

CITY OF BELLEVUE  
CITY COUNCIL

Summary Minutes of Regular Meeting

May 20, 2025  
6:00 p.m.

Council Chambers  
Bellevue, Washington

PRESENT: Mayor Robinson, Deputy Mayor Malakoutian<sup>1</sup> and Councilmembers Bhargava, Hamilton<sup>2</sup>, Lee, Nieuwenhuis, and Sumadiwiryra

ABSENT: None.

1. Call to Order

The meeting was called to order at 6:03 p.m., with Mayor Robinson presiding.

2. Roll Call; Flag Salute

Deputy City Clerk Karin Roberts called the roll and all Councilmembers except Deputy Mayor Malakoutian were present. Mayor Robinson led the flag salute.

(a) Bike Everywhere Month Proclamation

Councilmember Nieuwenhuis read the proclamation declaring May 2025 as Bike Everywhere Month and May 14 as Bike Everywhere Day in Bellevue. He urged everyone to consider bicycling for commuting and recreation and to enjoy the many benefits it brings to our community.

Katherine Hollis, Eastrail Partners, commented regarding the ongoing development of Eastrail, noting that the new Wilburton Trestle is under construction and anticipated to open by the end of 2026. Eastrail connects with two light rail stations in Bellevue and two stations in Redmond, and the future Grand Connection crossing over I-405 will connect to Eastrail.

(b) National Safe Boating and Paddling Week Proclamation

Councilmember Sumadiwiryra read the proclamation recognizing May 17-23, 2025, as National Safe Boating and Paddling Week in Bellevue. She encouraged everyone to practice safe boating and paddling habits including wearing life jackets, taking boating safety classes and staying informed about local water conditions.

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<sup>1</sup> Deputy Mayor Malakoutian joined the meeting at 6:30 p.m.

<sup>2</sup> Councilmember Hamilton participated remotely and left the meeting at 10:05 p.m.

Dale Vodicka, volunteer with the U.S. Coast Guard Auxiliary, thanked the Council for the proclamation. He said we all have a shared responsibility to ensure safety on the waterways and to foster a culture of responsible boating and paddling.

Steve Erickson, representing America's Boating Club of Bellevue (formerly known as the U.S. Power Squadron), thanked the City for being a partner in boating and water safety. He noted that Bellevue has more shoreline on the east side of Lake Washington and west side of Lake Sammamish than any other city on the Eastside. He spoke about the importance of boating and paddling safety courses to avoid accidents and fatalities.

Diane Heinrich, Co-Commander, America's Boating Club of Bellevue, encouraged everyone to be safe, wear their life jackets and to watch out for other boaters and paddlers.

(c) Mental Health Awareness Month Proclamation

Councilmember Bhargava read the proclamation recognizing May 2025 as Mental Health Awareness Month in Bellevue. He encouraged all members of the community, including businesses, schools and community organizations, to help increase awareness and understanding of mental health and to support and remove the stigma of mental health care.

Jennifer Jefferies, Executive Director, IKRON Greater Seattle, accepted and thanked the Council for the proclamation. IKRON provides mental health services in Bellevue and across King County and often sees individuals at their most challenging moments. Ms. Jefferies thanked the City for its ongoing support of IKRON's efforts to provide essential and impactful mental health services to those who need it the most. She expressed appreciation for her fellow therapists, doctors, nurses, peer support specialists and others, especially during and since the COVID-19 pandemic.

(d) Public Works Week Proclamation

Councilmember Lee read the proclamation recognizing May 18-24, 2025, as National Public Works Week in Bellevue. He encouraged everyone to recognize and honor the vital role that public works professionals play in advancing the quality of life in our community.

Lucy Liu, Director, Utilities Department, thanked the Council for the proclamation and for recognizing the work of staff in the Utilities, Transportation, Parks and Community Services, and Finance and Asset Management Departments. She said the City is committed to delivering services that support health, safety and a high quality of life in Bellevue.

3. Approval of Agenda

→ Councilmember Lee moved to approve the agenda, and Councilmember Bhargava seconded the motion.

→ The motion carried by a vote of 6-0.

4. Oral Communications

Deputy City Clerk Roberts said the total time for oral communications is for a period not to exceed 30 minutes and topics must relate to City of Bellevue government. Persons speaking to items on the agenda will be called first and if time remains, others will be called. The presiding officer is authorized to give preference to individuals who have not spoken to the Council within the past 60 days or who are speaking to items that will come before the Council in the upcoming 60 days. Each speaker is allowed up to three minutes to speak and a maximum of three speakers are allowed to speak to any one side of a particular topic. In compliance with Washington state campaign laws regarding the use of public facilities, no speaker may support or oppose a ballot measure or candidate.

Mayor Robinson suggested that if anyone is unable to speak tonight, they are welcome to submit their comments via email to [Council@bellevuewa.gov](mailto:Council@bellevuewa.gov).

- (a) Todd Woosley thanked the Council for visiting their property to discuss the potential for developing housing that is desperately needed. He asked the Council to remove the requirement for local streets in the draft Wilburton Land Use Code Amendment (LUCA). He believes the need for transportation infrastructure with new development will be met under existing code language.
- (b) Jim Reed said he has worked in commercial real estate in the Bellevue area for more than 20 years. He said requiring local streets in the Wilburton LUCA that are both ambiguous and uncertain makes it very difficult for developers to propose development and prevents the development of additional housing on unnecessary roads. He said he has spoken with 30-40 developers and the barrier of adding a road on the Brierwood property greatly reduces the number of housing units that could be developed. He expressed concern that the proximity of a new road near 120<sup>th</sup> Avenue NE and Bel-Red Road would increase traffic congestion. He said the street requirement benefits the proposed development only and does not provide a public benefit.
- (c) Jacqueline Quarre said the type of local street proposed in the Wilburton LUCA is not a safe connection and will not facilitate pedestrian or cycling activity. She expressed support for the development of housing. However, she questioned requiring local streets before seeing specific projects to consider. Ms. Quarre asked the Council to remove the local street requirement. She said the existing code already requires a walkable grid of pedestrian, bike and vehicular access. She said the local street requirement prioritizes cars over people and housing units.
- (d) Anthony Hevia expressed support for the Wilburton LUCA recommendation by staff and the Planning Commission.
- (e) Brady Nordstrom, Associate Director of Government Relations and Policy, Housing Development Consortium, said he was also representing the Eastside Affordable Housing Coalition. He expressed support for the Wilburton LUCA to ensure that affordable housing will be developed along with market-rate housing. He thanked staff, the Planning

Commission and the community for their work on the LUCA. Mr. Nordstrom thanked the Council for recognizing the importance of housing in the drafting of the LUCA.

- (f) Scott Aldridge, Legislative District 48 Democrat representative to the State Central Committee, spoke to the critical need for housing across the state. He urged the Council to do all it can to increase the housing supply.
- (g) Christopher Randels, Complete Streets Bellevue, expressed concern regarding vehicle speeds and street racing. He said the Bellevue Police Department reports that the number of speeding infractions has increased by 152 percent over the past year, which has led to more accidents, fatalities and more serious injuries. He expressed support for lowering speed limits and changing speed limit signs to reduce vehicle speeding. He said narrower streets and other design features can discourage speeding. He encouraged urgency in an evaluation of the resources needed for bike-pedestrian routes and other safety projects. He thanked the Council for its support of the Vision Zero program.
- (h) Edward Wang expressed support for the middle housing LUCA. He said many Councilmembers have talked about affordability for the middle class, including police officers, firefighters and teachers. However, he expressed concern that the draft LUCA does not support that goal. He noted the high cost of land in Bellevue and said it can cost \$2 million to buy a house that someone plans to tear down and redevelop. He said even cottages would be too expensive for police officers and teachers. He suggested that if six housing units are built on a lot, the units could sell for \$800,000 to \$1 million. He said Bellevue needs six units per lot in as many areas as possible. He urged the Council to adopt the middle housing LUCA urgently and without modification.
- (i) Valentina Vaneeva, a Crossroads neighborhood resident, expressed support for the proposed middle housing LUCA. She said that, according to the City's survey, 81 percent of Bellevue residents support middle housing near transit and jobs.
- (j) Aaryan Gaurav described Bellevue Youth Council's Project He@lio, an AI chat bot available on [www.Compassion8Innovation.org](http://www.Compassion8Innovation.org) to provide mental health support for youth.
- (k) Victor Bishop noted that he sent an email to the Council the previous week regarding parking ratios and traffic impacts related to the development of housing and affordable housing. He said most new residents will have a car, which adds to traffic congestion. He encouraged the Council to require adequate parking for new housing.
- (l) Joe Fain, President and CEO of the Bellevue Chamber of Commerce, said the Chamber and Eastside Housing Roundtable submitted an updated draft proposal to unify the two organizations' position regarding housing development in the Wilburton area. He expressed appreciation for the significant work of the Planning Commission and staff on the Wilburton LUCA.

- (m) Andrew Coates, KG Investment Properties, expressed support for Mr. Nordstrom's comments above. He said a key consideration in developing housing is the multifamily tax exemption (MFTE) program, which is outside the scope of the Wilburton LUCA. He encouraged the Council to adopt the proposed adjustments to the MFTE program as part of the Eastside Housing Roundtable's recommended package.
- 5. Reports of Community Councils, Boards, and Commissions: None.
- 6. Report of the City Manager: None.
- 7. Council Business and New Initiatives
  - Deputy Mayor Malakoutian moved to excuse Mayor Robinson's absence from the June 3, 2025, Council meeting. Councilmember Nieuwenhuis seconded the motion.
  - The motion carried by a vote of 7-0.
- 8. Consent Calendar
  - Deputy Mayor Malakoutian moved to approve the Consent Calendar, and Councilmember Nieuwenhuis seconded the motion.
  - The motion to approve the Consent Calendar carried by a vote of 7-0, and the following items were approved:
    - (a) Council Minutes  
*Minutes of May 6, 2025 Regular Meeting*
    - (b) Motion to approve payment of claims and payroll for the period April 1, 2025 – April 30, 2025.
    - (c) Resolution No. 10511 authorizing execution of an interlocal agreement between the local governments participating in the Water Resource Inventory Area 8 (WRIA 8) Salmon Recovery Council, to provide a mechanism and governance structure for joint funding, planning, and implementation of priority Chinook salmon recovery projects and programs.
    - (d) Resolution No. 10512 authorizing the conveyance of an easement to Puget Sound Energy Inc. (PSE) for installation, operation, and maintenance of above ground electrical facilities that serve the City of Bellevue-owned property located at 1225 112th Ave NE, known as the Bellevue Fire Station 10 property.
    - (e) Resolution No. 10513 authorizing execution of an interlocal agreement with the City of Kirkland, City of Redmond, and the Northeast King County Regional Public Safety Communication Agency (NORCOM) to implement the use of the iBase application.

At 7:00 p.m., Mayor Robinson declared a short break. The meeting resumed at 7:12 p.m.

9. Public Hearings: None.

10. Study Session

(a) Recommended Wilburton Land Use Code Amendment and Rezone

City Manager Diane Carlson introduced discussion regarding the Wilburton Vision Implementation Land Use Code Amendment (LUCA). She recalled that the Planning Commission's recommendation was presented to the Council on April 15, and the Council raised a number of questions. Tonight's presentation will address those questions and requests for more information.

Rebecca Horner, Director, Development Services Department, said staff is seeking direction to prepare an ordinance for final action at a future meeting, incorporating the Council's decisions regarding staff-recommended options related to access corridors (local streets, flexible access, shared use paths), open space, fee-in-lieu vesting, Master Development Plan framework, and off-site affordable housing for commercial projects.

Josh Steiner, Senior Planner, Development Services Department, said the objective of the LUCA is to implement the Wilburton Vision through the Land Use Code. Key ordinances providing the policy framework for the LUCA are Ordinance No. 6802 (adopted July 23, 2024) and Ordinance No. 6811, Citywide Comprehensive Plan Update (adopted October 22, 2024). The three key policy areas are: 1) cultural and community connections (e.g., mixed uses, multimodal connections), 2) future land use (e.g., trails and transit, diverse and affordable housing, range of implementation tools), and 3) open space and natural systems (e.g., urban park system, Sustainable District, Eastrail linear park/path).

Mr. Steiner highlighted the extensive community engagement efforts including Planning Commission and other meetings, meetings with the business community and community organizations, workshops, information sessions, online forums and the Planning Commission's public hearing in February.

Nick Whipple, Code and Policy Director, Development Services Department, summarized the April 15 Study Session with the Council. He recalled there was general support for the public outreach and LUCA process approach. There were questions regarding building design and the public realm, access corridors (e.g., local streets, sidewalk widths and usage), and affordable housing (e.g., catalyst program, multifamily tax exemption program update). Mr. Whipple recalled that the Council requested an analysis of the proposals from the Eastside Housing Roundtable and Bellevue Chamber of Commerce regarding access corridors, open space, fee-in-lieu vesting, Master Development Plan framework and off-site affordable housing option for commercial projects.

Mr. Whipple addressed the request for more information regarding building design and the public realm. He said staff and the Planning Commission heard broad community input in support of flexibility in the code to avoid missing opportunities to maximize development and housing in the Wilburton transit-oriented development (TOD) area. He described the base-tower framework for new buildings with a base up to 55 feet in height and an upper tower. Buildings can have a 75-foot wide building segment that connects across a private access corridor. For the tower, residential development is limited to 16,000 gross square feet per floor and non-residential development has a maximum of 30,000 gross square feet per floor.

Mr. Whipple said the Wilburton approach is more flexible than the Downtown's base-middle-top approach. Tower orientation is controlled through the north-south block standards to promote east-west views, and there are no upper-level setback requirements. He said there are no upper level stepback requirements proposed for Wilburton due to the objective of developing as much housing as possible.

Mr. Whipple recalled a question from Council about how the LUCA promotes light, air and a comfortable pedestrian experience. He said the LUCA requires overhead weather protection and active uses along most pedestrian corridors and walkways. The street-level massing standards are calibrated to the block and corridor dimensions to preserve light, air and views. Mr. Whipple said that building massing flexibilities rely on block size requirements and corridor widths to ensure solar access and view corridors, avoid a canyon-like feel and create a welcoming, human-scaled streetscape.

Mark Poch, Deputy Director, Transportation Department, addressed the recommendation to require local streets. He said this is supported by the Comprehensive Plan. He said local streets provide direct connections for walkability, encourage street-level activation, guarantee direct access to arterials and transit, and create a predictable, inclusive and safe public realm for all users. He described the advantages of designating local streets as public streets including public maintenance, enforcement and responsiveness to concerns raised by the public (e.g., potholes and other maintenance needs).

Mr. Poch recalled a question about the necessity for the north-south street between NE 12<sup>th</sup> Street and NE Bel-Red Road. He said the short street fills a key gap east of 120<sup>th</sup> Avenue NE and improves north-south pedestrian, bike and vehicle access in a key part of the district. The recommendation is based on a street network analysis and supports a small block pattern with a TOD-compatible grid development.

Mr. Poch provided information regarding how the LUCA addresses sidewalk standards and sidewalk cafes. Local streets have 10-foot sidewalks, flexible access corridors (privately owned streets) have 8-foot sidewalks and commercial driveways have 6-foot sidewalks. Sidewalk cafes are allowed with a permit and must maintain ADA access and meet right-of-way requirements. Outdoor dining on private property is encouraged where space is limited.

Mr. Whipple noted that retail businesses near sidewalk cafes typically experience an increase in sales and wider sidewalks accommodate more street-level activity.

Mr. Whipple said there was a previous question from the Council about the affordable housing catalyst program. For residential development, there is a five percent affordability requirement for the first 500 units or until June 1, 2026. After that, the requirement increases to 10 percent. There is a 25 percent fee reduction for the first 500 units and up to 1,000 units may vest. For commercial development, there is a 25 percent fee reduction for the first 600,000 square feet or until June 1, 2026. There is a 50 percent fee reduction for Life Science and Medical Office uses until June 1, 2028.

Mr. Whipple said there was also a question about how the multifamily tax exemption (MFTE) program interacts with the Land Use Code incentives and requirements. When the MFTE and land use incentives are combined, the overlapping units must meet a 15 percent lower area median income (AMI) threshold. Mr. Whipple said this deeper affordability requirement has been applied citywide since July 2021. He said two of the six MFTE projects have also used LUC incentives, resulting in 54 more units at deeper affordability levels.

Mr. Whipple described the topics for the Council's consideration and direction : 1) local streets, 2) flexible access, 3) shared use path, 4) open space, 5) fee-in-lieu vesting, 6) Master Development Plan framework, and 7) off-site affordable housing for commercial projects.

Mr. Whipple said local streets are the only public-dedicated streets that the City is requiring in the Wilburton area. Features include 5-foot landscaping strips, 10-foot sidewalks, and on-street parking. Flexible access corridors are privately owned streets that make up most of the Wilburton area with 8-foot sidewalks and landscaping strips. The Planning Commission recommended a 14-foot shared use path, while the Eastside Housing Roundtable and Bellevue Chamber of Commerce prefer a 10-foot width. The commission recommended requiring 10 percent public open space, with an exemption for sites smaller than 40,000 square feet. The Eastside Housing Roundtable supports that recommendation. The Bellevue Chamber of Commerce recommends requiring 5 percent public open space and 5 percent private open space.

Regarding fee-in-lieu vesting, the Planning Commission recommended that the fee should be assessed and collected with the issuance of the building permit. The Bellevue Chamber of Commerce recommends that the fee be assessed at the time of the land use application and collected with the issuance of the permit.

Mr. Whipple noted that the updated Eastside Housing Roundtable proposal was distributed to the Council.

Mr. Poch described the options for local streets. Option A, the Planning Commission's recommendation, reflects a 67-foot corridor with 10-foot sidewalks, on-street parking, two 10-foot vehicle lanes and a 5-foot amenity zone. Option B from the Eastside Housing Roundtable recommends a 59-foot corridor with the same features except for 6-foot sidewalks. The Bellevue Chamber of Commerce proposes eliminating the local streets requirement or adopting Option B.

Mr. Whipple said TOD areas are designed to concentrate development and activity around transit, and significant growth is anticipated in the 300-acre Wilburton TOD area. He said the City is planning for 4,900 new housing units and 11,100 new jobs in the Wilburton area over the



next 20 years. The zoning capacity would allow up to 14,800 housing units. Mr. Whipple said pedestrian activity is expected to be significant on sidewalks and trails.

Deputy Mayor Malakoutian, liaison to the Planning Commission, thanked staff, the commission and the public for all of their work and involvement. He highlighted the benefits of the LUCA including increased building heights, reduced floor area ratio (FAR) requirements, and safe and walkable streets. He said there have been months of collaboration between staff, the commission, community organizations, Eastside Housing Roundtable, Bellevue Chamber of Commerce and residents. He noted that two consultants were involved in the planning as well. He said the largest floorplates in the city for both residential and commercial buildings are in the Wilburton TOD area, largely due to the need for housing. Mr. Malakoutian cautioned against adding or subtracting items from the LUCA package as recommended after months of careful work to achieve a balanced solution.

Mr. Malakoutian expressed support for local streets, as recommended, and noted his concern regarding the potential loss of the public realm. He concurred with the benefits of public versus private streets as described by staff during the presentation.

Councilmember Nieuwenhuis asked whether a study was conducted to determine the need to add local streets to accommodate traffic growth. Mr. Poch said the projections of 4,900 housing units and 11,100 jobs formed the basis for the recommended street system. Mr. Whipple said the environmental analysis conducted as part of the Comprehensive Plan periodic update included the Wilburton area, which informed the planning process. He said the code provides the flexibility to modify this requirement if the need is not deemed to be driven by the project itself.

Responding to Mr. Nieuwenhuis, Mr. Whipple said the number of housing units that could be lost due to the local street requirement has not been confirmed. Mr. Whipple said there are multiple ways to develop sites and to maximize density. Mr. Nieuwenhuis asked whether the City has ever required that a property owner build a local street on their own property. Mr. Poch said it has been done in the BelRed redevelopment area. He said for most residential development, it is common to convert private property into a public road or other transportation facility to mitigate the impacts of new trips to and from the site.

Councilmember Nieuwenhuis thanked staff for the information and for all of their hard work with the Planning Commission and public stakeholders. Regarding the local streets options, he said he was not convinced of the need for Option A. He expressed a preference for eliminating the local street requirement.

Councilmember Hamilton commended everyone on their efforts and expertise. He thanked the Eastside Housing Roundtable for their significant work and input over the past couple of years. He noted the critical need for housing and expressed support for local streets Option B as recommended by the Eastside Housing Roundtable.

Councilmember Lee expressed concern regarding some of the comments and input from residents and other stakeholders. He said it is not possible to be certain about the outcomes of the LUCA policies. He said the City should be careful about taking away private property without

the appropriate conversation and agreement. Mr. Lee asked which street has the best north-south connection. He expressed support for Option C to eliminate the local street requirement.

Mayor Robinson thanked the Planning Commission, staff, Eastside Housing Roundtable, and others for their significant efforts. She expressed support for local streets Option A, the staff and Planning Commission recommendation. However, she expressed concern about adding a major road for cars at the proposed location on the map [Slide 21]. Ms. Robinson said she would like to require either a shared use path or flexible access corridor as a dedicated ped-bike path.

Councilmember Sumadiwiryra asked about the possibility of verifying the number of housing units that would be lost by requiring local streets. She said affordable housing is a top priority, including for teachers and firefighters. She asked how many of the local streets are actually through a parking lot.

Mr. Whipple said it would be difficult to predict the loss of units with much certainty. However, he said the approach is to plan for meeting housing and job growth targets over the next 20 years. He noted that the LUCA provides the largest floorplates in the city with good flexibility including options to cantilever over sidewalk areas and to span across corridors. He said the LUCA is drafted to maximize development capacity while also providing a comfortable and inviting place for people to live and work.

Mr. Poch said the proposed local streets are all on private property with the exception of a public right-of-way on NE 6<sup>th</sup> Street.

In further response to Ms. Sumadiwiryra, Mr. Whipple said it is difficult to assess the potential density impacts on an individual site without knowing about other existing constraints.

Councilmember Sumadiwiryra said that her observations in Old Bellevue indicate that flexible access corridors and shared use paths attract more customers to small businesses, including her café, than local streets. She spoke to the urgent need for housing to prevent the further loss of teachers and families in Bellevue. She spoke in favor of flexible access and shared use paths with underground parking accessibility that benefits small businesses. She spoke in support of efforts to reduce the use of cars, which benefits the transportation system and the environment.

Ms. Sumadiwiryra expressed support for Option C to remove the local street requirement from the LUCA.

Councilmember Bhargava thanked staff for their work in support of this planning effort and the Planning Commission. He thanked the community stakeholders who engaged in the process and provided meaningful input. He expressed support for Option A, the Planning Commission's recommendation. He said it is important to set the framework now to preserve the public realm. Mr. Bhargava said the proposed LUCA reflects a balance of objectives, impacts and outcomes to implement the Wilburton Vision. He said it is important to ensure that housing is developed. He said he did not favor a shared use path but expressed support for a flexible access corridor where appropriate. Mr. Bhargava noted the importance of the proper maintenance of the path and suggested creating a permanent public easement available to pedestrians, cyclists and vehicles.

Mayor Robinson said it appeared that a majority preferred Option B if local streets are required, while a majority of the Council supports opting out of requiring local streets. She said three Councilmembers expressed an interest in flexible access. She said Councilmember Lee requested an evaluation of the cost of staff's recommendation.

Deputy Mayor Malakoutian said this is the biggest opportunity in Bellevue for the desired density and housing affordability levels. He reiterated his support for Option A. However, he wondered about the consequences of potentially modifying Option A to narrow the corridor and remove the two parking lanes. Responding to Mr. Malakoutian, Mr. Poch said the parking does provide street level activation space as well, so that use would be lost. Mr. Poch said the result of street narrowing would be large buildings out of scale with the reduced streetscape.

Mr. Whipple said the Planning Commission discussed that option. However, there are no other on-street parking requirements within the Wilburton TOD area so the commission felt it was important to preserve the parking lanes as recommended. Mr. Whipple said on-street parking helps support small businesses.

Mr. Malakoutian said he believes Option A is fair and balanced and he supports staff's recommended placement of the streets.

Councilmember Nieuwenhuis expressed support for eliminating the requirement for local streets and adopting a mandatory shared use bike-ped path with flexible access.

Councilmember Lee expressed concern regarding the expense of a local street or accessible corridor. He noted the value of input from developers and property owners. He said the City should maintain flexibility for development and measure and monitor the outcomes of the LUCA.

Mayor Robinson said she favors a ped-bike shared use path over a tiny street with vehicle lanes. Responding to Ms. Robinson, Mr. Poch said that if the local streets proposed by the Planning Commission were converted to shared use paths, he would be concerned about vehicular and emergency access. Mr. Poch said emergency access requires a 20-foot wide corridor.

Mr. Whipple said there are two options in the Wilburton LUCA that provide facilities for non-motorized traffic. He said the Wilburton plan includes active transportation corridors 30 feet wide that can double as a fire lane. He said a 14-foot width is recommended for the shared use path while certain stakeholders are requesting a 10-foot path. Mayor Robinson said it would be interesting to hear more information comparing an active transportation corridor versus a local street.

Councilmember Hamilton reiterated his preference for Option B and expressed support for Mayor Robinson's recommended shared use path instead of the proposed street grid.

Councilmember Sumadiwiry expressed an interest in any studies conducted to determine the effectiveness of flexible access. She said construction activity typically has a negative impact on

small businesses. She suggested removing the local street requirement and focusing on flexible access and a mandatory shared use path. Councilmember Sumadiwiryia said she wanted to support the interests of small businesses.

Councilmember Bhargava said he continued to support Option A. Responding to Mr. Bhargava, Ms. Poch said that in the case of a flexible access street, the City would require a public access easement on the private property. The property owner is expected to maintain the area at their expense and consistent with appropriate laws.

Mr. Bhargava spoke about the need for walkability and safety. He suggested that a flexible access corridor provides more certainty in those areas than an active transportation corridor or shared use path.

Mayor Robinson said there appeared to be Council support for local streets Option B as well as support for removing the local street requirement. She asked whether staff could bring back information comparing shared use, flexible access and active transportation corridor to include impacts on businesses, traffic, ped-bike access, maintenance, safety and costs.

Responding to Mayor Robinson, Mr. Whipple said it would be highly unlikely that anyone will provide a local street if the recommended map is removed from the LUCA.

Mayor Robinson said there is Council support for Option B dimensions if a local street is developed. However, a majority of the Council do not want to require the local streets reflected in the proposed map. Ms. Robinson, Mr. Bhargava and Mr. Malakoutian prefer Option A. However, Mr. Lee, Mr. Nieuwenhuis, Mr. Hamilton and Ms. Sumadiwiryia prefer eliminating the local street requirement (Option C).

Councilmember Hamilton thanked Mayor Robinson for the clarification.

Councilmember Lee suggested taking more time to study the impacts of the options.

At 8:55 p.m., Mayor Robinson declared a short break. The meeting resumed at 9:03 p.m.

Mr. Whipple said the Planning Commission's recommendation for flexible access is a 47-foot corridor with two vehicle lanes, 8-foot sidewalks and two 5-foot amenity zones. The Eastside Housing Roundtable recommends a 37-foot corridor with vehicle lanes, 6-foot sidewalks and one 4-foot amenity zone. Mr. Whipple said public input prioritized wider sidewalks and more trees in the Wilburton area.

Mr. Poch said six feet is the minimum width allowed in Bellevue. He noted that Option B includes one instead of two amenity zones. He said flexible access streets do not have on-street parking. He recommended retaining the two amenity zones to enhance pedestrian safety.

Mr. Whipple said reducing the size of the amenity zone and eliminating it entirely on one side of the street is a departure from the standard applied in the Downtown, East Main and BelRed

areas. The standard in Downtown and East Main is to provide a 5-foot planter strip on both sides of the street. In the BelRed area, the planter strips vary beginning with a minimum 5-foot width.

Deputy Mayor Malakoutian expressed support for Option A, the Planning Commission's recommendation, involving a 47-foot flexible access corridor. Responding to Mr. Malakoutian, Mr. Whipple said the corridors are private streets and developers have ultimate flexibility in terms of controlling what is under or above the road. Mr. Whipple said it is likely they would develop parking garages beneath the road. He said developers are allowed to cantilever the building six feet over the corridor or to create a 75-foot wide span across the corridor. Mr. Malakoutian expressed support for two amenity zones as safety buffers and for 8-foot sidewalks.

Councilmember Nieuwenhuis expressed support for Option B. However, he would like to see amenity zones on both sides of the street, resulting in a 41-foot corridor.

Councilmember Hamilton expressed support for Option B.

Councilmember Lee expressed support for Option B and concurred with Mr. Nieuwenhuis' suggestion for two amenity zones for enhanced safety.

Mayor Robinson expressed support for Option A.

Councilmember Sumadiwirya said if local streets are eliminated, she supports flexible access Option B, with 8-foot instead of 6-foot sidewalks.

Councilmember Bhargava expressed support for Option A.

Mayor Robinson noted majority support for Option B and asked staff to bring back information regarding the implications of the suggested dimensions of the flexible access corridor.

Deputy Mayor Malakoutian said Councilmembers Nieuwenhuis, Lee and Sumadiwirya suggested modifications to Option B.

Councilmember Sumadiwirya said she would support Option B as written. Councilmember Nieuwenhuis concurred.

Mayor Robinson asked staff to come back with more information and a recommendation regarding the amenity zone and sidewalk width options.

Mr. Whipple said the Planning Commission recommends Option A with a 14-foot width for the shared use path. The Eastside Housing Roundtable and Bellevue Chamber of Commerce support a 10-foot corridor. The path would accommodate pedestrians and cyclists. Mr. Poch said staff recommends the wider path.

Deputy Mayor Malakoutian expressed support for Option A.

Councilmember Nieuwenhuis expressed support for Option B.

Councilmember Hamilton expressed support for Option B.

Councilmember Lee expressed support for Option A and requested more information regarding an analysis of the different corridor sizes.

Mayor Robinson expressed support for Option A.

Councilmember Sumadiwiryia expressed support for Option B.

Councilmember Bhargava expressed support for Option A.

Mayor Robinson noted a majority in support of Option A.

Moving to open space, Mr. Whipple said the Planning Commission's recommendation, Option A, requires 10 percent public open space for projects on sites larger than 40,000 square feet. The Eastside Housing Roundtable initially supported Option A, while the Bellevue Chamber of Commerce proposed a requirement for five percent public open space and five percent private open space. The Eastside Housing Roundtable revised its request last week to a requirement for seven percent public open space (Option B). Mr. Whipple said there is flexibility even with the 10 percent requirement based on other factors. He said there was an initial proposal for a 15 percent public open space requirement, which was driven largely by the Eco District/Sustainable District concept.

Deputy Mayor Malakoutian expressed support for Option A and commended the Planning Commission for its in-depth review and compromise solution. He feels this will contribute to a welcoming and walkable neighborhood.

Councilmember Nieuwenhuis expressed support for Option B.

Councilmember Hamilton expressed support for Option B.

Responding to Councilmember Lee, Mr. Whipple said the Bellevue Chamber of Commerce now supports Option B. Mr. Lee expressed support for Option B.

Mayor Robinson expressed support for Option A.

Councilmember Sumadiwiryia expressed support for Option B.

Councilmember Bhargava expressed support for Option A.

Mayor Robinson said a majority of the Council supports Option B.

Regarding fee-in-lieu vesting, Mr. Whipple said the Planning Commission recommends fee assessment and collection at the time of the building permit issuance (Option A). The Bellevue Chamber of Commerce proposes fee assessment at the time of the land use application and

collection when the building permit is issued (Option C). The Eastside Housing Roundtable recently proposed allowing fees to be both assessed and collected at the time of the land use application or allowing them to be collected at the time of building permit issuance (Option B). Mr. Whipple said the City's current policy is to assess and collect the fee at building permit issuance. He said Option A allows the City to collect fees that reflect current land and construction costs and preserves the value of the dollars to spend toward affordable housing. He said Option C locks in the fee at the beginning of the process but it can be years before a building permit is issued and the fee is collected. Mr. Whipple said linking the fee assessment to the building permit issuance incentivizes more timely project delivery.

Deputy Mayor Malakoutian asked about the potential for allowing 2-3 years for fee collection with an increased fee assessment if the building permit is not yet issued by that point. He wondered if there might be a better compromise between fee payment and incentivizing more timely project development.

Councilmember Nieuwenhuis expressed support for Option C.

Councilmember Hamilton expressed support for Option B.

Responding to Councilmember Lee, Ms. Horner said the Eastside Housing Roundtable and the development community are in favor of being able to lock in a lower fee amount by having fee assessment at the time of the land use application instead of at the issuance of the building permit, which could be years later. Ms. Horner said Option A allows the City to collect a higher fee by deferring the fee assessment and collection to the issuance of the building permit. Mr. Lee expressed support for Option C.

Mayor Robinson said Option B incentivizes the City to expedite permit processing. Ms. Horner said project timelines, on average, are longer than 6-9 months. Much of that time is in the hands of the developer or applicant. Ms. Robinson expressed support for Deputy Mayor Malakoutian's suggestion for a compromise option.

→ Deputy Mayor Malakoutian moved to extend the meeting to 10:30 p.m., and Councilmember Bhargava seconded the motion.

→ The motion carried by a vote of 7-0.

Councilmember Sumadiwiryia said she understood the desire of developers to have the predictability of assessing the fee at the time of the land use application.

Councilmember Bhargava said he did not want to risk losing projects, especially those providing housing. He expressed support for Option B and an interest in more information.

Ms. Sumadiwiryia concurred with Mayor Robinson's earlier comments and expressed support for Deputy Mayor Malakoutian's suggestion to consider other fee-in-lieu options.

Mayor Robinson asked staff to bring back more information regarding the emergency access road.

Moving to Master Development Plan (MDP) phasing, Mr. Whipple said the Planning Commission recommends that future phases should implement pre-identified improvements, up to 20 percent of the active phase's value, as part of the MDP process (Option A). Option B, recommended by City staff and supported by the Eastside Housing Roundtable, allows early MDP phases that do not rely on land area or FAR from a future phase to advance without requiring future phases to comply with the Land Use Code. The Bellevue Chamber of Commerce supports Option B. Mr. Whipple noted that Option A mirrors the approach in the BelRed area.

Deputy Mayor Malakoutian expressed support for Option B.

Councilmember Nieuwenhuis expressed support for Option B.

Councilmember Hamilton expressed support for Option B.

Councilmember Lee expressed support for Option B.

Councilmember Sumadiwirya expressed support for Option B.

Councilmember Bhargava expressed support for Option B.

Mayor Robinson noted a consensus in support of Option B.

Turning to off-site performance for commercial projects to meet affordable housing requirements, Mr. Whipple said staff recommends Option C to allow the off-site performance option. The Bellevue Chamber of Commerce proposed this option. Mr. Whipple said the Planning Commission did not discuss this issue and the Eastside Housing Roundtable addressed the issue only within the context of residential projects.

Deputy Mayor Malakoutian expressed support for Option C.

Councilmember Nieuwenhuis expressed support for Option C.

Councilmember Hamilton expressed support for Option C.

Councilmember Lee expressed support for Option C.

Mayor Robinson concurred.

Councilmember Sumadiwirya expressed support for Option C.

Councilmember Bhargava concurred with his colleagues.



Mayor Robinson said she would like to review the multifamily tax exemption (MFTE) program in the near future. City Manager Carlson said staff is scheduled to bring the MFTE discussion to the Council this fall.

Mayor Robinson said she would like further analysis on stepbacks and how they could be incentivized. She thanked staff for the presentation and discussion.

*[Councilmember Hamilton left the meeting at approximately 10:05 p.m.]*

(b) Introduction to the Safe Speeds Bellevue Program

Responding to Mayor Robinson, Councilmembers indicated they had received briefings regarding the Safe Speeds Bellevue program.

City Manager Carlson suggested that staff focus on the direction they are seeking from the Council.

Chris Long, Assistant Director, Transportation Department, said staff is seeking Council direction to: 1) initiate outreach for the Safe Speeds Bellevue program, and 2) prepare an ordinance to reduce the speed on four arterial streets and to evaluate the impacts.

John Murphy, Neighborhood Transportation Services Manager, said staff recommends lowering the speed limit on four corridors (NE 40<sup>th</sup> Street, Northup Way, 124<sup>th</sup> Avenue SE and Village Park Drive) to test the impacts and outcomes. Staff proposes lowering the speed limit on Village Park Drive and a segment of NE 40<sup>th</sup> Street from 35 miles per hour to 30 miles per hour and lowering the speed limit on portions of Northup Way and 124<sup>th</sup> Avenue SE from 35 miles per hour to 25 miles per hour.

Mr. Long said the speed limits would be implemented this summer. Staff will return toward the end of the year with findings and a recommendation for target speeds on existing City streets with a speed limit of 30 miles per hour or above.

→ Deputy Mayor Malakoutian moved to direct staff to: 1) initiate outreach on the Safe Streets Bellevue program, and 2) prepare an ordinance amending the Bellevue City Code to lower the speed limit in the four locations discussed above. Councilmember Nieuwenhuis seconded the motion.

Responding to Mayor Robinson, Mr. Long said installing more speed limit signs is an initial step in encouraging drivers to reduce their speed.

Councilmember Nieuwenhuis asked about the difference in the recommended speed limits for the four locations. Benjamin Wright, Senior Transportation Engineer, said they used a target speed approach based on national best practices to set the speed limits. The primary components considered are crossing point density, separation between travel modes, and overall activity level along the street. Responding to Councilmember Nieuwenhuis, Mr. Wright said the objective of the project is to set target speeds, and there are subsequent phases to this work.

Mr. Nieuwenhuis expressed concern regarding street racing and high vehicle speeds. He suggested a stronger look at street racing and other dangerous activity.

Responding to Councilmember Lee, Mr. Long said the speed management plan report completed one year ago reflects a focus on arterial streets. He said the City has a long history of neighborhood traffic calming projects.

Councilmember Bhargava encouraged additional performance metrics beyond traffic speeds and the number of speed limit signs, to be collected over a six-month period.

Deputy Mayor Malakoutian thanked staff for the information regarding the program. He said the most important reason to lower traffic speeds is to minimize the risk of a person being killed or seriously injured.

Mayor Robinson requested follow-up information regarding enforcement of the new speed limits.

→ The motion carried by a vote of 6-0.

11. Land Use: None.

12. Other Ordinances, Resolutions, and Motions: None.

13. Written Reports: None.

14. Unfinished Business: None.

15. New Business: None.

16. Executive Session: None.

17. Adjournment

At 10:27 p.m., Mayor Robinson declared the meeting adjourned.

Karin Roberts, CMC  
Deputy City Clerk

/kaw