

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

April 19, 2017
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair deVadoss, Commissioners Carlson, Barksdale, Hilhorst, Laing, Morisseau, Walter

COMMISSIONERS ABSENT: None

STAFF PRESENT: Terry Cullen, Emil King, Department of Planning and Community Development; Carol Helland, Patricia Byers, Bradley Calvert, Department of Development Services; Camron Parker, Department of Parks and Community Services

COUNCIL LIAISON: Mayor Stokes

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

CALL TO ORDER
(6:41 p.m.)

The meeting was called to order at 6:41 p.m. by Chair deVadoss who presided.

ROLL CALL
(6:41 p.m.)

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Hilhorst, who arrived at 6:42 p.m., and Commissioner Laing, who arrived at 7:11 p.m.

APPROVAL OF AGENDA
(6:42 p.m.)

A motion to approve the agenda was made by Commissioner Carlson. The motion was seconded by Commissioner Barksdale and the motion carried unanimously.

COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS
(6:42 p.m.)

Mr. Steward Heath, chair of the Parks and Community Services Board, said the Board would like to work with the Commission as partners in a proactive way to address the issues that face the city. With respect to the Downtown Livability Initiative, he said the Board understands that the process has been ongoing for a number of years and there is no desire to be seen as obstructionists. At the same time, however, the Board wants to have meaningful involvement in the process. With regard to the question of why the Board was seeking to be involved three years

into the process, he said the Board received an informational briefing in March 2014, and that proved to be the last time the issue was before the Board. The 20-minute presentation talked about the expected demographics and FAR, and the Board was given nothing to deliberate or decide. A member of the Board was appointed by the Council to the Downtown Livability Initiative CAC. In the presentation, the need for two parks was discussed along with the notion of open space plazas being active spaces. He said in the fall of 2016 when he was elected chair of the Board, he asked staff and the Council what the Board should be working on. The Downtown Livability Initiative was not mentioned, and indeed the issue was never put on the Board's radar. The Board held a retreat in February 2017 where attention was given to trust, transparency and communication, as well as the desire of the Board members to advocate for parks. Two weeks later a memo was received in which the planning department wanted time on the Board's March agenda, which would have replaced an item previously prioritized. It was made clear that the Board was not being asked to interact with the Commission, only with the staff, and that while there were four areas of substance to be addressed, there were no options for the Board to consider. The parks director finally indicated the Board was being asked to decide if the Downtown Livability Initiative meets the needs of Parks and Community Services, and whether the right mechanisms to meet those needs were in place. Accordingly, at the March meeting there was a presentation from parks and planning staff. Information was shared about demographics, the early wins, and the conceptual plan that calls for more parks in the downtown. Questions were asked about how many parks the existing incentive system has brought about, and the answer given was zero. The question was then asked if the proposal for new incentives would yield new park facilities, and the answer given was that no studies had been done to determine that. A motion was unanimously passed stating that the Board does not believe the Downtown Livability Initiative meets the needs of Parks and Community Services. A follow-up session in April resulted in the development of four or five recommendations to be carried forward to the Commission.

Mr. Eric Synn, a member of the Parks and Community Services Board, reiterated the desire of the Board to work in partnership with the Commission. He noted that he had attended the last Commission meeting to frame the recommendations of the Board. Downtown Bellevue is about 400 acres in size. There are two primary parks, Downtown Park at about 20 acres, and Ashwood Park at about 2.5 acres. Accordingly, park land represents about five percent of the total downtown area. Including Meydenbauer Bay Park would bring the percentage up to only six. The population and growth estimates show 17,000 residents per square mile currently, a number that is projected to double in the next 20 years. There has been no discussion about adding park land to support that rate of growth. The Board developed four specific recommendations: 1) The Parks and Community Services Board recommends that the Downtown Livability Initiative results in achieving the Parks and Open Space Plan's goals, specifically including new parks in the Northwest Village neighborhood and the East Main neighborhood; 2) The Parks and Community Services Board recommends that there is sufficient evidence that the Parks and Open Space Plan's goals will be met; 3) The Parks and Community Services Board recommends that there be further discussion by the Parks and Community Services Board regarding whether plazas are parks; and 4) The Parks and Community Services Board recommends that additional levers and controls, including Park Impact Fees, be identified to incent developers to meet the Parks and Open Space Plan's goals. He said it was the intent of the Board to take on itself in partnership with the Commission the discussion called for in item 3. Nothing that is commercially or privately owned should be considered to be park land.

Commissioner Barksdale asked what percentage of park land the Board was seeking to achieve in the downtown. Mr. Synn said determining that figure will require a great deal of community involvement. He said parks has a comprehensive parks and open space plan that includes a

blueprint for having within each city block open space sufficient to support the community. There are no current plans for park facilities in either the Northwest Village and East Main neighborhood.

Mr. Synn allowed that implementation of a park impact fee would need City Council approval. Bellevue calls itself a city in a park, a slogan that cannot be sustained unless more facilities are created.

Commissioner Hilhorst noted that McCormick Park was not mentioned and asked if that is because NE 12th Street serves as the downtown boundary. She also asked if the Board was looking to replace McCormick Park somewhere in the downtown corridor given that the site has been mentioned as a potential location for the downtown fire station. Mr. Synn confirmed that the boundary of the downtown is NE 12th Street, which means McCormick Park is not considered to be in the downtown. The intent of the Board is to address how the Land Use Code will be used to build and sustain parks. Mr. Heath added that the McCormick Park issue was not specifically discussed by the Board. The parks and open space plan includes a call for additional parks in the downtown, and that was put in the plan before anyone knew McCormick Park might be going away.

Commissioner Barksdale asked how the Grand Connection ties into the amount of Downtown Park space calculations. Mr. Synn said the Grand Connection is still only a vision and does not fall under the parks department. Mr. Heath added that the Board has not reached any resolution to date on the issue. As it has been described, the Grand Connection is a corridor and not a park. Sidewalks with landscaping and plazas are corridors, not parks.

Commissioner Carlson asked what the Board would like to see in the downtown that is not already there. Mr. Synn said the Board strives to fulfill what is contained in the parks and open space comprehensive plan. That plan calls for having park facilities in each of the nine sectors into which the downtown has been divided. Mr. Heath added that the plan calls for a new park in the northwest quadrant where the QFC used to be, and a park in the southeast neighborhood. The Downtown Livability Initiative should also fulfill the comprehensive plan that has already been approved.

Chair deVadoss noted that he and Commissioner Walter attended the last session of the Parks and Community Services Board and took the time to discuss the Downtown Livability Initiative and receive feedback.

Mr. Heath reiterated the desire of the Board to be seen as a partner with the Commission and to work proactively to solve issues.

Mayor Stokes reminded the Commission of the deadline that has been established for completing the work on downtown livability. To some extent, the issues raised by the Parks and Community Services Board are policy issues that will need fuller conversations but at a later date.

Chair deVadoss agreed that the park issues are of critical importance to the community. He said he would find a way to continue the discussion.

Mayor Stokes said the Arts Commission, Transportation Commission and Human Services Commission all are relevant to downtown livability. The question is how to function as discrete boards and commissions and also work as a committee of the whole to any extent. That certainly occurs when working on the Comprehensive Plan. There will be time to address the parks issues

after the downtown livability is completed.

Mayor Stokes praised the Commission for the work it has been doing. He said the April 7 quarterly check-in with the Commission and staff was helpful in laying out a game plan for wrapping up on time, and for addressing the issues that will follow.

Comprehensive Planning Manager Terry Cullen reminded the Commissioners that during the Commission's work on downtown livability staff was holding open office hours on Friday mornings from 9:00 a.m. to 11:30 a.m. through the end of May. He said staff was willing to meet in person or by telephone to discuss the issues.

Mr. Cullen reminded the Commission that beyond downtown livability the Commission will continue to be busy. A threshold review public hearing on the Bellevue Technology Center plan amendment is slated for June 14 and it is expected to draw a large crowd. The issue will serve as the dominant part of the Commission's agenda in June.

Mr. Cullen called attention to a status memo included in the packet summarizing the quarterly check-in meeting on April 7 with Mayor Stokes. He noted that the work of the Commission during the first quarter of the year was dominated by the downtown livability topic.

Mr. Cullen referred to the minutes from the March 22 Commission meeting and pointed out that most of the motions made included language directing staff to take certain actions. Two of the motions, however, did not include such language and thus a reasonable person looking at those motions could conclude the Commission had in fact made a final decision. He said during the study session he would ask the Commission to reaffirm that the intent was in fact to direct staff.

The Commissioners were asked to save the date for a potential Commission retreat on November 15.

PUBLIC COMMENT (7:17 p.m.)

Mr. Ian Morrison, 701 5th Avenue, Suite 6600, voiced appreciation for the analysis done by staff relative to how other jurisdictions address tower spacing. He noted that while Bellevue is its own unique jurisdiction, it is important to look at best practices in other jurisdictions. Los Angeles has a requirement for an 80-foot separation, but it kicks in at 150 feet. Los Angeles also allows towers in the downtown up to 1000 feet with very large floor plates, which allows for mitigating tower spacing issues. In the Denny Triangle in Seattle, towers must be separated by 60 feet, and in Belltown the separation requirement is 80 feet, but in both cases the trigger is 160 feet. The result in the Denny Triangle has been some elegant slender towers, while in Belltown there has been no significant new development in the last decade, something that can be tied to the required 80-foot tower separation requirement. The staff also mentioned Vancouver, B.C., but the Canadian land use system relies on a collaborative negotiation as opposed to a prescriptive standard relative to tower separation. Portland with its 200-foot blocks does not have tower separation requirements. Having a tower separation requirement of 60 feet rather than 80 feet will be key to supporting development and density in the downtown, and the height at which the separation requirement kicks in will be critical. In the draft, the trigger is too low. There are concerns with regard to how the tower separation standards will impact irregularly shaped lots. The internal setback of 40 feet between internal property lines is not a component of other jurisdictions, primarily because they focus on the separation between existing structures as opposed to preserving the potential development rights for a site that may or may not be

developed in the future. The current 20-foot separation works and should be retained. The way the modification process exists in the draft ordinance is counterintuitive to good development. It sets incredibly restrictive standards and calls on developers to make convincing arguments otherwise. The better approach would be to set reasonable standards and to allow for an administrative review process on a case-by-case basis where there may be some issue that deserves individual consideration. The Commission was encouraged to review the materials he distributed to them and to carefully consider the recommendations made on behalf of the Fortress development to retain the 60-foot tower separation between existing towers, to set the trigger height at 150 feet, and to provide for an exception process that is based on a more expansive standard that allows for a case-by-case evaluation. The internal setback requirement is a concept that is not necessary in the downtown code. In Seattle, only two of the 19 zones have tower separation standards.

Mr. Andy Lakha, 500 108th Avenue NE, Suite 2050, said his planned Elan development is for the site at the intersection of Bellevue Way and NE 8th Street. He said he has spent his entire career working towards the wherewithal to develop such a property. However, the midblock and odd-shaped site presents challenges that his team has had to overcome. The site has not one but two required midblock connections, a requirement that will eliminate much of the site needed to accommodate a building. Because the site is odd-shaped, even the existing 20-foot setback presents a challenge, but the design team worked hard at finding a way to make it work while providing the necessary open space amenities and a very pedestrian-friendly development. The proposed 40-foot property line setback shatters the well thought out design, making most of the site undevelopable for a tower project. Other sites in the downtown would face the same challenge. Under the proposed requirements, only 31.8 percent of the site would be developable, and the result would effectively be a downzone. No other city in the Northwest has a 40-foot property line setback requirement. The final report of the Downtown Livability Initiative CAC includes no reference to 80-foot tower spacing, or to 40-foot property setbacks. The currently required 20-foot property setback should be retained.

Commissioner Carlson asked how far apart are the towers as envisioned for the Elan project. Mr. Lakha said as drawn they are 80 feet apart. The big problem is the 40-foot property setback.

Mr. Patrick Bannon, president of the Bellevue Downtown Association (BDA), 400 108th Avenue NE, Suite 110, pointed out that the Downtown Livability Initiative CAC process included considerable conversation about the value of and need for parks in the downtown. That is why the list of bonusable amenities includes both the donation of park property and improvement of public park property, with specific references made to Northwest Village and East Main. He disagreed that the proposed plan does not advance the parks plan. The Commission has throughout the process been very responsive to community and stakeholder feedback, and on behalf of the BDA he thanked the Commission for that. The BDA members have expressed strong support for setting the base FARs and base heights at 90 percent of the maximums, but they continue to express concerns about the proposed 40-foot property setback and tower spacing provisions, the trigger height requirement, and the incremental amenity chart for additional height. The issue is that the provisions, if imposed altogether, could severely constrain future development along with Bellevue's capacity to shape improvements for overall livability. The community, the BDA and the city all agreed that the goal should be to strengthen Bellevue's economic base and to promote new opportunities for a healthy and thriving downtown core. The updated Land Use Code, if balanced with the right guidelines and strong incentives, will further stimulate new housing, both affordable and market rate, add public open space, and generate a significant fiscal benefit for city services and infrastructure from transportation impact fees and incremental tax revenues from new development.

Mr. Alex Smith, 700 112th Avenue NE, introduced the 700 112th LLC team members Jeff Taylor with the Keldoon Group, and Larry Martin with Davis Wright Tremain.

Mr. Jeff Taylor said he was pleased with the recent staff recommendations relative to the base FAR of 90 percent of the new maximum. However, nothing has changed with regard to the trigger height and the amenities for going higher. He said if all of the square footage of the preferred amenities, which are the amenities proposed in the draft, were to be divided by the total square footage of the amenities provided under the existing system, it would be only about 2.84 percent. He also pointed out that the total FAR going from base to maximum under the current code was 44.5 on average. Divided by 2.84 yields a value of 1.26, meaning that 1.26 FAR was provided by the preferred amenities. Under the staff recommendation of 90 percent of the new maximum, the value is 10.9, all of which are the new amenities. That means 762 percent more amenities will be provided under the proposed concept, and that will be a success for everyone. With regard to height, under the new approach building any square footage above the new trigger height must be earned or paid for at \$12.50/square foot. Additionally, ten percent open space must be provided, and the floor plates will be reduced by ten percent. Throughout the different zones, that ranges from zero to 77 percent. That will completely disincentivize a developer to go tall. It will cost more per square foot for a development to build a 30-story building than it would cost to build two 15-story buildings. The return for the taller building is value from the increased views, but the approach effectively takes away the incentive. He recommended doing away with the proposed requirements for going taller. He also voiced support for retaining the current 20-foot property setback.

Mr. Larry Martin, 777 108th Avenue NE, spoke representing Alex Smith. He noted that a lot of time has been spent in talking about the trigger height issue and the bonus FAR, and how much bonus FAR has to be earned by buildings in different zones. All that goes to show that the purpose of requiring provisional amenities is not to regulate development but rather to gain revenue for the city. That is at the heart of what makes the approach illegal. The trigger height issue is the same and varies wildly from one zone to another. In order to have a proper exercise of the city's legal authority, the code must be based on the regulation of the impacts of development. The proposed approach does not do that, rather it relates to an analysis of how much the BERK consultants thought developers and property owners could afford to pay before their property values would fall below their current values. The disincentive relative to height should be eliminated. The base height should be set at 90 percent of the new maximum. One thing the city can do to shape the future going forward is pay attention to incentivizing development around transit-oriented development. ULI looked at nearly 10,000 apartment buildings and found that the residents of units close to transit centers used transit five times more.

Mr. Darrel Vange, 166 Lake Avenue, Freeland, said the latest draft of the code on the subject of tower separation deals with superblocks rather than single project limits. The definitional boundaries for superblocks excludes the area to the east of 112th Avenue NE, which is where the project he is working on is located. That is either a drafting oversight, or an intention to deal differently with the DT-OLB.

Mr. Arne Hall, 17227 SE 40th Place, agreed that if the buildings shaded in red on the Webber Thompson graphic were not in the downtown given the tax revenue base they contribute to. Under the proposed rules, several of those projects would have only half of the towers. With regard to the interior property line setback, the issue is not the parcel size but rather the parcel configuration. In the most recent draft, staff have gone from a 30,000 square foot threshold for

the 40-foot setback to a 40,000 square foot threshold. Additionally, the fee in-lieu assessment above the trigger height varies by zone, but in the Deep B zone it adds a lot. There is no incentive for developers to build taller and more slender towers under the formula, and in fact the approach violates Washington state code as a tax on development. The floor plate reduction requirement will have impacts on cost efficiencies, leading to higher costs. There is no quantifiable information that supports the added revenues that will be obtained through rental or commercial properties. With regard to tower spacing, the CAC was silent. The notion developed by Jack McCullough for a 60-foot tower separation is a reasonable solution. Bellevue is unique. The other cities studied have downtown geographic areas that are much larger. The Commission and the staff should work closely toward creating a city with strategic and controlled density while providing the open space everyone wants to see.

Mr. Doug Demers, 225 Terry Avenue North, Seattle, said he is managing partner of a firm that plans mixed use developments around the world. He said his firm has done a lot of work in the peer cities that have been referenced, including Vancouver and cities up and down the West Coast. He suggested there is a case to be made for moving away from the prescriptive zoning approach that most US cities have embraced for a long time and toward a more collaborative and vision-focused urban planning model, an approach that is used in Canada and in most of the United Kingdom. The approach leads to more flexibility, whereas the prescriptive approach produces rows of wedding cake buildings that struggle to create a vibrant urban fabric. Flexibility is needed in urban corridors that allow for higher density. In cities with superblocks, more planned developments are focusing on friendly blocks, smaller lanes and limited street parking. In order to do that, it is necessary to be more flexible in looking at setbacks that involve dialog and negotiation. The result is a win for everyone.

Commissioner Carlson asked what city does flexibility and negotiated development better than anyone else. Mr. Demers said the Canadians have a more collaborative system. In Vancouver, developers with another way in mind that will achieve the goals set down by the city, even if it might involve changing a prescriptive piece of a formula, they are allowed to make their case. The result is an evolving landscape. In Seattle, the approach is a development either fits in a box or does not get built, an approach that does not fit anyone.

Commissioner Walter asked if there were sufficient time to have the collaborative system vision drafted for review and consideration prior to the deadline the Council has set for the process. Mr. Demers said the approach is more about process and less about being prescriptive. He suggested there are ways to do both.

Chair deVadoss asked how cities that operate without prescriptive guidelines compensate for developers who come late to the table in terms of initiating their projects. Mr. Demers said he was not arguing against having some level of prescriptions and rules. The problem is not necessarily with the rules but rather with a process that holds the rules to be sacred. The rules should serve as a place to start in considering how to build out the vision for a particular property. Through negotiations, developers can still meet and even beat the rules. What is needed is more of a philosophical mindset that is focused on the end result.

Commissioner Barksdale said the philosophical approach appears to be akin to what CACs do in Bellevue. Mr. Demers said the CAC approach could be overwhelming if focused down to the per-property level. The CAC approach works better when focused on large areas, such as the DT-O1 district.

Mr. Blaine Webber, 225 Terry Avenue North, Seattle, said he is the founding partner and

director of the Highrise Design Studio at Webber Thompson Architects. He said the firm has over two dozen highrise residential and mixed use tower projects to its credit and has also done a significant amount of design work in Bellevue. He expressed concern over the recently proposed change to setbacks from the current 20 feet to an extreme and unheard of setback of 40 feet for any structure above 45 feet. The increased setback on top of FAR restrictions, 80-foot tower spacing and the midblock connection requirements will result in unintended consequences and an effective downzone. As proposed, the approach will be the most restrictive in the entire country. He referred to a study done by his firm reviewing all of the highrise tower projects completed in downtown Bellevue. A shocking number of completed projects would not be permitted under the 40-foot setback and 80-foot tower separation requirements. The diminution in jobs and tax revenues that would result would be significant. Only the two western towers of the Bravern would be possible, effectively cutting the project in half. Only one of the two Bellevue Towers would be possible; the same would be true of Avalon Towers. All three of the three Elements towers would be out of compliance, and only a single tower would be allowed. Lincoln Square would be allowed only two instead of three towers. Only one of the PSE towers could be constructed instead of two. A diagram of setbacks furnished by Department of Development Services purports to show conditions of major assemblages of parcels into tiny geometric shapes, but those conditions do not exist in reality. A slide of the actual city block at NE 2nd Street and 108th Avenue NE showed the cumulative impact of the 40-foot setback and 80-foot tower separation would result in a severe diminution of building area. Adding in the requirements for midblock connections could render some sites infeasible. Soma 2 would not comply and the Marriott AC would not be feasible. A review of the parcel map shows the real conditions in downtown Bellevue, with small and irregular parcels. The actual city block at NE 8th Street and Bellevue Way serves as a real world example in which the 40-foot setbacks result in a buildable area of only 52 percent of the site. The cumulative impacts, however, that combine the 40-foot setbacks, 80-foot tower spacing, 20-foot setbacks for landscaping and two midblock connectors result in an unbuildable building pads, one of which is only 35.4 feet wide, and the other of which is only 54.3 feet wide. Neither of the envelopes would support a highrise tower given the need for a pad of at least 75 feet, and more normally 100 to 110 feet in width. The cumulative impacts will quite literally kill the project at NE 8th Street and Bellevue Way by reducing the three-acre site to only 36,000 square feet of buildable area.

Commissioner Barksdale pointed out that the point of the 40-foot setback and 80-foot tower separation requirements is to preserve light and air. Mr. Webber said the Lakha project as designed actually has 115 feet between towers. However, the 40-foot setback would push in the towers to the point where that spacing could no longer be achieved; the building pads would no longer be feasible for a highrise tower. He proposed 60-foot tower spacing as a reasonable alternative. Spacing towers to preserve light and air is vital to urban areas. Sixty feet is the width of most city streets and that is a reasonable separation. The 20-foot setback should be maintained and additional spacing on sites that can accommodate it should be incentivized.

Commissioner Hilhorst observed that when the 80-foot tower separation restriction was determined a year ago, no one spoke up. She said it was only when the 40-foot setback was introduced that the community spoke up. She asked which is the real issue. Mr. Webber said it is the cumulative impact of the two. He said he could live with the 80-foot tower separation requirement if the 20-foot setback were to be retained. Most cities on the West Coast have some manner of administrative departure in place for unusual sites. That is what is needed in downtown Bellevue as well to benefit the entire community.

Mayor Stokes urged the Commission to cut short public comment and to move on to its discussion of the issues.

Mr. Scott Matthews, senior director for Vulcan Real Estate, 505 5th Avenue South, Suite 900, Seattle, said the firm is interested in participating in Bellevue's bright future. He stressed the need to look at things through the lens of how Bellevue can best compete for the best companies and the hearts and minds of people. The downtown livability issue is Bellevue's opportunity to take a larger role in the future of the region and the West Coast. The office market has shifted into a demand for larger floor plates, not smaller floor plates. The outcome of what has been proposed would be a hindering of the ability of developers to provide the types of spaces that employers are looking for. He urged the Commission to consider the thoughtful solutions being used in other markets. There is a path forward to preserve livability while also meeting the goals of the region and to participate on the world stage. With regard to South Lake Union development, he pointed out that the opportunity came before the zoning was in place, so many of the early Amazon buildings were built with very low density. In the coming years, developers and the city will look back and agree there should have been more density. The 40-foot setback and 80-foot tower spacing requirements will effectively result in a downzone in the downtown.

Mr. Jonathan Kagle, 9342 Vineyard Crest, thanked the parks department for continuing to advocate for more park facilities in the Northwest Village. As density increases, open space becomes an important part of livability. He asked the Commission to make public the list of stakeholders being used. He noted that the parade of developers who have made objections to the draft code appear to prefer the old plan and do not appear to see as attractive enough the approach of building amenities in return for more height. One approach would be to retain the existing code and add bonus amenities to it for going higher and denser. Another approach would be to keep going with the more streamlined new plan but to retain the current plan, at least for a while, and give developers the choice. The process of setting the base at 90 percent of the maximum and adding to it every possible permutation and combination will result in a significant upzone in every case. That would not be consistent with the overall livability goal the CAC envisioned.

STUDY SESSION (8:21 p.m.)

Strategic Planning Manager Emil King affirmed that staff have been following through on the direction provided by the Commission on March 22. He also noted that the packet included additional information requested by the Commission.

A motion to amend the motion reflected on page 10 of the March 22, 2017, minutes relative to having the A-1 district from 102nd Avenue NE eastward to 112th Avenue NE become A-2 to indicate direction to staff rather than final action was made by Commissioner Walter. The motion was seconded by Commissioner Barksdale and the motion carried unanimously.

A motion to amend the motion reflected on page 11 of the March 22, 2017, minutes relative to placing monies collected through the fee in-lieu system be placed into a dedicated account and be expended only for the acquisition or improvement of publicly accessible open space within the downtown to indicate direction to staff rather than final action was made by Commissioner Walter. The motion was seconded by Commissioner Carlson and the motion carried unanimously.

Chair deVadoss invited the Commissioners to highlight items and issues.

Commissioner Walter said the fee in-lieu issue needs more granularity, not just money for open

space. Each amenity that is earned needs to go into its own fund. The city should look long and hard at the issue of parking to make sure there is an adequate amount. Anything getting in the way of people enjoying the downtown does not help livability, and parking is one such issue. The plan should include affordable housing in the downtown for all three tiers, including low-income and very low-income housing. No affordable housing dollars should be allowed to leave the downtown. There should be a parks designation to avoid park land getting diluted into something else. There should be a fire station located within the boundaries of the downtown. There should be an assurance given that traffic will flow based on human perception of traffic, not computer-generated models. A traffic quality survey would be one way to quantify how people perceive traffic in the downtown.

Chair deVadoss initiated a straw poll for each item. With regard to more granularity in regard to the fee in-lieu, Commissioners Barksdale and Hilhorst agreed; there was no reaction from Commissioners Carlson and Morisseau.

With regard to adequate parking, Commissioner Morisseau pointed out that a robust parking study will be conducted at a later date, making it difficult to say exactly what is adequate ahead of that study.

Commissioner Walter said the issue of businesses with overlapping hours that share parking should be addressed. A restaurant and a business having the same hours can be allowed a smaller number of parking spaces by indicating they share parking, but it does not logically make sense because two people cannot be in the same parking stall at the same time.

Commissioner Hilhorst noted that currently they are allowed a 20 percent bonus for sharing the space. Commissioner Walter suggested getting rid of that bonus.

Commissioner Carlson suggested that two different issues were being addressed, with Commissioner Morisseau talking about parking policy on a broad level and Commissioner Walter talking about closing a loophole. Closing the loophole is a great idea, but the parking study is a separate matter.

Commissioner Hilhorst agreed that it did not make sense for businesses to share parking and receive a 20 percent kickback for doing so. Shared parking works only where the businesses sharing the parking operate during different hours of the day.

Mayor Stokes thanked the Commissioners for their viewpoints but stressed that no study has been done on the shared parking issue. To propose a change would be to do so on the strength of nothing more than opinions.

Chair deVadoss concurred. Given that the parking study has not yet occurred, the Commission should provide a recommendation to the Council to prioritize the analysis of parking. Commissioner Morisseau agreed. Commissioner Carlson said he agreed as well and said it would not make any sense to even do the study if the Commission is going to make recommendations without it.

Mr. King asked if the Commission intended to wrap up the issue of parking. He pointed out that there were additional materials in the packet regarding parking, including the larger parking flexibility issue that was talked about on March 22 and around which the Commission had asked for additional information. He added that there is a relationship to the loophole and the proposed new flexibility. Chair deVadoss asked staff to highlight the additional materials in due course.

Commissioner Morisseau said she would not be comfortable making recommendations in regard to parking without first seeing a comprehensive parking study.

Chair deVadoss observed for the record that there was full consensus among the Commissioners to recommend prioritizing a parking analysis to staff and the Council.

With regard to Commissioner Walter's recommendation relative to affordable housing, Mayor Stokes pointed out that the Council has launched a process to develop a comprehensive affordable housing strategy. The affordable housing technical advisory group has completed its work and their recommendations will be before the Council soon. How things will play out remain to be seen, but the approach taken will be predicated on good data. He said the Council would welcome a recommendation from the Commission to keep in mind the need for affordable housing in the downtown, but he urged the Commission not to take additional time to study it. Commissioner Walter disagreed. She said she has reviewed the information coming out of the TAG and concluded that much of it appears to be driving the affordable housing out to the neighborhoods. Mayor Stokes reiterated that the work of the Council in developing a comprehensive affordable housing strategy is under way and far from being completed. The downtown livability process is not the place to have a discussion on the affordable housing plan for the city. It would be perfectly appropriate for the Commission to recommend to the Council the need to keep the issue of affordable housing in mind.

Land Use Director Carol Helland allowed that a unique situation exists in which there are studies running on parallel tracks. She said the Commission could include in the transmittal memo narrative about the Commission's interest in achieving some objective relative to affordable housing, while allowing the affordable housing strategy piece to catch up.

Commissioner Walter said she wanted the recommendation to include a call to at least explore having affordable housing constructed in the downtown.

Commissioner Hilhorst asked if there was time for the recommendations of the TAG to be shared with and reviewed by the Commission, and for the Commission to develop specific recommendations based on it. Ms. Helland said it would be difficult to draft an approach for incorporation into the code without some direction from the Council. The Commission could simply park the issue until a future meeting, or could choose to suggest a recommendation for the Council to tailor a package once the issue is before them.

Mayor Stokes said the Council is not going to simply receive the report from the TAG and send it on to the Commission to think about as part of downtown livability. To try to do more than simply recommend addressing affordable housing would be to waste time.

Commissioner Carlson commented that affordable housing is an issue for the Commission, but not as part of downtown livability. Commissioner Walter disagreed and said affordable housing should be developed in the downtown and it certainly is part of downtown livability.

Mr. King commented that the Commission had given staff direction on March 22 to include an FAR exemption of 1.0 for affordable housing to be used in conjunction with the multifamily tax exemption program. He said the details of how that will play out will not be addressed absent Council direction.

Commissioner Hilhorst raised the issue of taking away the ten percent trigger for open space.

She said there are a couple of ways the property owners are going to create open space automatically, through the design process codes that exist, and through the fee in-lieu that will be established. The ten percent is one more layer that could create sporadic open space for properties and is not necessary. The fees in-lieu can be placed in the hands of the parks department to be used in creating a cohesively designed true park in the downtown. If every individual development is left to do their own open space, the result will be piecemeal. The ten percent may also diminish the skinny, taller buildings the Commission wants. Mr. King said the direction received to date by staff has been that if a developer wants to go beyond their height limit, they must do ten percent ground level open space and diminished floor plates.

Commissioner Hilhorst said her opinion was that the fee in-lieu would happen and that the ten percent should go away. She reminded the Commissioners that the decision had previously been made to increase building height in the DT-MU. That was done after a Commissioner suggested that in order to get affordable housing, developers will need an extra bump. The proposed 1.0 FAR exemption kind of solves the problem, and it is questionable as to whether the extra height is needed. The CAC recommended retaining the existing height limit, and if everything can be achieved within that limit, the ten percent may not need to be included. Mr. King pointed out that for the biggest MU district, the CAC recommended going from 200 feet to 300 feet for residential, and from 100 to 200 feet for office. Commissioner Hilhorst reiterated that the Commission had agreed to go higher to allow for affordable housing, but the FAR exemption addresses that.

Chair deVadoss noted for the record that the majority of Commissioners supported the recommendation.

Commissioner Carlson urged the Commission to reach a conclusion in regard to the big issues of tower spacing, tower setback, and whether the base FAR and building height should be set at 90 percent of the maximum. Ms. Helland pointed out that the base FAR and height as outlined in the packet materials utilizes the 90 percent of maximum approach, which is what the Commission directed staff to do. The Commission did not give staff direction relative to tower spacing, though the staff were asked to bring back comparisons for the Commission to review.

Commissioner Morisseau said the public has consistently called for flexibility. The code should not be drafted that will become punitive to developers and the community at large. Adding all of the layers of tower separation, stepback and setback, makes the proposal somewhat prescriptive and moves it away from flexibility. With respect to the livability issues of providing for light and air, she said the 80-foot tower separation makes sense. The data relative to other cities that has been presented by the staff is not directly comparable to Bellevue. Los Angeles and Toronto are nothing like Bellevue. In addition to requiring towers to be separated by 80 feet, the current setback of 20 feet should be retained. Additionally, language should be provided in the code that allows for flexibility. Ms. Helland commented that several flexibility departures were added to the draft code, including an averaging provision and an offset provision.

Commissioner Carlson agreed that the current 20-foot setback should be retained.

Chair deVadoss noted for the record that all Commissioners agreed on the 20-foot setback.

Community Development Program Manager Bradley Calvert explained that as drafted, the code calls for 80-foot separation between towers, and 40-foot separation from interior property lines, for towers that are over 100 feet high, beginning at the 80-foot level. That aligns with the floor plate sizes for the downtown as well.

With regard to the definition of a tower changing from 75 feet to 100 feet, Commissioner Morisseau asked what prompted the change. Ms. Helland said the International Building Code specifically calls out the first floor above 75 feet that is occupied, or a roof that is occupied. The reality is one cannot tell where the top of a building is going to be at the time design review is being done. By defining a tower as 100 feet, it can be assured that during the design review process developers can be afforded some flexibility while meeting the International Building Code requirements. It is assumed that for the first occupied floor above 75 feet, more flexibility than an additional 25 feet will not be needed for adjusting the floor level.

Mr. Calvert said staff took a look at the best practices across the country and North America. The proposed 80-foot tower separation in Bellevue falls right in the middle of the range along with Honolulu, Vancouver and Toronto. Philadelphia requires 75 feet. Belltown in Seattle requires 80 feet, while the Denny Triangle in Seattle requires 60 feet. Downtown Seattle has four different tower separation requirements that apply in Belltown, Denny Triangle, Yessler Terrace, and the waterfront.

Commissioner Carlson agreed with Commissioner Morisseau that the cities chosen to serve as comparisons are not quite the same. None of them are American cities with populations of under 200,000. Mr. Calvert said the circumstance is unique. Many cities of that size, such as Greensboro, North Carolina, don't allow or have buildings as tall as Bellevue has. Bellevue is unique as an urban suburb.

With regard to property line setbacks, Toronto, Vancouver and Los Angeles require 40 feet. Philadelphia requires 37 feet six inches, and Seattle comes in at 20 feet.

Commissioner Hilhorst asked if there were any reason why Bellevue could not require 80 feet of separation between towers and a 20-foot property line setback. Ms. Helland said there is no reason why that could not be the case. She said staff would need specific direction to leave the tower separation requirement at 80 feet or to change it to some other number, and specific direction relative to the proposed tower setback of 40 feet or reducing it to something else. She reminded the Commissioners that the code currently allows the flexibility to reduce the setback to 20 feet. The other issue is the level at which tower separation should start, which as drafted is 40 feet. The comparisons with other cities, however, indicates that 80 feet would be more in line with them.

Chair deVadoss noted that the Commission had previously given direction to retain the current 20-foot property line setback.

Commissioner Walter asked if there would be any losers should the tower separation be held at 80 feet.

Commissioner Carlson pointed out that the current code requires only 40-feet of separation. As drafted, that would double.

Commissioner Morisseau said the way to mitigate that would be to provide language in the code allowing the 80-foot separation requirement to be reduced on sites where it cannot be achieved. Such flexibility would mean no one would lose.

Commissioner Carlson suggested that a 60-foot tower separation requirement would not be unreasonable. That is 50 percent more than what the code currently requires.

Mr. Calvert said the tower separation at the center point of Bellevue Towers where they take on a unique form is 60 feet. Additionally, the first and second building of the Summit office towers are closer than 80 feet.

Commissioner Morisseau noted that staff had made several presentations on the advantages of separating towers by 80 feet. Ms. Helland said the issue along with supporting materials was presented to the Commission in February 2016. She noted the materials were included in the packet beginning on page 26.

Commissioner Barksdale asked if the requirement could be set at 60 feet and a departure included that would allow the city to require up to 80 feet. Ms. Helland said an incentive would need to be established to do that. History shows that projects that come in for permits are generally designed to the minimum standards. At the permit stage it would be very difficult to require increasing the separation from the base requirement without offering something in return. The typical approach is to state the starting point, such as a goal of having towers separated by 80 feet, and to include a departure allowing the goal to be reached with less than 80 feet of separation under certain circumstances.

Commissioner Carlson proposed putting on the agenda for the April 26 meeting coming to a resolution between 60 feet tower separation and 80 feet tower separation. Commissioner Hilhorst agreed, adding that if 60 feet is chosen, there should be an incentive for increasing the separation to 80 feet.

With regard to the trigger height, Commissioner Morisseau asked what cities similar to Bellevue use. Ms. Helland referred her to the chart on page 15 of the packet. Commissioner Morisseau observed from the chart that cities with building height similar to that allowed in Bellevue have trigger heights of 75 to 80 feet. Mr. King pointed out that in the public hearing draft the trigger height was 45 feet. The Commission directed the staff to come up with a different number, which led to the currently recommended 80 feet.

Chair deVadoss voiced his support for establishing 80 feet as the trigger height above which the tower separation requirement kicks in. All of the Commissioners concurred.

Mr. King also pointed out that the public hearing draft defined a tower as 75 feet, but the new draft defines a tower as 100 feet. He noted that staff looked at the A-1 and A-2 overlays which have 55 feet and 70 feet height limits, as well as the B-2 which has a 100-foot height limit. Accordingly, there would be no tower spacing requirements for buildings in those areas.

Commissioner Morisseau asked if there could be any unintended consequences for sites where several towers could be built without any tower separation requirement. Ms. Helland said the developer would need to be conscientious in creating a design that would be marketable to those who would be living in the structures, or to anyone who might want to buy the development in the future. Market forces will to a large degree address any unintended consequences. Commissioner Morisseau said she was okay with the tower definition.

Turning to the amenity incentive system, Mr. King called attention to page 31 of the packet and the summary of the issues raised at the public hearing. He said direction was given to staff on March 22 along with requests for additional feedback on the implications of increasing the base FAR from 85 percent to 90 percent of the proposed maximum in all zones. Issues in need of additional discussion were highlighted on pages 32 and 33, including the calculation of amenity

based on the value of additional height; the issue of a super bonus; and the notion suggested by the public to eliminate the amenity incentive system in favor of adding new requirements.

Commissioner Hilhorst pointed out that the Commission has not discussed the idea of establishing a super bonus and asked if the staff were expecting the Commission to have that discussion. Mr. King said staff did not intend to do any analysis on the super bonus concept unless directed to do so by the Commission. The draft does not include a super bonus.

Chair deVadoss asked if there would be any disadvantage to having a super bonus option. Mr. King said there would need to be a lot of complex details worked out. The public comment has been that allowing an additional amount of height and FAR across the whole downtown without really understanding how much it might be used and what the visual and traffic impacts might be would require some study.

Commissioner Hilhorst said the Commission has not talked about the super bonus at all. The Bellevue Downtown Association made the request for additional FAR in exchange for something of clear public benefit. She said she did not personally have an opinion on the issue.

Commissioner Morisseau commented that the FAR and building heights the Commission has included in the draft are in line with the recommendations of the CAC. A super bonus would involve additional FAR and to allow it would require a lot more discussion.

Commissioner Walter asked when the next opportunity would be to talk about a future bonus. Mr. King said a provision is included in the draft for the incentive system to be periodically reviewed every seven to ten years.

Chair deVadoss noted for the record the Commission had not recommended including a super bonus in the draft.

In regard to the public comment to eliminate the incentive system, Chair deVadoss asked the Commissioners for direction.

Commissioner Morisseau commented that if the incentive system were eliminated, requirements like outdoor plazas and streetscapes would not come into play.

Commissioner Hilhorst noted that the Commission had not talked about eliminating the amenities. The amenity system is the method used for getting things like open space.

Commissioner Barksdale said he could see no reason to support eliminating the incentive system.

Mr. King said the comments by the public with respect to eliminating the incentive system was that as drafted it is fairly complex, and that an alternative to having the incentive system would be to impose requirements aimed at getting the same elements the incentive system brings about.

Chair deVadoss noted for the record that there was no support on the part of the Commissioners to eliminate the amenity incentive system.

Mr. King called attention next to the suggested edits to the base FAR and the draft amenity incentive system language beginning on page 34 of the packet. Ms. Helland pointed out that the proposed revisions were shown in the shaded columns. Mr. King noted that the chart on page 34 reflected the direction of the Commission to set the new base FAR at 90 percent of the new

maximum FAR. In the instances in which there was no difference between the base FAR and the maximum FAR, the numbers in the column were not changed. The chart also reflected the new base building height by land use district as directed by the Commission.

Mr. King referred to some wording edits on page 38 of the packet for the Commission's consideration, specifically a change from "amenity need" to "amenity points," and edits to the fees in-lieu monies going toward publically accessible open space within the downtown. He said the additional direction given earlier in the meeting would be reflected in the next draft.

Mr. King noted that public comment had been received about changing the bonus for the major pedestrian corridor and the major public open space from 13.3:1 to 16:1 to reflect the current bonus. He said the chart on page 39 had been revised accordingly. Also on page 39, a language amendment was made to sync the discussion of the A-3/B-3 and the location of plazas in develops on sloped sites and the surrounding public sidewalk.

Mr. King said the change to the language on page 40 represents a clarification from stakeholders about the Lake to Lake bonus not being crystal clear.

Commissioner Walter called attention to the third item on page 40 and said she would like the third design criteria revised to include "unless the development is in Northwest Village or in East Main." Developments in those areas should contribute to parks in those two quadrants. Mr. King explained that as drafted, a higher bonus rate applies if the park property is located in either of those two neighborhoods. Commissioner Walter said she wanted to make sure everything that can be done will be done to achieve park facilities in those two neighborhoods. Mr. King said the value of land in the downtown is so high that it would be a fairly large project that would even approach needing that many bonus points to do a park donation of any considerable size.

There was agreement to hold over continuing the discussion to the next meeting.

Mr. King informed the Commissioners that a memo received from the Arts Commission outlined suggested amendments to the public art language. He said their suggestion was included in the language on page 42.

The Commissioners were informed that the language revisions on page 44 were triggered by a request from the Master Builders Association. They relate to revising the sustainability certification tiering to add a lower tier in the hope of getting more projects participating, and having the two highest tiers not listed as specific tiers but available for developers seeking a flexible amenity. Mr. King said the position of the Master Builders Association was spelled out in the letter submitted to the Commission.

The Commissioners were also told the amendment on page 45 was made to remove confusing language about a limitation on the amount of pedestrian corridor and public open space bonus points that are allowed to be transferred. The current code has no limit.

There were no additional comments or feedback offered in regard to any of the proposed language changes highlighted by Mr. King.

Turning to a discussion of specific sites, Code Development Manager Trish Byers said FANA is located in the DT-O2 South district and was the subject of comments from residents of Bellevue Towers concerned about the height limit in the district. She said the recommendation from FANA is for 460 feet based on the DT-O2 North district. The CAC recommended 300 feet,

which would actually be 345 feet with the 15 feet/15 percent with the transparency amendment. Bellevue Towers representatives have recommended that the height remain the same, which would be 250 feet plus the 15 feet/15 percent, or 288 feet. She said the recommendation of the staff was to come in at somewhere between 288 feet and 460 feet.

Ms. Helland stressed that the city does not act to protect private views. Under the current code, the only views protected are those to and from public spaces. The view of the city's skyline is considered to be iconic from certain locations. The views from DT-O2 South towards Meydenbauer Bay and I-90 are important, as are the views from those locations into the downtown; the district is also home to more residential towers. The views from the DT-O2 North are more territorial and take in primarily office towers; the district is not home to residential towers. The Staff believes there is a reason to differentiate between the two locations.

Commissioner Hilhorst noted that the Commission had previously agreed to 345 feet and asked if going to 460 feet would in fact be a spot zoning. Ms. Helland said 460 feet for the DT-O2 South district would be the same as the DT-O2 North district. It would not be considered a spot zone because the characteristics of the two districts are different and because the height would apply to the entire district, not just the FANA site. Some from the public have requested increasing the height in the South district to 260, while others have called for leaving the height as it is.

There was consensus to retain the maximum height of 345 feet for the DT-O2 South district.

With regard to the proposed height limit for the the Elan/Fortress sites, Ms. Helland said the property owner is in agreement with the proposed code language on page 51. Ms. Byers reminded the Commissioners that the site straddles the perimeter overlay B-2 and the DT-MU district boundaries. What the site will end up with is 264 feet in the B-2 and 288 feet in the DT-MU.

Commissioner Hilhorst said it was her recollection that the property owner wanted to go down the path of a development agreement. Ms. Helland said the property owner did not receive an overly positive reception from the Commission relative to a development agreement. The proposed approach is a circumstance that will work for all concerned, with discrete dimensional standards. The property owner still has an outstanding issue with regard to tower separation.

Ms. Byers stressed that the proposed heights would apply to the entire zones, not just the building site. Ms. Helland added that the proposal would apply equally to all properties in the two districts that share the characteristics of the Elan/Fortress properties with regard to split zoning.

Commissioner Walter said she did not want to see a situation in which a developer builds a single tower 264 feet tall rather than two towers that average 220 feet tall. Ms. Helland said the intent is to apply to multi-tower projects. She said she would review the code language to make sure that is clear.

Commissioner Morisseau asked if the Vuecrest property owners have weighed in on the proposed approach. Mr. King said the property owners have spent considerable time over the past couple of years talking with the Fortins about their proposal. The Elan/Fortress proposal was not that far along during the CAC process. Vuecrest has sought to better understand the Elan/Fortress proposal. They do understand the project is farther away than the Fortin proposal. Vuecrest has expressed concern about zoning creep. Ms. Helland added that there is some

functional limitation on how many sites the proposed approach would apply to. She said staff was willing to come back with a map showing those sites. As a practical matter, however, the taller towers would be farther from Vuecrest and more up against the DT-O2 North and DT-MU districts.

There was agreement to hold off making a decision until viewing the map of other properties to which the approach could be applied.

Ms. Helland reported that the A-3/B-3 property representatives, the Bellevue gateway project, have agreed with the proposal outlined in the packet materials starting on page 64.

Mr. King called attention to the information in the packet regarding shade and shadow in the A-2 district at Bellevue Way and NE 12th Street. He said the study compared buildings at 55 feet with buildings at 70 feet. He allowed that the key issues were time of day and time of year. He said the Commission could spend more time addressing the findings at the next meeting.

Ms. Byers said there were several OLB issues to address. She noted that the map had been amended to remove the sidewalk shown on NE 6th Street and NE 4th Street between 112th Avenue NE and I-405 given that there is in fact no sidewalk there. Ms. Helland pointed out that in elevation view, a sidewalk exists as part of the abutment for the NE 6th Street and NE 4th Street overcrossings, but the result would be a grade separation circumstance and difficulty in locating the sidewalk and the landscaping at the level of the adjacent development.

Ms. Byers said there are also landscaping and street tree requirements in the same area that would be difficult to deal with, but the code includes departures that are intended to deal with those kinds of issues.

With regard to a request made to increase the parking garage height from 40 feet to 55 feet to accommodate the topography of the OLB district, Ms. Byers said the draft code had been amended accordingly. Also removed was the requirement for active uses on 114th Avenue NE given how difficult it would be to accomplish in that location. The language changes were reflected on page 60 of the packet materials.

Ms. Byers said because 114th Avenue NE faces I-405, a line of parking garages there would be inappropriate. She said the draft code was revised to ensure that parking garages are compatible with the urban environment.

Commissioner Hilhorst commented that the area is unique given its topography, and an area where above-ground parking garages are likely to be seen. She asked if FAR could be gained by agreeing to create a park or open space at the top of a parking garage. She allowed that the desire for open space is generally at the ground level, but it would be nice to see more green from the freeway. Ms. Helland said feedback had been received against adding new amenities to the list to avoid diluting the places of primary focus. However, the flexibility amenity allowing for unique circumstances could be used to achieve a roof-top green space.

Ms. Byers addressed next the issue of maximum floorplates in the OLB. She noted that two people had asked to have an increase in the maximum floorplates. Currently, between 40 and 80 feet floorplates are limited to 22,000 square feet; the draft code increases the maximum to 30,000 square feet. The first request was to increase the maximum to 40,000 square feet. Above 80 feet, there is currently no maximum floorplate requirement given that the maximum height limit is currently 75 feet. The draft code sets the maximum floorplate requirement at 20,000 square feet.

The first request was to allow 22,000 square feet above 80 feet, or 20,000 square feet for technology uses. The second request was to allow more than 30,000 square feet above 80 feet, and 24,000 square feet at any height. Staff reviewed the request and suggested allowing a 20 percent increase in the maximum floorplate size between 40 feet and 80 feet; to require buildings to be separated by 40 feet; and to require a continuous separation between I-405 and 112th Avenue NE.

Chair deVadoss suggested the Commission would need some time to digest the staff-proposed approach.

MINUTES TO BE SIGNED

- A. January 25, 2017
- B. February 8, 2017

DRAFT MINUTES TO BE REVIEWED

- A. March 1, 2017
- B. March 8, 2017
- C. March 22, 2017

Given the lateness of the hour, Chair deVadoss postponed review of the minutes to the next meeting.

PUBLIC COMMENT

Mr. Karl Vander Hoek, 9 103rd Avenue NE, thanked the Commissioners for their due diligence. He noted that he had previously submitted written correspondence about parking. He suggested not changing or allowing departures from the current requirements until a parking study is done, though he agreed the loopholes should be closed. He said he was glad to see the tower definition change to 100 feet. He noted his support for the small site exception and going from 30,000 square feet to 40,000 square feet. The super bonus should be on the table because it would lead to a fire station, a downtown swimming pool, or a green lid on top of a parking garage, the outside-the-box things that can define the city for years to come. The 75 percent public open space amenity requirement should be reduced in open space bonus points to give more flexibility to projects attempting to achieve the maximum FAR but limited by parcel size. The flexible amenity should be administrative rather than legislative to encourage more creativity.

Mr. Ian Morrison with McCullough Hill provided the Commissioners with copies of a letter addressing the issue of active uses, which hopefully will be discussed at the Commission's next meeting. He stressed the need to provide flexibility and clarity in those uses. Plaza East at the corner of NE 8th Street, has struggled for some time in filling their ground floor space and the Commission was encouraged to take a look at the active uses language. The Council in 2016 approved an ordinance stating that certain service uses, such as banks and financial institutions, can be deemed active uses, and that is a good thing. The Commissioners were asked to think about other service uses that generate pedestrian activity and which achieve the goal of active uses.

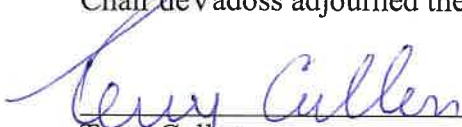
Mr. Brian Franklin with PMF Investments, owner of the Sheraton site on 112th Avenue NE and Main Street, provided the Commissioners with copies of a letter that he said highlighted a few issues to be addressed at the next meeting. He noted his support for the comments made by the

Bellevue Downtown Association.


ADJOURN

A motion to adjourn was made by Commissioner Barksdale. The motion was seconded by Commissioner Walter and the motion carried unanimously.

Chair deVadoss adjourned the meeting at 10:17 p.m.



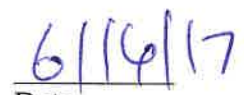
Terry Cullen
Staff to the Planning Commission



Date



John deVadoss
Chair of the Planning Commission



Date