

CITY OF BELLEVUE  
SPECIAL JOINT MEETING OF THE  
BELLEVUE PLANNING COMMISSION  
ENVIRONMENTAL SERVICES COMMISSION  
TRANSPORTATION COMMISSION  
PARKS AND COMMUNITY SERVICES BOARD  
ARTS COMMISSION  
HUMAN SERVICES COMMISSION  
MINUTES

October 10, 2007  
6:00 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

PLANNING

COMMISSIONERS PRESENT: Chair Robertson, Vice-Chair Bach, Commissioners Ferris, Lai, Mathews, Orrico, Sheffels

ENVIRONMENTAL SERVICES

COMMISSIONERS PRESENT: Chair Rogers, Vice-Chair Helland, Commissioners Carter, Kovoov, Larrivee, Mahon, Roberts

TRANSPORTATION

COMMISSIONERS PRESENT: Chair Yuen, Commissioners Glass, Tanaka, Van Valkenburgh

PARKS & COMMUNITY

SERVICES BOARD PRESENT: Chair Keeney, Vice Chair Bennett, Commissioner Roland

ARTS

COMMISSIONERS PRESENT: Chair Shepherd, Vice-Chair Finley, Commissioners Ptacek, Holder, Tremblay, Kiselev, Donkin

HUMAN SERVICES

COMMISSIONERS PRESENT: Vice-Chair Yantis, Commissioners Beighle, Huenefeld-Gese, Lazetti, Seltzer, Stout

STAFF PRESENT:

Matthew Terry, Dan Stroh, Paul Inghram, Emil King, Department of Planning and Community Development; Goran Sparman, Kevin O'Neill, Kevin McDonald, Transportation Department; Patrick Foran, Parks and Community Services; Dennis Vidmar, Utilities Department

GUEST SPEAKERS:

None

RECORDING SECRETARY:

Gerry Lindsay

1 INFORMAL INTRODUCTIONS

2. CALL TO ORDER

The meeting was called to order at 6:15 p.m. by Planning Commission Chair Robertson who

presided.

### 3. ROLL CALL

Upon the call of the roll, all Planning Commissioners were present; all Arts Commissioners were present, with the exception of Commissioner Kiselev who arrived at 6:25 p.m.; all Environmental Services Commissioners were present; all Human Services Commissioners were present, with the exception of Chair Hoople who was excused; all Parks and Community Services Board members were present with the exception of members Henrickson, Karle, Aron and Maxim, all of whom were excused; and all Transportation Commissioners were present with the exception of Commissioners Northey, Holler and Wendle, all of whom were excused

### 4. APPROVAL OF AGENDA

The agenda was approved by consensus.

### 5. OPENING REMARKS

Councilmember Davidson welcomed everyone and said the Bel-Red corridor study harkens back to the downtown planning done in the late 1970s and early '80s. The Bel-Red corridor has more land area and is of equal importance to the citizens of Bellevue. He thanked the Commissioners for their efforts on behalf of the city.

Councilmember Lee said the Bel-Red corridor study is the most important work the city will do for a long time to come. He said over the years directed planning has yielded an excellent city; that same level of effort will be needed for the Bel-Red corridor. The task is a very important one. The public needs to be involved, and every Commission will play an important role. Staff has done an excellent job of providing the steering committee with the information it needed, and will continue to work for the various commissions.

### 6. BEL-RED CORRIDOR IMPLEMENTATION STUDY SESSION

#### A. Introduction to the Bel-Red Corridor Project

Department of Planning and Community Development Director Matt Terry explained that the Bel-Red corridor study was initiated by his department along with Transportation, Parks and Utilities. The work began about two and a half years ago and has been rolling along steadily.

Mr. Terry said the downtown has for many years been the centerpiece of the city's growth management strategy. It is the place where the vast majority of jobs and housing growth has been planned to accommodate growth. Over the next 15 years the anticipation is that there will be about 40,000 new jobs and about 9000 new residents in the downtown. The downtown will during that time become the second largest neighborhood in the city, which is a major transition given that there were only a small number of residents living in the downtown area in 1995.

In 2004 the city acted to modify its growth management strategy in a way that emphasized the importance of the other commercial areas of the city. In that strategy four major commercial areas were identified as likely to play a significant role in the future of the city: Bel-Red, Crossroads, I-90 corridor and Factoria. Since then work has been initiated to rethink the Crossroads plan; work has been done in Factoria; work is under way regarding neighborhood shopping centers; and the work program includes a planning effort for the I-90 corridor. In each

of the areas, the long-range future is the centerpiece of the study. Bel-Red is a key piece.

Mr. Terry said the Bel-Red area was largely developed in the 1960s with light industrial, commercial and low-intensive uses. It was developed in a time when very little attention was paid to amenities and the natural environment. The area has lost employment over the last decade or so, and property owners within the area have indicated a desire to see the area transition to other uses. The choices open to the city were to leave the area to respond to the market, or to rethink the vision for the area; the decision was made to take the latter approach.

The East Link light rail project currently being designed by Sound Transit provided another impetus for the Bel-Red corridor study. The plan calls for bringing light rail from Seattle to downtown Bellevue via the I-90 bridge, then extending it through the Bel-Red corridor to serve the Microsoft campus and downtown Redmond. It was determined that while a new vision was being developed for the corridor it should be done in the context of what light rail could bring to the area.

The Bel-Red corridor is uniquely situated between Microsoft and downtown Bellevue. There is no other place on the West Coast that has similar characteristics. The study provided an unbelievable opportunity to imagine a new future.

Mr. Terry said there were several anchor points utilized in developing a plan for the corridor: market relevancy; sustainability and consistency with the city's emerging environmental stewardship program; oriented on transit; balanced between jobs and housing; and focused on rediscovering the natural qualities of the area. The work of the steering committee implements the principles set by the Council at the launching of the effort.

Transportation Department Director Goran Sparrman said the reality is the greater Puget Sound area is looking at significant growth pressures in the coming years. The Puget Sound Regional Council is projecting growth on the order of 1.5 million new residents over the next 20 to 30 years. That projection carries with it tremendous transportation implications for the region as a whole, for the Eastside generally and for Bellevue specifically. Bellevue is very well situated in that it has three major freeways serving it and in the not-too-distant future could have a light rail system as well.

While there are opportunities, there are also challenges to be faced. The residential areas do not want more cars, and many of the commercial areas are already operating at peak capacity. The primary need is to organize the land use picture and the transportation system in such a way as to minimize the impacts. System enhancements are needed to support the new vision for the Bel-Red corridor and the greater community.

The transportation improvements identified by the Bel-Red steering committee are comprehensive and offer a good solution for responding to the opportunities, but figuring out the implementation strategy will be very difficult. Mr. Sparrman said staff stands ready to support the various commissions in every way possible to make the vision a reality in the coming years.

Parks and Community Services Director Patrick Foran stressed the fact that the city is facing an historic moment. In another 30 years the residents of the city will be looking back and thanking the various commissions and the City Council for taking a visionary approach to planning.

Mr. Foran said the catch phrase "City in a Park" has been used repeatedly in referring to Bellevue and pointed out the need to determine what that will mean for the Bel-Red corridor, an area that

is a good candidate for an extreme makeover. What the city is facing is a fantastic opportunity to bring the corridor up to the same vision and standard the rest of the city enjoys. The specific elements of the plan as they are currently envisioned will likely surpass all expectations in that regard and will set the standard for additional development on into the future.

Connectivity is of utmost importance from a parks and recreation perspective. The Bel-Red corridor is strategically and critically located: it is at the junction of the BNSF railroad right-of-way that hopefully will one day have ped-bike facilities, and it connects with the transit system at a critical location and connects with other non-motorized facilities. There is no other place in the country that serves as the nexus to so many systems, both local and regional. The corridor offers the opportunity for adaptive reuse of light industrial areas in a manner that will accomplish things the city has not yet been able to accomplish, including the provision of larger public recreation facilities for which there is a growing need. The corridor is centrally located to everyone who lives in the city.

One of the opportunities the corridor presents is the notion of developing a cultural arts district, something that is sorely needed in the community. There are dozens of fledgling arts groups in Bellevue struggling for existence; the ability to create in a single area a synergy on which the various organizations can grow is a tremendous opportunity.

Utilities Department Director Dennis Vidmar said he looks at the Bel-Red area through a slightly different filter. He explained that Bellevue Utilities manages drinking water, waste water, storm and surface water, and solid waste. He said the department is particularly excited about the Bel-Red area because of the storm and surface water features. He said in 1974 he worked on the drainage master plan for the city; at that time the Bel-Red area did not hold a lot of promise. The vision for the rest of the city was for an open stream concept, and the Bel-Red corridor was largely developed and paved already.

Continuing, Mr. Vidmar said the vision for what the corridor could be like in 30 years includes a vibrant stream system that manages surface water quality, quantity and habitat in an urban environment.

Planning Director Dan Stroh allowed that the vision for the corridor is both ambitious and exciting. It will require a thorough, robust and complex implementation effort to make it all come together. Staff intends to work closely with each board and commission to keep things from being more complex than it needs to be. To deliver on the promise of the plan will require a great deal of thought about the various moving parts, many of which are interrelated to one degree or another both locally and regionally. As an example, he cited the fact that the vision calls for a new street running through the middle of the area that will also serve as open space and function in a natural way with regard to stormwater runoff; the street will also function both as a local street and as a part of a larger regional transportation system.

Mr. Stroh assured the group that staff does not have it all figured out and will need assistance in doing the work. There is technical work still under way and there is a sequence for how that work will need to roll out. He offered as an example the fact that for some of the new streets there will need to be conceptual engineering done with regard to where the streets will land, the amount of right-of-way needed, and what it will all cost. That information will need to be fed into the development of a financial strategy.

Some of the implementation will be on the leading edge for the city. Issues that have not yet been worked out citywide will come into play and will need to be addressed; the natural drainage

strategy is one such issue.

The timeframe is admittedly ambitious. Staff understands they will need to be aware and respectful of the other obligations each board and commission has on their respective plates.

Mr. Stroh said staff sees the vision for the corridor as something that is very exciting and is committed to seeing it through to final implementation.

#### B. The Charge to the Commissions

Comprehensive Planning Manager Paul Inghram said the Planning Commission is the official keeper of the Comprehensive Plan. As such, the Planning Commission will play a key role in reviewing Comprehensive Plan and Land Use Code amendments, and will be the body conducting the public hearing before a final recommendation is delivered to the City Council. The Transportation Commission will focus on transportation projects and policies; the Environmental Services Commission will focus on surface water, stream restoration, and natural drainage strategies; the Parks and Community Services Board will focus on the parks and open space strategies; the Arts Commission will focus on the arts district concept as well as public art opportunities; and the Human Services Commission will provide input during the process.

Throughout the process, communication between and among the various boards and commissions will be crucial to final success. Ultimately the Council will make the final decision, will determine what the financial strategy should be, and will directly develop the BROTS update agreement with the city of Redmond. Once the initial policy framework is adopted, there will continue to be rolls for the various boards and commissions to play during implementation of the plan. Additional joint meetings may be called for.

Mr. Inghram said specific projects do and will get listed in the Comprehensive Plan. He clarified, however, that projects at that level have a varying degree of detail; they are not the same as what might be seen at the engineering level prior to actual construction.

#### C. The Steering Committee Recommendation

Long Range Transportation Planning Manager Kevin O'Neill said the steering committee consisted of 15 members appointed by the City Council. The committee worked for more than two years on the planning process. Throughout the planning effort a number of alternatives were developed and investigated. The alternatives were analyzed in draft and final Environmental Impact Statements. The process included both generalized outreach efforts and specific outreach to business and property owners in the corridor. During the process of developing an implementation strategy there will be additional public outreach conducted.

Mr. O'Neill said the report provided to the joint boards and commissions embeds the recommendations of the steering committee. The transmittal memo written by the committee co-chairs on behalf of the entire committee makes several key points. Among them is the fact that the steering committee sees the corridor as unique within Bellevue and the Eastside; the committee never intended to treat the area as another downtown or like any other area of the city. The committee recognized the potential of the area to improve from an environmental standpoint during redevelopment and to serve as a model for environmental sustainability.

The steering committee was focused on more than just putting together a land use plan for the area. Their final recommendation includes land use components, transportation components,

parcs and open space components, environmental components and housing components. From the beginning the intent was to integrate a number of different key pieces. As the plan moves toward implementation, the various components should remain as a unified vision.

The first major component of the recommendation of the steering committee is a vision statement. The vision statement outlines the unique ability of the Bel-Red area to combine a vibrant economy, new neighborhoods with new housing opportunities, a comprehensive and connected parks and open space system, environmental improvements, and a new multimodal transportation system.

Mr. O'Neill said an economic market consultant was hired at the beginning of the project. The Leland Consulting Group findings are summarized in the report to the boards and commissions. Their conclusion was that the Bel-Red corridor offers a strong market for future office uses in midrise structures, something the city does not currently offer. They also concluded that the corridor offers a strong market for housing. The vast majority of future new housing units constructed in the city will be in the downtown, but Bel-Red offers good opportunities to build new housing as well. The recommendation of the steering committee is to look at trying to accommodate 4.5 million square feet of new commercial development and 5000 housing unit.

Strategic Planning Manager Emil King said the steering committee envisioned a land use pattern focused on transit-oriented development nodes. The nodes at 122<sup>nd</sup> Avenue NE and 130<sup>th</sup> Avenue NE are entirely within the study area; one node floats in the vicinity of Overlake Hospital, and a fourth is located in Redmond's Overlake area. The steering committee vision is for about 80 percent of the office growth and about 70 to 75 percent of housing growth to happen within the nodes. Some areas of the corridor are not envisioned for substantial intensification, such as the retail corridor along Northup and NE 20<sup>th</sup> Street; that area will be home to future reinvestment but not to significant upzones. The area to the south of Bel-Red Road is also not planned for intensification.

Mr. King said the idea of a cultural arts district is another key component of the steering committee recommendation. Bellevue does not currently have an area truly focused on arts and culture, so part of the implementation strategy will involve a great deal of discussion on how best to accomplish this.

The steering committee had a focused discussion regarding traditional light industrial uses. About half of the study area is zoned LI currently and represents a significant percentage of LI land in the city. The committee analyzed four different alternatives before reaching the conclusion that existing traditional LI uses should be allowed to stay for as long as they wish, but new LI uses should not be permitted.

The Bel-Red corridor is home to a number of service uses with LI characteristics. The steering committee held that all service uses that are office or retail related should be allowed throughout the corridor. The steering committee recommendation regarding the subset of LI-type service uses treats them differently inside the nodes versus outside the nodes; within the nodes, the recommended treatment mirrors the treatment for traditional LI uses, while outside the node the approach is more lenient.

With regard to building height, Mr. King explained that steering committee analysis did not equate height to more development intensity; their analysis focused on building form rather than changes in the allowable floor area ratio (FAR). The committee concluded that buildings up to 150 feet tall should be allowed in the 122<sup>nd</sup>, 130<sup>th</sup> and Overlake Hospital areas through

incentives, and a lower maximum number in the other areas.

Mr. King said the steering committee stressed the need to consider the inclusion of workforce and affordable housing as part of the mix of 5000 housing units in the corridor. The recommendation of the committee includes a four part set of principles to consider during implementation planning. The committee recognized that it will take a multipronged approach to get to the final goal.

Senior Planner Kevin McDonald suggested that the existing transportation system within the Bel-Red corridor works perfectly well for many of the existing LI and service uses. It will not, however, accommodate the development program envisioned by the steering committee. The housing and office uses will require improvements to the arterial system so people will be able to drive to and from the area and access transit to take them to other parts of the city and the region. The street system and the parks system will be connected with a non-motorized transportation system for pedestrians and bicyclists; use of the BNSF corridor will provide for connections with the regional non-motorized transportation system.

Sound Transit is planning for light rail that could run through the middle of the Bel-Red corridor, and the steering committee believes light rail should be supported by a number of stations. By integrating land use with transportation, both will function as a whole.

Protections for the adjacent neighborhoods from traffic impacts will need to be addressed. There is a program under way to address potential impacts to adjacent neighborhoods.

The parks and open space component is intended to be functional for the people who live and work in the Bel-Red corridor and the surrounding neighborhoods. At the same time, parks and open space provide a number of different functions, including active recreation, wildlife habitat, and stormwater management. There are a number of stream corridors in the area, most of which have been degraded over time. The steering committee vision for those streams includes turning the stream corridors into amenities for the benefit of the employment and residential uses; the amenities can include new habitat opportunities for salmon, non-motorized transportation system linkages, and the use of low-impact development strategies to better manage stormwater.

Mr. O'Neill said when the steering committee passed its recommendation on to the City Council, the Council heard from the community regarding certain issues. He suggested that there is an equal chance the public will raise those issues with the boards and commissions as they progress toward the development of an implementation strategy.

The first issue raised concerned the broader need for sports fields and major recreation facilities. One theme heard from the very beginning of the study was the desire to think about the greater citywide need for more sports fields and the fact that the Bel-Red corridor is a place where that opportunity could be realized. The Parks and Community Services Board will likely hear that issue raised.

The Council raised the issue of schools in the Bel-Red corridor in light of the fact that the plan calls for the creation of 5000 new housing units. Mr. O'Neill said there are a number of middle schools and high schools surrounding the area, but there are currently no schools in the corridor. Staff has been in contact with the school district throughout the study process. Staff did an analysis to determine that given the current multipliers the 5000 new housing units could yield between 400 and 500 school-aged children living in the corridor by 2030. The anticipation is that during the implementation phase interaction with the school district will become more

important.

As the work of planning for the Bel-Red corridor has progressed, the city of Redmond has been continuing its work to update their vision for the Overlake neighborhood, which is adjacent to Bel-Red. They have also been using a 2030 horizon year, and they are looking at a plan that anticipates more office development and more housing. There have been staff-to-staff interactions, there has been a joint Council briefing, and another one is planned in November. Both cities will be working together to update the BROTS agreement, a document that involves joint participation by both cities in transportation projects aimed at mitigating the impacts caused by development in both jurisdictions. The anticipation is that the BROTS agreement will be updated and pushed out to 2030.

Finally, the Council heard comments about land uses and densities on the eastern side of the study area where Uwajimaya and Angelo's Nursery are located. The area is the part of the Bel-Red corridor that is most adjacent to the Redmond portion of Overlake that is the focus of greater building heights and more housing using. Concerns and comments have been heard about land use and density in the area, and the anticipation is that the issue will be raised during development of the implementation plan.

Planning Commissioner Mathews said the steering committee recognized that a number of things can be accommodated in corridor given enough effort, money and time. He said he is proud of the work done by the committee and the staff, and of the volumes of input brought into the mix by those who live and work in the corridor.

Arts Commissioner Ptacek said he started his work on the steering committee with the thought that the Bel-Red corridor is a vast industrial plain. He said he had no idea how to take the myriad of issues and details and put it all together in a cohesive plan, but that is what happened. No attempt was ever made to simply put something on paper so there would be a plan going forward; the focus was always on doing something extraordinary with the opportunities presented by the study.

Transportation Commissioner Glass pointed out that the steering committee members remained steadfast throughout the process in their desire to see the vision implemented through incentives rather than by fiat.

Parks Board member Roland said the individual steering committee members brought to the table their particular focus, but as everyone worked together a greater sense of vision in advocating for a better plan, not just better parks or a better transportation system.

Planning Commissioner Sheffels said she sat on the steering committee representing the Wilburton neighborhood as well as the Planning Commission. She said the plans established years ago for the downtown are being played out, and it was exciting to be a part of creating a new plan for the Bel-Red corridor knowing that in time it will evolve into something new and unique, probably long before 2030. The staff and steering committee members will all be able to look back proudly on the fact that they played a role in bringing about something great.

#### D. Implementation Process and Schedule

Mr. Inghram said a new subarea plan for Bel-Red that establishes the vision will need to be created in the Comprehensive Plan. In addition, it will be necessary to modify other Comprehensive Plan policies and the Transportation Element that establishes the infrastructure

support system. Associated topics will include protecting needed right-of-way as development occurs, planning for light rail, reviewing the level of service standards, parking standards and transportation demand management strategies. Because the process allows for transit-oriented development built from the ground up around the transit nodes, the opportunity exists to look at things from a somewhat new perspective.

On the zoning side, the process will entail allocating a large portion of the new development to the nodes, and developing and incentive structure that will help develop the infrastructure and amenity system.

Through the incentive process, impact fees and other tools, development helps pay for the development of infrastructure. On the other hand, infrastructure such as parks and open space, is needed to help development occur; there will have to be appropriate amenities in place in order to achieve the desired development of new housing units. Part of the implementation process will involve identifying infrastructure needed early in the process to help support development, and developing incentives that will flesh out the infrastructure system as development occurs.

Mr. Inghram said there has been a great deal of public involvement throughout the process to date. There will be additional opportunities for public involvement throughout the implementation phase.

There is a great deal of technical work being done which will be the subject of discussions through the fall months and into the winter. The Council could act as early as the spring of 2008, but everyone recognizes the need to take the time necessary to do the project right the first time. There will undoubtedly be unforeseen issues arise, and it cannot be accurately predicted how much time each of the boards and commissions will need to work through their respective processes.

#### E. Commissions Q&A

Planning Commissioner Ferris noted that in the packet materials there was clarification offered between balancing infrastructure costs with the planning process and the statement made that the commissions will be asked to help define the long-range public investment program for the corridor, but without the financial strategy being within the purview of the various commissions. Mr. Inghram said the question of where the limits are will need to be sorted out through the process. The primary task of the boards and commissions in that respect will be to help identify the infrastructure pieces that will be critically important for allowing the vision in the land use pattern to develop. At the staff and Council levels, and to some degree at the boards and commissions level, it will be necessary to determine if the wish list of items is more expensive than what future development, the city and the region can fund.

Answering a question asked by Environmental Services Chair Roberts regarding affordable housing, Mr. King said the term is generally defined as affordable to families earning up to 80 percent of the county-wide median income and spending no more than 30 percent of income on housing. Workforce housing extends the range up to 120 percent of an area's median income. He allowed that the issue of affordable housing and workforce housing is something the city as a whole and the region is having to grapple with.

Mr. O'Neill said the steering committee did not recommend the city force the creation of affordable housing. Rather, they envisioned the development of a package of incentives to bring about the development of affordable housing.

Arts Commissioner Kiselev observed that the whole plan for the corridor appears to be built around bringing light rail to the city and asked what will happen if in fact the roads and transit package on the November ballot does not pass. Mr. O'Neill said the long-range plan adopted by Sound Transit includes light rail to Bellevue and through the Bel-Red corridor. If Proposition 1 passes, light rail on the Eastside will occur sooner rather than later. The expectation is that the package will be approved by the voters in a subsequent vote if it does not happen in the first round. Even if the vote is positive, it will be a long time before light rail comes to the area. The recommendation of the committee is that the corridor will need better transit services in the interim, and will need better transit even when light rail does come to be. Furthermore, the recommended land use pattern incorporated in the recommendation of the committee makes sense whether there is ever light rail or not; the plan is designed to fit with light rail and take advantage of the possibility of light rail coming to the corridor, but it is not built on a light rail foundation.

Environmental Services Commissioner Helland offered his congratulations to the steering committee for putting together a very complex package and recommendation. He asked what is driving what is admittedly a very tight schedule for putting together the implementation plan. Mr. Inghram said during the front part of the schedule the anticipation is it will be necessary to work through a lot of technical issues; there will be opportunities to add time into the schedule as needed. Having a stated time period helps to keep everyone focused and on track, both at the staff and board and commissions level. There is also a certain level of opportunity within the marketplace that is to some degree driving the schedule. There are technical rules associated with adopting Comprehensive Plan amendments, but they are not serving as drivers.

Arts Commissioner Kiselev asked if staff has an estimate for what the total package will cost. Mr. Inghram said that piece of information is one item that is in development. Behind the scenes work is being done to estimate costs for the various street components and infrastructure pieces. Work is also being done to develop an economic strategy. The expectation is that new financing tools will need to be developed and put in place to support the infrastructure.

Mr. O'Neill added that the steering committee was tasked by the Council to create a vision for the corridor; they accepted that mission and worked to accomplish it. The work of implementing the vision, which will include a financing strategy, belongs to the various boards and commissions, the City Council and staff.

Answering a question asked by Environmental Services Commissioner Roberts, Mr. King explained that the process of rezoning the area will not in itself serve to drive out any existing LI use. Under the recommendation of the steering committee, all existing LI uses will be allowed to remain and continue operating into the future.

Environmental Services Commissioner Rogers asked for clarification regarding the natural amount of overlap that exists between the various boards and commissions. Mr. O'Neill said there clearly will be overlapping issues. The NE 16<sup>th</sup> corridor is one; it is envisioned to be a roadway that accommodates light rail, a linear park, and it intersects with several stream corridors. It will in large part be incumbent on staff to identify the areas of overlap. Beyond that, staff will be open to ideas for how the cross discussions might happen.

Mr. Inghram said as staff presents information and gets feedback from one commission on an overlap topic, it will be prudent to turn right around and share the information with the next commission at a subsequent meeting. At the same time, staff would welcome having volunteers

from one commission carry the information forward to the next commission with an interest in the topic.

Arts Commissioner Ptacek asked if property owners within the corridor who want to do something with their sites will have to wait in limbo until the process wraps up. Mr. O'Neill allowed that the desire of the development community to kick things into gear is certainly a driver. However, any time a jurisdiction undertakes a major subarea revision and plans for major land use changes, there is automatically a period of limbo for property owners as they wait to see what will happen. A number of property owners have been following the process from the beginning and have actively participated in it; those people would like to see some resolution sooner rather than later.

Planning Commission Chair Robertson took a moment to thank staff and the steering committee members who worked so diligently in crafting a clear plan and vision for the Bel-Red corridor.

## 7. PUBLIC COMMENT

Mr. David Plummer, address not given, said the economic market analysis rationale for the rezone of the Bel-Red corridor is totally unsubstantiated. It consists of a one-time snapshot of building conditions and values. The conclusions of Leland regarding the market potential for housing and employment are nothing more than unsupported opinions and were not derived from any rational analysis. Leland's forecasts for absorption rates for office and retail space, and their population employment projections, for the most part are unrationalized with no traceability to any source material or methodology. The loss of employment in the Bel-Red corridor is a total myth; the published information from city staff will prove that. In doing the project, the city has refused to let normal market forces drive development in the corridor. The corridor plan developed by the staff and endorsed by steering committee is dependent on implementation of significant and costly transportation system changes in or near the corridor, namely the deployment of the East Link project and improvements to the SR-520/124<sup>th</sup> Avenue NE interchange. The costly roadway developments in the corridor will require considerable condemnation of private property and the construction of major new arterials as well as significant changes to the arterials and streets in and around the corridor, including poorly defined traffic calming and intersection improvements. The city and its consultants did not evaluate the impact of the planned rezoning of the corridor without East Link, or with East Link routing along SR-520. Also not evaluated was the impact on the rezone plan if the improvements to the SR-520/124<sup>th</sup> Avenue NE interchange are not made. WSDOT urged the city to consider those impacts. The building heights, FAR and other density characteristics described in the final report of the committee are far too aggressive and in direct conflict with the city's plan for the downtown area. The city's proposed rezoning to include residential development in the office areas along the south side of the Bel-Red Road is wholly without merit and is based on no rationale whatsoever. The arbitrary and capricious zoning suggestion will only increase traffic congestion on Bel-Red Road and further degrade the residential developments along the office-zoned area. The city has provided no preliminary design concepts or cost information for the proposed roadway network, parks and stream enhancements, or other public amenities; without that information, it will not be possible to obtain informed public input. The city recently submitted its updated 2007 buildable lands report to King County; the report clearly shows that the city has a very large surplus of land for both residential and non-residential development. It is clear that there is no compelling reason to proceed with any kind of a massing rezone as contemplated for the Bel-Red corridor. The proposed schedule for the work to review the proposed rezone scheme is preposterously too short. Any review by the boards and commissions should be held off until the Proposition 1 vote occurs. The schedule should include

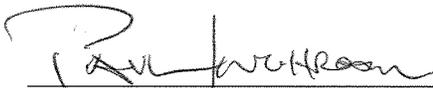
time for the various boards and commissions to obtain independent assessments of what the city proposes to do. The steering committee only heard from city staff and hired contractors; there was never any opportunity for independent input beyond a three-minute time limit.

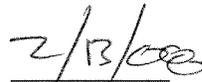
Mr. John Kassen, address not given, said he wants a nice place for his grandchildren to live. Bellevue is the nicest place in the whole country.

Mr. Chris Mooi, address not given, spoke representing Bel-Green Developments, the owners of the former Angelo's Nursery site on 156<sup>th</sup> Avenue NE close to Redmond. He said the desire for the site is to create an independent senior housing community targeted primarily to Bellevue residents. The company has been closely following the Bel-Red steering committee process and participated at appropriate junctures. He commended the committee and the staff for their efforts. The plan is certain to have a monumental impact on the entire region. He offered to start a dialog with the boards and commissions through staff to discuss the opportunities and issues that will affect the realization of the proposed development of the site.

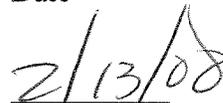
- 8. NEW BUSINESS – None
- 9. OLD BUSINESS – None
- 10. ADJOURNMENT

Planning Chair Robertson adjourned the meeting at 7:58 p.m.

  
Staff to the Planning Commission

  
Date

  
Chair of the Planning Commission

  
Date

CITY OF BELLEVUE  
BELLEVUE PLANNING COMMISSION  
STUDY SESSION MINUTES

November 28, 2007  
7:00 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Ferris, Lai, Orrico, Sheffels  
COMMISSIONERS ABSENT: Chair Robertson, Vice-Chair Bach, Commissioner Mathews  
STAFF PRESENT: Paul Inghram, Department of Planning and Community Development  
GUEST SPEAKERS: None  
RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 7:02 p.m. by Commissioner Orrico who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Chair Robertson, Vice-Chair Bach and Commissioner Mathews.

3. APPROVAL OF AGENDA

The agenda was approved by consensus.

4. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram provided the Commissioners with copies of the formal written staff reports for the Comprehensive Plan amendments. He noted that the public hearing has been scheduled for December 12. He also provided copies of written comments from David Plummer regarding the Bel-Red project, and from members of the public on the neighborhood character project.

5. PUBLIC COMMENT

Ms. Pamela Toelle, 14845 NE 13<sup>th</sup> Street said she was involved in the Crossroads sector study. She noted that the CB section of the area in the triangle area disappeared from the Crossroads study and appeared in the Bel-Red study. She commented that since the 1970s the area fronting 156<sup>th</sup> Avenue NE has been Office, and the balance has been CB. She said she was surprised when the decision was made to take a part of Crossroads and put it into Bel-Red. The area in question is not contiguous to Bel-Red, it is not historically related, it has never had any LI or GC areas, and has never had a relationship with Bel-Red. It has always been LI and GC, with Office along the front facing 156<sup>th</sup> Avenue NE. The Commissioners were asked to leave the land use designations as they exist in the Crossroads plan, and not to dissect the area from Crossroads and

put it into Bel-Red. There is no benefit to the community as a whole, certainly not to the Commissioners community.

Commissioner Orrico asked Ms. Toelle what her specific concern is about moving the area from Crossroads to Bel-Red. Ms. Toelle answered that the area simply is not related to Bel-Red in any way; the area is related geographically and historically to Crossroads. The final recommendation of the Bel-Red steering committee was to leave the height limit as it exists, which is not inconsistent with what exists in Crossroads or with what has been undertaken with the Crossroads center.

Mr. Bob Sternoff, 255 7<sup>th</sup> Avenue South, Kirkland, said he owns the property at 1600 124<sup>th</sup> Avenue NE in the Bel-Red study area, and the red cannon Banner Bank property right across the street which for some reason has been deemed to be outside the Bel-Red study area. He said for the 1600 building he is looking at redeveloping the site and include cleanup of the stream on the property. He asked the Commission to consider creative incentives to encourage property owners to redevelop stream corridors. With regard to the Banner Bank building property, he said consideration should be given to changing the current zoning and height limit.

Commissioner Sheffels pointed out that the site on which the Banner Bank building is located is in fact inside the study area boundaries, but agreed that no significant changes are projected for the land uses there.

Mr. Dave Robertson, 4236 140<sup>th</sup> Avenue NE, said he owns property fronting Bel-Red Road between 132<sup>nd</sup> Avenue NE and 134<sup>th</sup> Avenue NE. He said Goff Creek runs through the middle of his property in a culvert. The steering committee has envisioned opening the stream, something that would make his property worthless. He said he would like to see the value of the property protected. The stream was put in a culvert by permit from the city 36 years ago, and some effort should be made to grandfather that use. If the city decides there is an advantage to open it, some incentive or tradeoff will need to be offered.

Ms. Laura Valant, 12650 NE 7<sup>th</sup> Street, said her property in Wilburton is a quarter mile from the Banner Bank building mentioned earlier. She noted that many in the Wilburton community are seriously concerned about increased height and density in the Bel-Red corridor, and with how the proposed street changes will affect traffic in the neighborhood. At the open house preceding the Commission meeting, the representative from Wright Runstad said there is no question that redevelopment of the area will bring more traffic to the Wilburton area.

6. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None
7. REPORTS FROM COMMISSIONERS – None
8. STUDY SESSION
  - A. Bel-Red Corridor Project

Mr. Inghram reminded the Commissioners that a number of different steps will need to be taken in order to implement the recommendations of the Bel-Red corridor steering committee, including the development of public projects, capital funding, financing, and amending the Zoning Code. The key item the Commission will be focused on over the next several months will be the development of a subarea plan to serve as the repository for policies supportive of the long-range vision. While different property owners have come forward with concepts for

developments, those proposals remain developer plans at the moment; the subarea plan and the actions the city will take in the relative near term are not actions that will immediately result in redevelopment. There is currently no link between what the property owners are thinking about and what the subarea plan will recommend at the policy level.

The process of developing a subarea plan is in its early stages. The next step will be for the five boards and commissions working on the project to review draft policies and projects. They will then feed their draft policies and projects to the Planning Commission for review in January or early February, and from all that individual work will flow a consolidated draft subarea plan. Additional Commission and public review will follow the release of the draft, including a public hearing before the Planning Commission.

Mr. Inghram said the intent is to organize the subarea plan similar to the outline of the downtown subarea plan, beginning with an overview section followed by subsections corresponding to specific topic areas. As proposed, the overview section would contain an outline of the evolution and history of the subarea. That section would be followed with an outline of the vision for the future of the subarea based on the steering committee report. An overall subarea goal would be next; staff's first take on the overall goal is "To develop a compact and sustainable urban development pattern while allowing the Bel-Red area to transition gracefully from its past."

The overall goal would be followed by a description of the location of the area, its relativeness to the downtown and other parts of the Eastside. Next would be a set of general policies establishing the overall framework for the subarea addressing sustainability; coordination of planning and implementation to take advantage of the location of the subarea; the creation of an economic niche; enhancing the environment; providing community amenities and a quality of life that encourages social interaction; encouraging transit-oriented development; encouraging designs for an active community that is both walkable and bikeable; protections for nearby neighborhoods from the impacts of redevelopment as it occurs; and the phasing of growth to make sure infrastructure and amenities accompany new development.

The next section would address land use, beginning with a goal and a discussion about the overall land use pattern. The policies would be grouped by topic area, including the nodal development system, mixed uses and the incentive structure to encourage the provision of amenities. There would also be policies talking about maintaining and utilizing the traditional light industrial and service uses that exist in the area as the area transitions.

That section would be followed by a section on urban design with policies centered around the goal of having a design character that results in aesthetically beautiful and long-lasting places evoking a strong sense of Bellevue and the Northwest.

Environment was a key topic area throughout the corridor study, so that would be given a section of its own. The policies in the section would talk about the need to improve current conditions and hold up the area as a model of environmental sustainability through the use of low-impact development techniques that reduce stormwater flows and the need for stormwater systems.

The section on parks and open space will be based on the goal of creating a robust, aesthetically beautiful and functional parks and open space system serving both the area and the broader community. There is currently very little by way of parks and open space in the area currently. The parks and open space policies will build on the environmental goal of restoring stream areas.

The section on housing will have as a goal the development of a diversity of housing type, including workforce housing. The policies will build on the housing policies already in the

Comprehensive Plan but will also be specific to the Bel-Red corridor. The policies will set the stage for a Land Use Code system that encourages having a certain percentage of units affordable at different levels, first in Bel-Red and then citywide.

The arts and culture section will highlight the recommendation of the steering committee to develop an arts district in the vicinity of where the Pacific Northwest Ballet school is currently located, and will recognize the potential for public art at transit stations and other public places. The Arts Commission has been busy discussing how the arts district should be defined.

The emphasis on transportation in the subarea plan will not be solely on light rail. The intent is to create a land use pattern that is transit-supportive, but not one that is strictly dependent on light rail coming to the corridor. Prior to the vote on Proposition 1, there was a recognition of the fact that the corridor will build out to some degree in advance of light rail coming to the area, which will mean there will need to be a transit system in place and transportation improvements made. The policies will outline the need for a multimodal approach to mobility within the area.

Commissioner Ferris asked if it will be possible to anticipate what the traffic load will be as a result of the master plan for the Bel-Red area to see what impact there will be on the surrounding communities. Mr. Inghram allowed that traffic is a key factor. An EIS has already been done that included a great deal of transportation modeling and analysis based on the various alternatives. He said time can be scheduled with the Commission to review those findings. In addition, the city is working with the city of Redmond to update the BROTS agreement focused on managing traffic in the Bel-Red/Overlake area. Finally, staff has been looking at the technical analysis and relating it to the land use phasing question. Commissioner Ferris said it would be helpful for the Commission to have an update with regard to the plans Redmond is making for the Overlake area.

Mr. Inghram said there will be a section in the subarea plan focused on various neighborhoods and districts, and the nodes based on the transit station locations. There will also be a section with non-land use policies and a section on implementation. There will also be the land use map and lists of specific transportation, parks and environmental projects.

Commissioner Ferris allowed that it is not the role of the boards and commissions charged with working on the subarea plan to figure out how to fund the various pieces of the master plan. There are, however, some very large pieces comprising the wish list that will need to be weighed against the available resources. It would be a waste of time and resources to develop a plan only to find in the end that the city will not be able to get there. Mr. Inghram said the full menu will certainly be very expensive and run into the hundreds of millions of dollars, which is significant considering the city's current backlog of projects which totals around \$500 million. At the staff level work is under way to identify the universe of needs, develop a rough estimate of cost, and put together a shopping list. Of course, many of the items could be brought about through a strong incentive system and regulatory regime. New types of financing are also being studied, such as tax increment financing. It should be kept in mind that the current CIP allocates dollars to specific projects in the Bel-Red corridor for capital improvements. Ultimately, the responsibility for all decisions related to financing will fall to the City Council.

Answering a question asked by Commissioner Lai, Mr. Inghram allowed that staff has been scratching their heads about the issues of phasing and timing. He suggested that the phasing question, the incentive process and the financing strategy are the most complex aspects of the overall project. There is no suggestion yet from staff as to what the best approach will be. Concurrency is a phasing tool, but it is not a big picture tool; it is focused only on specific projects. On the far other end of the spectrum would be the development of a proscriptive

approach with specific dates for bringing areas of the corridor into the redevelopment picture. The best approach will be one that synchronizes the developments with the programming for infrastructure. Under that approach, as new infrastructure is developed opportunity for additional development to occur will be created. Developers wanting to speed up the process could participate in making the infrastructure available sooner.

Mr. Inghram reminded the Commissioners that the Planning Commission will be meeting jointly with the Environmental Services Commission on December 6. The focus of that meeting will be the NPDES review. The Commission will not have another opportunity to focus just on Bel-Red until reconvening in January.

Commissioner Ferris noted that ARCH gave the Council a housing 101 briefing and suggested the same briefing would be helpful for the Commission to receive. Mr. Inghram said that would be a good idea.

#### B. Wilburton/NE 8<sup>th</sup> Street Comprehensive Plan Amendments

By way of background, Mr. Inghram said the Commission studied the Wilburton/NE 8<sup>th</sup> Street area extensively during 2006. A recommendation for Comprehensive Plan amendments was developed toward the end of the year. A public hearing was held in January 2007. At that time, some additional discussions and recommendations were brought forth by KG Investments, one of the major property owners in the study area.

The recommendation of the Commission was forwarded to the City Council. The Council was concerned that additional information from the property owner had been submitted after the public hearing and directed the Commission to conduct an additional public hearing. Since then, there have been additional discussions with some of the stakeholders, including KG Investments, in an attempt to resolve some of the key issues.

Mr. Inghram reviewed the boundaries of the study area and the land uses involved. He said one of the unique features 116<sup>th</sup> Avenue NE has is an auto unloading area for the benefit of the various auto sales uses. He explained that one of the original objectives was to look for appropriate ways to encourage economic vitality and redevelopment. Other objectives included looking for ways to strengthen the auto retail activities; encouraging better urban design and identity; and improving circulation in and adjacent to the area. There were a variety of opportunities for the public to be involved during the study.

The area along the freeway is zoned Office/Limited Business (OLB), which allows office and hotel uses. Most of the balance of the study area is zoned General Commercial (GC), which allows for a broad array of different commercial and retail uses, but which does not permit mixed use developments and has a lower height limit.

Mr. Inghram shared with the Commissioners the sketches that were developed for the study to help visualize what the area might look like as redevelopment occurs over time, including improved urban design treatments. He noted that the study included an analysis of auto dealerships citywide, the changes the industry is undergoing, and the restrictions they face when it comes to moving from one area to another. The study included a view and height analysis. Also studied were the various zoning opportunities. It was shown that the Community Business (CB) zone potentially accomplishes some of the objectives better than GC zone in that it encourages design review, has more of a retail focus, allows for mixed use, and has a higher height limit. CB does carry with it a 100,000 square foot retail use limit in most areas of the city, so the Commission originally discussed allowing for an exception for auto retail uses in the zone

along auto row.

Mr. Inghram confirmed for Commissioner Ferris that the allowable height in the GC zone is 30 feet, but with under building parking it can go up to 45 feet. The CB zone allows 45 feet but with under building parking it allows up to 60 feet. The OLB area allows heights up to 75 feet within a set number of feet from the freeway. One of the provisions in the recommendation forwarded to the Council was to allow an increase to 75 feet for the area to the south along both sides of 116<sup>th</sup> Avenue NE where the topography is lower.

Mr. Inghram noted that the study included a review of planned and potential transportation projects, including NE 4<sup>th</sup> Street, NE 6<sup>th</sup> Street and Main Street, as well as local access connections throughout the system. The topography makes connecting NE 6<sup>th</sup> Street at grade to 120<sup>th</sup> Avenue NE impractical. Main Street also does not work unless a very high bridge over 116<sup>th</sup> Avenue NE and the BNSF right-of-way is constructed. It was found, however, that extending NE 4<sup>th</sup> Street to 120<sup>th</sup> Avenue NE will work and provide both local and system circulation improvements.

The recommendation included the extension of NE 4<sup>th</sup> Street and policy language tying the extension to redevelopment. The recommendation also called for traffic calming measures to prevent traffic from using NE 5<sup>th</sup> Street through the residential neighborhood.

While extending NE 6<sup>th</sup> Street to 120<sup>th</sup> Avenue NE at grade is impractical, there is merit to extending it over 116<sup>th</sup> Avenue NE and connecting it to the HOV interchange on I-405. In doing so, the rapid ride transit connection between the downtown transit center and east Bellevue would be greatly improved. The project could also allow for a new pedestrian connection across the freeway, connecting the downtown with the future BNSF trail.

Mr. Inghram reviewed with the Commission the key changes from the previous recommendation. He said the policies are clearer with regard to the vision for the various commercial areas of Wilburton. The recommendation continues to support the idea of timing the zoning change from GC to CB with the extension of NE 4<sup>th</sup> Street. The wording is crafted to make sure the city will be able to adequately secure the right-of-way needed for extending NE 4<sup>th</sup> Street all the way through to 120<sup>th</sup> Avenue NE. There is also policy support for the 75-foot height limit, but only on the 116<sup>th</sup> Avenue NE side of the study area. The recommendation is for the OLB zoning to remain along the freeway frontage. The language of the original recommendation regarding a special opportunity area has been removed. New language is included highlighting the formerly identified special opportunity area as appropriate for additional land uses if a new transit station is located there in the future. The new recommendation also modifies the study area boundaries at the request of KG Investments by extending this area one property to the North, and removes the Home Depot property to avoid any conflict with the 100,000 square foot limit associated with CB.

Answering a question asked by Commissioner Orrico, Mr. Inghram said there is no direct funding identified for NE 6<sup>th</sup> Street, either locally or at the state level. By putting the project into the plan, transit agencies or the state may see the merit in expanding the freeway interchange. A great deal more work will need to be done before determining just how the extension would work.

Mr. Inghram said the recommendation includes a policy supportive of a multiuse trail along the BNSF corridor. There is also language recognizing the downtown as part of the existing view policy, and language supporting the project to square off the intersection of NE 8th Street and 120<sup>th</sup> Avenue NE.

Mr. Inghram proposed including the Wilburton/NE 8<sup>th</sup> Street package as part of the public hearing on Comprehensive Plan amendments on December 12.

Commissioner Ferris asked what public benefits are to be gained in exchange for permitting an increase in the height limit to 75 feet along 116<sup>th</sup> Avenue NE. He suggested that one approach would be to allow the additional height only through incentives that would yield public amenities. Mr. Inghram said the transportation improvement costs will likely be shared with the private property owners, and the transportation improvements will have to occur before the rezoning can be approved. In addition, changing to CB will create the opportunity for redevelopment but will bring with it a requirement for design review, which means there will be additional opportunities for private development to make some of the streetscape enhancements.

Affordable housing could be part of the negotiation as well. However, while there is a policy included that speaks to affordable housing, there is yet no clarity with regard to how affordable housing incentives along the lines of those contemplated for Bel-Red should be implemented. The current affordable housing incentive system is not functioning well, in part because it applies only in residential zones. Policy 21 talks about encouraging mixed use developments to include housing that is affordable to a range of buyers and offers one opportunity to address the issue. Policy S-WI-3 could be modified to talk more about requiring future incentives before the rezones go fully into effect.

Mr. Inghram added that the Bel-Red study is looking to create a new set of zoning tools. The focus in the Wilburton/NE 8<sup>th</sup> Street study, however, is on applying existing city zones. The potential increase of up to 75 feet is consistent with the zone being proposed; it is not the product of a new zoning category.

Commissioner Lai suggested once the BNSF corridor is converted to a trail use, it will serve as the primary method for bicyclists to get to and from the downtown from both the north and the south. He asked if consideration has been given to accommodating bicyclists in the discussions with the property owners. Mr. Inghram said the city will insist on having bicycle lanes on NE 4<sup>th</sup> Street and a connection to the street from the trail. The long-term goal is to have a new pedestrian/bicycle access at NE 6<sup>th</sup> Street.

Commissioner Lai asked if there has been any discussions about including civic plazas or other amenities at the major intersections. Mr. Inghram said the assumption is that the trail will cross over NE 8<sup>th</sup> Street rather than be at-grade. Policy S-WI-30 recognizes that when development occurs adjacent to the trail corridor it should take the trail into account and not interfere with its future use.

Commissioner Orrico asked Mr. Inghram to walk through the memo received from Jack McCullough on behalf of KG Investments. Mr. Inghram noted that the call for a 75-foot height limit west of the BNSF corridor is supported by the recommended policy language. He said the language proposed by Mr. McCullough relative to phasing the implementation of NE 4<sup>th</sup> Street is not included in the recommendation, though the language of Policy S-WI-3 has been revised to support a phasing-type approach.

Mr. Inghram noted that the Planning Commission concurs with the proposal to add an additional parcel and remove it from the special planning area. The subarea map has been modified accordingly.

With regard to building size west of 120<sup>th</sup> Avenue NE, Mr. Inghram explained that the matter is a

Land Use Code issue. Staff sees the area where the school bus parking and GI Joe's is located as appropriate as a transition between more intense commercial uses and more neighborhood-friendly commercial uses, so the 100,000 square-foot limit is appropriate. For the area along 116<sup>th</sup> Avenue NE, staff is comfortable with having the future Land Use Code amendment creating an exception to the building size limit.

Mr. Inghram said the transfer of density issue is also a code issue that is not currently before the Commission. The city might be able to support the practice by allowing density credits of some kind for areas of right-of-way that get dedicated to the city.

Commissioner Ferris said his reading of the memo from Mr. McCullough is that the proponent is anticipating getting the additional height without a requirement to provide some public benefit in exchange. He suggested that December 12 is too soon to take the issue to public hearing given the need to give more consideration to the issue of incentives. Mr. Inghram explained that there are timing issues involved. The NE 8<sup>th</sup> Street/Wilburton amendments are only one part of the overall package of Comprehensive Plan amendments up for discussion and action; under the Growth Management Act, amendments to the Comprehensive Plan can only be made once each year. Unless the matter is acted on according to the time table, it will have to be delayed for a year, unless the City Council determines that the issue constitutes an emergency. The Commission can, however, recommend removing the issue from the package.

Continuing, Mr. Inghram said staff has not conducted a detailed economic study to determine the value individual properties owners will gain by the proposed change to a new zone compared against the cost of different transportation improvements. However, staff has determined that there is a connection between the two and sees both opportunities and benefits. Staff believes the proposed policies do address the creation of a better vision for the area, including public benefits. He pointed out, however, that the proposal will not increase the development capacity as far as commercial uses are concerned, but will usher in the opportunity to create housing units, which will benefit the city.

Answering a question asked by Commissioner Sheffels, Mr. Inghram said his recommendation is to include the Wilburton/NE 8<sup>th</sup> Street amendments in the public hearing on December 12. If nothing else, it will provide the public and property owners alike opportunity to voice their opinions. If, following the public hearing, the Commission finds itself uncomfortable with making a recommendation to the City Council, the Commission will have the liberty to direct staff to sort out additional issues which may or may not trigger additional delay.

Commissioner Sheffels said the practice of the Commission is to hold public hearings on the most extreme position and to scale back the final recommendation accordingly if warranted. She agreed that the addition of housing, including workforce housing, will be a worthwhile tradeoff for the additional height. She supported moving ahead with the public hearing as planned.

Answering a question asked by Commissioner Lai, Mr. Inghram said the key differences between GC and CB is that CB allows housing and more height.

Mr. Inghram pointed out that the discussion section of Policy S-WI-21 says additional incentives may be needed to encourage the market to provide housing for a range of income levels. One approach would be to modify the policy language to encourage new mixed use developments in the subarea through an incentive approach.

Commissioner Ferris said he would support incorporating the concept of capping the height limit of the CB zone to what is permitted in the GC zone, and allowing additional height to 60 feet

only through the provision of identified public benefits, one of which could be affordable housing. Frontage improvements in front of a private property are a public benefit, but do not rise to the same level; such improvements are expected of development even without a request for a change in zoning use. Mr. Inghram said they would not be a development requirement under GC, at least not at the same level, in that CB requires design review and has different street frontage requirements.

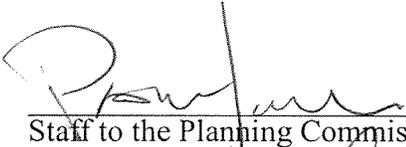
Commissioner Ferris agreed with Commissioner Sheffels that the public hearing should include the maximum development potential allowed by the proposed zoning change. Commissioners Orrico and Lai concurred as well.

Commissioner Ferris said if possible he would like staff to take a look at estimating the value associated with the change of height and use compared against the public benefit the property owners will be asked to provide, and to consider what incentives could be required in order to get to the maximum height limit.

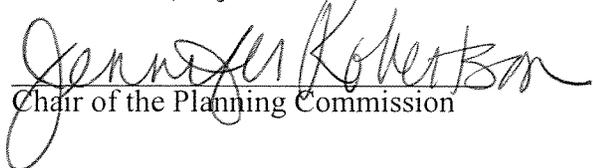
Mr. Inghram noted that depending on the amount of testimony offered at the public hearing on December 12, the meeting could be very long, especially so if the Commission wants to finalize its recommendations at that meeting.

- 9. NEW BUSINESS – None
- 10. OLD BUSINESS – None
- 11. APPROVAL OF MINUTES – None
- 12. PUBLIC COMMENT – None
- 13. ADJOURNMENT

Commissioner Orrico adjourned the meeting at 9:42 p.m.

  
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