
From: Basich, Myrna
Sent: Tuesday, February 17, 2015 3:05 PM
To: Council
Subject: FOR INFORMATION -- Old Bellevue Parking: Council letter responses -- PLEASE DO NOT REPLY ALL

Good afternoon, Mayor Balducci and Councilmembers

The attached (below) email and related materials are being provided in hard copy in your mail this evening for your review. Please note that staff will schedule a study session if Council does not concur with this approach.

From: Bissonnette, Pam
Sent: Tuesday, February 17, 2015 12:27 PM
To: Basich, Myrna
Cc: Bissonnette, Pam; Miyake, Brad
Subject: Old Bellevue Parking: Council letter responses

Mayor and City Council,

You recently (1/28/2015) received a letter from 5 citizens from Old Bellevue, and one from the BDA (2/2/2015) regarding parking in the Old Bellevue and DTP area (materials attached). Staff has been working this issue with Old Bellevue merchants and the BDA since last October based on letters Council received in September, 2014 (also attached). A detailed summary of the issues and work to date with representatives of Old Bellevue and the BDA is attached.

The recent Old Bellevue merchants' letter requests, in summary, that further progress on the DTP be delayed until parking and parking policies for the area are reconsidered, and a "second opinion" on the 2013 DTP (Gibson) parking study be commissioned.

The BDA letter raises a broader issue of parking in the downtown, requests the City build greater awareness and confidence in the parking plan for the DTP, and re-iterates its support to facilitate a public/private partnership in Old Bellevue.

Because the Gibson study adheres to existing City policies regarding parking in the DTP, and to date no fatal flaws in the Gibson study have been found based on interdepartmental review involving the Directors of PCD, DSD, and Transportation Departments, staff does not recommend delay in proceeding with the DTP to undertake additional studies. The City plans to hold an Open House in early March to answer questions about the DTP project, and its parking. Pending SEPA processes on the DTP expansion and the Inspiration Playground will provide additional opportunity for public review.

Recommendation:

1. Hold the planned DTP Open House in March, 2015
2. Proceed with the pending SEPA processes and permits for the DTP completion and the Inspiration Playground

3. Meet with the BDA on charting a course for parking in the Downtown, including Old Bellevue
4. Respond to the recent letters to the Council accordingly

Should the Council wish to redirect the above actions, we recommend a Study Session be scheduled.



DATE: February 10, 2015

TO: Mayor Balducci and City Councilmembers

FROM: Pam Bissonnette, Interim Deputy City Manager
Brad Miyake, City Manager

PHONE: 425-452-7822

SUBJECT: Old Bellevue Parking and Completion of the Downtown Park

The City received a communication on January 28, 2015 from five citizens representing a variety of groups in the Old Bellevue area (attachment 1) stating concerns regarding parking requirements for the Downtown Park. On February 2, 2015 a letter from the BDA was received regarding broader parking issues in the downtown, including the Old Bellevue and DTP area (attachment 2).

Background

The issue of parking in and for the Downtown Park has existed since the discussions surrounding the original 1984 DTP Master Plan. Subsequent to adopting the '84 Plan, several issues surfaced, including re-visiting the parking assumptions. In 1997 the City Council appointed a Citizens Advisory Committee to review the original vision of the Park and to update the '84 Master Plan. Regarding park parking, quoting from the adopted 1997 Master Plan Update,

“the recommendations.....are aimed at providing adequate parking for the everyday uses of the park while maximizing the amount of land that can be used for park purposes, as originally intended in the purchase of this land. The park should not be used to solve the parking problems associated with surrounding land uses.”

City Interests

1. Support the economic vitality and enhance the neighborhood character of Old Bellevue.
2. Partner with BDA and Old Bellevue on a Park Once strategy if such partnership is mutually beneficial.
3. Advance policies for transportation demand management.
4. Ensure the Downtown Park has adequate parking to meet its demand.
5. Complete the Downtown Park on time and on budget.
6. Steward public resources.
7. Ensure fair treatment of parking issues across all Downtown districts.

Recent History – 2014 Establishment of a Working Group

In a letter to the City Council of September 22, 2014 (attachment 3) Mr. Carl Vander Hoek asked the Council's support

"...in exploring a private/public partnership between the city and Old Bellevue, setting up a Local Improvement District or a similar funding mechanism that will increase parking for the expansion of the Downtown Park and the neighborhood."

This letter was accompanied by a letter on the same date (attachment 4) from the Bellevue Downtown Association, supporting Mr. Vander Hoek's request. The letter states:

"We respectfully ask the City Council to approve the start of city staff work with stakeholders on next steps to: build mutual understanding of the problem/need; provide information and resources regarding district formation; and ensure that staff leadership from parks, planning, transportation, develop services, the city attorney's office, and the city manager's office take part in the process. The BDA is available to host the meeting(s) and/or help facilitate this conversation."

A similar letter of support was received from the Chamber. Since that time a work group comprised of members of the Vander Hoek Corporation (VHC), the BDA, and various individuals from Old Bellevue merchants, have met with the city staff comprised of the Directors of Parks, Planning, Transportation, Development Services, the City Manager's office, and technical staff, to explore public/private partnerships as requested, related to parking in Old Bellevue and the Downtown Park. Meetings were held on October 14, October 30, December 9, 2014, and January 30, 2015.

Work to Date

1. An agreement by the City to hold a Public Open House for all stakeholders with interests in the Downtown Park.

The Open House is schedule in March, 2015.

2. Review and presentation by Gibson Traffic Consultants who prepared the 2013 Bellevue Downtown Park Parking Study resulting in the planned parking at the Downtown Park with closure of the circle at the SE corner.

The Gibson Report shows that with completing the circle and the addition of the Inspiration Playground, the number of parking stalls needed for average peak park uses are being provided for within the Downtown Park. In addition, the report points out that there will still be 50-60 parking spaces exceeding the recommendation for average peak park uses.

Furthermore, the consultant concluded in the study:

“This study was much more in-depth than any other parking study or survey we have done....based on this information, the methodology is valid for determining the number of users of the park, where they are at in the park and the specifics of the parking.”

The Gibson Study is supported by all city departments involved in the work group. However, others on the work group remain in opposition, or are unconvinced.

3. Presentation by the consultant (Transpo Group, Inc.) who prepared in May, 2014 a targeted Parking Study for Old Bellevue.

The Transpo Study explored solutions for parking in Old Bellevue that range from using the existing supply more efficiently to building new.

4. An agreement by the City to scope and estimate the cost of a subsequent parking analysis for Old Bellevue to build a financial partnership initially proposed by Mr. Vander Hoek in his September letter and supported by the BDA.

City staff has estimated the cost of such a study to be between \$70,000-\$80,000 depending on scope. A first phase would be closer to \$20,000-\$30,000.

5. An agreement to return with a joint recommendation to the City Council for a partnership to undertake the study if a downtown sponsor and financial partner(s) comes forward.

No downtown sponsor has yet stepped forward but some interest remains in a partnership by some members.

6. Review and potential revisions to the City Code regarding parking in Old Bellevue.

Due to interest in other topics, potential Code amendments remain an outstanding issue.

7. Additional measures will or already have been taken in part to ease the parking stress resulting from the various current and planned public and private construction projects in the area.

- a. *In 2014, the Transportation Department added capacity for an additional 29 spaces of on street parking in Old Bellevue, 17 of which are adjacent to the park parking lot along 100th Avenue NE. the other 12 are on Main Street or adjacent to Main Street in Old Bellevue.*
- b. *The Parks Department will phase the construction of the “Complete the Circle” project in order to keep some parking in the South East corner lot available as long as possible during construction. Additionally, expansion of the west parking lot will occur prior to the elimination of parking in the South East corner to ensure adequate parking capacity is maintained during construction.*
- c. *Previously, at the request of OBMA, the park rules were modified to allow for general public parking after 6pm.*
- d. *For 2015, park rules for reserved and special events that exceed 150 in attendance require individual parking management plans to mitigate impacts.*

Current Status: At the last meeting on January 30th VHC declined to further participate. The BDA responded that they would contact the City about setting any future meetings.

The January 28 letter (attachments 1) requests the following issues be addressed prior to any changes in the DTP:

1. *“Take an active interdepartmental approach to review of the proposed plans and alternatives to achieve multiple objectives of various departments and address concerns of the public.”*

The Directors of Planning, Transportation, Development Services, Parks, and a Deputy City Manager have attended each meeting and reviewed all the reports, letters and materials. The City Manager attended the kick-off meeting, and has had meetings with the BDA and Vander Hoek Corporation representatives on separate occasions. The majority of two work group meetings were held on critical review of the Gibson Study of parking needs of the Downtown Park, and no significant technical flaws were found based on the review of the above list of departments.

The DTP parking plan complies with the council adopted policy which had substantial public input and process. The Parks Department will hold a public open house on the next phase of the DTP development in March, 2015.

2. *“Update the Park Master Plan EIS and Gibson Parking Study. The update should reassess traffic and parking and specifically consider: 1) current and future growth and land use patterns around the DTP, and 2) changes to the park design and uses, including the NE Corner Gateway, Inspiration Playground, includes community desire for greater size/frequency of park events and inclusion of “active” park uses.”*

The EIS for the Downtown Park dates to March, 1985. Development of a Park Master Plan (together with the appropriate level of environmental review) is the mechanism by which parks are established, and recreational and cultural uses are designated pursuant to Comprehensive Plan Policy PA-27. Park master planning is undertaken with a long term vision in mind because park facilities contemplated by a plan are often developed in phases over the course of many years or decades. The environmental review associated with the Master Plan does not expire and is not subject to a time limitation.

However, new environmental review may be required if substantial changes to the plan are considered or if project level development impacts that occur in later park development phases were not contemplated at the time that the original review was undertaken or the existing conditions have significantly changed. For this reason the Gibson Study was conducted in 2013 and is based on current parking impacts.

There currently exists incidental excess parking in Downtown Park for the ordinary peak needs of park users which is used for Old Bellevue parking overflow. For 2015 and going forward, park rules for reserved and special events that exceed 150 in attendance require individual parking management plans to mitigate impacts. Should in the future additional parking be

needed at the Downtown Park, a structured parking option at the west parking facility is not foreclosed.

In order to update the Downtown Park EIS and to do a second Parking Study on the Downtown Park before proceeding with closure of the circle would affect the planned completion of the Downtown Park and building the Imagination Playground as follows:

Current Schedule:

The construction permit application has been filed. The Downtown Park is scheduled to begin construction in mid-July, 2015, and re-open prior to the 2016, 4th of July celebration.

Depending on the success of the grants and other fundraising activities, the Inspiration Playground could start as early as this fall, with completion at the end of 2016.

Delayed Schedule:

Projects consistent with the adopted Master Plan and in compliance with city codes are unlikely to trigger an update or supplement to an EIS. SEPA again applies at the time of Plan updates and project level permits such as building or clearing and grading permit process where mitigation conditions are applied.

Permits for the Circle project have been applied for in anticipation of construction in mid-July, 2015, and re-open prior to the 2016, 4th of July celebration. Separate permits cover the Inspiration Playground. These will involve a SEPA determination. If the SEPA determination is appealed during the permit process, the appeal period will cause the project start date to be delayed at least one year, opening prior to the 2017, 4th of July celebration. If additional environmental review is required, amending or supplementing the EIS would extend the time needed to complete the permit process from 6 to 12 months. Work of consultants to prepare required documents or studies, public meetings, public notice periods, and project review could extend the permit timeline. The timing of permit issuance will also impact the start date of construction as construction activities are sequenced with major park events like the 4th of July Celebration and Magic Season. In combination, these factors could add 2+ years to the park completion schedule.

The Inspiration Playground project is somewhat dependent on the timing of the Circle project so similar delays could affect the completion of that project as well. The playground project has State and Federal grants of up to \$1.5M that are pending State budget approval and Federal appropriations. The applicant has two years from the date of approval to start construction. The Rotary has a \$1M request of the State legislature this session.

3. *“Perform a detailed analysis to determine the construction costs and timing impacts of parking alternatives to ensure adequate public parking.”*

The current analysis demonstrates that the planned DTP parking is more than sufficient for its average peak uses. The Parks Department conducted a preliminary analysis of the feasibility of adding an additional 50 stalls to the parking lot on 100th, beyond what is currently planned and above the needs of average park peak use, to be implemented in partnership with a business sponsor for non-park users. No interest was expressed in this option, dropping it from further

consideration. Moreover, such a project would require the City amend its policy of limiting parking use for DTP users.

4. *“Develop and adopt a well-defined public parking policy prior to any changes at the DTP.”*

With the DTP current construction schedule, there is a full year to develop and adopt such policies.

5. *“Involve the public and stakeholders in the implementation process so they have an opportunity to identify issues, concerns and solutions in a way that provides productive input to the city.”*

The DTP went through extensive public input during the Master Plan process in the 1980's and 1990's, including a CAC. More recently, in 2014, Parks staff presented the park project to the Down Town Residents Association, twice to the OBMA, the Parks Board, the BDA and an Open House is being scheduled in March 2015.

6. *“Determine if convenient public transportation alternatives appropriately service the park and surrounding areas.”*

This work can be done at the same time the parking policy referenced in #4 above is done.

The February 2 (attachment 2) letter from the BDA addresses:

- a. A more comprehensive Downtown Parking Strategy,
- b. Additional public explanation of the DTP parking plan with completion of the circle, and
- c. Supports further work on the feasibility and market opportunities for public/private short-term parking facilities

A comprehensive Downtown Parking Strategy is a larger topic that involves a significant public conversation, resources that the City does not now have, and will take collaboration with the BDA to develop support.

The City has committed to provide better public information regarding the plan for the DTP parking with respect to completion of the circle and addition of the Inspiration Playground, including the fact that future additions of parking to the DTP, if needed, is not precluded.

Work on a parking partnership in Old Bellevue requires a private sponsor. The BDA has offered to facilitate the next steps in this partnership.

Options:

- A. Continue with a coalition of the willing on advancing parking solutions for Old Bellevue if a downtown sponsor and financial partner comes forward; hold a public open house on the completion of the Downtown Park to answer questions, and continue with development of the Downtown Park on schedule.

- B. Delay the Downtown Park development 2-3 years to update the EIS and undertake a second Downtown Park parking study; continue with a coalition of the willing on advancing parking solutions for Old Bellevue if a downtown sponsor and financial partner comes forward.
- C. Hold a public open house on the completion of the DTP to answer questions, and continue with development of the Downtown Park on schedule; consider the Old Bellevue parking issues in the context of the Downtown Livability Study implementation.

Recommendation

Continue with a coalition of the willing on advancing parking solutions for Old Bellevue if a downtown sponsor and financial partner comes forward; hold a public open house on the completion of the DTP to answer questions, and continue with development of the DTP on schedule.

Next Steps

Unless redirected, staff will respond to the letter from the Old Bellevue merchants based on information provided herein, meet with the BDA about moving forward, and hold an Open House on the DTP.

OR

Council can hold a study session to provide redirection.

Patrick Foran
Director
City of Bellevue Parks Department
450 110th Avenue NE
Bellevue, WA 98004

January 28, 2015

Dear Mr. Foran,

We, as neighboring stakeholders of the Downtown Park (DTP), request the opportunity to have productive input with an interdepartmental approach for its successful planning and completion. We are confident this signature DTP project can further enhance the local and regional appeal of both Downtown and Old Bellevue. However, as neighboring stakeholders, we strongly believe this expanded use and added appeal will compound an already difficult public parking situation in and around DTP. For this reason we believe there should be updated consideration of the economic and transportation impacts that includes public involvement in order to benefit Bellevue and improve user satisfaction.

Over two dozen local businesses, organizations, and community leaders have reviewed current DTP plans, and share the General Principles of Agreement, outlined below:

1. An observed current shortage of public parking supply in and around DTP already adversely affects residents, local businesses and property owners.
2. Planned DTP improvements and expansion (The NE Corner Gateway and Inspiration Playground) and expected city growth should all be considered to determine future public parking demand and define an adequate supply. Park use and city growth far outstrip factors that were considered in the Park Master Plan EIS or Gibson Parking Study.
3. Parking management can, and should be, improved in the park. To date, stakeholders have received mixed messages on parking management and monitoring.
4. DTP contains viable options for additional public parking.
5. Parking must be in close proximity to its uses.
6. There was very little public outreach and awareness about the parking plan in the "Complete the Circle" project. A concerted effort should be made to include input from residents, businesses and property owners prior to finalizing the DTP expansion plans.
7. Many users do and will drive from other parts of the city and region to enjoy the park. Convenient public transportation alternatives are limited to bring users to the park and surrounding areas.

Prior to any changes at DTP, we request the following actions be taken by the city immediately in 2015 to address the current and future DTP parking needs in the appropriate way.

1. Take an active interdepartmental approach to review the proposed plans and alternatives to achieve multiple objectives of various departments and address concerns of the public.
2. Update the Park Master Plan EIS and Gibson Parking Study. This update should reassess traffic and parking and specifically consider: 1) current and future growth and land use

patterns around DTP, and 2) changes to the park design and uses, including the NE Corner Gateway, Inspiration Playground, increased community desire for greater size/frequency of park events and inclusion of "active" park uses.

3. Perform a detailed analysis to determine the construction costs and timing impacts of parking alternatives to ensure adequate public parking.
4. Develop and adopt a well-defined public parking policy prior to any changes at DTP.
5. Involve the public and stakeholders in the implementation process so they have an opportunity to identify issues, concerns and solutions in a way that provides productive input to the city.
6. Determine if convenient public transportation alternatives appropriately service the park and surrounding areas.

Based on discussion city-wide there are high level supporters not represented in this letter who also would like to see further consideration for parking in the Downtown Park. We recognize that the traffic and public parking problem in and around Old Bellevue is not simply a Parks Department issue. However, as Downtown Bellevue grows both in size and popularity, patrons and businesses partially rely on the parking relief provided by DTP. Our desire is for the Parks Department to step back, collaborate with its neighbors and other City departments, and help develop a comprehensive public parking solution for the DTP and surrounding area.

Sincerely,
Downtown Park Neighborhood Stakeholders

Don Booth
Don Booth (Jan 19, 2015)

Don Booth, President
Old Bellevue Merchants Association

C W Radford
C W Radford (Jan 26, 2015)

Colin Radford, Managing Member
RAMCO Properties LLC

Joseph Brazen
Joseph Brazen (Jan 25, 2015)

Joseph Brazen, Owner
Brazen Sotheby's International Realty,
520 Bar and Grill

Heidi Pickard
Heidi Pickard (Jan 26, 2015)

Heidi Pickard, President
Downtown Bellevue Residents Association

Stu Vander Hoek
Stu Vander Hoek (Jan 26, 2015)

Stu Vander Hoek, President
Vander Hoek Corporation

cc: Brad Miyake, Bellevue City Manager;
Bellevue City Council



February 2, 2015.

The Honorable Claudia Balducci, Mayor
Bellevue City Council
450 110th Avenue NE
Bellevue, WA 98004

RE: BDA Input on Downtown Parking

Dear Mayor Balducci and Councilmembers:

Thank you for the City's attention to requests the Bellevue Downtown Association and other community stakeholders have made on the downtown parking topic. As the Downtown Livability Initiative nears its next phase and with the ongoing dialogue about parking in Old Bellevue, the BDA would like to reiterate our interest in collaborative work with the City on the range of parking issues.

Downtown Parking Strategy: First, we continue to support steps that would clarify a comprehensive parking strategy for downtown. This effort may call for a partnership approach, as well as facilitation by an agreed-to third party when specific alternatives are evaluated. The downtown community would benefit from an effective process with buy-in from private and public stakeholders. Core questions framing the work could be:

- *What's the community's vision for parking in downtown (market-delivered and public supply)?*
- *Who should be participating on this issue, and what fact-finding is needed?*
- *How is success in our parking supply and the user experience defined?*
- *What solutions have strong support and the best chances to fulfill the vision?*

Downtown Park "Complete the Circle" Project: We ask that the City apply the necessary time and resources to build greater awareness and confidence in the parking component. We see the Park project itself receiving broad support. However, the plan to consolidate with no net loss/gain of parking capacity is counterintuitive for an expansion project with a destination playground set in a fast-growing urban center. Neighboring businesses and residents have raised several concerns about the assumptions and methodology used for the underlying parking study.

Public/Private Short-Term Facilities: The BDA supports further work to chart the feasibility and market opportunities for a possible public/private partnership to open up new parking capacity for short-term/retail/visitor use in the Old Bellevue area, and other downtown areas if needed. As the Downtown Livability Advisory Committee report states, "Old Bellevue has unique characteristics and associated needs that warrant a shared facility and detailed review of public/private opportunities."

Lessons from other downtowns prove that parking, with its varied customer groups, role in our economy, and its relationship to future development, will play prominently in our future. We again appreciate the City's responsiveness and willingness to engage with us on the issues. We look forward to more progress and the BDA stands ready to help facilitate as needed in the next steps.

Sincerely,

A handwritten signature in black ink that reads 'Susan Stead'.

Susan Stead, Board Chair

A handwritten signature in black ink that reads 'Patrick Bannon'.

Patrick Bannon, President

Speaker #2
Attachment 3
Provide Copies to:

Deputy City Managers (2)
Transportation Director
Parks Director
PCD Director
DSD Director

Carl Vander Hoek
342 102nd Ave SE Apt 218
Bellevue, WA

9/22/14

Bellevue City Council
450 110th AVE NE
P.O. Box 90012
Bellevue, WA 98004

Dear Mayor Claudia Balducci and Honorable Council Members,

My name is Carl Vander Hoek (342 102nd Ave NE #218, Bellevue) and I am a Downtown resident and property owner and am here today as a representative of the Old Bellevue Merchants Association. We ask for your support in exploring a private/public partnership between the city and Old Bellevue, setting up a Local Improvement District or a similar funding mechanism that will increase parking for the expansion of Downtown Park and the neighborhood. Currently park expansion plans call for no new parking beyond what is provided today.

Parking in Old Bellevue is extremely difficult to say the least. Customers cannot find parking, so they are starting to take their business elsewhere. Additionally, parking for employees is not available for many businesses so they take on street parking away from customers, which further impacts businesses.

Of the over 250 events at the park annually over 170,000 visitors come to the park. The current parking and future plans for the same amount of parking we have today are not sufficient for these needs or to accommodate Bellevue's future growth projections. When patrons cannot park at the park they overflow in to the streets of Old Bellevue that are already at capacity. From there parking needs spills over into adjacent residential neighborhoods. This is no different from the concerns in the past when Surrey Downs, Northtowne, and West Bellevue appealed to the city for permit parking in their neighborhoods.

A parking garage makes good sense for the residents, park patrons, and Old Bellevue employees and customers. We need your help to provide more parking for the increased park use, restaurants and retail businesses in Old Bellevue. We would like to work in collaboration with the city, residents, property owners, merchants, the Bellevue Downtown Association, Bellevue Rotary, and the Chamber of Commerce to find a solution that better addresses current and future parking needs and establishes a LID in Old Bellevue to help pay for the additional cost of increased parking.

Making monthly paid parking available for employees and residents would also provide a source of income for the city that will help fund additional parking. Rather than penalizing parkers by increasing parking monitoring and ticketing, which discourages customers and

visitors to the area and would be an on going expense of the park, the Old Bellevue Merchants' Association recommends utilizing the land the city currently owns in the most efficient way for the benefit of the community to accommodate the parking needs for Bellevue and the parks future growth.

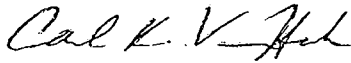
The Old Bellevue Merchants Association has the support of the Bellevue Downtown Association. We have scheduled meetings with Bellevue Rotary, the Chamber of Commerce, and the Downtown Bellevue Residents Association and others to seek their support for additional parking in the park. It is an easy sell as it benefits all and costs little. We have also scheduled a meeting with BDS Consulting who contracts with the City of Seattle to form Local Improvement Districts. We request the assistance of the city in this effort.

When the benefits are so great and these additional sources of funding, it makes good sense to support a parking garage at the Bellevue Downtown Park. We look forward to working with you further on a solution.

Thank you from the Old Bellevue Merchants Association for your consideration of this issue.

Sincerely,

Carl Vander Hoek



Old Bellevue Merchant's Association Board Member



September 22, 2014

The Honorable Claudia Balducci, Mayor
Bellevue City Council
450 110th Avenue NE
Bellevue, WA 98004

RE: Old Bellevue and Downtown Park parking

Dear Mayor Balducci and Councilmembers:

As you may be aware, the Old Bellevue Merchants Association has surfaced a partnership approach to finance public parking for Old Bellevue and the Downtown Park. The Bellevue Downtown Association supports further work on this concept. Businesses in the Old Bellevue area, including some property owners, have shown interest in forming a special assessment district in Old Bellevue primarily for the purpose of funding structured parking. This new parking capacity would support businesses in the area and users of the expanded park. To raise sufficient capital, the plan may require a city contribution and a pay-parking revenue stream.

We respectfully ask the City Council to approve the start of city staff work with stakeholders on next steps to: build mutual understanding of the problem/need; provide information and resources regarding district formation; and ensure that staff leadership from parks, planning, transportation, development services, the city attorney's office, and the city manager's office take part in the process.

The BDA is available to host the meeting(s) and/or help facilitate this conversation. Thank you for taking this request under consideration, and we hope for a cooperative path forward.

Sincerely,

Handwritten signature of Ross Jacobson in black ink.

Ross Jacobson, Board Chair

Handwritten signature of Patrick Bannon in black ink.

Patrick Bannon, President