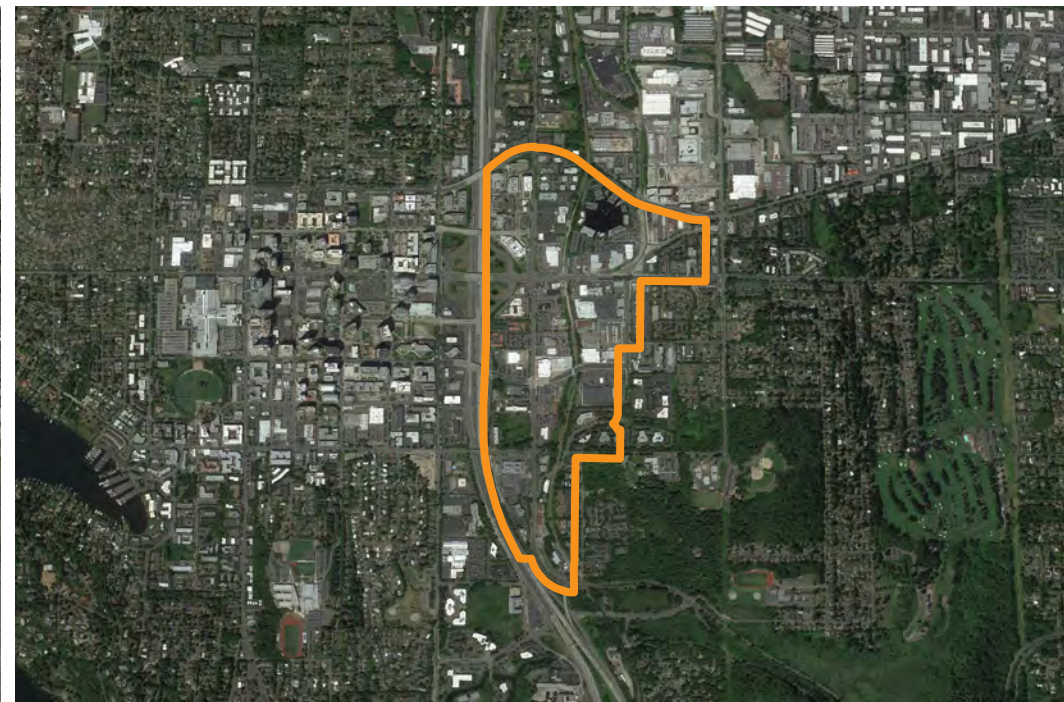
SOUTH WATERFRONT ECO-DISTRICT



Overview



SOUTH WATERFRONT ECO-DISTRICT, PORTLAND, OR
~120 ACRES



WILBURTON STUDY AREA, BELLEVUE, WA
~300 ACRES

KEY FACTS



- 'Eco-District' forms a connecting thread throughout the district
 - Sustainable economic strategies
 - Local-owned businesses
 - Sustainable Best Practices
 - Diversity / Equity
- Targeted as a mixed-use central city neighborhood in 1999 with the establishment of an Urban Renewal Area
- Focus on reconnection of city to waterfront
- Infrastructure designed for humans (woonerf streets, open green space, parks, and a greenway)
- Goal to build timeless spaces to avoid need for redevelopment
- Stormwater filtration system throughout, wildlife habitat along waterfront
- LEED-ND (integrates principles of smart growth, urbanism, and green building) rated neighborhood
- Serviced by aerial tram, streetcar, light rail, bikeways, walking trails, and pedestrian and transit bridges.

RELATIONSHIP TO WILBURTON



- Adjacency to major interstate
- Movement away from prior uses (industrial / commercial) to create something different
- Unique opportunity to brand the place (placemaking strategy)
- Connections to neighborhood and city center by light rail
- Direct connection to Oregon Health Science University district by tram

More Information:

- [Portland South Waterfront EcoDistrict](#)

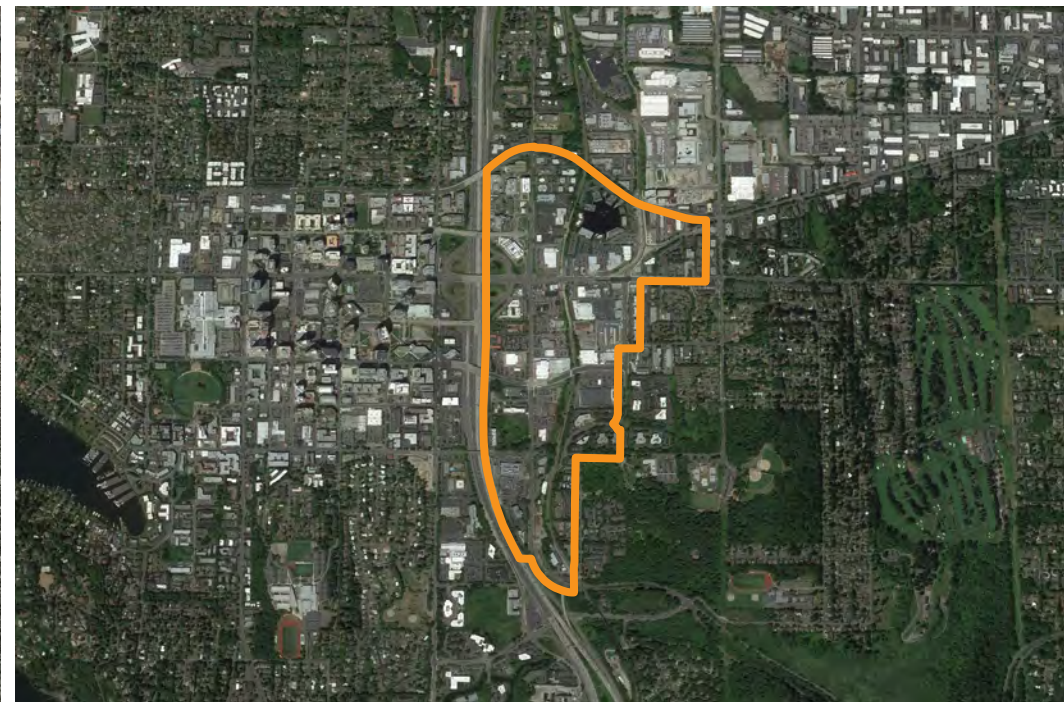
RiNo ARTS DISTRICT



Overview



RiNo ARTS DISTRICT, DENVER, CO
~300 ACRES



WILBURTON STUDY AREA, BELLEVUE, WA
~300 ACRES

KEY FACTS



- Located just north of downtown Denver
- Former railyards / industrial / commercial hub
- Artists moved to the area in the 80's & 90's w/ decline of industrial uses
- Creative businesses; architects, designers, artists (sculptors, illustrators, mixed media), gallery space, furniture makers, represent an array of studio spaces
- Taxi Building (Phase I) / Drive Building (Phase 2) initiated a cluster of artists and creatives working in the area



RELATIONSHIP TO WILBURTON



- Transitional commercial (industrial) area
- Located near downtown
- Physically separated from downtown (major freeway (Wilburton) and river (RiNO District))
- Potential special opportunity area - artist as economic and development driver
- Potential for groundswell movement to create unique placemaking opportunity
- Mixed-use and incubator spaces for small businesses serve as catalyst for redevelopment

More Information:

- [RiNo Arts District](#)

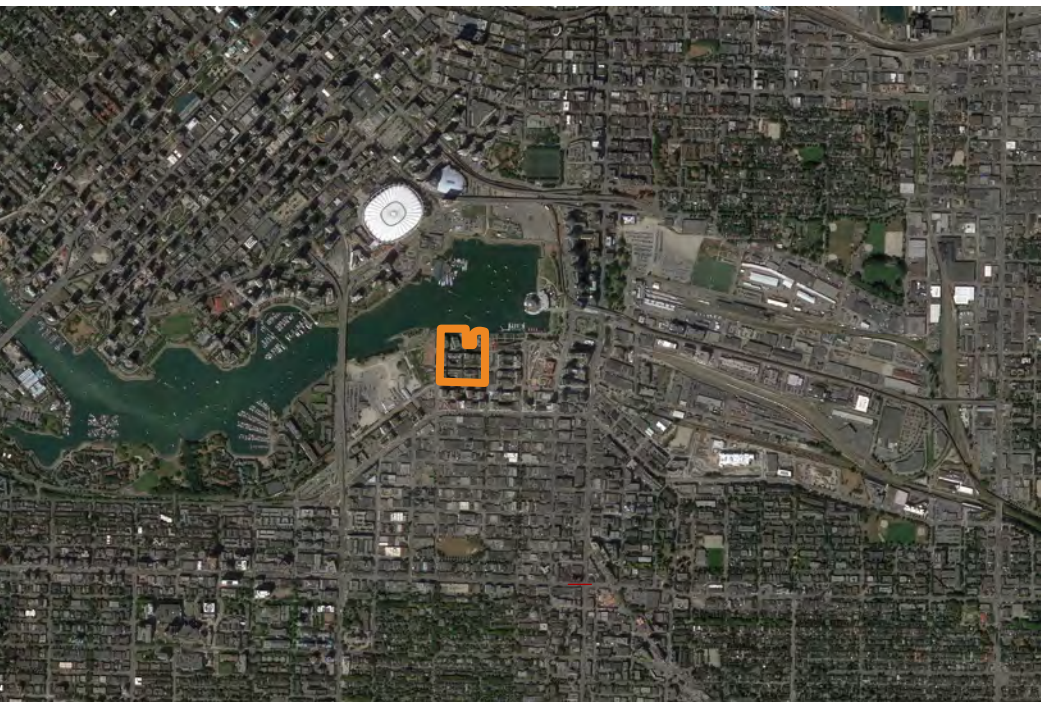
VANCOUVER

OLYMPIC VILLAGE

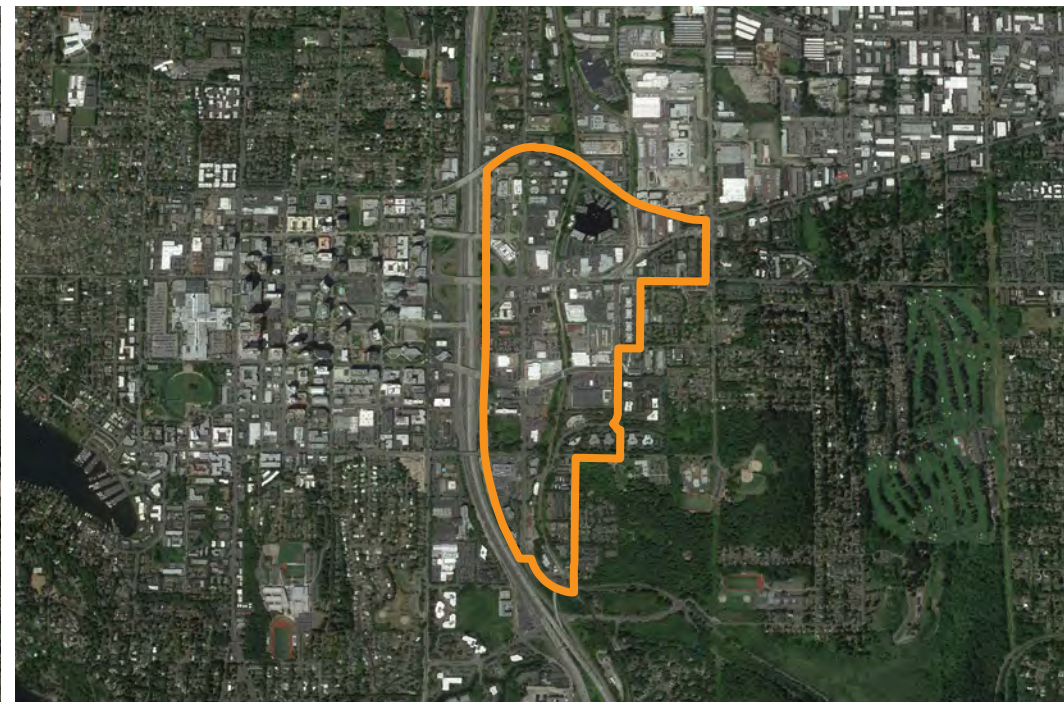


Overview

• VANCOUVER, BC



OLYMPIC VILLAGE, VANCOUVER, B
~18 ACRES



WILBURTON STUDY AREA, BELLEVUE, WA
~300 ACRES

KEY FACTS



- Built for 2010 Winter Olympic Games
- One of the greenest communities in the world
- LEED Gold for all buildings
- Mixed-use community
- Approx. 1,100 residential units, ~ 33% affordable
- Core of the Southeast False Creek neighborhood
- Manmade Habitat Island is an urban sanctuary along Southeast False Creek
- Wetland area built to filter stormwater before it enters False Creek
- Intended streetcar stops through neighborhood
- Primarily residential w/retail and public parks and waterfront

RELATIONSHIP TO WILBURTON



- Downtown adjacent (across multimodal bridge)
- Public transit access
- Former Industrial Area
- Potential trail connection (Atlanta Beltline)
- Access to light rail
- Portion of larger False Creek neighborhood development plan
- Features creek and wetland areas



More Information:

- [Vancouver Olympic Village](#)



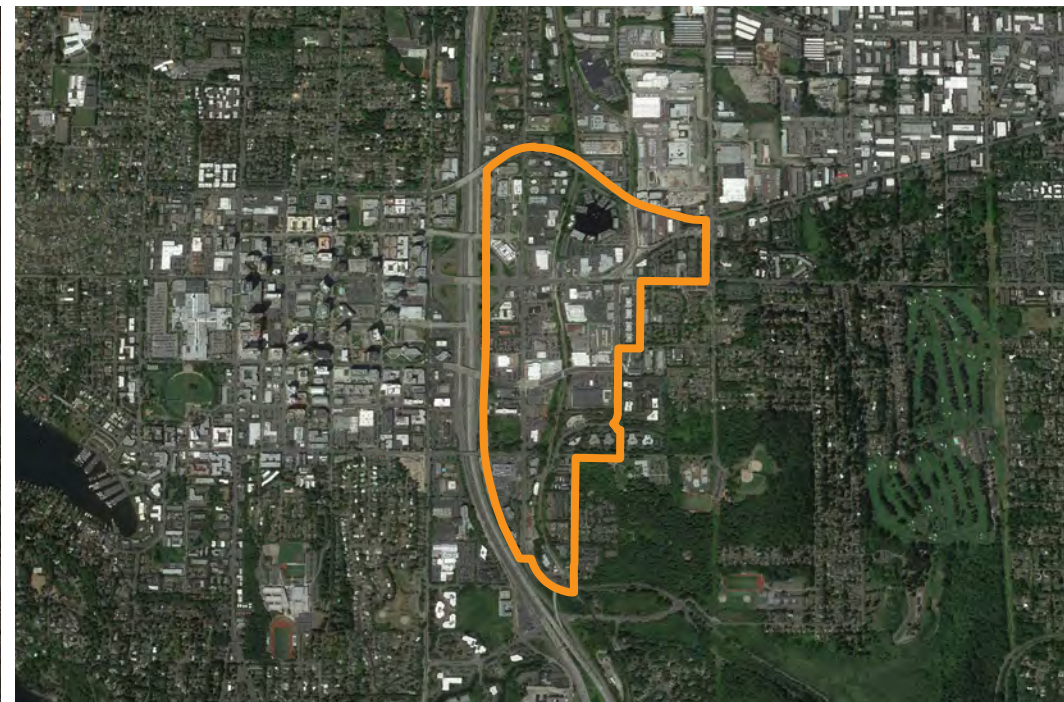
ROCKVILLE TOWN CENTER



Overview



ROCKVILLE TOWN CENTER, ROCKVILLE, MD
~483 ACRES



WILBURTON STUDY AREA, BELLEVUE, WA
~300 ACRES

KEY FACTS



TOWN CENTER

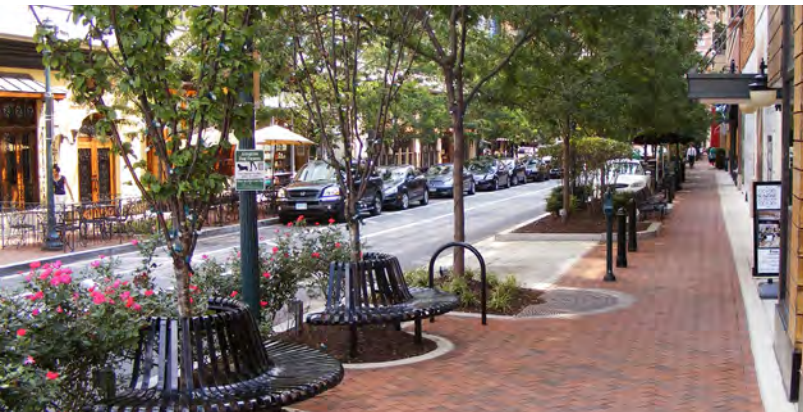
- Area of highest projected employment growth for City of Rockville
- Mixed use area with a central core of development around Rockville Town Square
- Serviced by D.C. Metro's Red Line
- Moderately Priced Dwelling Unit Program requires ~15% of units to be affordable

TOWN SQUARE

- Core of Town Center
- Six-block urban mixed-use infill project
- Rockville Town Square is the first phase of development of the Rockville Master Plan
- Grew out of a community-based planning process that began soon after the city demolished the failed Rockville Mall in 1995
- Created a grid and pedestrian oriented streetscapes (trees, lights, benches)
- Mixed use, strong ground-floor retail presence
- Project required redirection of an existing creek



RELATIONSHIP TO WILBURTON



- Mid-density urban form
- Connected to Washington DC by Metro Rail
- Former mall/strip mall uses
- Public/private coordination led to best possible results
- Includes public buildings; library & performing arts center
- Similar demographic trends
- Centered around civic space
- Creek running through development area

More Information:

- [Rockville Town Center](#)
- [Rockville Town Square](#)

PRIORITIZATION OF ASSETS OPPORTUNITIES & FRAMEWORK



Welcome to Bellevue's Affordable Housing Strategy Public Workshop!

DID YOU KNOW?

- Many of those who work in Bellevue, especially retail and service workers, cannot afford to live in Bellevue. In 2015, rents in Bellevue averaged \$1,550 to \$2,000, which require an income of \$60,000 to \$80,000 to be affordable*. **The 2015 median salary in Bellevue was \$51,387.**
- **One of every seven Bellevue households spend more than 50% of their income on housing** and almost a third of senior renters spend more than 50% of their income on housing. These households must make difficult choices about basic needs and are more at risk of being displaced and becoming homeless.
- A 2015 survey of local businesses found that **all business sectors rate Bellevue low on affordable housing options**, and over 40% reported difficulty finding trained and qualified staff.

* The U.S. Department of Housing and Urban Development (HUD) defines housing as affordable if a household spends no more than 30% of their income on housing costs (rent plus basic utilities or gross monthly owner costs).

The City Council has made development of an Affordable Housing Strategy a high priority. The five draft strategies and supporting actions described in this handout are intended to provide an integrated, holistic approach toward making housing more affordable in Bellevue. **Your insights and perspectives on the draft strategies will inform the final draft Affordable Housing Strategy, which is scheduled to be presented to the Bellevue City Council in spring 2017.**

For more information, please visit our website, <http://www.bellevuewa.gov/affordable-housing.htm>, or contact Michael Kattermann (mkattermann@bellevuewa.gov), or Janet Lewine (jlewine@bellevuewa.gov).

This key provides information about the strategy-specific graphics on the following pages.

How many affordable units?



Approximately how many affordable units would this strategy create over 10 years?

In the graphic above, each house icon represents 100 affordable units. Dark blue shows the low-end estimate, and turquoise shows the high-end estimate. To avoid double-counting, the total estimate for the strategy may not include all actions.

People served



Would this strategy serve young people, families, new homeowners, and seniors?

These are the four target populations identified by Bellevue City Council.

Public investment



Relative to the other strategies, how much would it cost to implement this strategy in a significant way?

This metric allows comparisons about which strategies will require the largest commitments of public resources. Scale: \$ to \$\$\$

Who provides?



Who—public, private, or non-profit—will build and control the affordable units created by this strategy?

For example, will the units be in subsidized housing, or will they be within market-rate developments?

STRATEGY A: HELP PEOPLE STAY IN AFFORDABLE HOUSING

Preserve existing affordable housing and help residents afford to stay in their homes.

ACTIONS		NOTES
A-1	Partner with non-profit organizations to fund the purchase of existing, affordable multi-family housing to preserve it for the long term.	Rents continue to increase for apartments throughout Bellevue. Older, more affordable apartments are being torn down and replaced with new apartments that are too expensive for the people who used to live there. One way to preserve these more affordable apartments is for the city to provide funds to non-profit entities to purchase this housing and preserve its affordability now and into the future.
A-2	Increase funding and expand eligibility for the city's home repair and weatherization programs. Promote existing utility and property tax relief programs for income-eligible residents.	Some long-time homeowners, including seniors on fixed incomes, people with disabilities and people working in low-wage jobs, may be struggling to afford home maintenance or their utilities and property tax bills. Lower income people who are unable to pay their bills are more likely to lose their homes and potentially experience homelessness. These actions would increase city funding for these programs and help more people use them.
A-3	Advocate for state legislation to extend property tax exemptions to existing multi-family properties that agree to set aside some apartments as affordable.	Bellevue has a program to provide a property tax exemption for 12 years for new multi-family projects that provide 20% of their apartments to people with moderate income (e.g. a family of 4 earning less than \$72,000 annually). If state law allowed a similar exemption for existing multi-family development, more apartments could be made affordable for a period of time.

ADDITIONAL ACTIONS FOR YOUR CONSIDERATION:

- A-4 Promote energy efficiency in design and construction of affordable units to reduce utility costs for residents.
- A-5 Promote programs that provide social and physical support to help seniors and disabled people remain in their homes.

How many affordable units?


50 - 100

People served



Public investment

  
\$660K - \$1.3M
over 10 years

Who provides?



To avoid double counting, units and public investments are shown for action A-3.

STRATEGY B: CREATE A VARIETY OF HOUSING CHOICES

Offer more types of housing, including lower priced options in neighborhoods within walking distance of jobs, transit, shopping and services.

ACTIONS	NOTES
B-1 Update accessory dwelling unit standards and allow detached units in self-selected neighborhoods.	Accessory dwelling units (ADUs) currently are allowed only if they are part of the main house. Other cities also allow ADUs as a separate structure ("detached"). ADUs provide a flexible and affordable housing choice in single-family neighborhoods and provide an option for seniors and others to "down-size" or to be able to afford their homes and remain in the neighborhood. This proposed action would modify some existing regulations to make ADUs more feasible to build. It would also allow for detached ADUs when approved as part of a neighborhood plan.
B-2 Encourage micro apartments around light rail stations through actions such as reduced parking requirements.	Micro apartments are typically 200-300 square feet including a living/bedroom area, bathroom, and kitchenette. These apartments appeal to young, single adults getting their first job or just moving to the area. Residents often don't own a car so they want to live within walking distance of shopping, restaurants and activities and frequent regional transit in order to get to their jobs and other activities. For this reason, required parking is usually less than for apartments located where a car is needed. This proposed action would reduce the parking requirement for micro-apartments only in zones around light rail stations that allow multi-family development.

ADDITIONAL ACTIONS FOR YOUR CONSIDERATION:

- B-3 Promote design in affordable units that ensures accessibility for all ages and abilities (e.g. "universal design").
- B-4 Provide down payment assistance to low-income and first time homebuyers to encourage more home ownership.

How many affordable units?



People served



Public investment



Who provides?



Units and public investments are shown for actions B-1 and B-2.

STRATEGY C: CREATE MORE AFFORDABLE HOUSING.

Increase the amount of housing affordable to people at lower and moderate income levels.

ACTIONS	NOTES
C-1 Increase development potential on suitable land owned by public agencies, faith-based and non-profit housing entities for affordable housing.	It is not financially feasible for private housing developers to build housing for people at lower income levels. This housing is provided by public and non-profit entities that are faced with higher land costs that make the housing more expensive and require more public subsidies to keep it affordable. This proposed action is to increase the zoning on some properties already owned by public agencies, non-profits and faith-based organizations where the location is suitable for additional housing. This proposed action would provide the opportunity to build more affordable housing while reducing the costs for some projects.
C-2 Use density bonuses and/or require affordable units in new multi-family development.	This proposed action would require or incentivize more apartments affordable to people at moderate income levels. In both options the amount of development allowed on the site would increase by a specific amount in exchange for a portion being affordable. The <u>mandatory</u> option would require any new housing development to provide a certain portion as affordable whether or not the additional density was used. The <u>voluntary</u> option would increase the density only if the developer chooses to include a portion as affordable. Between 1991 and 1996, Bellevue had a mandatory program that resulted in 314 affordable homes. Since 2009, a voluntary incentive program for the BelRed area has been used by every project to date and has produced almost 90 affordable apartments and over \$900,000 in fees for affordable housing.
C-3 Reduce costs of building affordable housing (e.g. code amendments, lower fees, reduced parking, city funded street improvements).	This proposed action would identify potential changes to city codes and permitting that would reduce the cost of affordable housing while maintaining important, basic standards for public health and safety. Examples include lower permit fees or reduced parking requirements for smaller, affordable apartments.

ADDITIONAL ACTIONS FOR YOUR CONSIDERATION:

C-4 Develop affordable housing on suitable public lands in proximity to transit hubs.

C-5 Update existing tax exemption programs for affordable housing to increase participation by developers of new housing.

How many affordable units?



People served



Public investment

\$ \$ \$
\$4.2M - \$12M
over 12 years

Who provides?



To avoid double counting, units and public cost are shown for actions C-2 and C-5.

STRATEGY D: UNLOCK HOUSING SUPPLY BY MAKING IT EASIER TO BUILD.

Increase the total amount of housing to better meet market demand and relieve pressure on overall cost of housing.

ACTIONS		NOTES
D-1	Revise code to reduce costs (e.g. reduced parking requirements within walking distance of light rail stations) and process time for building multi-family housing.	Building codes and land use regulations are adopted to protect public health and safety and create quality development that is consistent with the community's values. Regulations can also add time and additional expense to the development of housing. This proposed action would identify potential changes to city code that would reduce the cost of building while maintaining important, basic standards for public health and safety. One example is to reduce minimum parking requirements for new apartments within walking distance of light rail stations.
D-2	Advocate for amendments to state condominium statutes to rekindle interest in condominium development.	Condominiums can provide home-ownership opportunities for first-time buyers, people with moderate income, and seniors and empty-nesters wanting to down-size. Developers in Washington are reluctant to build condominiums at this time due to the construction warranty provisions in state law and the potential for costly lawsuits from buyers of the condominiums. When the legislature addresses the issues with current law, there is likely to be a significant increase in new condominium development that would increase the overall housing supply and provide additional housing choices.
D-3	Change the city's approach to density calculation in multi-family zones to allow more flexibility in unit size and type.	In most of the city's multi-family zones the amount of housing is regulated by density (number of dwelling units per acre). This can result in larger and/or fewer apartments because of the limitation on the number that can be built on the site. For multi-family buildings in the Downtown and BelRed areas there is a maximum amount of building size based on the area of the site. This provides more flexibility for a mix of smaller and larger apartments responding to market demand and in some cases could result in more apartments on the site. This proposed action would use the Downtown and BelRed way of measuring in more of the city's multi-family zones.

How many affordable units?



People served



Public investment



Who provides?



While these actions may reduce the cost of housing, they do not create affordable units.

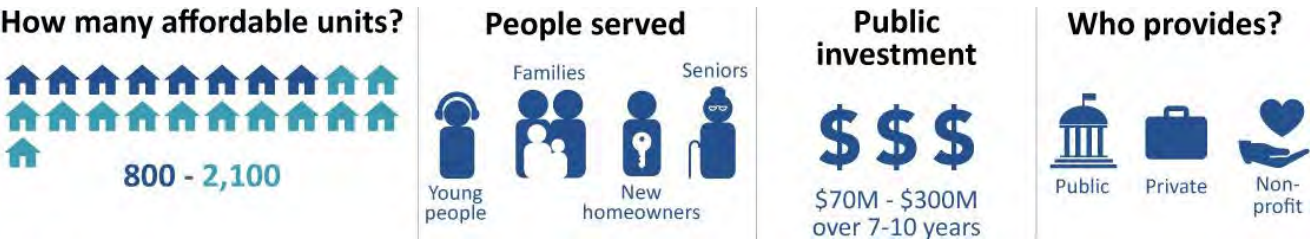
STRATEGY E: PRIORITIZE STATE, COUNTY, AND LOCAL FUNDING FOR AFFORDABLE HOUSING.

Expand the types and amounts of funding available to support affordable housing.

ACTIONS	NOTES
E-1 Tap additional King County and other local tax sources (e.g. property tax levy, business & occupation tax, tax on resale of property).	In general, every dollar the city contributes toward affordable housing leverages another \$25 to \$35 from federal, state and other sources. There is a limit on how much the city can leverage and additional local funding will be needed to carry out these strategies. State law allows cities, with voter approval, to collect an additional regular property tax levy of up to \$0.50 per \$1,000 of assessed value to finance affordable housing for low-income households. For example, a \$0.10 voted levy rate would cost \$60 per year for a home in Bellevue with an assessed value of \$600,000 and could raise about \$30 million over seven years. Another example is an increase in the existing city business and occupation tax on gross business receipts which, depending on the amount of increase, could generate several million dollars per year.
E-2 Advocate for legislative actions that expand state and local funding tools.	This proposed action is twofold: it advocates for legislation to increase the housing dollars from the state, such as increased funding for the State Housing Trust Fund, and it advocates for legislation that grants cities additional tools to produce more affordable housing, such as a tax on the sale of real estate or tax exemptions for existing affordable housing.

ADDITIONAL ACTIONS FOR YOUR CONSIDERATION:

E-3 Pursue funding partnerships with employers, financial institutions, foundations, and others.





Summary of Online Open House #1

March 20, 2017

Background and purpose

The City of Bellevue created an online open house to introduce the broader public to the Wilburton Commercial Area Study and solicit feedback to help inform the Citizen Advisory Committee (CAC)'s development of land use, urban design and transportation strategies. An online open house is a website, live for a limited time, that simulates the experience of an in-person open house through "stations" that provide project information and opportunities to give feedback through survey questions. The online open house was live at wilburtoncommercialarea.participate.online from Feb. 13 – 27, 2017.

Notification methods

The online open house was advertised in the following ways:

- Email updates to 2,300 City of Bellevue subscribers to city project websites
- A post on the City of Bellevue website
- A post on the Grand Connection project website
- Posts on the Economic Development LinkedIn page and newsletter
- City of Bellevue NextDoor post
- City of Bellevue Twitter posts
- CAC member networks

By the numbers

- Total visitors to the online open house: 782
- Average time each visitor spent on site: 5:13 minutes
- Number of "stations" (pages) in online open house: 5
- Average number of stations viewed per visitor: 3.75

Online survey

The optional online survey included a mix of multiple-choice and open-ended questions. The intent of the survey was to solicit participants' values related to urban neighborhoods, and encourage them to "think big" about the study area's future and its relationship to Bellevue as a whole. The survey also included demographic questions to better understand survey respondents.

Key comment themes

Below are the questions asked through the online survey and the key themes of feedback received. Full participant responses are included in the attached appendix.

1. Demographic questions [409 respondents]

- **Respondents were mostly Bellevue residents (88 percent). The most common responses to demographic questions from residents are listed in the table below.** Respondents said they like Bellevue for its parks, schools, diversity, cleanliness and neighborhoods. Top issues of interest and/or concern include traffic, transit, crime, housing affordability and walkability.



<ul style="list-style-type: none">• Age: 45 to 54 (25 percent)• Ethnicity: White (70 percent)• Neighborhood of residence: Wilburton (18 percent)• Household: Married/partner (78 percent)	<ul style="list-style-type: none">• Children in home: No (57 percent)• Household income: \$150,000+ (35 percent)• Employment status: Employed (53 percent)• Duration of residency: 20+ years (41 percent)• Housing: Homeowner (88 percent)
--	--

2. Question: *What future uses for this area would benefit you personally?* [149 respondents]

- **Beneficial uses of the Wilburton Commercial Area include outdoor recreation, a walkable commercial district, public services and/or a theater.** When asked what uses would personally benefit them, respondents emphasized green spaces, trails, playing fields, shopping, restaurants, night life, public services such as a library or shelter, and a movie or stage theater.
 - Quote: *"A truly walkable retail/restaurant neighborhood with emphasis on seamless blend with the (sic) nature."*
 - Quote: *"Public squares where people can hang out and enjoy being outdoors, but in the city."*

3. Question: *What is Bellevue currently lacking that might find a home in the Wilburton Commercial Area?* [149 respondents]

- **Respondents see the study area as an opportunity to add personality to Bellevue.** Respondents focused on adding arts and cultural spaces in combination with new, non-franchise restaurants, bars and shops. Other frequently mentioned ideas included public facilities such as a homeless shelter, affordable housing for young adults, and outdoor space or a public square.
 - Quote: *"I think we're missing a 'Bellevue' place – the kind of thing you would only find in Bellevue. What's our personality?"*
 - Quote: *"Pedestrian friendly ways of getting around. Low to moderate income housing. A sense of place for the whole of Bellevue. Downtown doesn't have that feeling."*

4. Question: *What kind of character do you think a new urban neighborhood should have? (Provide examples of places you have been if helpful.)* [123 respondents]

- **A new neighborhood should be walkable and diverse.** Respondents focused on great food and small shops, walkability designed around a town center or square, cultural diversity and art spaces. They emphasized minimizing "chain" stores and restaurants, and placed importance on urban greenery and public art. Places referenced as examples included Seattle's Ballard neighborhood; Medina; Bend, OR; and Portland's Pearl District.
 - Quote: *"Bustling outdoor pedestrianized space, emphasis on moving about on foot...street entertainment, mix of business types so it's active during the day, evenings and weekends."*



- Quote: *"Pedestrian friendly, convenient service retail, protection from rain, trees and greenery, pedestrian separation from traffic."*

5. Question: *Is there an unmet need in Bellevue for a neighborhood with a specific type of character or to serve a specific demographic?* [123 respondents]

- **Bellevue needs art, music and human-scale development.** Respondents said that Bellevue is missing art and music venues, a public market or gathering space, affordable housing for young adults and seniors, green space, and an international district. Respondents also expressed a desire for less high-rise, large-scale development and more small, neighborhood-scale development.
 - Quote: *"I like Fremont's Saturday Market and strolling through Gilman Village in Issaquah."*
 - Quote: *"It would be lovely to have a gathering space that is comfortable and fun to be in. The park in downtown Bellevue is a good example, but it's too small and always crowded. More park space mixed with shopping and art and culture."*

6. Multiple-choice question: *The following elements or attributes of the Wilburton Commercial Area either already exist, or will exist in the future. Which do you think has the greatest potential to define this area's future?* [119 respondents]

- **Wilburton could be defined by the Grand Connection, future transit and proximity to downtown Bellevue.** Respondents identified four high-potential defining features:
 - The Grand Connection
 - East Link
 - Eastside Rail Corridor
 - Proximity to downtown

7. Multiple-choice question: *The study area's future development could pursue many possible directions. Which of the following uses or elements should be prioritized?* [119 respondents]

- **Development in Wilburton should balance parks and natural space with pedestrian and bicycle infrastructure, and community businesses.** Participants identified the following elements as top priorities for Wilburton development:
 - Parks and public space
 - Community and neighborhood-oriented businesses
 - Pedestrian and cyclist connectivity
 - Natural environment
 - Affordable housing

This question included a write-in response option, which received 10 responses. Those responses are included in the appendix.



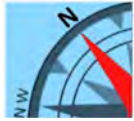
Appendix A: Survey data and verbatim comments

Welcome page responses..... 5

Thinking Big page responses 72

Character page responses 91

Defining Features page responses 110



Joseph W. Tovar
FAICP

March 30, 2016

Jeremy Barksdale, Co-chair
Lei-Wu, Co-chair
Wilburton-Grand Connection
Citizen Advisory Committee
City of Bellevue - 450 110th Ave. NE
Bellevue, WA 98009

Dear Co-Chairs:

On behalf of my clients, the Etsekson and Rosen families, I am pleased to submit this comment letter to you prior to the April 6, 2017 meeting of the Citizen Advisory Committee. My clients own a 4-acre parcel in the Wilburton Special Opportunity Area that is presently leased to the Ford Auto-nation Dealership. The property location is shown on Attachment #1 and in the photograph on Attachment #2. It is within the "Transit and Trails-Oriented District" (T2) recommended by the ULI panel. See Attachment #3.

We understand that at your April 6 meeting property owners will present comments and suggestions on the subjects of building form, height, setbacks and character. We will be at your meeting to expand upon our comment herein. We will also offer comments and ideas concerning land use and other zoning details at an appropriate future committee meeting.

To provide context for a discussion of appropriate building form alternatives as they relate to the Etsekson/Rosen property, attached are several items previously provided to the Committee by the staff and the City's consultants. Attachment #4 shows that my clients' parcel occupies a prime location with excellent access to existing and planned multi-modal improvements and has important adjacency both to the Grand Connection and the City-owned property (Lincoln Center). Redevelopment of the Etsekson/Rosen property can help achieve the desired vitality and character now under discussion by the Committee.

Attachment #5 shows that the Etsekson/Rosen property is among those more likely to redevelop due to the relatively low value of improvements on the parcel. The land is currently leased to Ford Auto-Nation but is a strong candidate for transition to a much more intensive land use and corresponding increases in building height and floor area.

The ULI panel and citizen surveys suggest that the Wilburton Special Opportunity Area should not be thought of as an extension of the Downtown, but rather a unique urban neighborhood – one that complements the Downtown while taking advantage of the significant public infrastructure investments that have been made and will be made over the coming decade(s).

The online survey results suggest that "towers", such as exist in Downtown, are not favored for Wilburton. On the other hand, we believe that the mid-rise form (five or six floors) planned for the Spring District also seems inappropriate for this part of Wilburton. See Attachment #6 which presents three "height typologies." The Spring District does have its own potential, but it lacks several key factors present in Wilburton, such as immediate adjacency to the Downtown, westerly territorial views, three access points to I-405, the Grand Connection, and its confluence

with the Eastside Rail Corridor. We believe that these key factors call for an ambitious vision for Wilburton and corresponding higher aspirations for both the public and private realms.

Accordingly, we recommend that the Committee consider a maximum building height for Wilburton in the range of 8 to 12 floors, at least for the portion of the “T2” district along the Grand Connection. We suggest that building heights up to 12 floors be included in the alternatives to be evaluated in the Environmental Impact Statement. The Committee’s final recommendations on building heights, associated Floor Area Ratios (FARs), and other urban design details will evolve in the coming months. We look forward to sharing our perspectives on those important details at the appropriate time.

Equally important in discussing building form are the questions of building facades and other architectural details that help create human scale and activate public spaces. Attachment #7 includes a conceptual cross section to show how such design objectives can be addressed with building step backs, facade features such as windows, decks and doors, and landscape materials in the pedestrian realm. The photograph in Attachment #6 shows how building facade details (e.g., signage, awnings, marquees, window and building skin treatments) can create visual interest, human scale, and a sense of place.

Attachment #8 recounts survey results regarding the kind of character that people would like to see in the new Wilburton urban neighborhood. To some degree, the desired character relates to the kinds of uses and populations who would be utilizing the area (e.g., “great food and small shops”, “art shops”, “public market” and “affordable housing.”) – the subject for a future discussion with the Committee. For purposes of this discussion of building form, it is important to note that all of these desired uses and associated character can best succeed if care is paid to the design, sizing, and orientation of appropriate public spaces, semi-public spaces, and pedestrian connections within sites and to adjacent sites, trails and amenities.

We believe that the vision for the T2 portion of Wilburton must recognize and take greatest advantage of the fact the public, through the City, has proprietary control over the design, use and character of both the Grand Connection and the adjacent City-owned Lincoln Center property. The public spaces where the Grand Connection and Lincoln Center property meet could become the highly visible, vibrant, and iconic heart of the new Wilburton neighborhood. Coordinating the future redevelopment of the adjacent Etsekson/Rosen property can create a public space/private space synergy, drawing people to this key part of the Wilburton urban neighborhood. The images on Attachment #8 illustrate how such vibrant and iconic public spaces can be shaped and activated by the uses and buildings on adjacent private properties.

The case studies reviewed at the Committee’s March 2nd meeting provided several key insights. Among these was the Olympic Village in Vancouver (Attachment #9). Like Wilburton, the Olympic Village district is close by Vancouver’s high-rise downtown, but not in it; it provides public spaces and amenities that help create a sense of place; and it has served as a catalyst for further development of adjacent lands along False Creek. We believe similar opportunities exist with the T2 portion of the Wilburton Special Opportunity Area. We look forward to exploring these exciting possibilities with you at upcoming meetings.

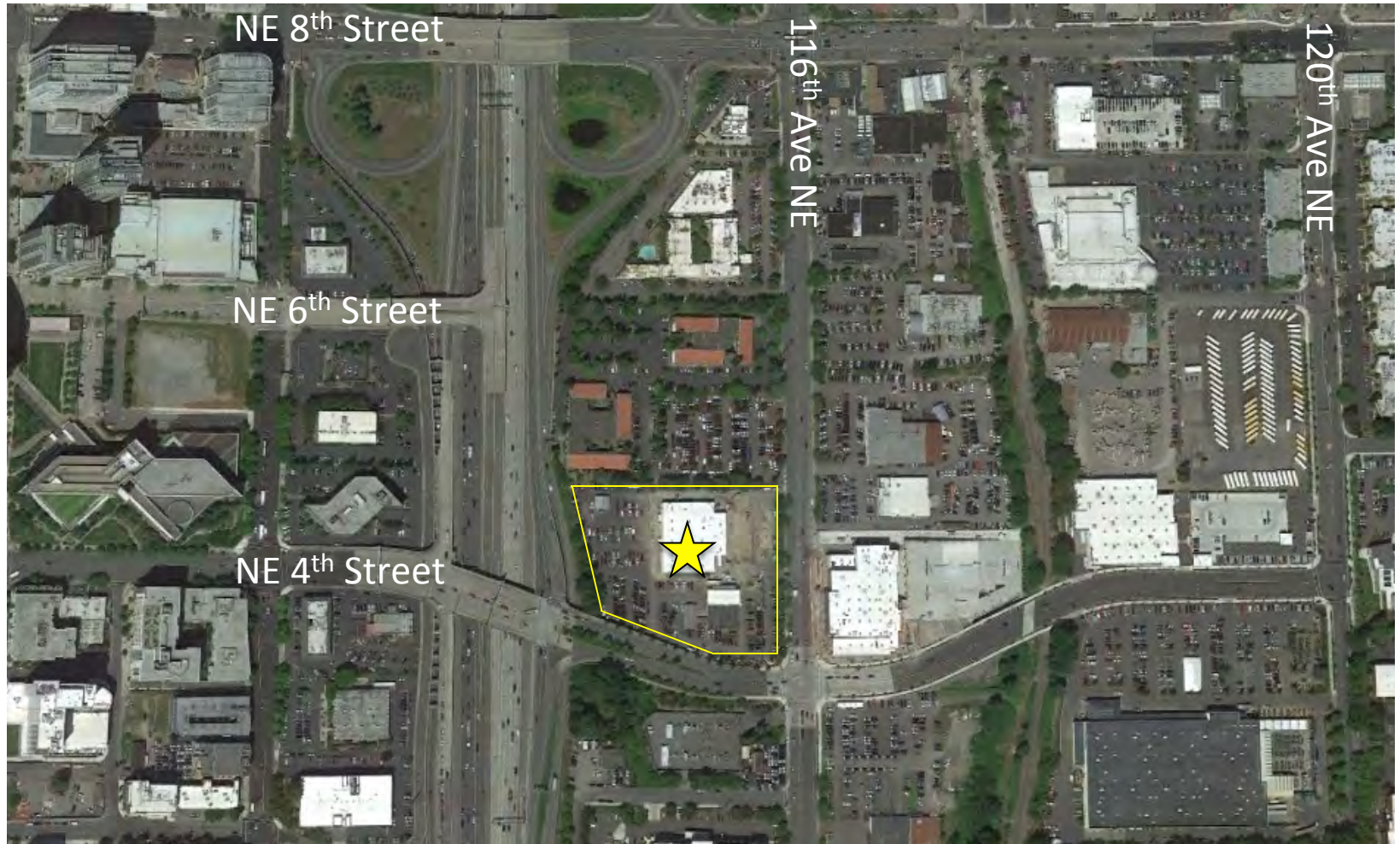
Sincerely,



Joseph W. Tovar, FAICP
540 Dayton St. #202
Edmonds, WA 98020

Attachments

Attachment 1 Etsekson/Rosen property



Attachment 2 Etsekson/Rosen property – looking west



The ULI panel identified the following opportunities for the T2 District:

-
- The map displays four distinct zones in downtown Seattle, each color-coded and labeled. The 'Health and Wellness' zone is blue, 'Technology and Innovation' is yellow, 'T2' is orange, and 'SOFO' is green. A yellow star is positioned in the 'T2' zone, near the 'Grand Connection' area. The map also shows surrounding streets and a red outline that encompasses the four main zones. A small inset map in the top left corner shows the location of the main map area within the city of Seattle.

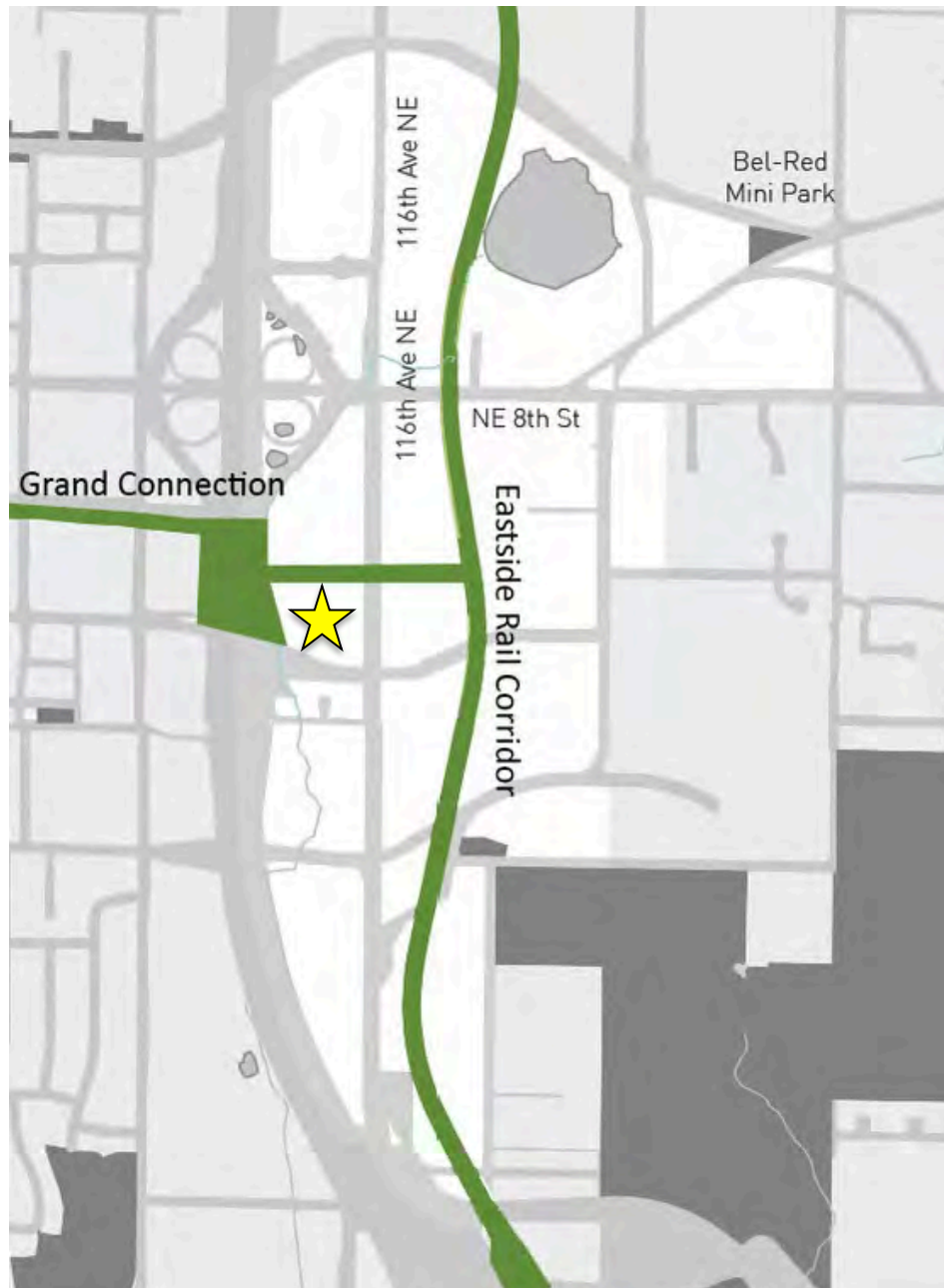
Attachment 4

The Etsekson/Rosen property abuts:

- The Grand Connection
- I-405
- NE 4th St.
- 116TH Ave NE
- City-owned property

Is within a ten minute walk to :

- The Downtown Light Rail Station
- The Eastside Rail corridor

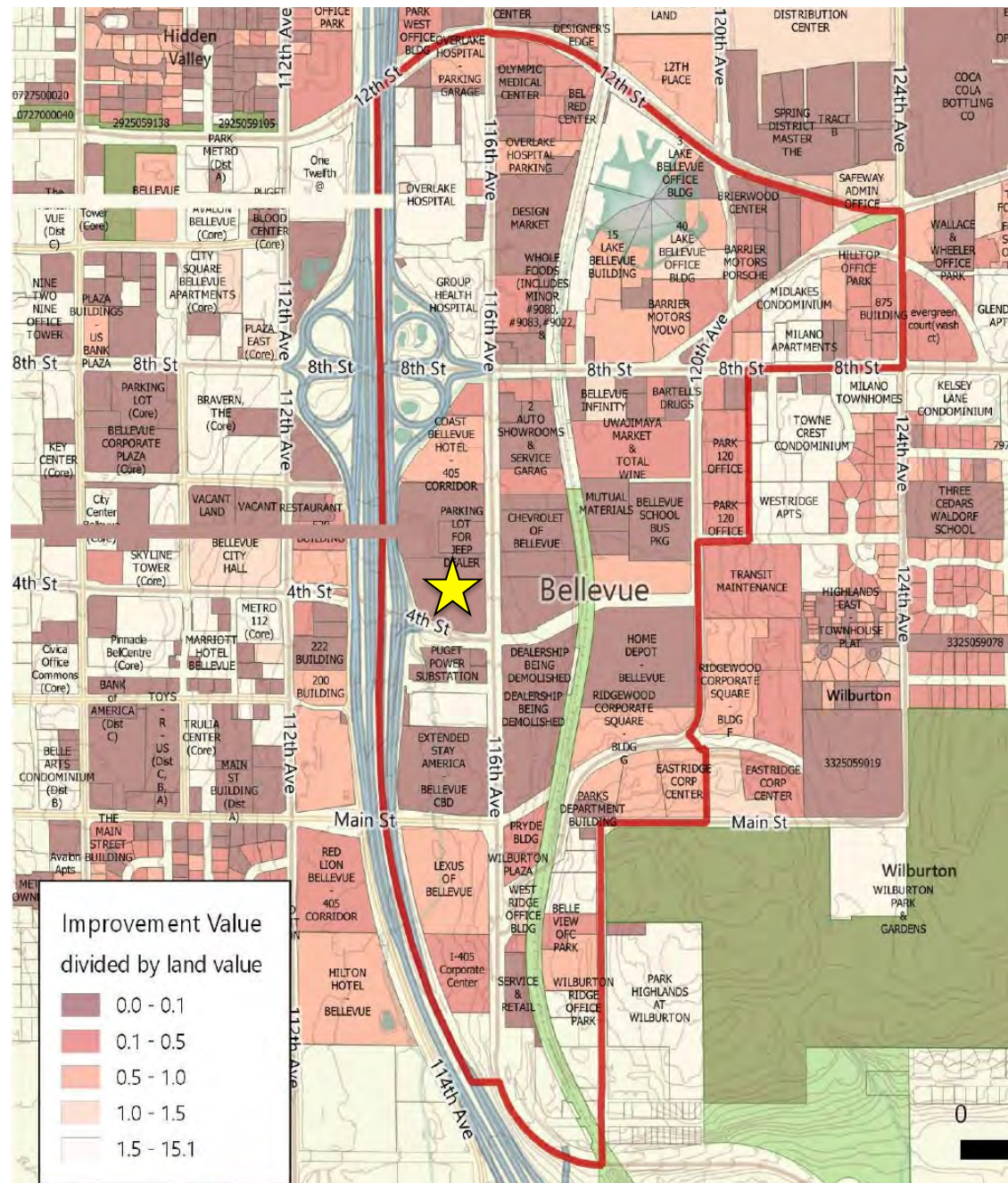


Attachment 5

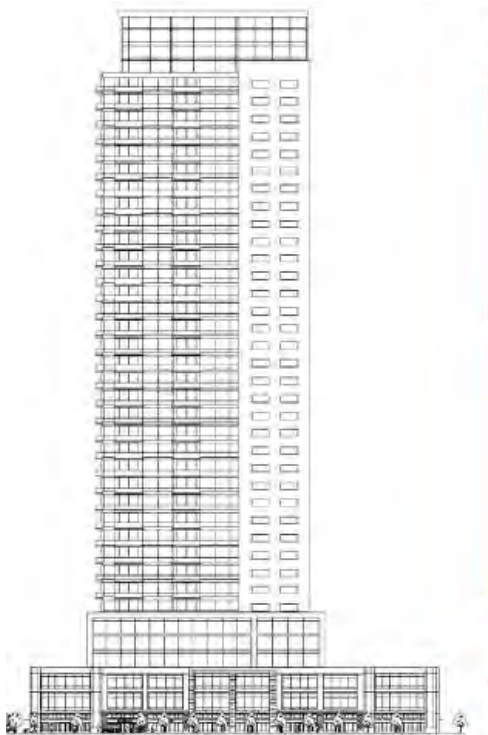
Redevelopment Potential

Some properties are more likely to remain as is.

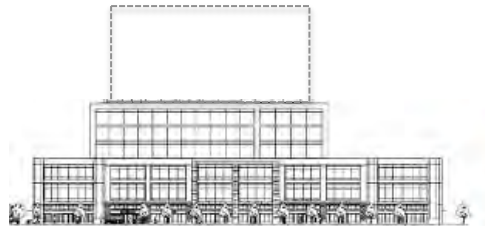
Some properties are more likely to redevelop.



Attachment 6 Building form – three height typologies



Tower 40+ floors (downtown)



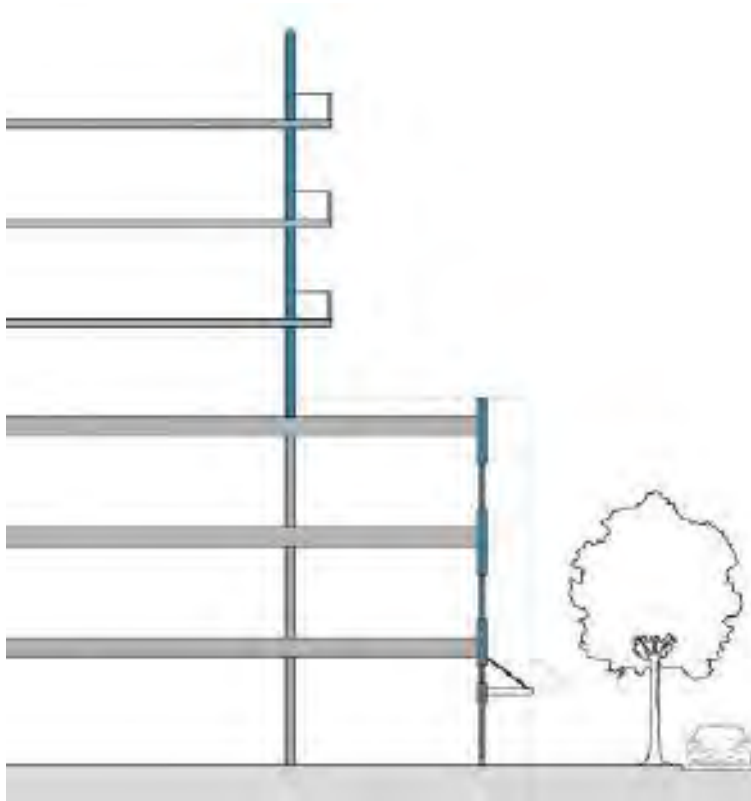
8 to 12 floors (Wilburton?)



5 to 6 floors (Spring District)

Attachment 7

Building Form - facades/human scale, pedestrian orientation



Attachment 8 SURVEY RESULTS – Desired **character** in Wilburton



Question 1: What kind of **character** do you think a new urban neighborhood should have?

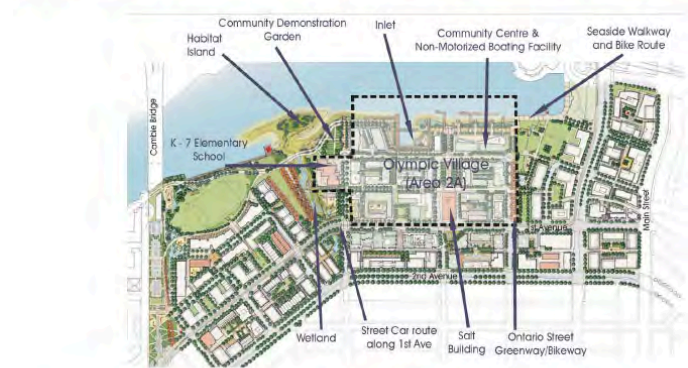
- Great food and small shops (not chains or “cell phone stores”)
- Green, walkable, designed around a town square/neighborhood center
- Cultural diversity
- Art shops, public



Question 2: Is there an unmet need in Bellevue for a neighborhood with a specific type of character or to serve a specific demographic?

- Venues for art and live music
- Public market or general gathering place that isn't a mall
- Designed to be seniors-friendly (“stroll-friendly”)
- “Human-scale” development (not “towers”)
- Affordable housing for young people and seniors
- International/Asian district

Attachment 9 Case study – Vancouver's Olympic Village



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

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

Date: March 30, 2017

Re: Owners' Vision for Brierwood Center Properties and Wilburton Commercial Area

The Wilburton Commercial Area has extraordinary potential to become one of the Country's most vibrant and innovative urban areas. It is remarkably well positioned to become a signature 21st century Urban Transit Oriented "neighborhood". While economically sound and diverse now, Wilburton could be so much more. It is poised to play a key role in helping Bellevue capture local, regional, national and even global attention.

The Area is located adjacent to Bellevue's rapidly developing Central Business District (CBD), and is centered between the CBD and the nationally recognized BelRed Corridor. Regionally, Wilburton is located in the core of the Eastside's Innovation Triangle.

Furthermore, the Wilburton Commercial Area will be served by one of the most robust multi-modal transportation systems available for a new/expanded Urban Center. This transportation system features billions of dollars of multi-modal investments, including:

- Two light rail lines which will intersect at the Wilburton station, connecting Wilburton to other areas of Bellevue, Issaquah, Kirkland, Redmond and Seattle.
- Significant bus transit service, including one of King County's rare Rapid Ride routes.
- Outstanding highway access to an expanding I-405, and recently expanded SR 520.
- New, and expanded, arterials with increased capacity for motorized vehicles, dedicated bicycle lanes and sidewalks for pedestrians.
- The Eastside Rail Corridor (ERC), a forty-two mile long regional bicycle and pedestrian facility which will directly connect Wilburton to the Mountains to Sound Greenway/I-90 and SR 520 regional trails.
- Bellevue's Grand Connection, which will further link Wilburton with the CBD.

To help visualize the potential of the Wilburton Commercial Area, your Citizen Advisory Committee (CAC) was presented with many comparable areas in the Country that had some similar characteristics. However, most of these areas had been economically depressed and/or had serious environmental challenges. This is not the case with Wilburton. Therefore, we think a comparable area the CAC should also consider is right in our back yard... Seattle's South Lake Union neighborhood. It is likely Wilburton

could provide even better public amenities and a more functional transportation system than are possible near Amazon's world headquarters.

Our four properties that comprise Brierwood Center are next door to The Spring District (TSD), and we view them as a prime location for Urban Transit Oriented Development. Brierwood Center is located closer to the CBD than The Spring District, and is within a quarter mile of two light rail stations. Brierwood Center is also served by multiple bus transit stops. Furthermore, it is adjacent to the new five-lane 120th Avenue N.E. and BelRed Road, and between N.E. 8th Street and the new Spring Boulevard. Brierwood Center also is west of an expanding 124th Avenue N.E., which will connect to the planned additional half diamond access ramps at SR 520. These properties are just two blocks east of the Eastside Rail Corridor, too. Additionally, Brierwood Center has wonderful western views of Lake Bellevue and the downtown skyline.

Because of all the Wilburton area's transportation investments, as well as its potential on the global economic stage, we envision an urban, transit oriented mixed-use development. The heights, densities and forms of a redeveloped Brierwood Center should be similar to those at other urban light rail station areas. For example, Bellevue's recently completed East Main CAC report recommends buildings up to 300 feet tall, with a maximum Floor Area Ratio of 5.0. The height and form of buildings in the CBD near the Downtown transit stations are even taller and denser. While these heights and densities might appear large now, please keep in mind the Wilburton Commercial Area plan will set the stage for the area's long term future.

What's most important is the CAC avoids the temptation to think too small and short term. The risk of adopting a land use vision that hampers redevelopment of the Wilburton Commercial Area is real. The Area's success will depend on a bold, innovative, flexible plan that assures the economic viability of existing business, as well as new and exciting developments in the Wilburton Commercial Area.

Please find attached some additional information supporting our vision of urban transit oriented development as the future of Brierwood Center, including:

- Brierwood Center location map
- Historical Brierwood Park Plat Map (1908)
- Aerial photo of Brierwood Center area (1971)
- THE SPRING DISTRICT Aerial Perspective (2016)
- Long Range Mobility Infrastructure – Wilburton Connections document
- East Main Land Use/Redevelopment Area Perspective
- “BEL-RED GATEWAY” - Brierwood Center TRANSIT VICINITY Map
- BRIERWOOD CENTER CONCEPT STUDY: 4.0 Floor Area Ratio (FAR) redevelopment graphics prepared for use in the BelRed Corridor planning process 2007-2009
 - o 4.0 F.A.R. 3D VIEW “Bel-Red Gateway” – Brierwood Center
 - o SITE PLAN “Bel-Red Gateway” – Brierwood Center
 - o SITE PERSPECTIVE “Bel-Red Gateway” – Brierwood Center

BRIERWOOD PARK

Scale: 1 in. = 200 feet.

March, 1908

Gardner & Gardner
Engineers

DESCRIPTION

This plat embraces all of the S.W.
1/4 of Sec. 28, T. 25 N., R. 5 E. W. M.
lying east of the Lake Shore and
Eastern R.R. right of way.

All distances are as shown on this
plat in feet.

DEDICATION

Know all men by these presents
that we Clark M. Sturtevant and F. M.
Sturtevant, husband and wife, owners
in fee simple of the land hereby platted,
do hereby declare this plat and dedicate
to the uses of the public forever all streets
shown thereon.

In witness whereof, we have hereunto set
our hands and seals this 5th day of Aug-
ust, A. D. 1908.

Clark M. Sturtevant.
F. M. Sturtevant.

ACKNOWLEDGMENT

State of Washington }
County of King }

This is to certify
that on this 5th day of August, A. D. 1908
before me the undersigned, a Notary
Public, in and for the State of Washington,
personally appeared Clark M. Sturtevant
and F. M. Sturtevant his wife, to me
known to be the individuals who executed
the foregoing instrument and acknowl-
edged that they signed and sealed the
same as their free and voluntary act
and deed for the uses and purposes
therein mentioned.

In witness whereof I have hereunto set
my hand and affixed my official seal
the day and year above written.



Albro Gardner

Notary Public in and for the
State of Washington, residing
at Seattle.

Examined and approved this 11th day
of Aug. A. D. 1908.

A. L. Valentine
County Engineer

SEE SURVEY VOL. 12 PAGE 96

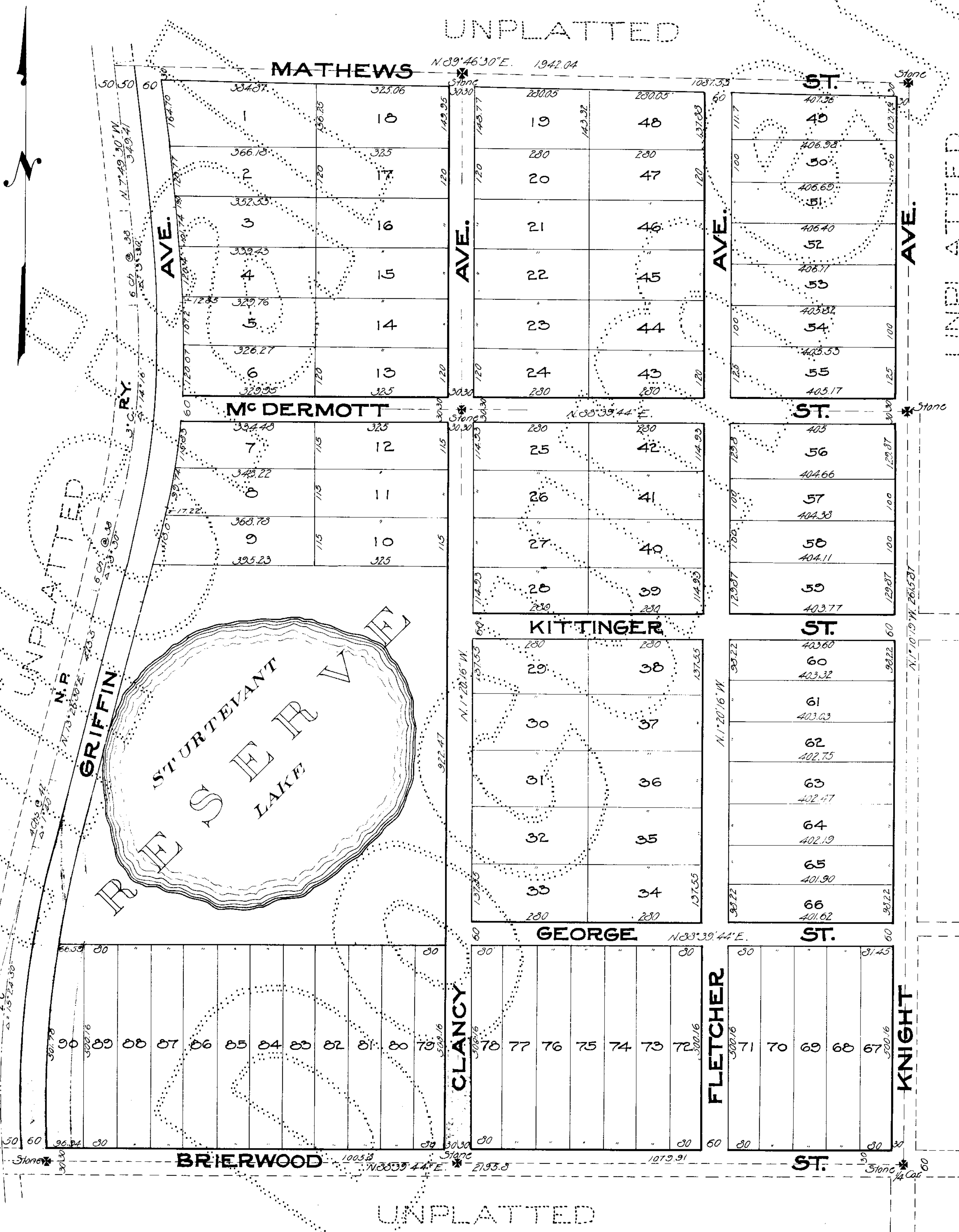
Examined and approved this 12th
day of August, A. D. 1908.



Dan R. Abraham
Chairman of the Board of County
Commissioners.
Attest J. P. Agnew, Clerk of Board
By R. J. Husing, Deputy.

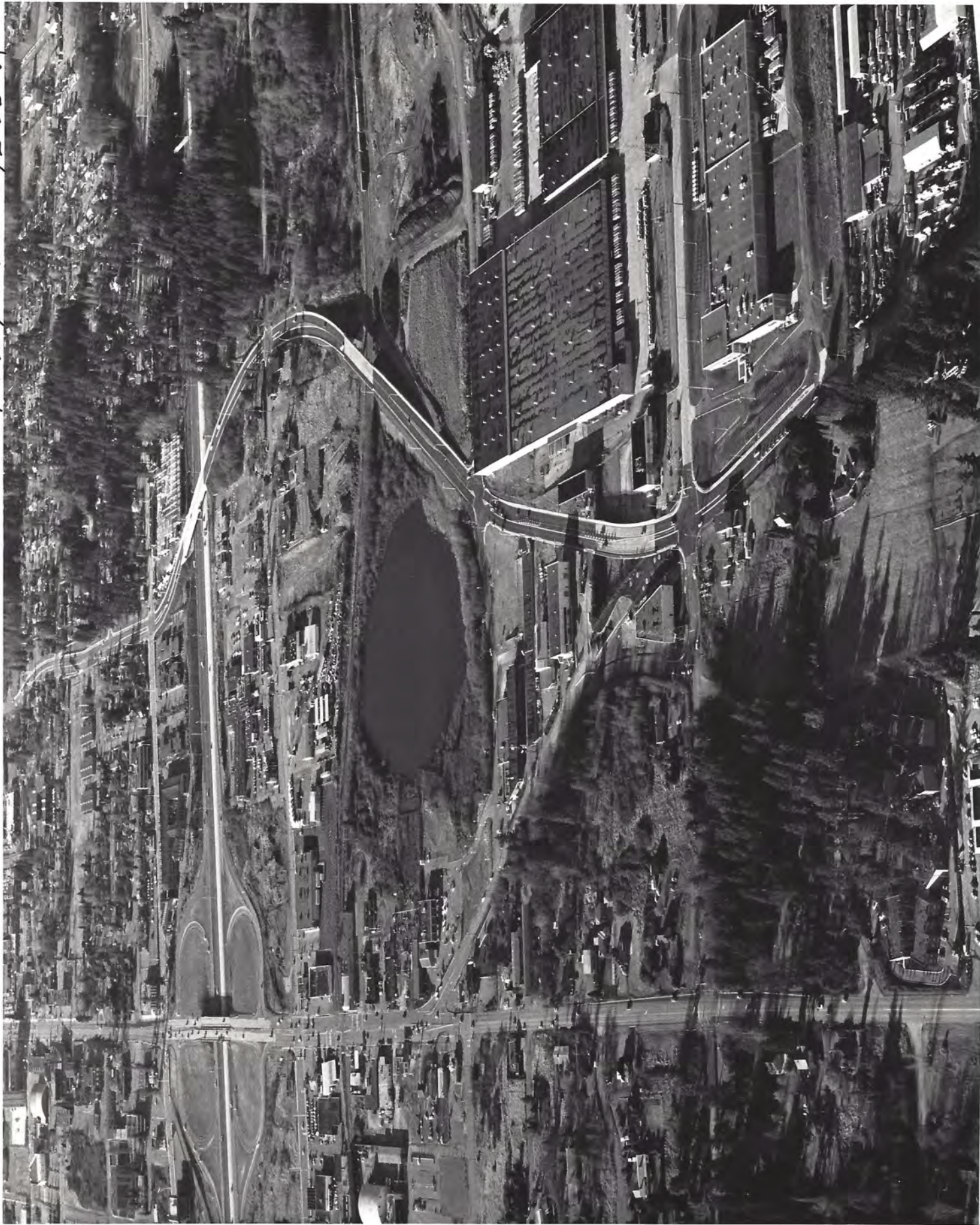
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Thomas August 12th A. D. 1908 at 1 min.
past 10 M. and recorded in Vol. 17 of Plats
page 18, Records of King Co.

By J. P. Agnew
County Auditor
Deputy.



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SUBJECT

Bel-Red Rd

120th Ave NE

NE 12th St

NE 10th St

NE 8th St

405

NE 8th St

106th Ave NE

NE 8th St

108th Ave NE

110th Ave NE

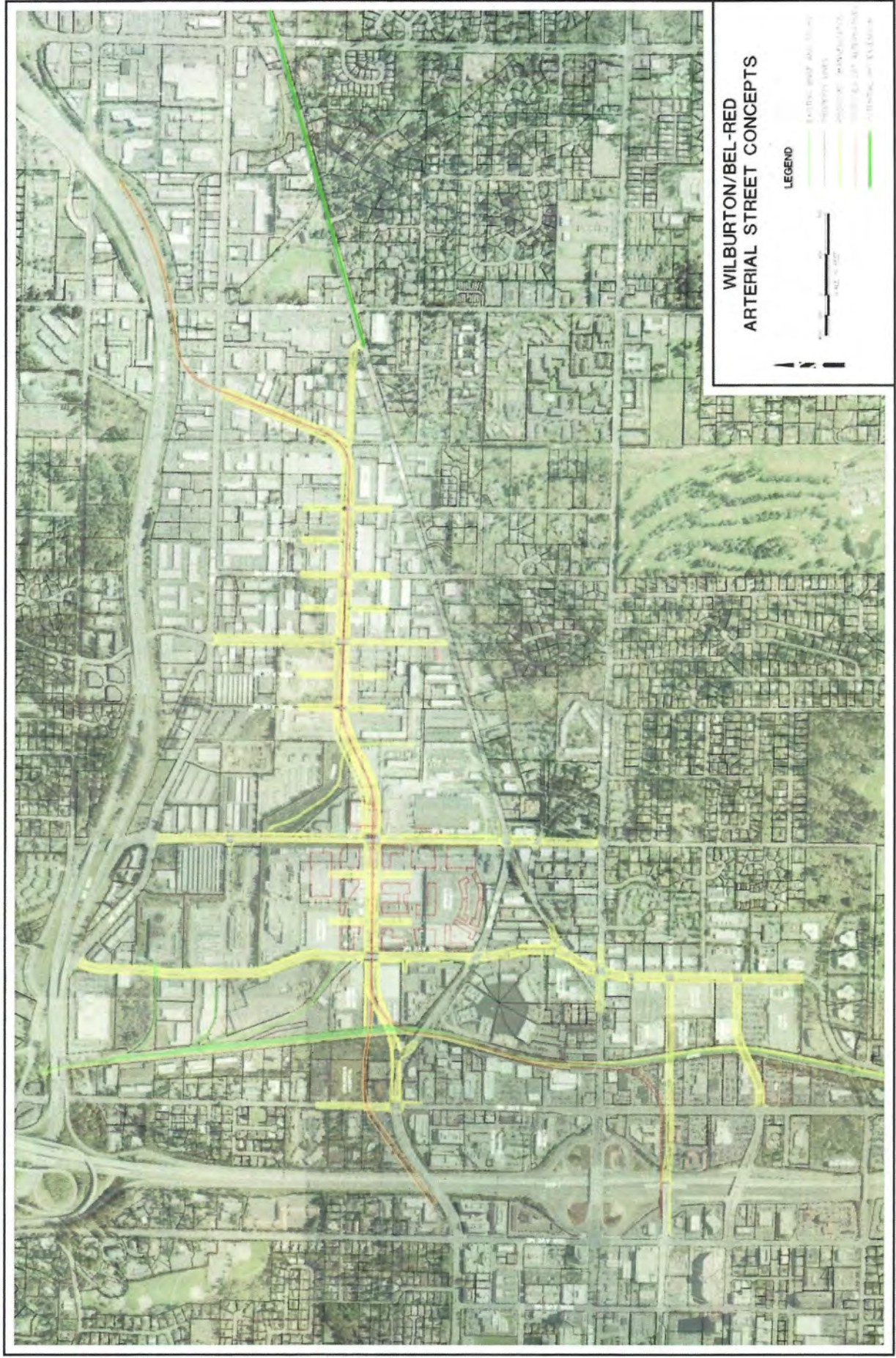
116th Ave NE

112th Ave NE

Main St

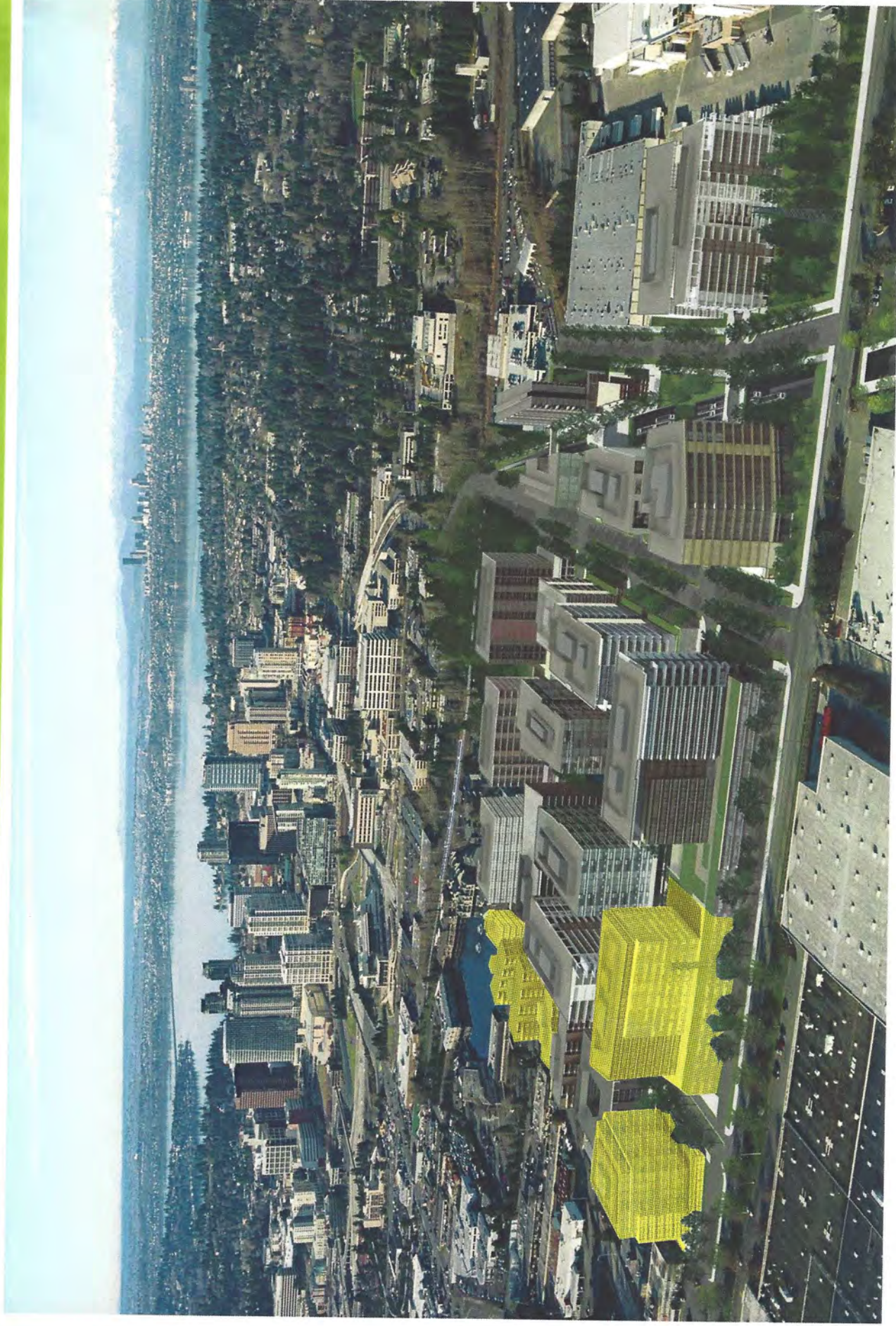
NE 4th St

Long Range Mobility Infrastructure

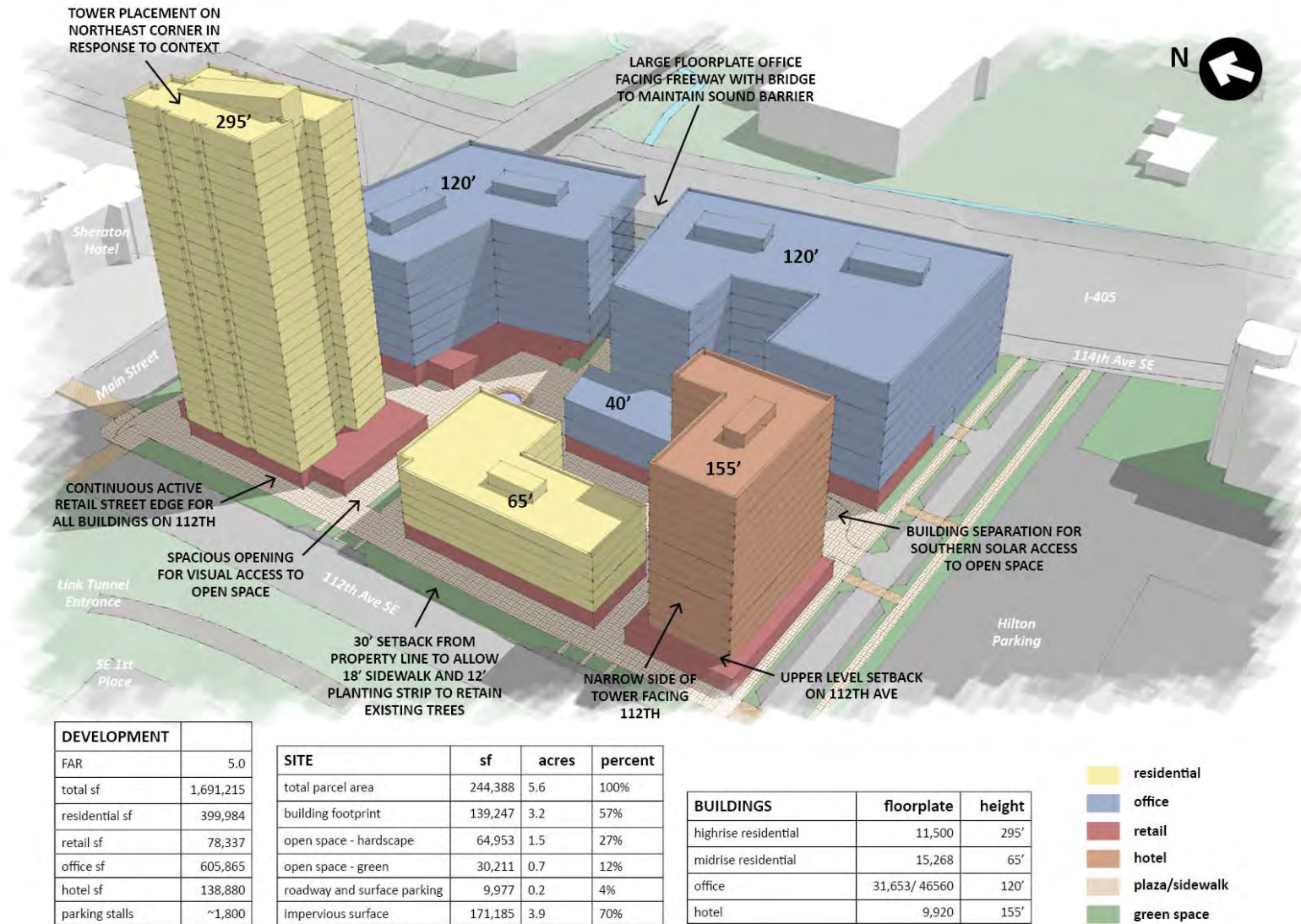


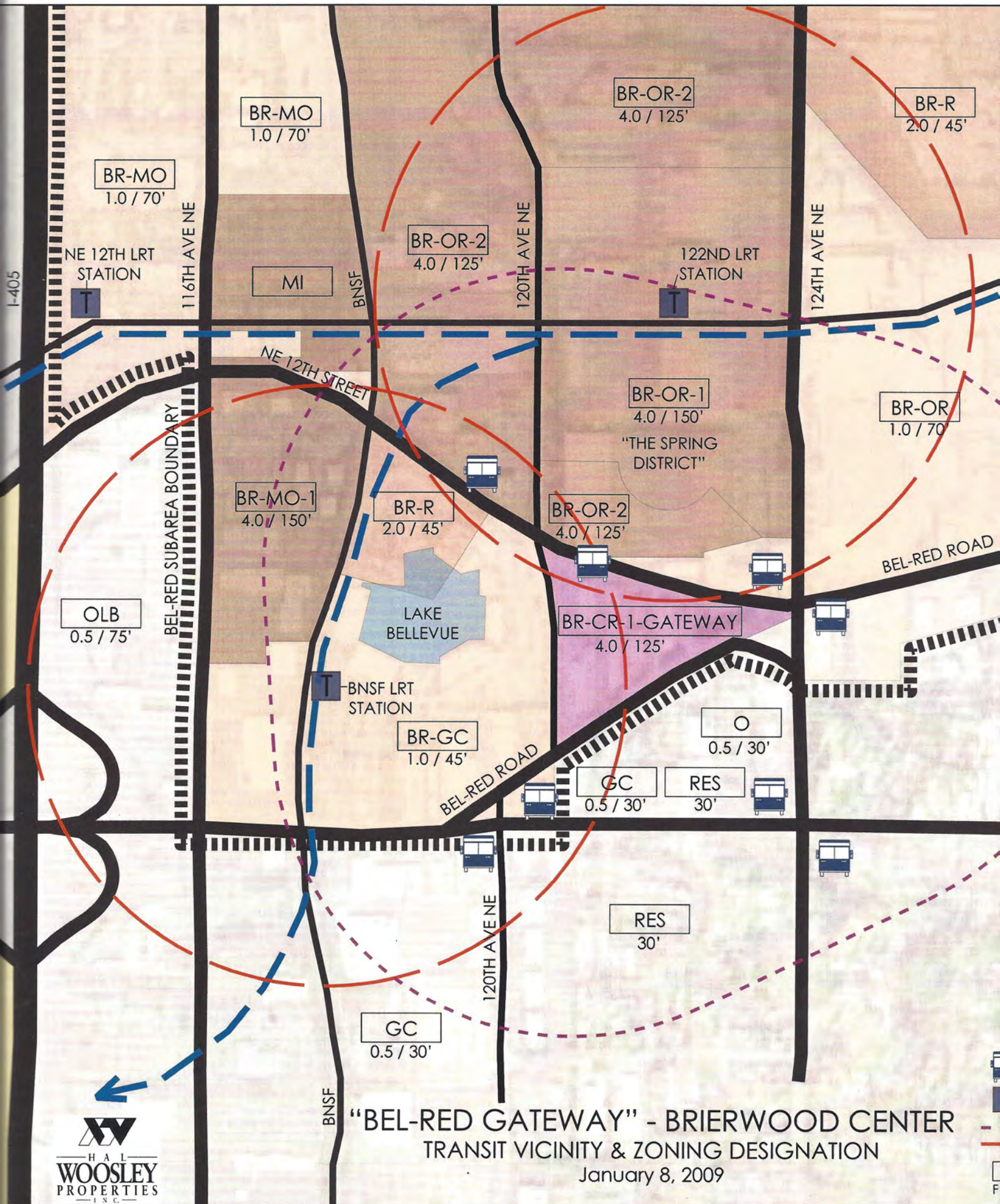
THE SPRING DISTRICT

WRIGHT
RUNSTAD
& COMPANY

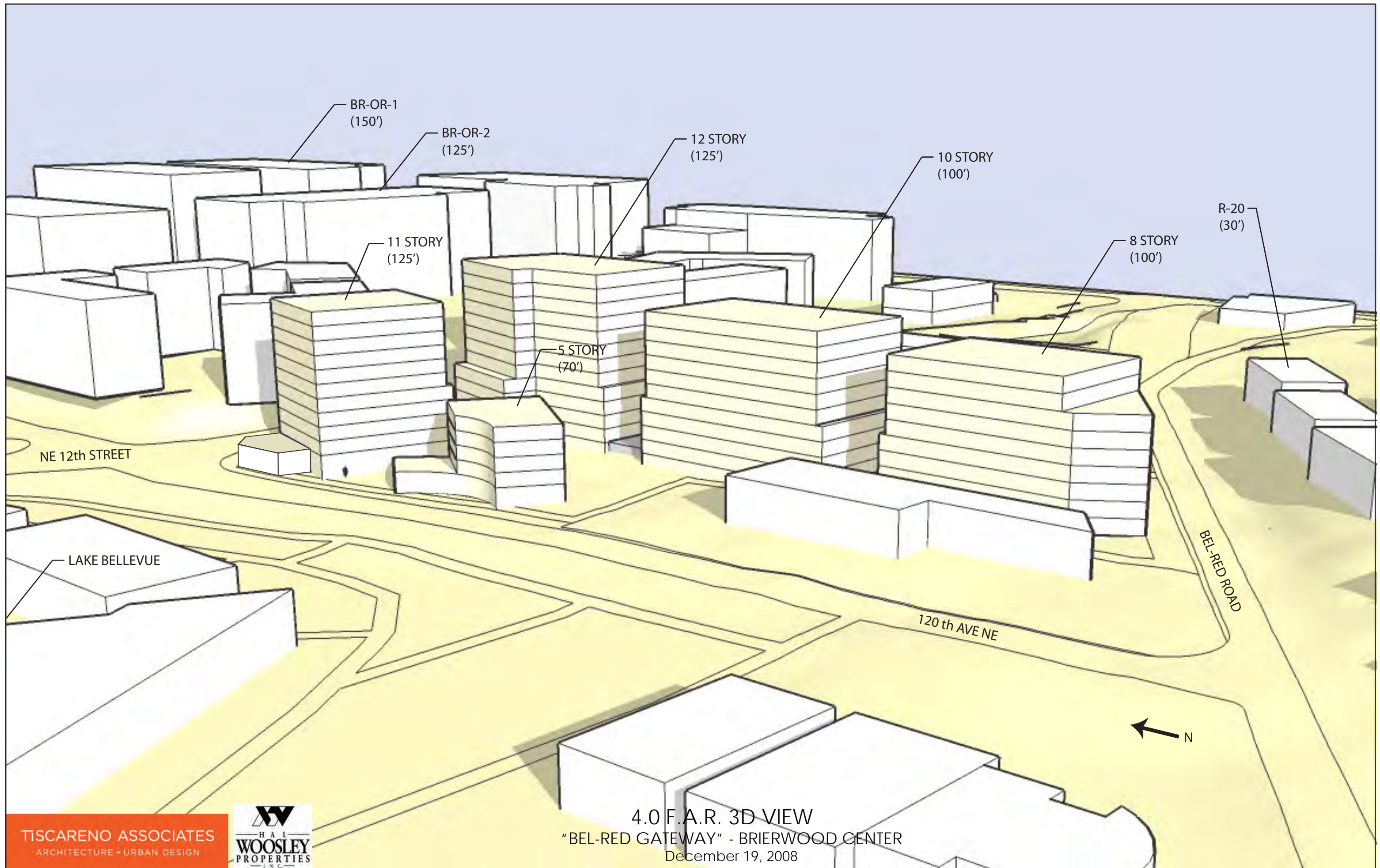


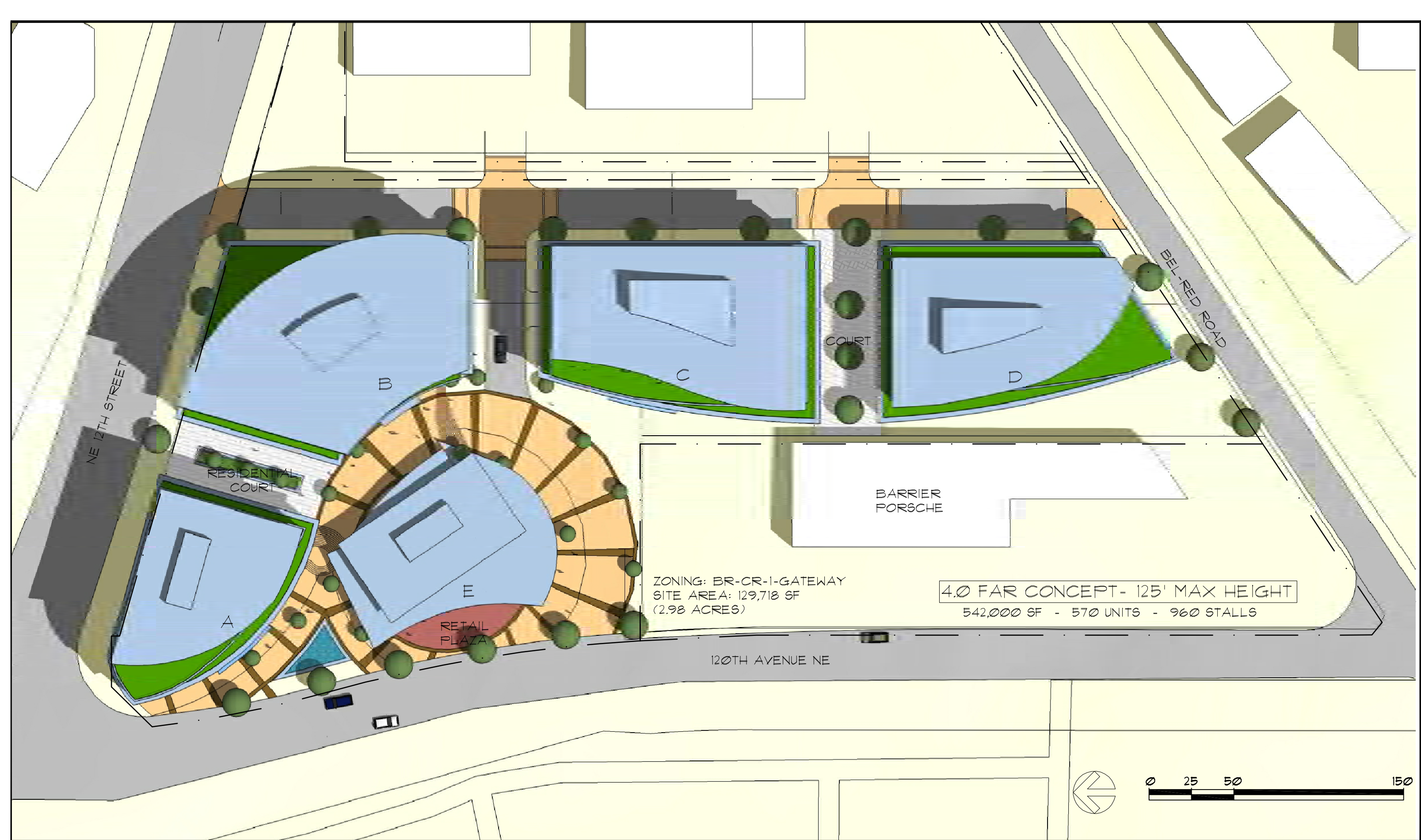
EAST MAIN LAND USE/REDEVELOPMENT





"BEL-RED GATEWAY" - BRIERWOOD CENTER
TRANSIT VICINITY & ZONING DESIGNATION
January 8, 2009







My name is Bill Finkbeiner and I will be presenting to the CAC at your next meeting as one of the landowners in the Wilburton zone. My father built a building at 12011 Bel-Red over 30 years ago and I've been working here since he passed away 17 years ago. You can find me walking around the neighborhood pretty much every day, either stretching my legs or going out for a bite to eat. I am excited about the potential for this neighborhood and a few years ago when the property next door came up for sale I purchased that with a friend of mine. Below is a picture from the side of that building next to NE 8th.



For the first 15 years I worked here the neighborhood didn't change much, but these last few years it's changed quite a bit. For instance, the picture below is a view from my office window. In the foreground you see all the 120th widening and in the background you can see the Spring District blossoming. It is exciting to see these changes happening, but I think the changes that will be brought by the ERC and the light rail station will be even more exciting.



My presentation will focus heavily on the light rail stations and the opportunity to create Transit Oriented Development (TOD) around them. I believe they deserve significant densities around them because of the enormous investment they represent and the benefits they will provide. This is especially true in areas that are within ¼ mile of the stations because within that area they are easily accessed by pedestrians and residences and businesses built within that area see much higher use of transit.

While I am excited about the changes that are planned for this area, I am also very concerned that any proposed upzone will not be as aggressive as it needs to be in order to incentivize redevelopment. For a landowner to redevelop, or sell to a developer, the land value has to exceed the capitalized value of the income stream. I encourage the CAC to ground their zoning recommendations in fundamental real estate economics.

AGENDA ITEM 7: ORGANIZATIONAL FRAMEWORK / DENSITY ANALYSIS

OBJECTIVES

1. Review Precedent Images
2. Existing Conditions Overview
3. Review Study Area Urban Framework Diagrams
4. Interactive Exercises

PRECEDENT IMAGES

The following precedent images represent key urban design attributes reflective of highly successful, vibrant and livable neighborhoods and communities. The visual precedents are to be used to help envision possibilities and opportunities for the future of the Wilburton Commercial Area.

The precedent image categories include:

CONNECTIVITY

- Activate Alleys
- Separate Bike / Pedestrian Paths
- Shared Streets
- Multi-Modal Boulevards

PUBLIC SPACE

- Urban Parks / Civic Center Parks
- Pocket Parks
- Neighborhood Water-Oriented Parks
- Linear Parks

SUSTAINABLE INFRASTRUCTURE

- Urban Raingardens / Bioswales
- Creek Daylighting
- Eco-Districts
- Urban Agriculture

PLACEMAKING

- Gateways / Nodes
- Edges
- Remnant Urban Spaces
- Public Art

PRECEDENTS: CONNECTIVITY

ACTIVATED ALLEY

- Provides a safer and unique pedestrian experience which adds vitality and connectivity to a neighborhood
- Allows access for service vehicles during certain periods of the day



BELDEN PLACE, SAN FRANCISCO, CA

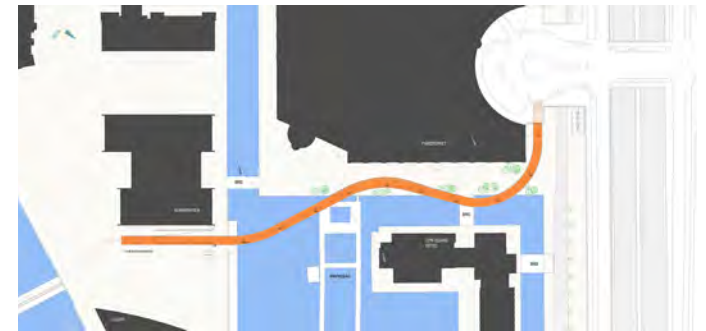
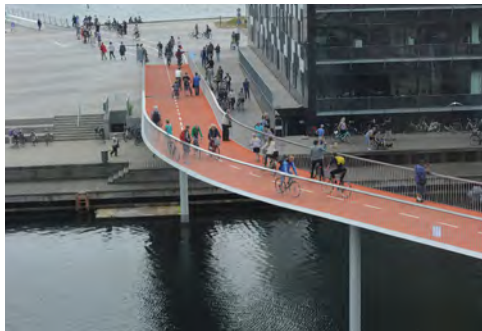


SEPARATED BIKE / PEDESTRIAN PATH

- Safe and appealing bike path encourages additional bike and walk trips
- Elevates non-motorized infrastructure in importance



BICYCLE SNAKE, COPENHAGEN, DK



PRECEDENTS: CONNECTIVITY

SHARED STREET / WOONERF

- Flexible space for community events, while still allowing vehicle access
- Design details such as curbless streets and textured materials encourage slower traffic and pedestrian uses



BATAVIA STREET, CHICAGO, IL



MULTI-MODAL BOULEVARD

- Protected lane for bicycles encourages bike trips
- Inner lanes move faster for through traffic, while outer lanes allow local access
- Wide sidewalks and planting zones provide a buffer for safe and pleasant pedestrian experience alongside a busy road



AVINGUDA DIAGONAL, BARCELONA, ES



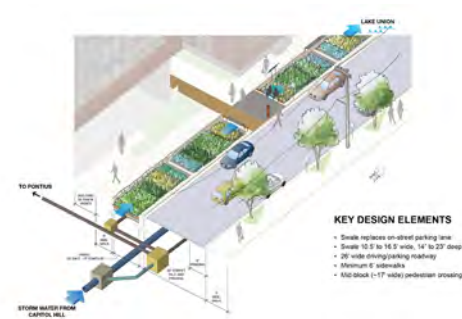
PRECEDENTS: SUSTAINABLE INFRASTRUCTURE

URBAN RAINGARDEN / BIOSWALE

- Filters rainwater using natural systems to reduce pollution and slow stormwater flow into the municipal system
- Buffered planting zone makes for a safer and more pleasant pedestrian experience



SWALE ON YALE, SEATTLE, WA



CREEK DAYLIGHTING

- Daylighting streams helps to manage and filter stormwater
- Creates public greenspace, access to a natural system in an urban center



CHEONGGYEcheon, SEOUL, SOUTH KOREA

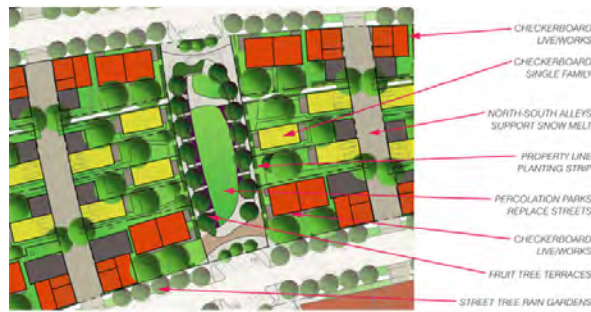
PRECEDENTS: SUSTAINABLE INFRASTRUCTURE

ECODISTRICT

- Naturally powered using solar and ground source energy for homes and cars
- Community gardens foster both healthful living and a connected community
- Mixed-use neighborhoods reduce need for car travel
- Integrated stormwater management (permeable pavement, bioswales along streetscapes, “percolation parks”)



GEOS NET-ZERO NEIGHBORHOOD, ARVADA, CO



URBAN AGRICULTURE

- Can provide access to fresh produce in urban food deserts
- Learning opportunity for community, children



ROOFTOP HAVEN FOR URBAN AGRICULTURE, CHICAGO, IL

PRECEDENTS: PUBLIC SPACE

URBAN PARK / CIVIC CENTER

- Iconic urban park that helps to define neighborhood character
- Amenities such as playground, garden, dog park provide a space for a diverse community
- Central gathering space that can be used for community events



MARY BARTLEME PARK, CHICAGO, IL



POCKET PARK

- Small refuge space in an urban environment
- Can be a plaza, play park, garden, etc
- Several small / pocket parks throughout neighborhood help to break up the urban experience



PALEY PARK, NEW YORK, NY



PRECEDENTS: PUBLIC SPACE

NEIGHBORHOOD / WATER-ORIENTED

- Larger park oriented around natural water systems



GREENLAKE PARK, SEATTLE, WA



LINEAR PARK

- Provides active and passive recreational space within a minimal footprint
- Can serve as a primary connection for pedestrians



SAGRERA LINEAR PARK, BARCELONA, ES



PRECEDENTS: PLACEMAKING

GATEWAY / NODE

- Gateways help to define neighborhood character, and act as an element in wayfinding programs
- Nodes occur at the intersection of paths and are sites of activity, attracting people to both stay in and move through space



NEIGHBORHOOD GATEWAYS, SAN DIEGO, CA | UNIVERSITY STREET PAVEMENT PARK, SEATTLE, WA

EDGE

- Unavoidable edges (such as freeways) can be an opportunity for public art, neighborhood definition



WEST GALER STREET FLY OVER AT ELLIOTT WAY (DNA WAVE PATTERN), SEATTLE, WA

PRECEDENTS: PLACEMAKING

REMNANT URBAN SPACE

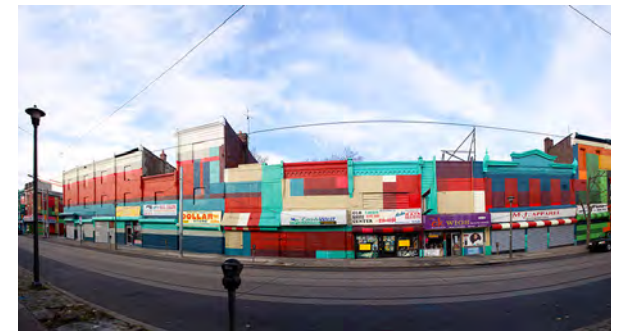
- Areas left undeveloped or undevelopable around major infrastructure can be an opportunity to create public space



PROJECT UNDERWAY, ROCKAWAY, NY

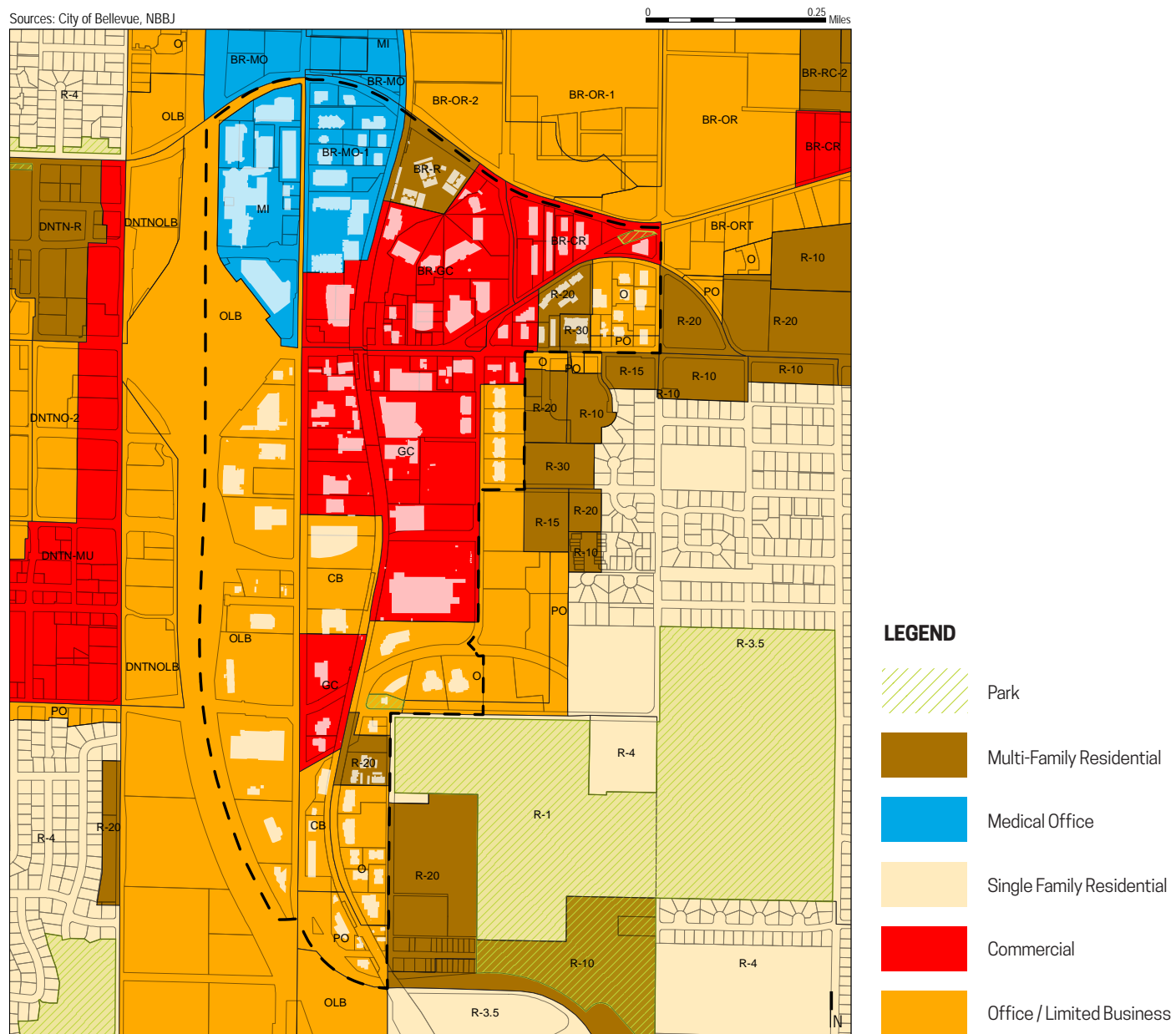
PUBLIC ART

- Help to define neighborhood character and connect to local community/culture by engaging local artists
- Enliven public space and attract visitors, bringing economic benefit to neighborhood
- Act as a wayfinding tool helping residents and visitors to navigate space



EMBARCADERO, SAN DIEGO, CA | MUSEUMPLEIN, AMSTERDAM, NL | PHILLY PAINTING PROJECT, PHILADELPHIA, PA






Sources: City of Bellevue, NBBJ



EXISTING CONDITIONS: DEVELOPMENT

LEGEND

Colors reflect existing zoning

Multi-Family Residential	
Medical Office	
Single Family Residential	
General Commercial*	
Office / Limited Business	

EXISTING STRUCTURES



FUTURE DEVELOPMENT SCENARIO ASSUMPTIONS

Building Area Coverage
(% of Building Area)
LOW 45% - 61%
MEDIUM 61% - 78%
HIGH 78% - 95%

Existing Zoning
Current Development Criteria

*General Commercial

Max. Lot Coverage: n/a
Building Height: 30' max.
Setback: 15' Front
No Side or Rear Setback
Max. Impervious Surface Area:
85%

MEDIUM DEVELOPMENT SCENARIO



URBAN FRAMEWORK DIAGRAMS

A series of Urban Framework Diagrams have been developed to help guide our discussions on the physical organizational structure for the future Wilburton Commercial Area. The Urban Framework Diagrams help to organize important physical urban design attributes

independently, while recognizing the intra-relationship of each typology in a single construct for the Wilburton Commercial Area. The diagrams will be analyzed by the CAC to assist in defining proposed Alternative Scenarios as part of the study.

The Urban Framework Diagrams include:

CONNECTIVITY

Connectivity is recognized as a primary influencer for the future of the Wilburton Commercial Area. The options below focus on the physical multi-modal opportunities for the study area.

- **Option A: Double Spine**
 - Emphasizes the importance of the north / south connection. Identifies 116th St. NE as a boulevard and the Eastside Rail Corridor (ERC) as a non-vehicular multi-modal focused corridor.
- **Option B: East-West Connections**
 - Emphasizes the importance of connecting to the downtown business district and identifies NE 10th Street, the future Grand Connection, and NE 4th Street as important corridors.
- **Option C: Internal Block Connections**
 - Existing large blocks and parcels are broken down into smaller blocks with narrow streets, alleyways, and/or passageways (private or public) throughout the study area to facilitate more efficient and safer pedestrian movement.

PUBLIC SPACE

Each public space option below assumes the future Grand Connection and Eastside Rail Corridor (ERC) will be implemented as a public space.

- **Option A: Grand Connection Lid**
 - Grand civic park space lidding over I-405.
- **Option B: Civic Center**
 - Medium to large, flexible civic space located in the heart of the Wilburton Commercial Area.
- **Option C: Neighborhood Green**
 - Dispersed park space approach that may include a variety of small-park, plaza and nodes throughout the neighborhood.
- **Option D: ERC Linear Park**
 - Eastside Rail Corridor (ERC) is the primary public space. Linear park and a variety of nodes are part of an interconnected linear park system.
- **Option E: Natural Network**
 - Lake Bellevue, Sturtevant Creek and the wetland are acknowledges as important natural resources to be re-established as a system of natural parks and open spaces.

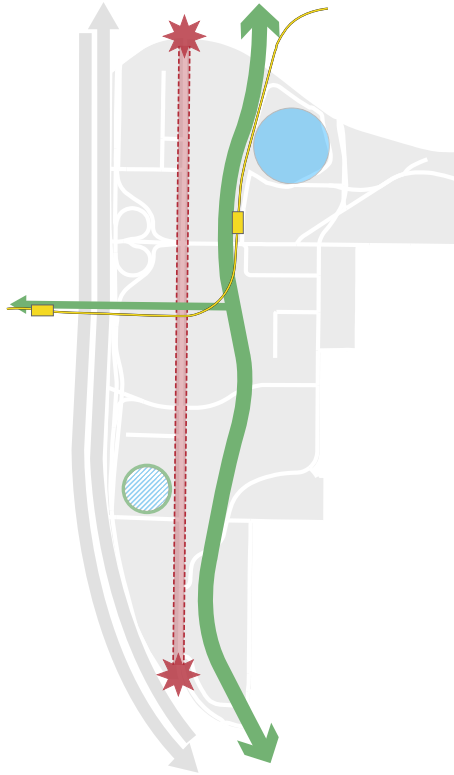
NEIGHBORHOOD CORE

The future Wilburton Commercial Area likely will include a greater mix of uses and a range of building typologies/forms. The areas with the highest intensity (mix of uses and density) is referred to as the 'neighborhood core.'

- **Option A: North / South Core**
 - Core is located along the I-405 corridor in a north/south orientation to create a strong urban edge on either side of the I-405 corridor.
- **Option B: Centralized Core**
 - Core is the center of the study area and abuts the proposed ERC corridor east of 116th Street.
- **Option C: ERC Core**
 - Core is located along the center and north half of the ERC corridor. Highest intensity in the center of the core, but core also stretches to connect to the existing health campus and Spring District north of the study area.
- **Option D: 8th/116th Core**
 - Core is centrally located but also traverses the 116th Street NE and 8th Street NE corridors.

FRAMEWORK DIAGRAMS: CONNECTIONS

OPTION A: DOUBLE SPINE



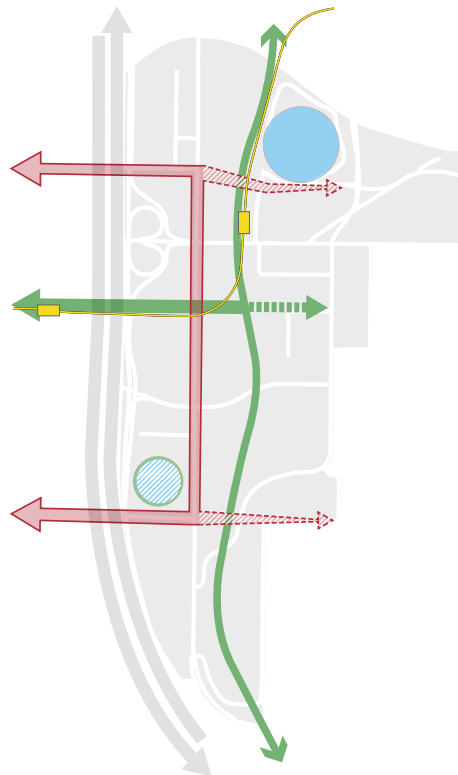
BENEFITS

1. 116th & ERC are primary multi-modal corridors
2. 116th serves as major boulevard, 'grand street' feature
3. Gateway opportunities at 116th

LIMITATIONS

1. Maintains current connections to the neighborhoods to the east (no significant changes)

OPTION B: EAST-WEST CONNECTION



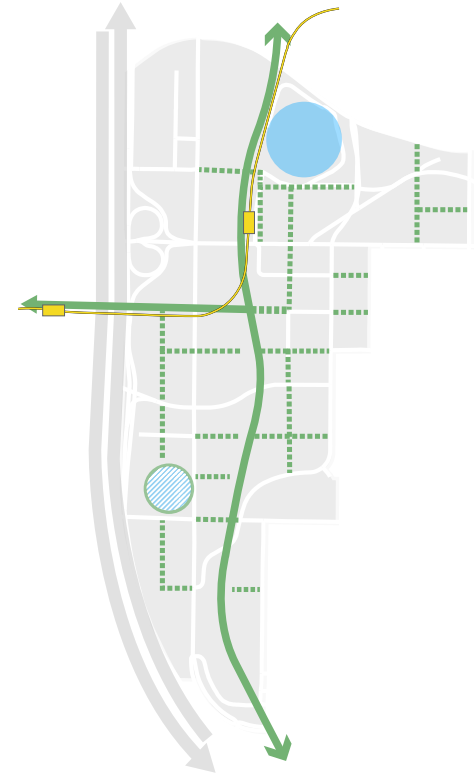
BENEFITS

1. Grand Connection, Main, 10th & 116th are improved as multi-modal corridors w/strong pedestrian connections to and from downtown
2. Continues pedestrian connections to the east
3. Direct connections to ERC

LIMITATIONS

1. New connections may require access easements

OPTION C: INTERNAL BLOCK CONNECTIONS



BENEFITS

1. New streets & pedestrian connections (public or private) developed throughout
2. New smaller blocks; enhance pedestrian realm
3. Connections could include active alleyways, streets, woonerfs, or other pedestrian connections

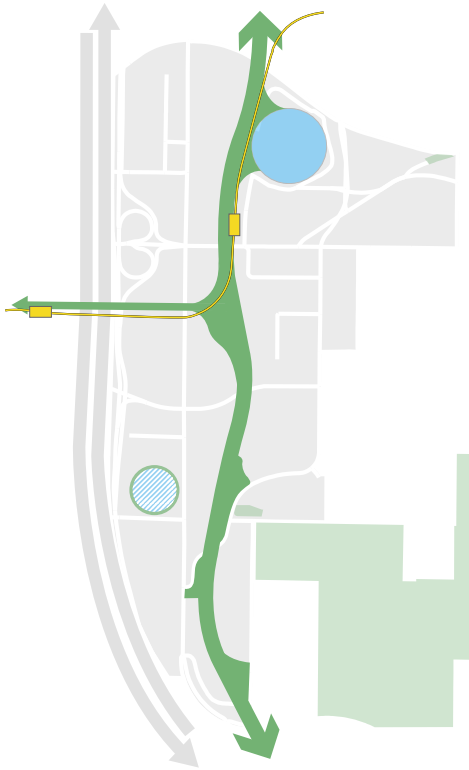
LIMITATIONS

1. May impact maximization of development areas for parcels

- ## LIMITATIONS

FRAMEWORK DIAGRAMS: PUBLIC SPACE

OPTION D: ERC LINEAR PARK



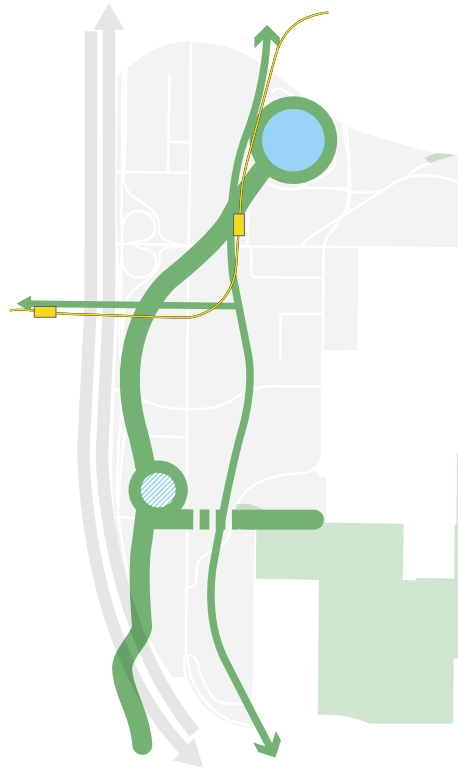
BENEFITS

1. Maximizes the ERC as open space
2. Multiple park spaces (nodes) connect to trail
3. Linear park encourages walk and bike trips
4. Adjacent uses have opportunity to activate

LIMITATIONS

1. Benefits primarily properties adjacent to ERC
2. May require new public use easements

OPTION E: NATURAL NETWORK



BENEFITS

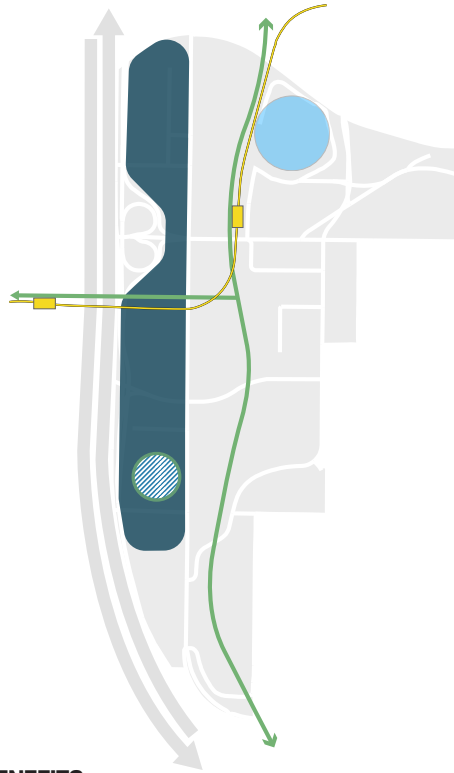
1. Emphasizes existing natural elements
2. Opportunities for sustainable best practice design
3. Creates smaller loop walks

LIMITATIONS

1. Limits type of open space
2. Cost to redesign Lake Bellevue and stormwater systems

FRAMEWORK DIAGRAMS: NEIGHBORHOOD CORE

OPTION A: NORTH / SOUTH CORE



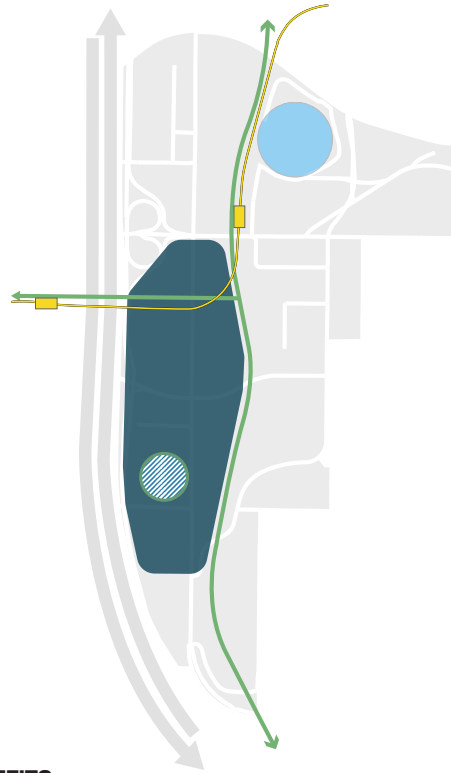
BENEFITS

1. Significant buffer from single-family neighborhood to the east
2. Establishes a linear core along I-405
3. Allows transitional density to step down to the ERC corridor

LIMITATIONS

1. Smallest urban core footprint
2. Includes health care campus (may not apply)
3. Development at wetland area is problematic

OPTION B: CENTRALIZED CORE



BENEFITS

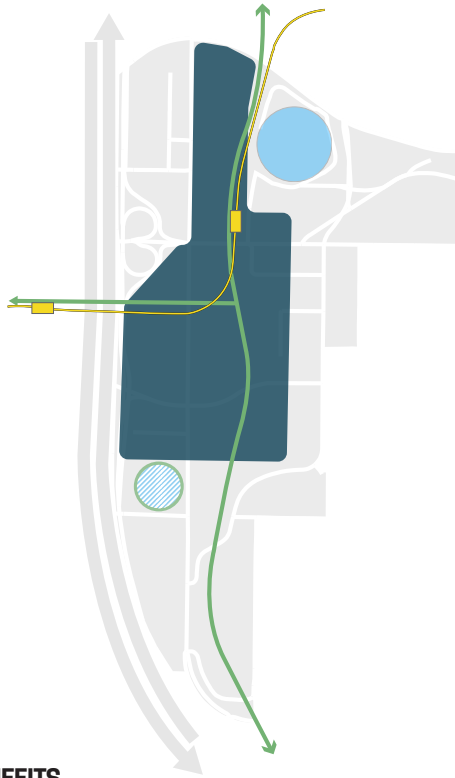
1. Concentrated in the 'valley,' greatest potential for increased development
2. Significant buffer from single-family neighborhood to the east
3. Strengthens 116th as primary corridor
4. Direct access to the ERC

LIMITATIONS

1. Does not strongly connect to transit
2. Development at wetland area is problematic

FRAMEWORK DIAGRAMS: NEIGHBORHOOD CORE

OPTION C: ERC CORE



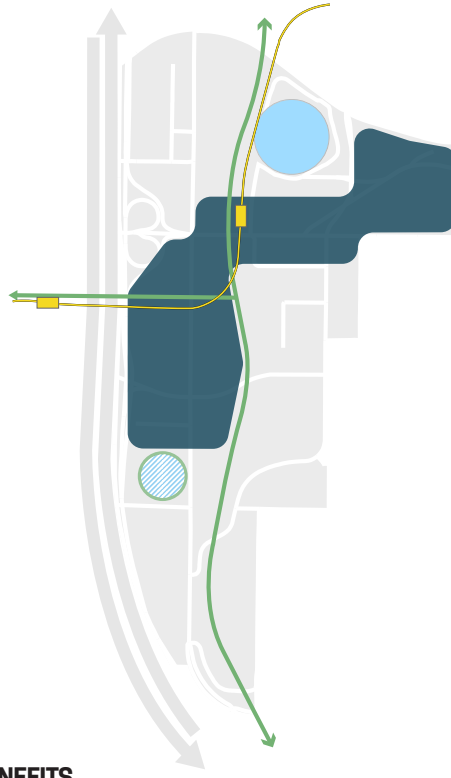
BENEFITS

1. Development concentrated at Wilburton Station
2. Includes most of the largest parcels in the study area
3. Connects to north to Spring District & downtown

LIMITATIONS

1. Core area may be too large to support market demand
2. High density area begins to encroach near neighborhood to the east

OPTION D: 8TH / 116TH CORE



BENEFITS

1. Connects with Spring District & downtown
2. Aligns with 116th and 8th as primary corridors
3. Core connects to proposed transit station

LIMITATIONS

1. Extends core area to east away from walk zone to transit station
2. No buffer to residential neighborhood to the east

INTERACTIVE ‘DOT’ EXERCISE

At the April 6 CAC meeting, participants will be asked to provide input on each of the three Urban Frameworks (Connectivity, Public Space, Neighborhood Core). Participants will be provided a series of sticky ‘dots’ to be used to identify initial preferences on the Urban Framework Diagrams. The Urban Framework Diagrams will help guide the CAC discussions on

the physical organizational structure for the future Wilburton Commercial Area. This initial input will help the consultant team develop up to three preliminary alternative scenarios that will be presented to the CAC at a later date for further evaluation.

URBAN FRAMEWORK DIAGRAMS

CONNECTIVITY

The **Connectivity** category illustrates three options for consideration. CAC members will be asked to pick a preference choosing between Options A through C. Participants may pick a single option, or pick up to 2 preferences.

Key question:

Connectivity is a central theme for the future Wilburton area. From a physical ‘connectivity’ perspective, which of the options may best improve overall circulation and access to and through the Wilburton area?

PUBLIC SPACE

The **Public Space** category illustrates five options for consideration. CAC members will be asked to pick a preference choosing between Options A through E. Participants may pick a single option, or pick up to 2 preferences.

Key question:

Public space is an important consideration for the future Wilburton neighborhood. Access to parks, open spaces and urban trail linkages as park space can all contribute to the success of the Wilburton study area. From the range of options presented, what type of public space is most important to you?

NEIGHBORHOOD CORE

The Neighborhood Core category illustrates four options for consideration. CAC members will be asked to pick a single preference choosing between Options A through D.

Key question:

Given the future of light rail access, an increase in density and intensity of uses in the Wilburton Area is likely to occur over time. From the range of options presented, where should the highest level of density and intensity (mix) of uses be located?