BELLEVUE EAST MAIN STATION AREA PLAN

STATION AREA PLANNING

CITY OF BELLEVUE WASHINGTON

APPENDIX

JUNE 2016

This appendix is published as a separate document from the East Main Station Area Plan*. The appendix is a compendium of materials that were used by the CAC, staff and/or consultants during the development and analysis of the* Plan*. These materials are provided as additional background to the concepts and recommendations presented in the* Plan*. Some of the materials are still being compiled as of the publication date of this appendix. They will be added to the document as they become available and noted as to the date added. The complete appendix document will be available on the project website prior to the CAC final report and City Council action on the* East Main Station Area Plan*.*

The project website is http://www.bellevuewa.gov/east-main-station.htm

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APPENDICES

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EXISTING CONDITIONS

WHAT YOU WILL FIND IN APPENDIX A1

- A 1.1 Demographics
- A 1.2 Transportation

The Existing Conditions section describes the current conditions and characteristics of the study area residents and their natural and built environments. It is divided into two areas: Demographics and Transportation. Tables and graphs in each section are followed by text describing the data and why it is included in the report.

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A 1.1 DEMOGRAPHICS

Figure 1 East Main study area

OVERVIEW

The East Main Station area encompasses most of the Surrey Downs and Bellecrest residential neighborhoods to the west of 112th Avenue SE and is bounded by Bellevue Way SE, from SE 16th Street to the south and Main Street to the north, as well as several hospitality and commercial properties on the east side of 112th Avenue SE to I-405 with roughly the same north/south boundaries (Figure 1). In the East Main study area the majority of the population lives in the Surrey Downs and Bellecrest neighborhoods west of 112th Ave SE. In some instances, where noted, the available data includes a larger geographic area than the study area. Table 1 provides an overview of several demographic characteristics of the population in the study area compared to the overall city population.

Table 1 Demographic Overview

DEMOGRAPHICS	East Main	City-wide
Population	2,023	134,400
Percent of population age 65 or older	13%	14%
Average persons per household	2.29	2.41
Percent households of one person	29%	28%
Percent minority race or ethnicity	36%	41%
Percent of households that speak a language other than English at home	40.2%	38.7%

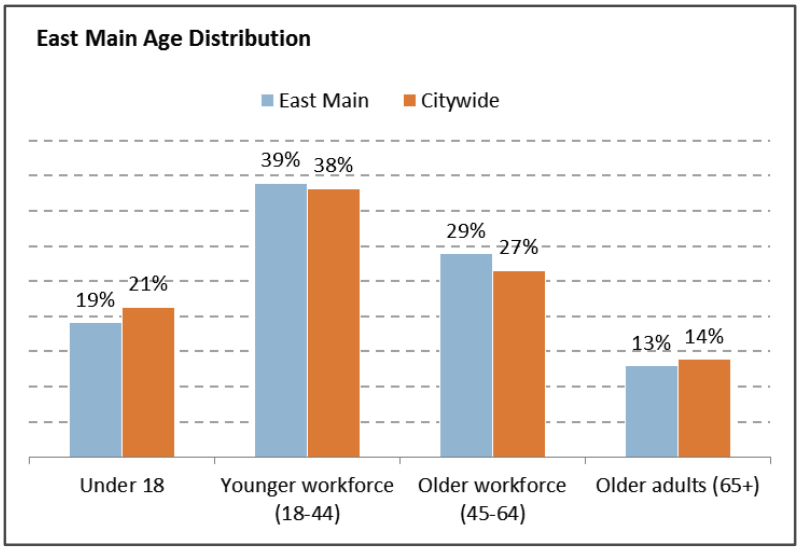
HOUSING	East Main	City-wide
Number of housing units	983	57,673
Percent of housing units single family	48%	55%
Percent of housing units owner occupied	58%	59%
Households of married couple & children	19%	23%
Percent of households that spend more than 30% of income of housing costs	35%	36%
Percent of SF housing built before 1970	81%	53%

GETTING AROUND	East Main	City-wide
Percent of commuters that take public transit	10%	11%
Percent of commuters that drive alone	61%	67%
Percent of commuters that walk to work	10%	5%

Source: US Census Bureau, 2010 Census; 2008-2012 American Community Survey; City of Bellevue, Planning & Community Development

About 2,000 people reside in the study area. Table 2 and Figure 2 show the age distribution of the population living within the study area in comparison to the age distribution citywide. The East Main study area has slightly higher proportions of young and old workforce adults, ages 18 through 64, and slightly lower proportions of children under 18 and older adults 65 years and over. The largest age group in the study area is the 18-44 years "younger workforce" (35%). One noteworthy characteristic of the study area age distribution is that it is relatively young overall, with 19% being school-age or below and another 68% being under the age of 65 indicating the potential for a significant portion of the population walking or biking to the station.

Figure 2 Age Distribution



Source: US Census Bureau, 2010 Census

Table 2 Age Distribution

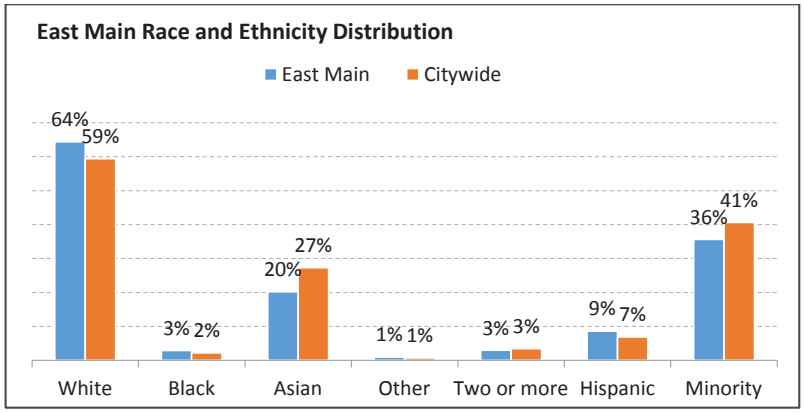
	Total Population	Under 18	Younger Workforce (18-44)	Older Workforce (45-64)	Older Adults (65+)
East Main	**2,023**	**386**	**788**	**586**	**263**
Citywide	**127,893**	**27,262**	**48,871**	**33,948**	**17,812**

Source: US Census Bureau, 2010 Census

RACE AND ETHNICITY

The study area has higher proportions of people who identify as White, Hispanic and Black than the city as a whole and a lower proportion of people who identify as Asian. (Figure 3). People of a minority race or ethnicity comprise 36% of the study area compared to 41% of the citywide population.

Figure 3 Race and Ethnicity



Source: US Census Bureau, 2010 Census

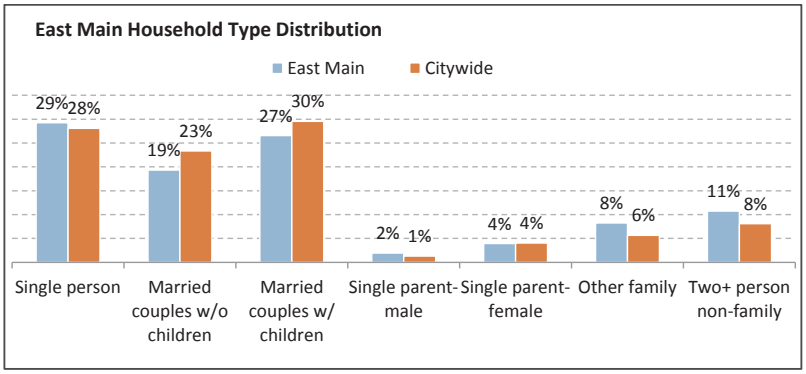
Despite having a lower proportion of minorities, the East Main study area has a higher proportion of foreign born residents and people who speak a language other than English at home. The top five languages spoken at home in the study area other than English in 2008-2012 were Chinese, Russian, Spanish, German and Korean. Since Russian and German born residents usually identify as White, the study area could be mistaken to be less culturally diverse than the city as a whole, when in fact it has a greater diversity of people from different places around the world.

The *Light Rail Best Practices Report* recommends that wayfinding and signage be tailored to meet the needs of specific stations, including information in different languages. In 2008-2012, nearly 12 percent of households within the study area were linguistically isolated compared to just over nine percent citywide. Bellevue's population is expected to continue to diversify. It will be important to evaluate whether there is a need for signage in different languages to serve this neighborhood.

HOUSEHOLD TYPE

Compared to Bellevue as a whole, the study area contains smaller proportions of married couple households with and without children (Figure 4). The average number of people per household in East Main was 2.29, which was lower than the citywide average of 2.41.

Figure 4 Households by Type



Source: US Census Bureau, 2010 Census

OCCUPANCY AND OWNER OCCUPANCY

Housing in the study area is 51% single family, similar to the city as a whole at 55%. The East Main study area and the city as a whole have a high occupancy rate (94% and 91% respectively) and similar rates of owner-occupancy (58% and 59% respectively). Renter occupied units make up 42% of the homes in the study area. This includes apartment units (primarily in downtown north of Main Street) which comprise 20% of housing in the study area, as well as single family homes and condominium homes that are renter occupied.

A 1.2 TRANSPORTATION

Figure 5 Existing Trails and Sidewalks

ROADWAYS

The East Main study area contains each type of roadway as identified in the city's Comprehensive Plan: residential streets, collector arterials, minor arterials, major arterials, and freeways. Roadways in Bellevue are classified based on their intended function. Major arterials provide efficient direct routes for longer trips. Major arterials have the capacity to carry high volumes of traffic and are given preference at intersections. Minor arterials provide connections between major arterials and neighborhoods and carry less through traffic. Collector arterials collect and distribute traffic within a neighborhood and connect to both minor and major arterials.

Bellevue Way SE, 112th Ave SE, 116th Ave SE, and SE 8th St are designated as major arterials. Main St, 114th Ave SE, and 110th Ave NE are designated as minor arterials. The only collector arterial is 108th Ave SE. The residential streets in Surrey Downs and Bellecrest connect to the larger arterial system and largely feature a non-gridded street network and an abundance of culs-de-sac.

TRAFFIC VOLUME

Traffic volumes in the study area have been variable during the past decade with slight decreases on most roads. These average annual weekday traffic (AAWT) volumes were collected by the City of Bellevue and represents the total traffic volume, at that location, for both directions over a 24-hour period on an average midweek day (Tuesday through Thursday) in Bellevue.

Table 3 AAWT volumes

Street	2006	2010	2014
Bellevue Way south of Main St	27,700	23,100	26,700
108th Ave SE north of SE 2nd St	4,200	3,600	4,700
Main St west of 112th Ave SE	20,000	16,400	17,900
112th Ave SE north of SE 8th St	18,000	15,400	17,600
112th Ave SE south of SE 8th St	15,400	13,000	15,100

Source: City of Bellevue

PEDESTRIAN NETWORK

With the exception of the west sides of 110th Ave NE between Main St and NE 2nd St and 114th Ave SE, all minor and major arterials include sidewalk on both sides of the roadway. 108th Ave SE between Main St and Bellevue Way has a sidewalk on the west side of the street. While some residential streets have sidewalk, the majority of internal neighborhood streets do not have dedicated walking facilities. There are a number of official and unofficial trails that fill in the pedestrian network. People walking

Figure 6 Existing Bicycle Facilities

from Surrey Downs to 108th Ave SE can use a trail and stairway around SE 3rd St in Surrey Downs to 108th Ave SE in Bellecrest. An unofficial but well-trodden trail between west of SE 10th St near Bellevue High School connects to Bellevue Way SE.

Future pedestrian access from Surrey Downs to 112th Ave SE will be limited with the closures of SE 1st Pl and SE 4th St; light rail running between the neighborhood and the street will prohibit people walking in and out of the neighborhood. The future park at Main St and 112th Ave will include a pedestrian connection to facilitate people walking to and from Surrey Downs and the East Main light rail station.

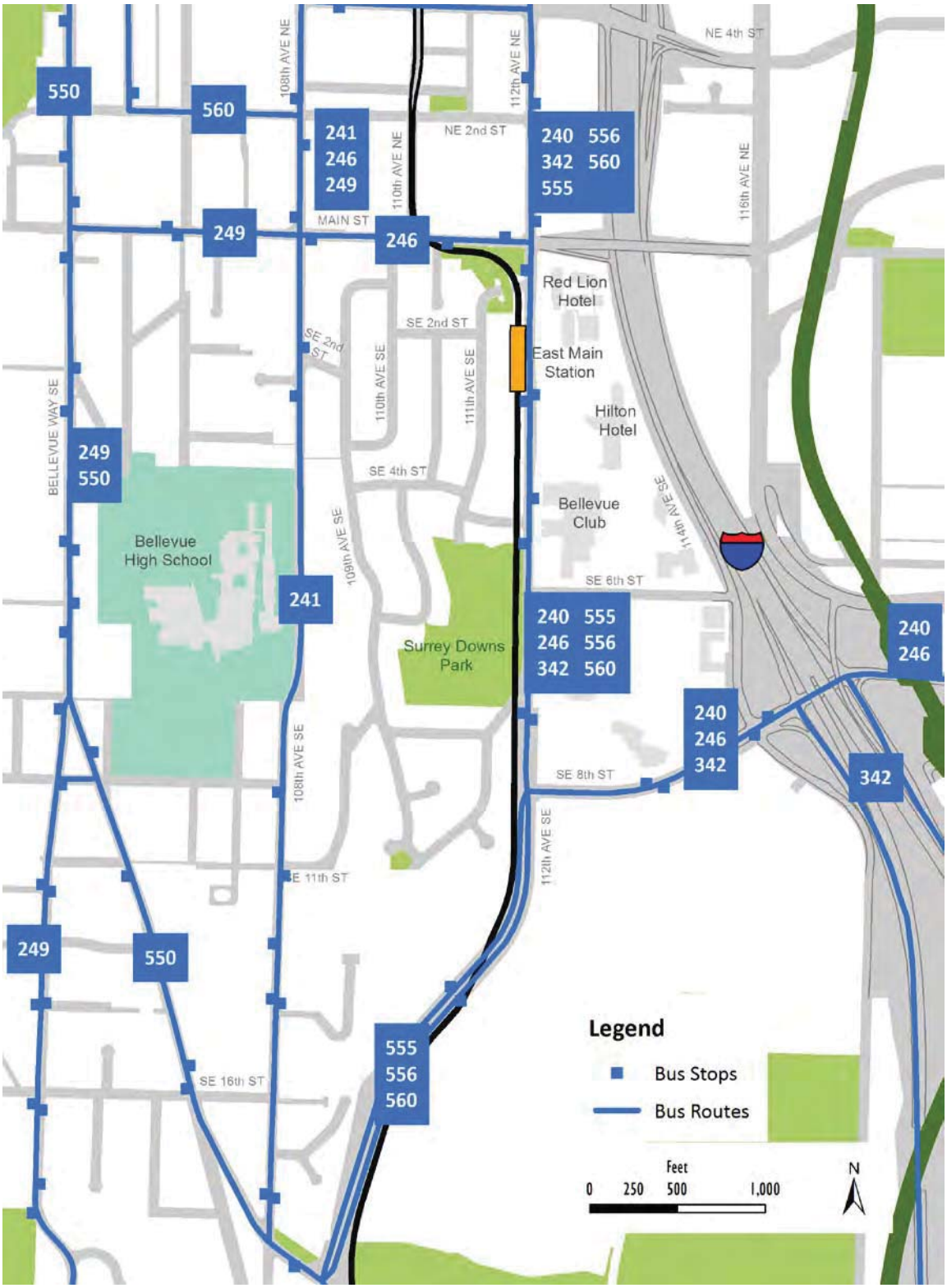
BICYCLE FACILITIES/NETWORK

There are 11 primary bicycle corridors in Bellevue as identified in the City's Pedestrian and Bicycle Transportation Plan. These existing and proposed bicycle facilities (five east/west, six north/south) provide general bicycle mobility throughout the City. Cross-city bike corridors create a continuous network that promotes connections to surrounding jurisdictions and creates links among communities within the City. Portions of three priority bicycle corridors (PBC) are located within the study area.

- EW-3 Lake to Lake Trail (Main St between Bellevue Way and 114th Ave NE)
- NS-1 Enatai-Northtowne Connection (108th Ave SE between SE 16th St and Main St)
- NS-2 Lake Washington Loop Trail (114th Ave SE between NE 2nd St to south of SE 8th St)

A few of these routes include some existing facilities. 114th Ave SE contains sharrows—a shared lane marking that orients people biking and driving to where bikes should preferably cycle—and marked bicycle lanes. 108th Ave SE includes wayfinding that orient people biking to major destinations.

Figure 7 Existing Bus Routes



TRANSIT

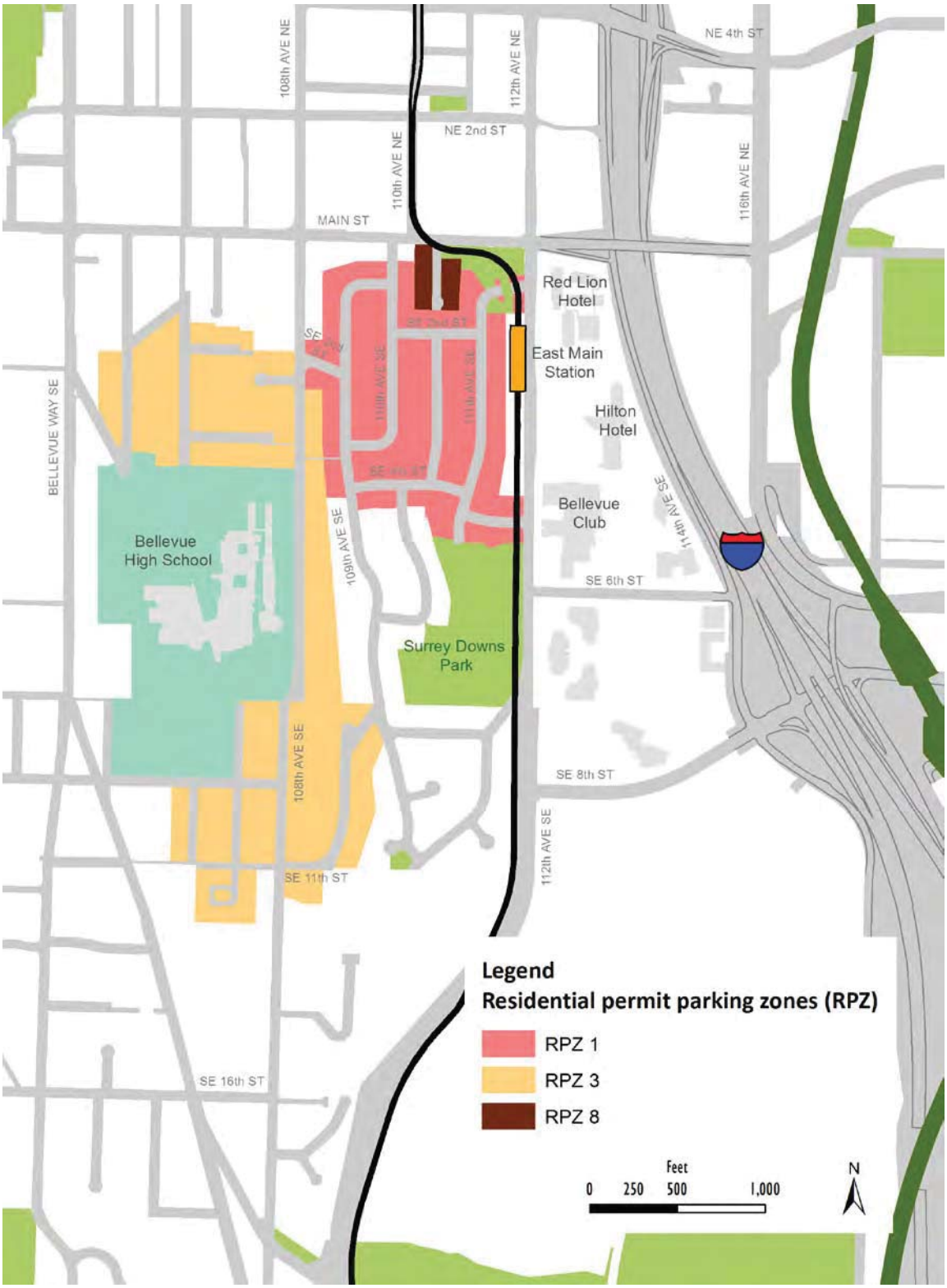
Existing bus service in the study area is provided by King County Metro and Sound Transit. There are nine routes that provide regional service and community service. Service is found on Bellevue Way SE, 108th Ave SE, 112th Ave SE, SE 8th St, and Main St. Bus service type, destinations and routing are summarized in the following table.

Table 4 Existing study area bus service

Route	King County Metro Service Family	Bellevue Category	Places Served
240 Bellevue-Renton	All Day Local Service	Regional Service	Bellevue TC, Wilburton P&R, Eastgate P&R, Newcastle TC, Renton TC
241 Bellevue-Eastgate	All Day Local Service	Community Service	Bellevue TC, 108th (Bellecrest), S. Bellevue, Factoria
246 Eastgate-Bellevue	All Day Local Service	Community Service	Bellevue TC, Wilburton P&R, Eastgate P&R
249 Overlake-S. Bellevue	All Day Local Service	Community Service	Sammamish Viewpoint, Northup Way, Bellevue TC, 104th (Enatai)
342 Shoreline-Renton	Peak	Regional Service	Shoreline P&R, Kenmore P&R, Bothell P&R, Brickyard Road P&R, Totem Lake Freeway Station, Houghton P&R, Renton TC
550 Bellevue-Seattle	All Day Very Frequent Service	Regional Service	Bellevue Way, S. Bellevue, Mercer Island
555 Issaquah-Northgate	Peak	Regional Service	Eastgate, S. Bellevue, 112th, Bellevue TC
556 Issaquah-Northgate	Peak	Regional Service	Eastgate, S. Bellevue, 112th, Bellevue TC, U-District
560 Bellevue-Airport-Westwood Village	All Day Local Service	Regional Service	112th, S. Bellevue, Renton, Burien

Source: City of Bellevue

Figure 8 Residential Permit Parking Zones (RPZs)



PARKING

On-street parking in residential areas is generally limited to neighborhood residents in the form Residential permit parking zones (RPZ). RPZs are areas established by a city ordinance to restrict non-residential parking on neighborhood streets. Residents and their guests are exempt from the restrictions if they are parking legally and displaying a RPZ permit.

There are three RPZs in the study area: Zone 1 (Surrey Downs), Zone 3 (Bellecrest), and Zone 8 (110th Pl SE south of Main St). The first RPZ in Bellevue—Zone 1—was developed in 1985 to prevent spillover parking in the neighborhood as a result of downtown growth. Zone 3 was implemented to prevent spillover parking from Bellevue High School. Zone 10 was also implemented to reduce spillover parking from downtown.

There is no parking on Bellevue Way SE, Main St, 112th Ave SE, 114th Ave SE, and 116th Ave SE. There is limited parking on 110th Ave NE north of Main St and in residential areas that are not covered in RPZs.

TRAFFIC CALMING

Residential streets sometimes require the use of traffic calming devices to help reduce vehicle speeds and to discourage cut-through traffic. Devices that narrow the roadway (e.g. medians), require motorists to travel over something (e.g. speed humps), or signage that restricts movement are often used to encourage motorists to drive safely and appropriately. Each entrance into the Surrey Downs neighborhood includes a combination or medians and/or raised entry treatments. 108th Ave SE has an extensive series of speed humps (five), medians, entry treatments, and a no-through restriction on southbound 108th Ave SE across Main St from downtown.

Figure 9 Residential Parking Permit Zone 1

Figure 10 Residential Parking Permit Zone 3

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LAND USE & REDEVELOPMENT

WHAT YOU WILL FIND IN APPENDIX A2

- A 2.1 East Main Station Market Overview and Redevelopment Analysis
- A 2.2 Redevelopment scenarios (1 - 4)
- A 2.3 Traffic Sound Attenuation Potential of Proposed Buildings
- A 2.4 Shadow analysis for redevelopment scenarios
- A 2.5 Building Heights and Mount Rainier View Corridor
- A 2.6 Potential streetscapes and pedestrian environment

The materials in this section represent different concepts developed and evaluated during formulation of the Plan. They include a market analysis to determine what types and level of development would be supported by the market for the redevelopment area as well as several concepts for that redevelopment. There are also materials about potential shadow effects of taller buildings along 112th Avenue SE, whether taller buildings along 114th Avenue SE would help to block noise from I-405, and how the view corridor of Mount Rainier from the public concourse at City Hall affects potential future building height in the redevelopment area.

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A 2.1 EAST MAIN STATION MARKET OVERVIEW AND REDEVELOPMENT ANALYSIS

Heartland, May 2016

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HEARTLAND

TO: Michael Kattermann, Senior Planner, City of Bellevue

CC: Katie Idziorek, Urban Designer, VIA Architecture

FROM: Matt Hoffman, Senior Project Manager, Integrated Analytics | Heartland LLC

DATE: May 2, 2016

RE: East Main Street Station Market Overview and Redevelopment Analysis

PURPOSE

Overview

Heartland was engaged by the City of Bellevue (the "City") to provide a market overview and redevelopment analysis related to three potential redevelopment sites in the East Main Station Area (the "Study Area"). This engagement incorporates a broad economic analysis of the region's office and residential markets as well as a feasibility analysis of a range of potential redevelopment scenarios presented by the City and lead architects VIA Architects. As the result of the planned East Link light rail extension the City is exploring the potential rezoning of several areas along the route. The redevelopment scenarios that are being analyzed in this memorandum are in support of the potential rezone effort. The majority of the analytic work contained in this memorandum was completed from May to July 2015.

Memorandum Organization

This memorandum is partitioned into three sections. The Existing Conditions section summarizes the properties being assessed and established and our understanding of the area's opportunities and challenges. The Market Overview and Demand Drivers section summarizes the multi-family and office market trends – the two uses that would likely comprise a majority of the redeveloped square footage – as well as an evaluation of the future supply and demand factors that influence future development in this area. Finally, the Redevelopment Program Scenarios evaluate the financial implications of four redevelopment scenarios and the resulting redevelopment propensity.

EXISTING CONDITIONS

Location

The East Main Station Area (the "Study Area") is generally bound by Main Street to the north, I-405 to the east, Southeast 8th Street to the south and 112th Ave SE to the west. The Surrey Downs and Bellecrest residential neighborhoods are located west of the Study Area and downtown Bellevue is located to the north and west. The map in Exhibit 1 depicts the location of the Study Area. Within the Study Area there are three large properties where redevelopment may occur in the future: the Red Lion,

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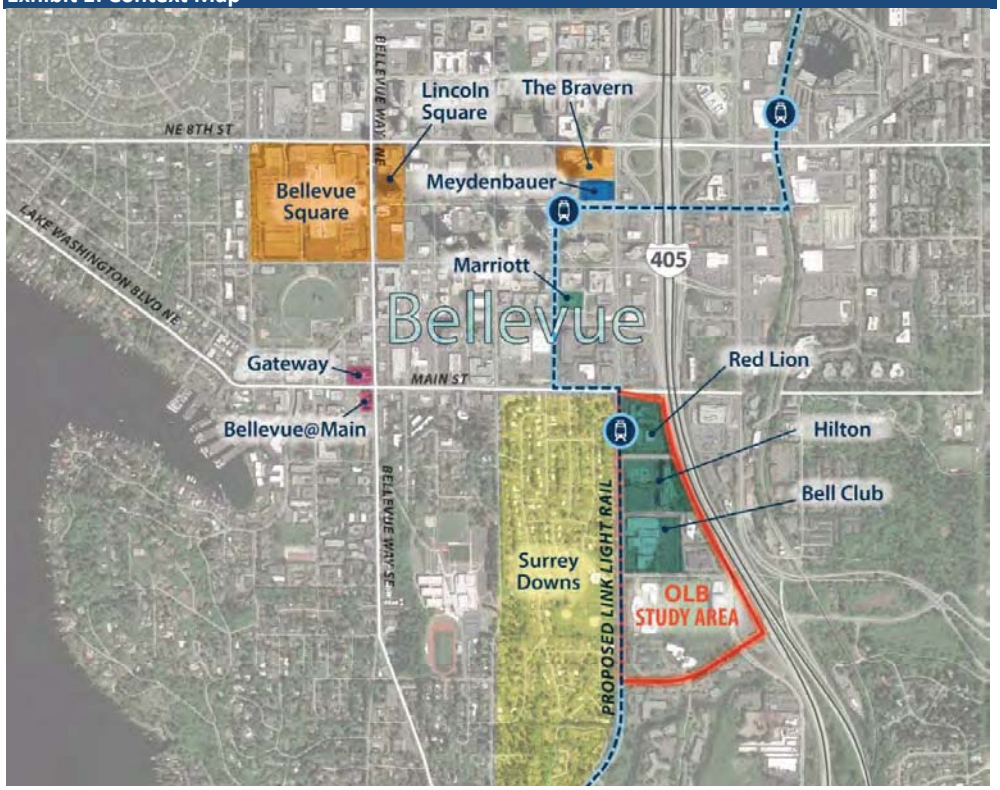
the Bellevue Hilton, and the Bellevue Club. These properties (the "Focus Properties"), highlighted in green in the exhibit below, are the focus of our feasibility analysis.

Exhibit 1: Context Map



Traveling along the western edge of the Study Area along 112th Ave SE will be Sound Transit's East Link light rail extension. An at-grade East Link light rail station will be developed on the west of the 112th Ave SE right of way and just south of Main Street, which forms the southern boundary of Bellevue's downtown. This new transit mode will be operational in 2023. The pending delivery of light rail coupled with the Study Area's adjacency to downtown and I-405 are the key factors supporting this analysis.

Zoning

The Study Area is currently zoned Office/Limited Business (OLB) to provide integrated land use made up of offices, hospitality, eating establishments and supporting retail services. While the zoning does not currently incorporate residential in the list of permitted uses, the VIA and Heartland analysis assumes some component of residential in each of the reviewed redevelopment scenarios assuming some level of zoning modification would be required to maximize the area potential. As an OLB zoned area, the current uses are primarily hospitality and office including a Red Lion, Hilton, the Bellevue Athletic Club, and low-rise multitenant office buildings.

The existing zoning is one of the more restrictive districts in the City's land use code. Between required setbacks, building height limitations, and the minimum lot area, the likelihood of any transit oriented development occurring on the Focus Properties is low. This observation is borne out in the feasibility analysis discussion later in this report.

Site Conditions

Consideration of area site-specific conditions is important towards understanding redevelopment potential. The Focus Properties have an elevation change that ranges between 20-feet and 30-feet from west to east with the high part of the properties fronting 112th Avenue. This condition can be leveraged for lower cost structured parking when looking at each Focus Property. This is because the significant grade change may allow for multiple levels of structured parking that would appear to be below grade from 112th Avenue but looking east from 114th/I-405 the parking structure would be exposed. There is less soil to excavate and all four sides of the parking structure would not require shoring. On the other hand, the challenge with the grade change is apparent when considering how each of the three properties in the Focus Area may interact in future conditions. VIA has taken this into consideration and it is reflected in the development program alternatives.

Geotechnical conditions are also known to be a challenge for redevelopment on the Focus Properties. We were provided a summary of a geotechnical report conducted for the Red Lion property (see Exhibit 1). This report, which assumed a future condition with four-levels of below grade parking, found the following:

- Groundwater is between 2' and 15' below current site grades;
- Temporary and permanent dewatering will be required to support below grade structures;
- A sub-slab drainage system needs to be installed under below grade structures;
- Some existing fill soils (from 5' down to 11') would need to be removed and structural fill would need to be imported;
- Permanent below grade walls with drainage need to be installed;
- Special measures need to be taken to reduce water vapor transmission through the slabs;
- Existing soils are difficult to compact and need to be mixed with an additive if allowed;
- A concrete slab will need to be built at the base of the excavation;
- Additional protective layer(s) needs to be placed below the slab-on-grade floors to help prevent the movement of water up.

These soil and ground water conditions are known to be present on the Red Lion site and not known to be present on the other two properties to the south. However, the type of soil found on the majority of the Red Lion site (Alderwood gravelly sandy loam, 8 to 15 percent slopes) are also present on the other two Focus Properties, as well as a second soil type known as Tukwila Muck.

Parking

Parking is another important factor when considering redevelopment of the Focus Properties. Two of the three Focus Properties provide parking on surface lots. The third Focus Property – the Bellevue Hilton – takes advantage of the decreasing slope east from 112th Avenue and provides a mixture of

surface parking and parking below a single deck. Because only one deck of structured grade parking is on this site, it avoided the challenges and costs of developing below grade parking around groundwater.

When considering development on all or a portion of the three Focus Properties, only the Red Lion site may fully redevelop. An analysis of this property reveals that, because of the central location of the hotel buildings, it is not feasible to retain all or a portion of the existing buildings and redevelop on the remaining land. The decision that the property owners will need to make is whether the value of the property as an income-producing asset is worth more than the property under a redevelopment alternative. The intent of the feasibility alternatives analysis later in this report is to illustrate how new zoning may impact these economics.

The other two Focus Properties are configured such that the surface parking lots act as "shadow plats" or development pads where existing parking may be replaced with structured parking and buildings if the redevelopment economics support such activity. For property owners that may retain the existing buildings and develop on the surface parking lots, there will be a temporary loss of parking for the existing hotel guests and Bellevue Club members and guests during construction. Construction and the existing business disruption due to parking issues may last roughly 18 months, plus or minus a few months. Additionally, the lost parking will need to be replaced in any redevelopment scenario to support the existing use and may need to be increased to incentivize current land owners, who are currently experiencing parking challenges during certain events. To accommodate new development on the shadow plats, below grade parking or strategically located vertical parking structures will need to be developed to provide the necessary parking ratios for a higher density mix of uses. Again, this cost consideration is factored into the redevelopment scenarios.

MARKET OVERVIEW & DEVELOPMENT DRIVERS

Between 2012 and 2035, the City is projected to accommodate nearly 15,800 new housing units and approximately 51,800 new jobs.[1] The following section assesses the multi-family and office markets, balances growth target demand with the known projects in the development pipeline, and summarizes key drivers that the development community considers when evaluating projects.

Multi-family Market Overview

Market Fundamentals

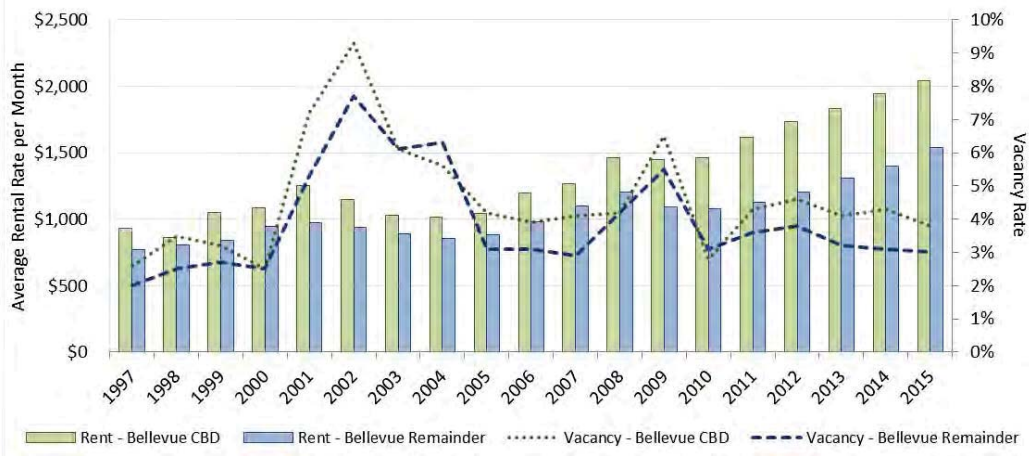
Market fundamentals, or key metrics depicting the trajectory of a market, are an important consideration for underwriting the feasibility of a redevelopment opportunity. These trends help verify that the income-generating ability of a property justifies the cost/investment required to develop new construction. In order to do this, developers will analyze market metrics such as current rents, forecasted rent growth, and vacancy levels, as well as macro demographic trends such as population and job growth.

Because the Focus Properties are located adjacent to the City's central business district (the "CBD") and the building types that are being considered in the alternatives analysis are urban in form, this section will focus on the market fundamentals around the CBD. Overall, the City's multi-family market has performed very well since the Great Recession officially ended in 2009. In 2009 the market vacancy rate, which represents the vacancy rate of stabilized apartments – not those in lease up, was at its peak while the rental rate did not hit bottom until 2010. Between 2010 and 2015 rents in the CBD increased from an average of $1,460 to $2,042 per month. This represents 40 percent or nearly seven percent annually. During the recession, asking rents declined in the CBD for only one year between 2008 and 2009. In comparison to the recession created by the tech-bubble in the early 2000s, multi-family rents in the CBD declined for three years starting in 2001/02 before beginning its recovery in 2005. This resiliency is a sign of a strong, emerging center for multi-family living and is a function of the CBD as an attractive place to not only work but also live.

As one would expect with a strong rent growth, Bellevue's apartment market vacancy rate is low, hovering below five percent over the last 5 years in the CBD. In the same vein as the observations in the previous paragraph, the relatively low vacancy rate experienced during the Great Recession compared to the nearly 10 percent rate reached in the tech-bubble recession indicate a stable "core" market. Core markets are characterized as attractive locations to invest and develop due to histocially strong market fundamentals that are supported by continued household and employment growth and a compelling area to live and work. The figure in Exhibit 2 illusrates the multi-family market trends in the City's CBD as well as in multi-family projects located in the remainder of the City.

[1] City of Bellevue Comprehensive Plan

Exhibit 2: Multi-family Market Trends

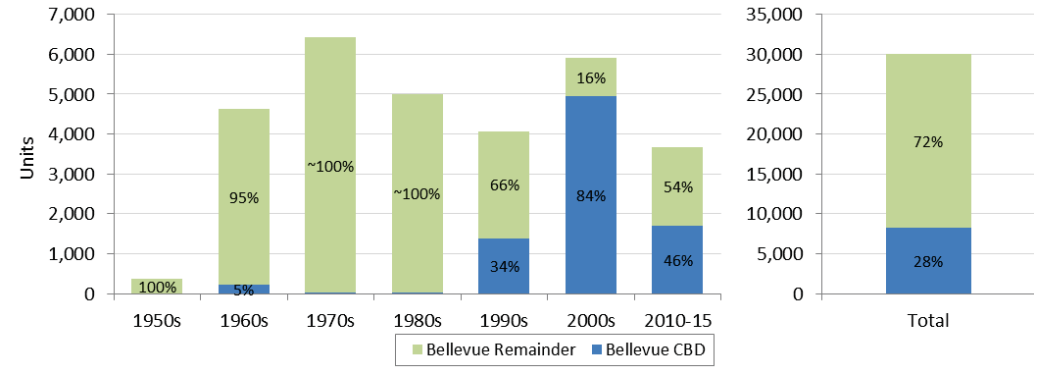


Source: Dupre & Scott (Fall 2015)

Development Trends

As of fall 2015 there were approximately 30,000 multi-family units in the City with the CBD accounting for 28 percent of the total units. Between 2000 and 2009 there were just under 6,000 units delivered and the CBD contained nearly 5,000 of those units. Since 2000 the CBD has seen 30 projects completed totaling 6,655 units. Over this period there was an average of 444 new units delivered per year in an average of 3 projects per year. The development patterns by decade and overall area is illustrated in Exhibit 3.

Exhibit 3: Multi-family Development Patterns

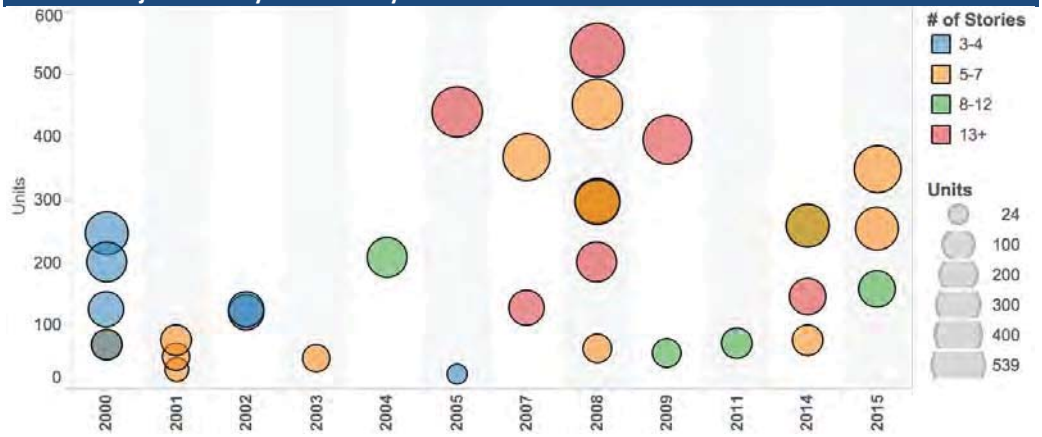


Source: King County Assessor, includes projects with 10 or more units

A closer look at the delivery of units by building type is illustrated in Exhibit 4. There are two key observations from this analysis. First, development of buildings under five stories has not occurred since 2005. While this will change when Continental Properties completes its four-story building in the northwest quadrant of the CBD the thesis that new construction in the CBD looking ahead will be in buildings that are at least 5 stories. This underscores the need to consider a rezone of the Study Area as the current zoning does not allow building taller than 45-feet. Second, since 2007 all new construction

has been in buildings that are at least five stories and of the units delivered roughly half have been in buildings that are high-rise buildings (at least eight stories) and the other half have been in mid-rise buildings (between five and seven stories). Observing these projects on a map, it becomes clear that the location of mid-rise and high-rise projects is dictated by zoning. That is, if the code allows height, developers will likely maximize the envelope. This was not the case leading up to the recession when several projects were built to mid-rise height and this was because the market fundamentals were at a point that underwriters were confident in the income potential. Today and looking ahead, there is confidence in this submarket.

Exhibit 4: Project Delivery over Time by Number of Stories



Source: King County Assessor, includes projects with 10 or more units

Future Development

Looking ahead there are approximately 2,212 units currently under construction in nine projects in the City as of fall 2015. These projects are expected to be completed in 2015 and 2016. These projects represent approximately 27 percent of the total 8,125 units that were delivered into the City during the prior 20 years. Based on our survey of multi-family projects city-wide that are in the development pipeline, there is a total of 9,400 units proposed in 39 projects including the 9 projects under construction. The majority of these proposed units are located in the CBD (53 percent of the total pipeline) while planned projects in and around The Spring District represent 25 percent of the pipeline. While the number of units in the current pipeline exceeds the delivery of units during the past 20 years, not all of these projects will be completed and other new proposed projects in other parts of the CBD, Bel-Red Corridor or other parts of the City (e.g. Wilburton or the Study Area) may emerge in the future.

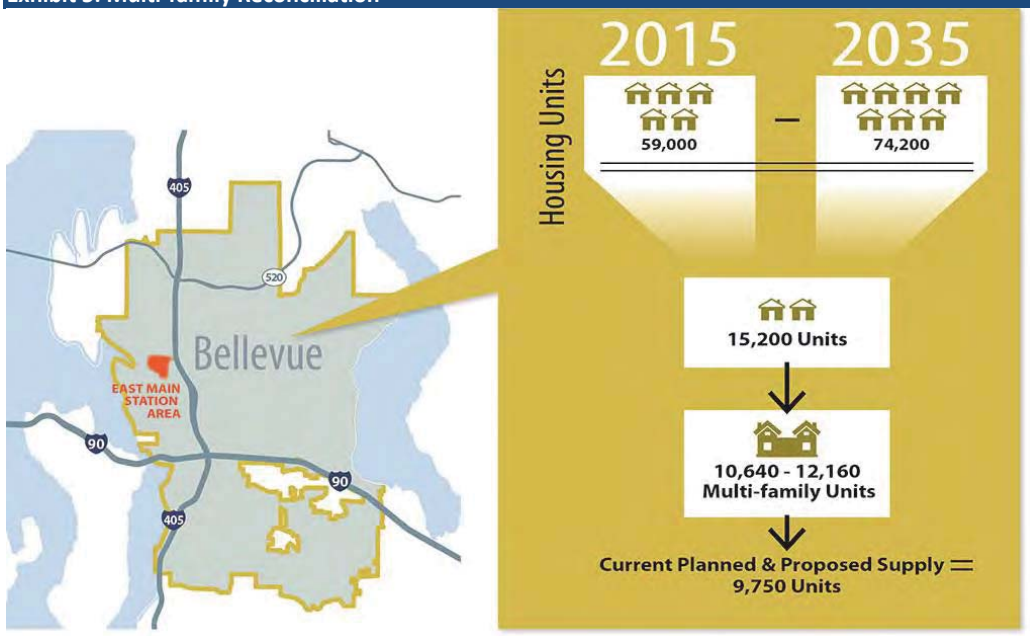
Growth Target Reconciliation

The following analysis assesses how anticipated new housing units may support demand for new multi-family units over the next 20 years. The City estimates in its Comprehensive Plan that a total of 15,800 new housing units may be accommodated in the City between 2012 and 2035. Adjusting this growth target to the 20 year period between 2015 and 2035 approximately 600 new housing units need to be accounted for. The updated target for the 20 year period after accounting for the net new housing units is 15,200 units.

Observations of King County Assessor data show that approximately 74 percent of the housing units delivered in Bellevue since 2000 have been in multi-family projects with at least five units. It can conservatively be underwritten that at least 70 percent and up to 80 percent of new housing units developed in the planning period may be in multifamily projects. Using this range it is estimated that the City could support between 10,640 and 12,160 new multi-family units.

There are approximately 9,750 multi-family units in development projects that are planned or currently under construction in the City. Bellevue's reputation with developers and investors as a core location will likely continue for decades to come. This reputation combined with major recent announcements in The Spring District, the completion of the East Link light rail, and modified zoning in the CBD should continue to drive housing demand and will likely help the City reach or exceed its growth targets. The graphic in Exhibit 5 illustrates the City's multifamily-family housing unit growth targets adjusted for the period between 2015 and 2035 relative to planned supply.

Exhibit 5: Multi-family Reconciliation



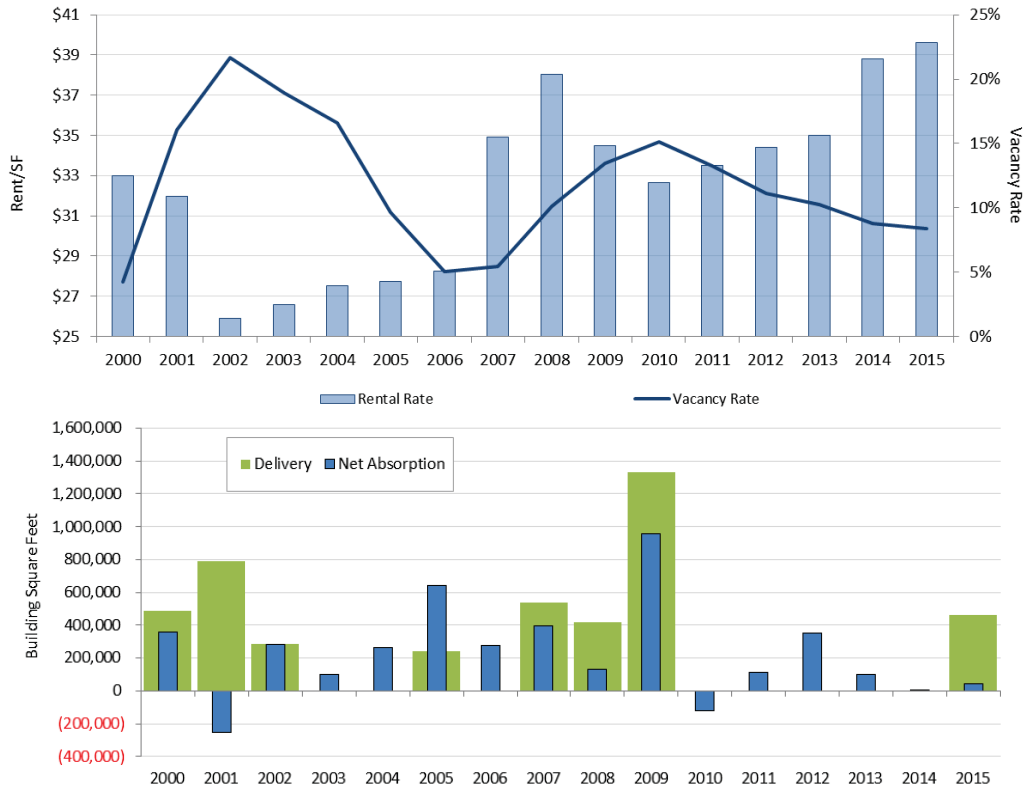
Source: City of Bellevue, Heartland

Given this assessment, we conclude that the properties in the area of focus could support new multi-family development over the next 20 years. This is based on the area's competitive position and likely ability to drive market rents needed to support new construction. The four scenarios that are tested as part of this scope ranged from a total of 76 units in Scenario 1 up to 1,300 units in Scenario 4. As will be discussed in the feasibility section, the probability of multi-family development occurring under Scenarios 1 and 2 is low; however, development economics suggest that development in Scenarios 3 and 4 may be supported suggesting a range of multi-family development between 1,000 and 1,300 units. This would represent 10 percent or less of the estimated supportable multi-family supply in the City over the next 20 years relative the City's Compressive Plan estimate.

Office Market Overview

Bellevue's office market was hit harder during the recession than the multi-family market was, but it has recovered well since 2010. Office rents have grown from approximately $33 per square foot per year in 2010 to just under $40 per square foot per year in 2015, topping the previous peak in 2008. This roughly 20 percent increase in average asking rent has been supported by positive absorption, as Bellevue's office vacancy rate has fallen from approximately 15 percent in 2010 to under 10 percent by 2015.

Exhibit 6: Office Market Fundamentals



Source: CoStar

Development Trends

Between 1995 and 2015 the City realized a total of approximately 8.2 million square feet of office space. Of this total, eight towers with an average of 16 stories and 435,000 square feet were constructed comprising 3.5 million square feet. This concentration of office space represented 43 percent of the total amount delivered over the past 20 years. The other 57 percent of office space delivered during this time period were in 59 projects resulting in a smaller average building size of 80,000 square feet with four stories. This trend reflects the zoning that has been in place in the CBD and remainder of the City.

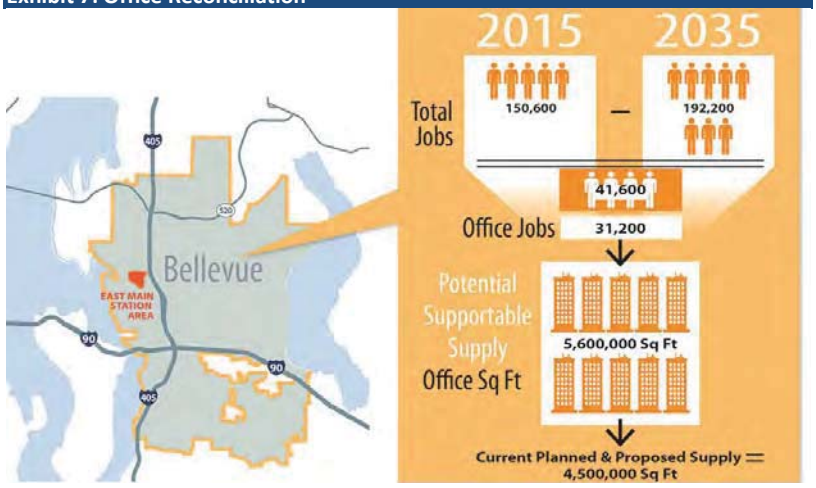
Looking ahead there is approximately 1.5 million square feet in three projects currently under construction in the CBD. To put this into context, these 3 projects represent approximately 42 percent of the total 3.2 million square feet of development that was delivered into the CBD during the prior 20 years. Based on our survey of office projects city-wide that are in the development pipeline there is a total of 8.4 million square feet of office space in 10 projects including the three projects under construction. Seven of these projects are in the CBD and three are in the Bel-Red Corridor. The three Bel-Red Corridor projects are the Spring District and Pine Forest Properties TOD multi-phased master planned developments. These combine to represent approximately 6.2 million square feet. While this current pipeline nearly matches the delivery of office square footage during the past 20 years, not all of these projects will be completed and other new proposed projects in other parts of the CBD, Bel-Red Corridor or other parts of the City (e.g. Wilburton or the Study Area) may emerge in the future.

Growth Target Reconciliation

The key question is whether there will be demand for new office space over the next 20 years. The City estimates in its Comprehensive Plan that there could be up to 51,800 new jobs supported in the City between 2012 and 2035. Adjusting this growth target to the 20 year period between 2015 and 2035 approximately 10,200 new jobs need to be accounted for. The updated target for the 20 year period after accounting for the new jobs is 41,600.

Assuming approximately 75 percent the 41,600 jobs estimated by the City are office related there could be demand for an additional 6.9 million square feet of office[2] over the next 20 years. This suggests that this projected demand more than supports the current development pipeline, which comprises 4.5 million square feet of space that is under construction or in the planning phases. Bellevue's reputation with developers and investors as a core location will likely continue for decades to come. This reputation combined with major recent announcements in The Spring District, the completion of the East Link light rail, and modified zoning in the CBD could help the City easily reach these employment growth targets. The graphic in Exhibit 7 illustrates this analysis.

Exhibit 7: Office Reconciliation



Source: Heartland, City of Bellevue

[2] Assumes 200 square feet per employee and 10 percent frictional vacancy.

Given this assessment, we conclude that the properties in the Study Area could support new office development over the next 20 years. This is based on the area's competitive position and likely ability to drive market rents needed to support new construction. The four scenarios that were tested as part of this scope ranged from a total of 435,750 office square feet in Scenario 1 up to 1.0 million square feet in Scenario 4. As will be discussed in the feasibility section, the probability of office development occurring under Scenarios 1 and 2 is low; however development economics suggest that office development in Scenarios 3 and 4 may be supported, suggesting a range of office development between 760k and 1.0 million square feet. This would represent between 11 percent and 15 percent of the estimated growth target over the next 20 years based on City estimates.

Development Drivers

When evaluating potential development opportunities, multi-family and office developers are concerned with more than just market metrics. Many also want projects where there is a sense of place and community in the area around the property, as well as multi-modal connectivity to job centers and other cities or communities. In general, developers look for areas that actively engage their residents and patrons through access or proximity to public amenities, retail centers, employers, and a range of transit options. As the second largest city in King County with attractions such as Bellevue Square, Lincoln Square, and Downtown Park along with robust bus service and future light rail stations, Bellevue is not only a vibrant place for its residents to live, but also an employment hub and popular destination for residents of surrounding communities.

Additionally, it is important for zoning and other regulations to create an environment in which development can adapt to changing demand and other market conditions. This requires a more flexible zoning code that regulates density in line with the City's urban planning objectives, but that allows the developers freedom to optimize the specific type of use for a given property according to market dynamics and trends in demand. Such zoning codes are typically FAR-based and do not mandate specific uses for properties or areas of the City. The zoning of the subject area is not ideal in this sense, as the zoning designation limits uses to office, hospitality, and retail. The setbacks and height restrictions are also not conducive to transit oriented development that may be supported in the Study Area as the completion of light rail approaches. These limitations may exclude the optimal use for a given property, decreasing the feasibility of redevelopment and lowering the value of the property to not only a potential developer, but also to the City as a whole.

The level of buildout in the Study Area and specifically the three OLB zoned parcels in the East Main Station Area that comprise our area of focus is dependent on the following factors:

Flexible Land Use Code

The existing uses in the Study Area are heavily used and have high economic viability. In order for development to occur on these properties in the future the land use code will need to be flexible in allowable uses and permit additional development capacity that drives value to the development and current property owners. This value must exceed the value of the existing uses or justify likely significant business disruption for the current use during construction of new development on parking fields. The feasibility assessment of development occurring in this area is summarized in the next section.

Competitive Position of the Focus Properties

In order for the properties in the area of focus to be considered as attractive development sites they must be competitively positioned relative to the range of alternatives in other parts of the City and region. The area's location relative to jobs – coupled with the ability for employees to access the workplace via a range of transportation modes – is one key factor. The Study Area is likely to enjoy a strong competitive position in this respect with the promise of the future East Link East Main Station, its proximity to I-405, and the transportation planning and investments to be made by the City to maintain effective automobile and bike mobility.

Another key element to assessing competitive position is area amenities. A developer will look at existing and planned projects such as retail and entertainment offerings, parks and right of way enhancements (e.g. wide sidewalks and trees), and the potential for their project to contribute to the broader quality of life in the area. The Study Area is currently at the fringe of the City's defined downtown, but is close enough to have easy access to the retail, cultural, and employment offerings provided by downtown. Additionally, the investment in new parks that will be adjacent to the Study Area around the station area will be attractive off-site destinations for future residents and employees in any future development. Finally, the size of the properties in the Study Area is large enough to support development that can create its own gravity. Depending on land use code updates in this area, there is the potential for public space and ground floor retail in future developments in the Study Area. This is important for both the success of future developments (inward facing) and for encouraging places for the broader neighborhood to use and for attracting employment (outward facing).

Anticipated Market Demand

The City is anticipated to continue to be a major growth center for the region. As illustrated in the previous multi-family and office Market Overview sections, the City's regional position as a core investment location will continue to support market demand for new multi-family and commercial construction. In order for parcels in the Study Area to capture any of the future employment and household growth in the City the zoning and competitive position of the properties must be compelling.

REDEVELOPMENT PROGRAM SCENARIOS

As part of its engagement, Heartland was asked to provide an analysis of multiple redevelopment scenarios as presented by VIA architects. These scenarios cover a range of redevelopment options including a consideration of the current zoning conditions of the OLB zone and three increasing density and height restriction scenarios. This review is intended to help understand the impact of potential rezoning efforts in the study area to capitalize on the arrival of the East Main Link Light Rail station in 2023.

To assess redevelopment feasibility, a discounted cash flow model was developed so each Scenario could consider the impact of time on a project. This is important because new development will not likely occur in the Study Area until (1) the land use code is amended and (2) light rail is completed or near completion. This puts the delivery of new buildings out approximately eight years. The model utilizes current market rate cost and revenue inputs, and, are based on the programs developed in collaboration with VIA.

Key Input Assumptions

Heartlands analysis incorporates market data from sources including CoStar, Dupre + Scott, Turner Construction, and Skanska to most accurately represent market trends impacting redevelopment feasibility. These market data points include rental rates, vacancy rates, and construction costs for multiple product types. The table below lays out some of the base level market data used to complete a residual land value analysis for the development sites of the study area. Slight variations from these baseline numbers occur in the Heartland analysis on a development site basis to account for the unique features of each scenario.

Exhibit 8: Key Alternatives Model Inputs

Office		Residential		Hospitality	
Cap Rate	5.75%	Cap Rate	4.50%	Cap Rate	7.50%
Office Vacancy	10.00%	Vacancy	5.0%	Average Daily Rate	$ 190.00
NNN Lease Rate (Midrise)	$ 32.00	Average Unit SF (net)	805	Hospitality Occupancy	65.0%
NNN Lease Rate (Highrise)	$ 37.00	Average $/Unit	$ 2,300	Hospitality Expense Ratio	37.5%
		Weighted Average $/SF	$ 2.82	RevPAR	$ 123.50
Midrise TI's ($/RSF)	$ 35.00				
Highrise TI's ($/RSF)	$ 50.00				
NNN Expenses (Midrise)	$ 8.00	Operating Exp Ratio	27.0%		
NNN Expenses (Highrise)	$ 12.00	Operating Exp $/Unit	$(7,100.32)		
Construction Cost $/SF (Midrise)	$ 190.00	Construction Cost $/SF (Midrise)	$ 190.00		
Construction Cost $/SF (Highrise)	$ 230.00	Construction Cost $/SF (Highrise)	$ 210.00	Construction Cost $/SF (Highrise)	$ 260.00

Note: Assumptions were researched and inputted in the model in June 2015. Market conditions have not significantly changed since then.

In addition to market-based information, Heartland estimated the land area of the potential development sites on each of the three Focus Properties to determine land square footage of each redevelopment opportunity.

Residual Land Value

The residual land value "(RLV)" approach to valuation is used to evaluate the ability for a developer to pay for the underlying land of a development site based on a proposed scenario or scenarios. Developers, investors, and real estate professionals use the RLV to estimate what a developer or

investor is willing to pay for the land asset. This methodology relies on market based revenues and costs to derive an estimated value and margin of the proposed development. The resulting margin over cost, less a developer profit margin, is the RLV.

Study Area Development Sites

Three development sites within the Study Area redevelopment scenarios have been analyzed. These are the Focus Properties comprised of the Red Lion, Hilton, and Bellevue Club sites. These specific sites are considered as part of this review largely because of the proximity to the to-be-delivered East Main Link Light Rail station, site conditions, as well as other factors that could drive near-term redevelopment.

Exhibit 9: Focus Properties Map

Redevelopment on each of these sites varies by scenario, however, the location of the redevelopment is consistent across scenarios. The Red Lion site is proposed to deliver a maximum of three structures located on future sites RL1, RL2, and RL3. The Hilton site would maintain the existing hotel structure in each scenario and deliver a possible three additional structures shown as H1, H2, and H3. Similarly, the Bellevue Club could deliver three separate uses in addition to the existing structure shown here as BC1, BC2, and BC3 with BC2 and BC3 potentially stacking as residential over condo hospitality/club space.

The following subsections summarize the RLV analysis for each scenario. These subsections are organized with first a summary of the development program, the resulting RLV based on the program and income and cost assumptions, and then key observations for each scenario.

Scenario 1

Program

Scenario 1 is representative of a proposed redevelopment given existing zoning and provides a mix of residential, office and retail as well as a parking structure component. In this scenario, the Bellevue Club site is not activated. The image in Exhibit 10 illustrates this program.

Exhibit 10: Scenario 1 Program

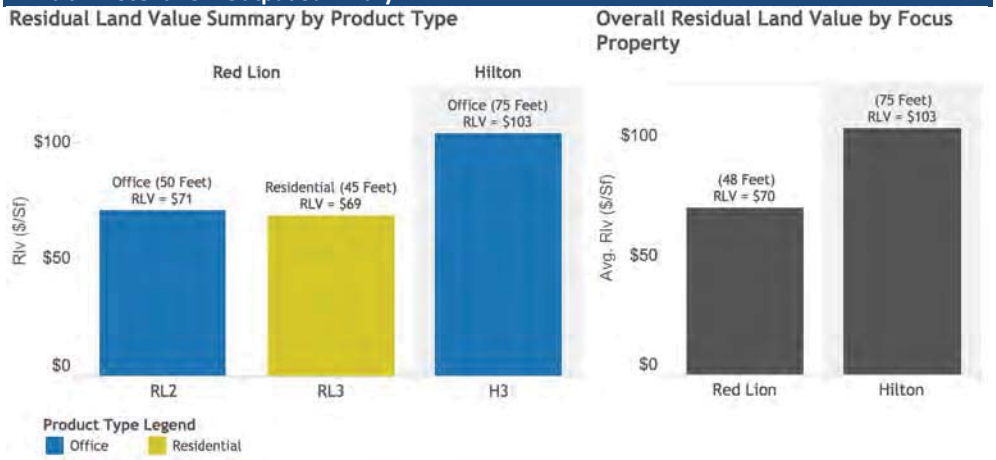
Source: VIA Architecture

The scenario illustrated in Exhibit 10 comprises over 76,000 square feet of residential space, delivering approximatley 76 units and over 435,000 square feet of office space across the OLB study area. There is also nearly 20,000 square feet of retail. This redevelopment completely displaces the existing Red Lion while development pads are formed on the existing surface parking areas of the Hilton site. Scenario 1 delivers a mid-rise commercial option to the OLB study area with maximum building height on the Red Lion site of 50 feet and 75 feet on the Hilton site.

Residual Land Value Analysis

Scenario 1 includes three primary commercial buildings supported by a stand-alone parking structure and substantial surface parking stalls. Using market based financial modeling assumptions, the office building located on the Red Lion site has an RLV of $71/SF and the residential building indicates an RLV of $68/SF. The Hilton site is also activated with the development of a single office building supported by an above ground parking structure. This building has an approximate RLV of $103/SF, slightly higher than the other assets in Scenario 1, largely due to the above ground parking and the increase in development height to allow for more revenue generating space. Exhibit 11 illustrates the estimated RLV for the Red Lion and Hilton sites overall as well as by product type unit.

Exhibit 11: Scenario 1 Output Summary



Observations

Scenario 1 is not a full redevelopment of the Focus Properties in that it includes only three primary buildings comprised of both residential and office uses. The program conforms to the existing land use code. Buildings heights are restricted to 75' with 50' setbacks and 35 percent lot coverage maximum. In addition, the scenario incorporates one vertical parking structure to support these uses. Given the development restrictions and the proposed build-out, the RLV estimates do not appear to generate enough value to incentivize the current owners to forgo or alter the existing business uses in the Study Area.

Scenario 2

Program

Scenario 2 is representative of a proposed redevelopment with zoning conditions increasing to allow more density in primarily mid-rise structures. This scenario, as illustrated in Exhibit 12, provides a mix of residential, office and hospitality space. With no stand-alone parking structure, parking is primarily below grade or built into the vertical structure depending on the redevelopment site.

Exhibit 12: Scenario 2 Program

Source: VIA Architecture

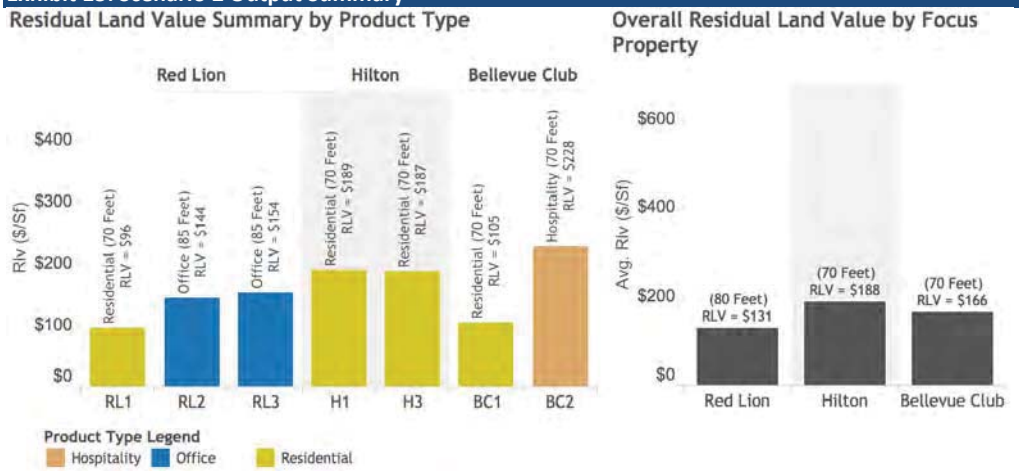
Scenario 2 comprises of over 560,000 square feet of residential space, delivering approximatley 572 units and over 580,000 square feet of office space across the Focus Properties. This redevelopment provides for a slightly denser redevelopment scenario and considers some level of redevelopment on the Bellevue Club site. As in each of the other scenarios, any redevelopment effort will completely displace the existing Red Lion while development pads are formed on the existing surface parking areas of the Hilton and Bellevue Club sites. This scenario delivers a mid-rise commercial option with maximum building height on the Red Lion site of 85 feet and 70 feet on the Hilton and Bellevue Club sites. The overall FAR for development on the Focus Properties in this scenario is roughly 2.5.

Residual Land Value Analysis

For the purposes of this scenario, the structure identified as club space was modeled as a hospitality opportunity to simplify the unique features of the Bellevue Club operation. In the actual redevelopment process Bellevue Club may elect to self-develop or possibly condominiumize the new space back from a third party developer. Scenario 2 includes nine primary commercial buildings supported by significant below-grade parking. As noted elsewhere in this analysis, below-grade parking is likely to be costly at this site due to the existing soil conditions and sub surface water levels.

Using market based financial modeling assumptions the office buildings located on the eastern portion of Red Lion site (RL2) has an RLV of $144/SF and the other pair of office buildings on the western portion of the site (RL3) are estimated to have an RLV of $153/SF. The residential building analysis indicates an RLV of $95/SF. The Hilton site is also activated in this scenario and includes two residential buildings with supported below-grade parking. These two similar buildings have approximate RLVs of $186/SF, slightly higher than the other assets in Scenario 2, which is an indication of a hot multi-family market and a lower parking requirement than the other sites with office product mix. The graphic in Exhibit 13 shows the average RLV for each building height described in Scenario 2.

Exhibit 13: Scenario 2 Output Summary



Observations

Scenario 2 contemplates a full redevelopment of the Focus Properties. The program conforms to a modified land use code in which building heights are restricted to 85' and there are no setbacks or lot coverage maximum restrictions. While much of the ground plane where new development may occur is programmed, the allowable height only allows the floor area ratio to reach roughly 2.5. This results in a RLV that exceeds Scenario 1, but would not likely trigger redevelopment as the value of the existing income would exceed the value of the redevelopment.

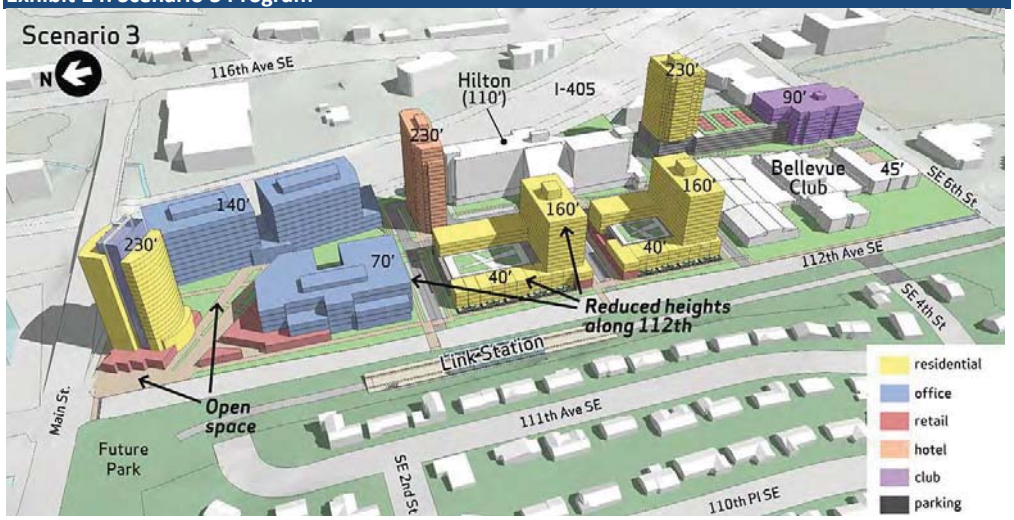
Scenario 3

Program

Scenario 3 is representative of a proposed redevelopment with zoning conditions increasing to allow more density in a mix of high-rise and mid-rise structures. This scenario provides the study area with residential, office and club/hospitality space. Parking is primarily below grade or built into the vertical structure or podium depending on the redevelopment site.

This scenario comprises 1,025 units and over 760,000 square feet of office space across the OLB Study Area as well as 430 hospitality rooms and 99,000 square feet of club expansion space. Again, this redevelopment effort will completely displace the existing Red Lion while development pads are formed on the existing surface parking areas of the Hilton and Bellevue Club sites. Scenario 3 delivers a mixed height redevelopment option to the OLB study area with maximum building height on each site of 230 feet, while incorporated lower structures are at 70 feet and 160 feet. The average FAR across the three Focus Properties for this scenario is roughly 3.8. The image in Exhibit 14 illustrates Scenario 3.

Exhibit 14: Scenario 3 Program



Residual Land Value Analysis

Once again, the club space was modeled as a hospitality opportunity to simplify the unique features of the Bellevue Club operation and to treat it as a potential third party development opportunity. Scenario 3 includes nine primary commercial buildings supported by below-grade parking and ground floor retail. Using market based financial modeling assumptions, the office building located on the RL2 site of the Red Lion property has an RLV of $143/SF and the office building at RL3 has an RLV of $118/SF. The high-rise residential building on the Red Lion property has a significantly higher RLV at $317/SF. This is due to many factors including a strong residential market and reduced parking requirements for residential. Comparatively, the 70-foot RL2 office building incurs high rise development costs, but does not benefit from the maximum height to generate revenue from rentable space to support development costs.

The Hilton site is activated with the development of a single hospitality tower and two 160-foot residential towers. The hospitality building has an approximate RLV of $318/SF while the twin residential buildings have RLVs of $232/SF. Finally, the Bellevue Club site is also activated with a mix of building heights and uses including a 230-foot residential tower and a 90-foot club/hospitality structure.
The residential tower at Bellevue Club loses some revenue generating units because parking is built vertically into the podium resulting in an RLV of $258/SF, which represents a lower $/SF figure than the Red Lion tower. The graphic in Exhibit 15 shows the average RLV for each building height described in Scenario 3.

Exhibit 15: Scenario 3 Output Summary

Observations

Scenario 3 contemplates a full redevelopment of the Focus Properties. The program conforms to a modified land use code in which buildings heights are permitted up to 230 feet and there are no setbacks or lot coverage maximum restrictions. This allows for a more interesting pedestrian friendly environment with more open space (e.g. plazas and sidewalk cafés) as building square footage may be placed in towers rather than buildings with large floorplates. The modified height only allows the floor area ratio to reach roughly 3.8. This results in a RLV that exceeds Scenarios 1 and 2. Under this scenario the propensity to develop the Focus Properties is greater.

Scenario 4

Program

Scenario 4 is the highest density redevelopment scenario proposed by VIA architects with zoning conditions increasing to allow primarily high-rise structures with heights of 160' and 230' throughout the site. Similar to other scenarios, this scenario provides the study area with residential, office and club/hospitality space and locates parking stalls primarily below grade or built into the vertical structure or podium depending on the redevelopment site.

This scenario comprises over 1,300 units and over 1,000,000 square feet of office space across the OLB study area as well as 430 hospitality rooms and 54,000 square feet of club expansion space. As in all other scenarios, this redevelopment effort will completely displace the existing Red Lion while development pads are formed on the existing surface parking areas of the Hilton and Bellevue Club sites. Scenario 4 delivers primarily 230 foot towers with lower tier components and podiums throughout the OLB study area with a single office building proposed at 85 feet on the Red Lion site, fronting the proposed Main Street Station for Link Light Rail. The graphic in Exhibit 16 illusrates this Scenario.

Exhibit 16: Scenario 4 Program

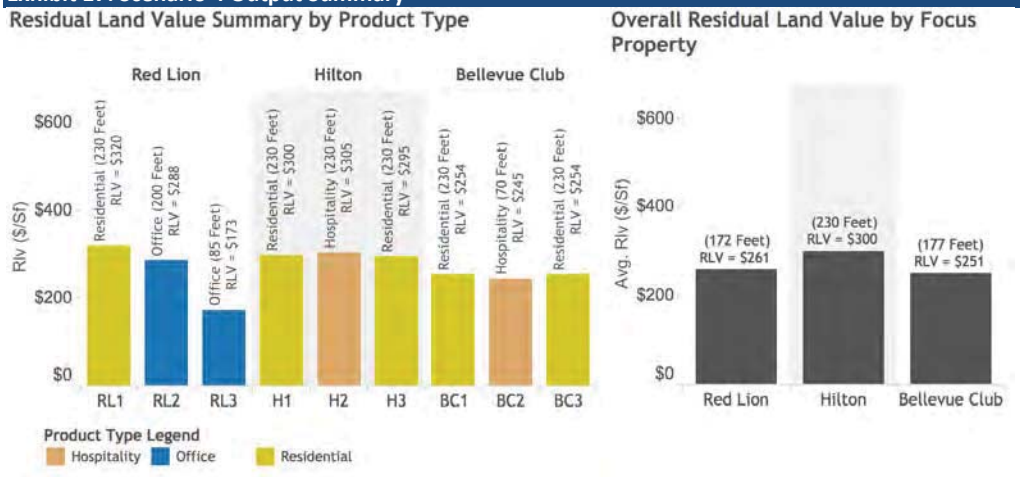
Residual Land Value Analysis

Scenario 4 includes nine primary commercial buildings and is very similar in product mix to Scenario 3 with increased heights across the Study Area. The structures are supported by below-grade parking and ground floor retail. Using market based financial modeling assumptions, the office building located on the RL2 site of the Red Lion property has an RLV of $287/SF and the office building at RL3 has an RLV of $173/SF. The high-rise residential building on the Red Lion property has a significantly higher RLV at $320/SF. This is due to many factors, including a strong residential market and a reduction in costly parking requirements for residential compared to office product.

The Hilton site is activated in a similar way as in Scenario 3, with an increased building height for the two residential towers from 160 feet to 230 feet. The hospitality building is unchanged from Scenario 3 but with a larger parking component for the site as more parking cost has been shared with the RL2 site reducing the RLV to $305/SF. The twin residential buildings have RLVs of $300, which is similar to the other 230 foot tower in the study area.

Finally, the Bellevue Club site is also activated with a mix of building heights and uses, including two 230-foot residential towers and a club/hospitality component. The residential tower at Bellevue Club loses some revenue generating units while reducing overall parking costs because parking is built vertically into the podium. This produces an estimated RLV of $255/SF, which represents a lower $/SF figure than the Red Lion tower. The graphic in Exhibit 17 shows the average RLV for each building height described in Scenario 3.

Exhibit 17: Scenario 4 Output Summary



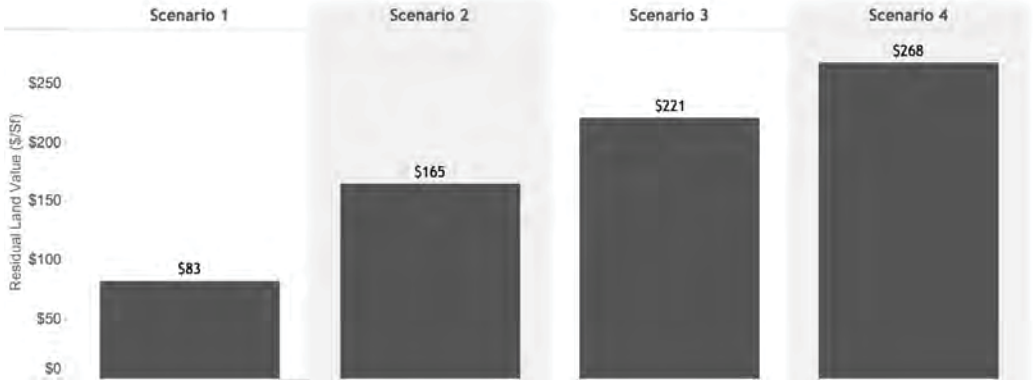
Observations

Scenario 4 contemplates a full redevelopment of the Focus Properties and is very similar to Scenario 3 – only denser. The program conforms to a modified land use code in which buildings heights are permitted up to 230 feet and there are no setbacks or lot coverage maximum restrictions. This allows for a more interesting pedestrian friendly environment with more open space (e.g. plazas and sidewalk cafés) as building square footage may be placed in towers rather than buildings with large floorplates. The modified height only allows the floor area ratio to reach nearly 5.0. This results in a RLV that exceeds each of the preceding scenarios. Under this scenario the propensity to develop the Focus Properties is greater.

Summary

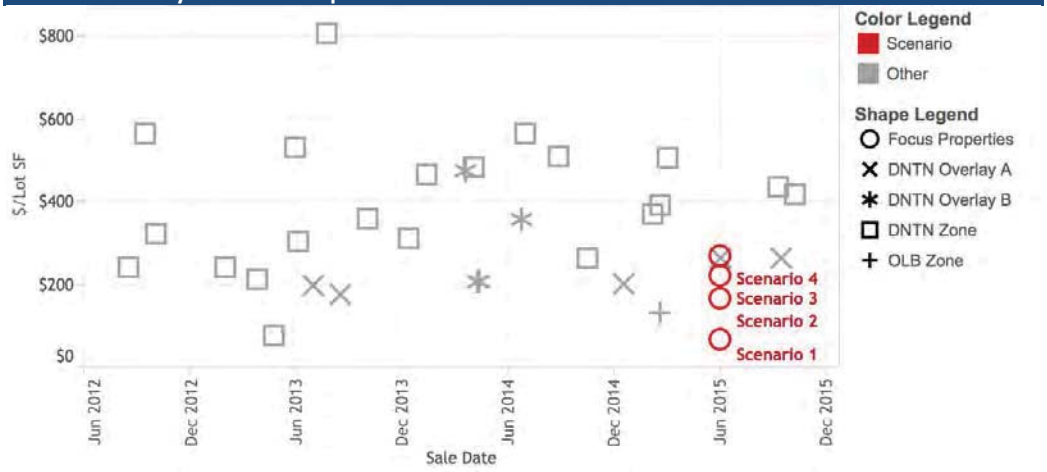
Given the existing uses that are currently operating on the Focus Properties (two hotels and the Bellevue Club) any new development in this area will need to create enough value to incent the existing owner and operator of any of these sites to take action. As noted previously, two of the sites have uses that will likely remain in place (Bellevue Club and the Hilton) while new development would occur in the existing parking lots. If the Red Lion property were to redevelop, it would likely occur on the entire property. These scenarios also have a mix of uses and in most cases would be developed in phases. The chart in Exhibit 18 summarizes the average residual land value a developer would pay for the opportunity to develop the land according to Scenarios 1 through 4 if the properties were available today.

Exhibit 18: Average Residual Land Value, Scenario 1 through Scenario 4



The RLV chart in Exhibit 18 intuitively illustrates that land value increases as permitted density increases. To put these values into context, recent development site transactions in the CBD dating back to June 2012 are depicted in Exhibit 19 along with the concluding average RLV for each of the four scenarios tested.

Exhibit 19: RLV by Scenario Compared to Closed Sales



Source: Heartland

Key observations based on this chart are as follows:

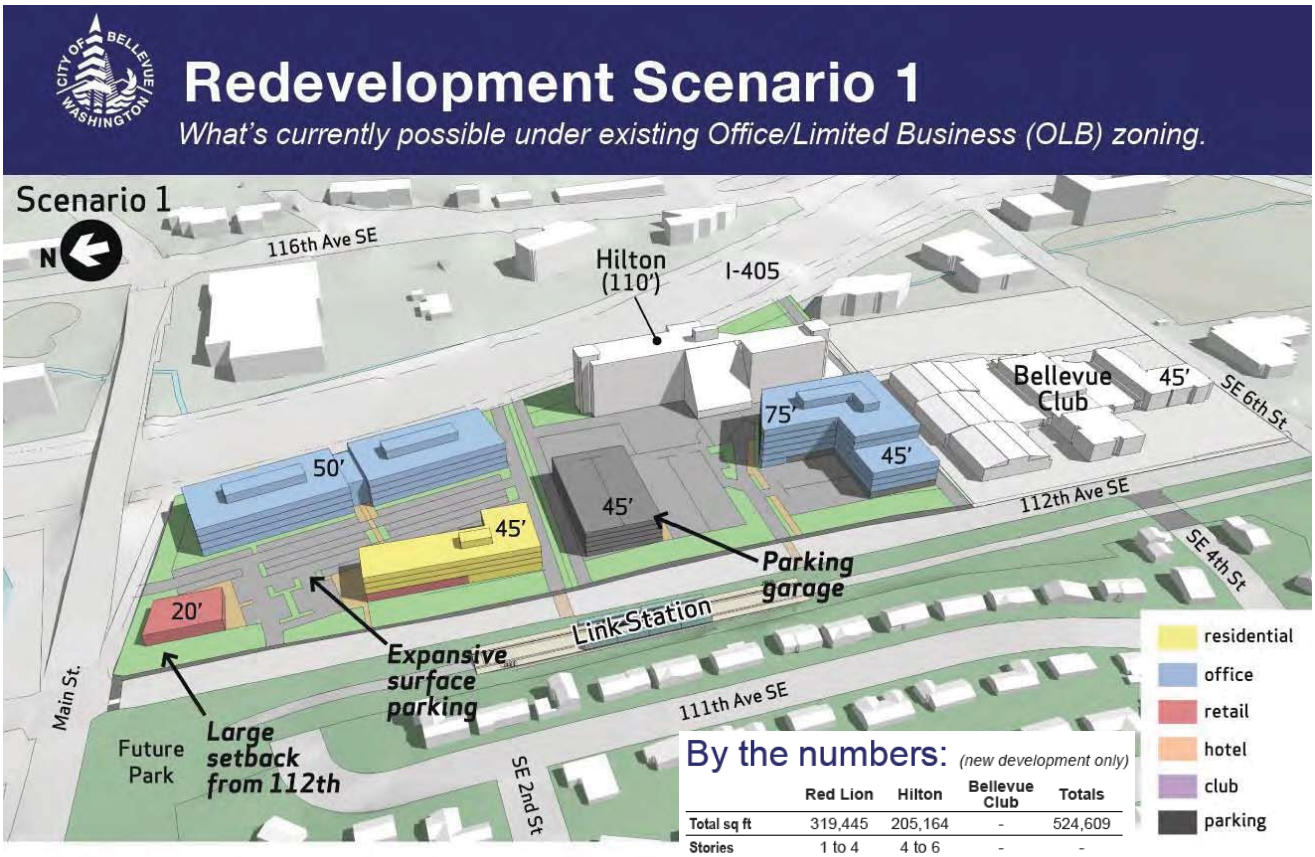
- If a developer were to approach any of the land owners with an offer under $150 per square foot, it would not likely garner a response on any of the properties.
- There has been activity in the $165 per square range; however, most of these transactions involved properties with limited value in the existing uses. Based on a rough estimate of the value of the Red Lion property under current hotel market conditions and assuming some reinvestment in the property, its value in use is roughly around $165 per square foot. The residual land value generated in Scenario 2 would likely not result in development occurring on

this site. The Hilton property and Bellevue Club properties would also likely not see development on its parking lots under Scenario 2 as the extended business disruption and operational efficiency during construction of the parking lots would not likely justify revenue from a land sale.

- The average residual land values estimated from development in Scenarios 3 and 4 both appear to create a compelling case for the property owners to consider new development on their properties. In these scenarios, development may occur in a high-rise format. That said development under Scenario 3 is most likely to occur on the Red Lion site as it would not have to weigh the impact of business disruption due to development. Under modified zoning the current property owners may consider redevelopment possibilities on the Focus Properties given the location, development capacity and proximity to light rail.
- The residual land values estimated from the development programs in Scenario 4 create the strongest case for realizing new development on any of the three properties. The revenue generated from the land sale could offset the lost revenue from business disruption on the two sites where existing business operations would remain.

A 2.2 REDEVELOPMENT SCENARIOS

VIA Architecture, April 2015

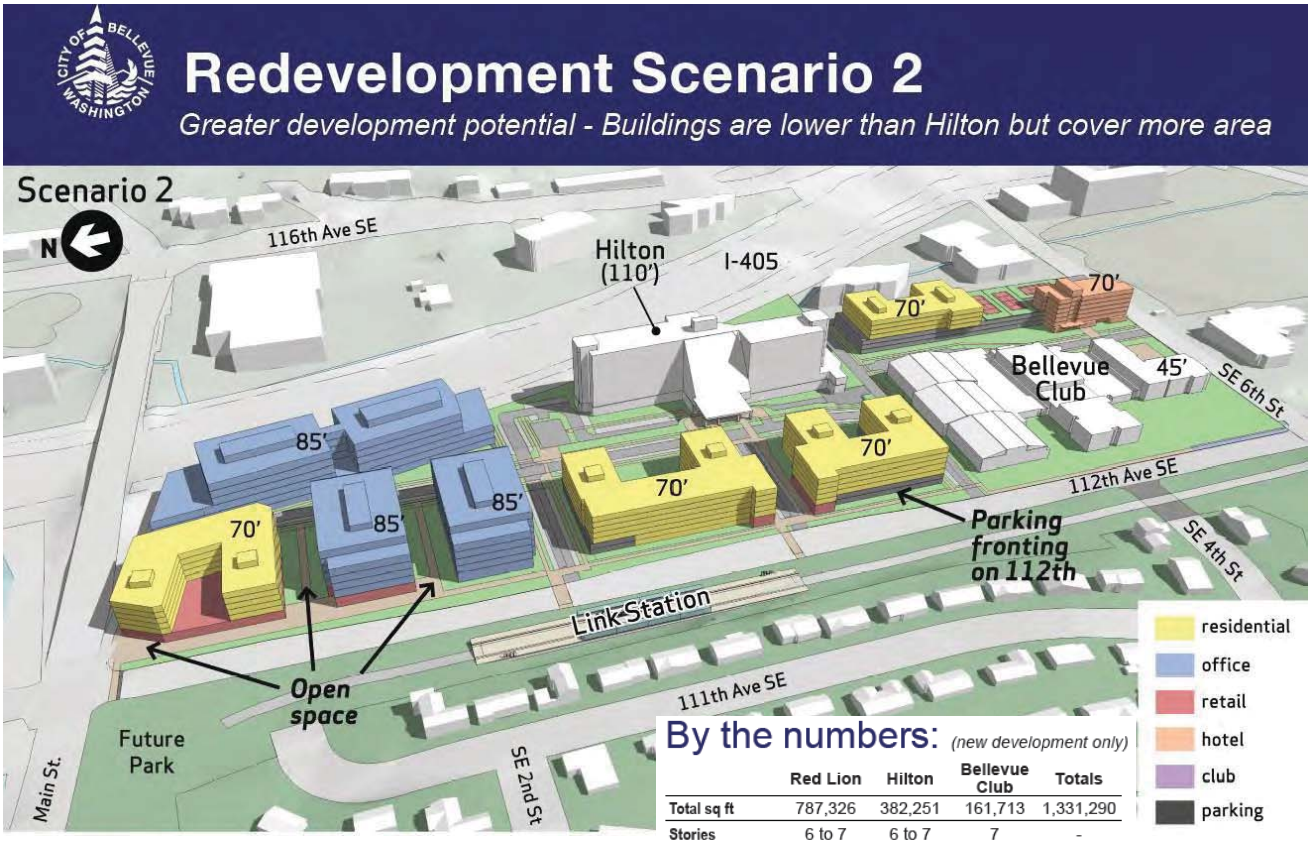


By the numbers: *(new development only)*

	Red Lion	Hilton	Bellevue Club	Totals
Total sq ft	319,445	205,164	-	524,609
Stories	1 to 4	4 to 6	-	-
Residential units	76	-	-	233
Office sq ft	230,556	205,164	-	435,720
Retail sq ft	16,977	-	-	16,977
Hotel rooms	-	-	-	-
Club sq ft	-	-	-	-

Appendix A2.2

VIA Architecture, April 2015

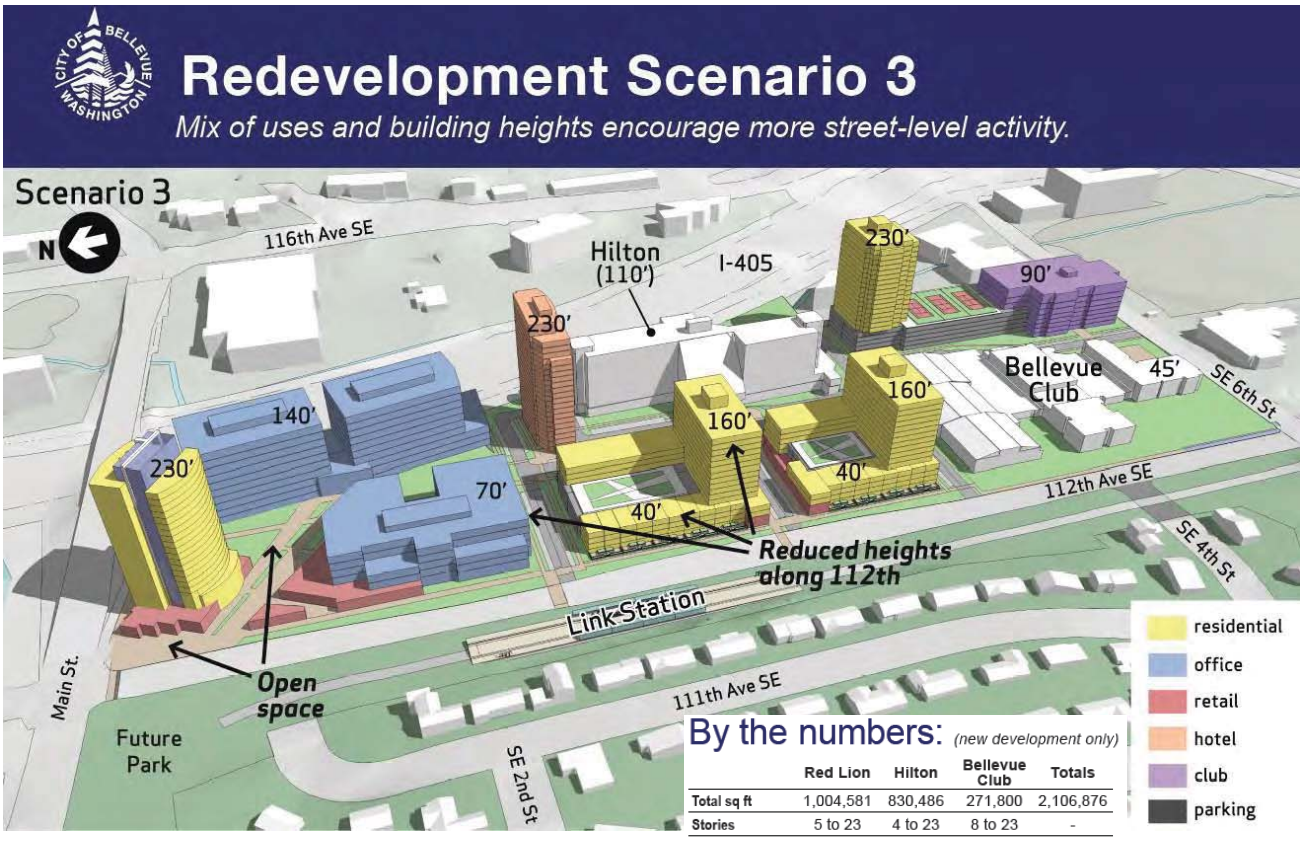


By the numbers: *(new development only)*

	Red Lion	Hilton	Bellevue Club	Totals
Total sq ft	787,326	382,251	161,713	1,331,290
Stories	6 to 7	6 to 7	7	-
Residential units	147	396	104	647
Office sq ft	612,127	-	-	612,127
Retail sq ft	35,920	-	-	42,238
Hotel rooms	-	-	-	-
Club sq ft	-	-	-	-

Appendix A2.2

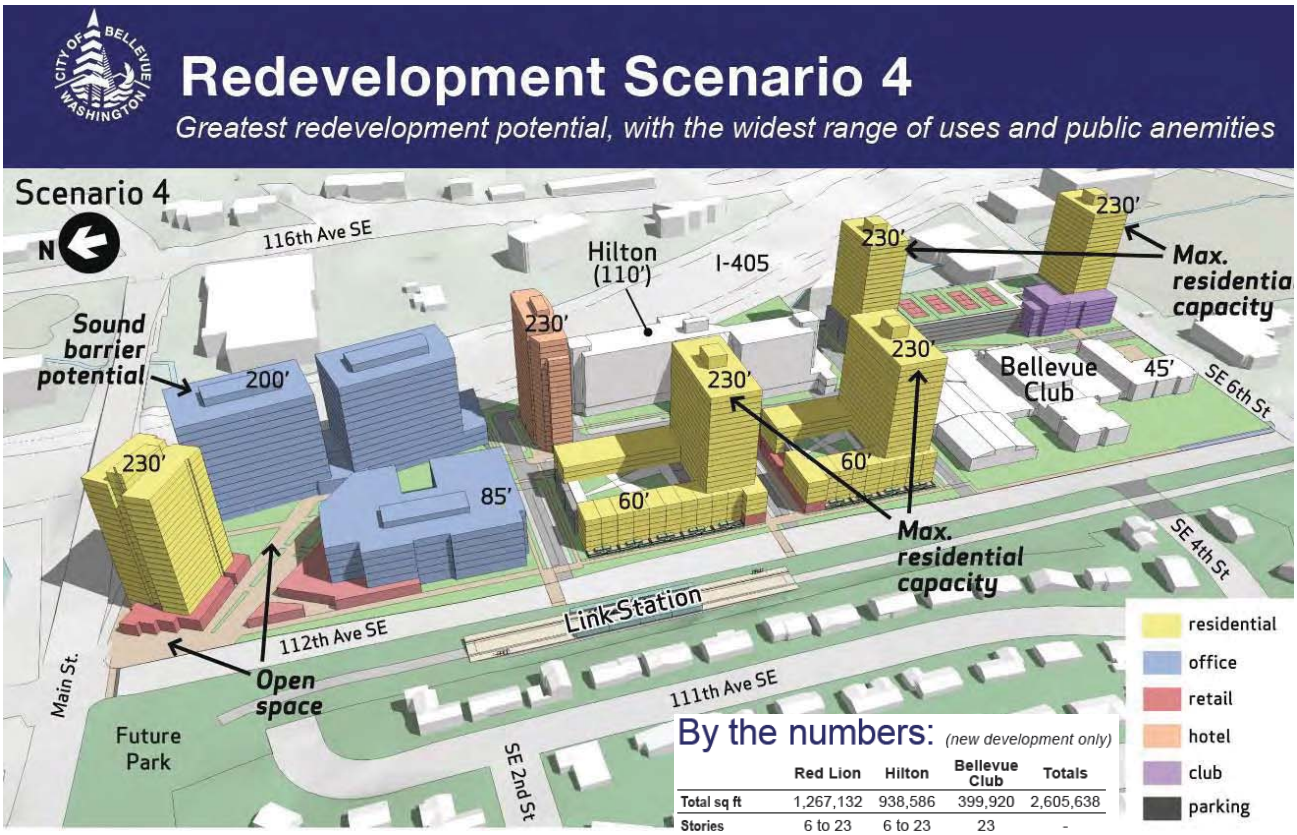
VIA Architecture, April 2015



	Red Lion	Hilton	Bellevue Club	Totals
Total sq ft	1,004,581	830,486	271,800	2,106,876
Stories	5 to 23	4 to 23	8 to 23	-
Residential units	232	635	182	1,049
Office sq ft	736,826	-	-	736,826
Retail sq ft	47,755	11,840	-	59,595
Hotel rooms	-	-	-	430
Club sq ft	-	-	-	-

Appendix A2.2

VIA Architecture, April 2015



By the numbers: *(new development only)*

	Red Lion	Hilton	Bellevue Club	Totals
Total sq ft	1,267,132	938,586	399,920	2,605,638
Stories	6 to 23	6 to 23	23	-
Residential units	240	749	364	1,353
Office sq ft	991,634	-	-	991,634
Retail sq ft	47,755	11,840	-	59,595
Hotel rooms	-	430	-	430
Club sq ft	-	-	99,000	99,000

Appendix A2.2

VIA Architecture, April 2015

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A 2.3 TRAFFIC SOUND ATTENUATION POTENTIAL OF PROPOSED BUILDINGS

ESA, May 2015

ESA Community Development

550 Kearny Street
Suite 800
San Francisco, CA 94108
415.896.5900 phone
415.896.0332 fax

www.esassoc.com

technical memorandum

date May 15, 2015

to Dan Bertolet, Urban Planner, VIA Architecture

from Chris Sanchez, Senior Technical Associate

subject Traffic Sound Attenuation Potential of Proposed Buildings - Bellevue WA

ESA has reviewed the aerial photograph of existing conditions and the sketch up axio-metric 3D model of the proposed structures for the East Main Station project in Bellevue Washington. At you request I have prepared the following gross-scale analysis of the potential sound attenuation that may result from construction of the proposed structures at a general level of detail using basic acoustical propagation principals, readily available data in transportation noise assessment guidance documents and professional opinion. This is a general-level analysis and is meant to inform decision makers but, if needed, three dimensional modeling is an available means of conducting a more refined analysis.

Construction of the proposed structures could have two potential effects on the noise environment of surrounding land uses. First, the structures would offer potentially significant sound attenuation of traffic-generated noise on Interstate 405 (I-405) to existing residential land uses to the west. Secondly and to a lesser degree the proposed structures could result in traffic noise being reflected, potentially resulting in a imperceptible to modest increase in noise levels at land uses on the east side of the Interstate.

The section of I-405 along the project site has an existing parapet of three to four feet in height that offers little if any effective sound attenuation. Additionally, this section of I-405 rises from ground level at the northern end of the project site to an elevation of approximately ten feet above grade at the midpoint of the project site. Because the Interstate is predominately an elevated structure, effective sound barriers must also be elevated or, in the case of structures, of sufficient height to block line-of-sight with potential receptors.

For a barrier or building to offer effective attenuation of sound, it must block the line-of sight with the receptor (the ears are at an approximately same elevation as the eyes). The elevation of roadway sources (trucks and cars) is primarily at the engine and at the exhaust stack. Diesel truck exhaust stacks are typically about 8 to 10 feet in height. Consequently most sound barriers along freeways are 12 to 15 feet in height to ensure attenuation is maximized. However, a second story balcony of a residence with direct line-of-sight to freeway traffic will receive no attenuation benefit from a sound barrier.

With regard to changes in noise level, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 decibel (dB) cannot be perceived;

- Outside of the laboratory, a 3 dB change in noise levels is considered to be a barely perceivable difference;
- A change in noise levels of 5 dB is considered to be a readily perceivable difference; and
- A change in noise levels of 10 dB is subjectively heard as doubling of the perceived loudness.

Sound Attenuation Potential

Depending on site geometry, the first row of houses or buildings next to a highway may shield the successive rows. The amount of noise reduction varies with building sizes, spacing of buildings, and site geometry. The following bullet point may be helpful in understanding the potential for sound attenuation resulting from the proposed project:

- Generally, for an at-grade facility in an average residential area where the first row houses cover at least 40% of total area, the reduction provided by the first row is reasonably assumed to be 3 dBA, with 1.5 dBA for each additional row. For example, one may expect a 3-dBA noise reduction behind the first row, 4.5 dBA behind the second row, and 6 dBA behind the third row. For houses or buildings spaced tightly (covering about 65% to 90% of the area, with 10% to 35% open space), the first row provides about 5 dBA of reduction. Successive rows still reduce noise by 1.5 dBA per row. However, the upper limit of attenuation is generally understood to be 10 dBA (Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, 2013).

The above bullet point provides a basic idea of attenuation potential of the proposed structures. A continuous structure of 500 feet in length and 60 feet in height would result in an approximate range of noise reduction between be 5 to 10 dBA for many of the first row of residences on 112 Avenue SE not already shielded by existing structures. This would be a readily perceptible decrease in noise levels. The reduction for residences on 111th Avenue would be less because these residences already benefit from shielding provided by the residences on 112 Avenue.

Sound Reflection Potential

The reflection of noise from barriers can be a source of concern for residences in the vicinity of a barrier. A barrier that reduces noise at receivers on one side of the highway could potentially alter the noise at receivers on the other side. A noise barrier on the opposite side of a freeway can increase the noise level by no more than 3 dB, which represents a doubling of sound energy (a perfect reflector). Real-world situations are far more complicated, however, and reflected noise contributions are less than those of direct noise and seldom increase noise levels by more than 1 or 2 dB (Caltrans, 2013). Such an increase in sound levels would generally be imperceptible.

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A 2.4 SHADOW ANALYSIS FOR REDEVELOPMENT SCENARIOS

VIA Architecture, July 2015

Shadow Studies: 10 a.m. Winter Solstice

Shadow Studies: 3 p.m. Winter Solstice

Scenario 1

Scenario 2

Scenario 3

Scenario 4

Shadow Studies: 10 a.m. Equinox

Shadow Studies: 3 p.m. Equinox

Shadow Studies: 10 a.m. Summer Solstice

Shadow Studies: 3 p.m. Summer Solstice

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A 2.5 BUILDING HEIGHTS AND MOUNT RAINIER VIEW CORRIDOR

VIA Architecture, May 2016

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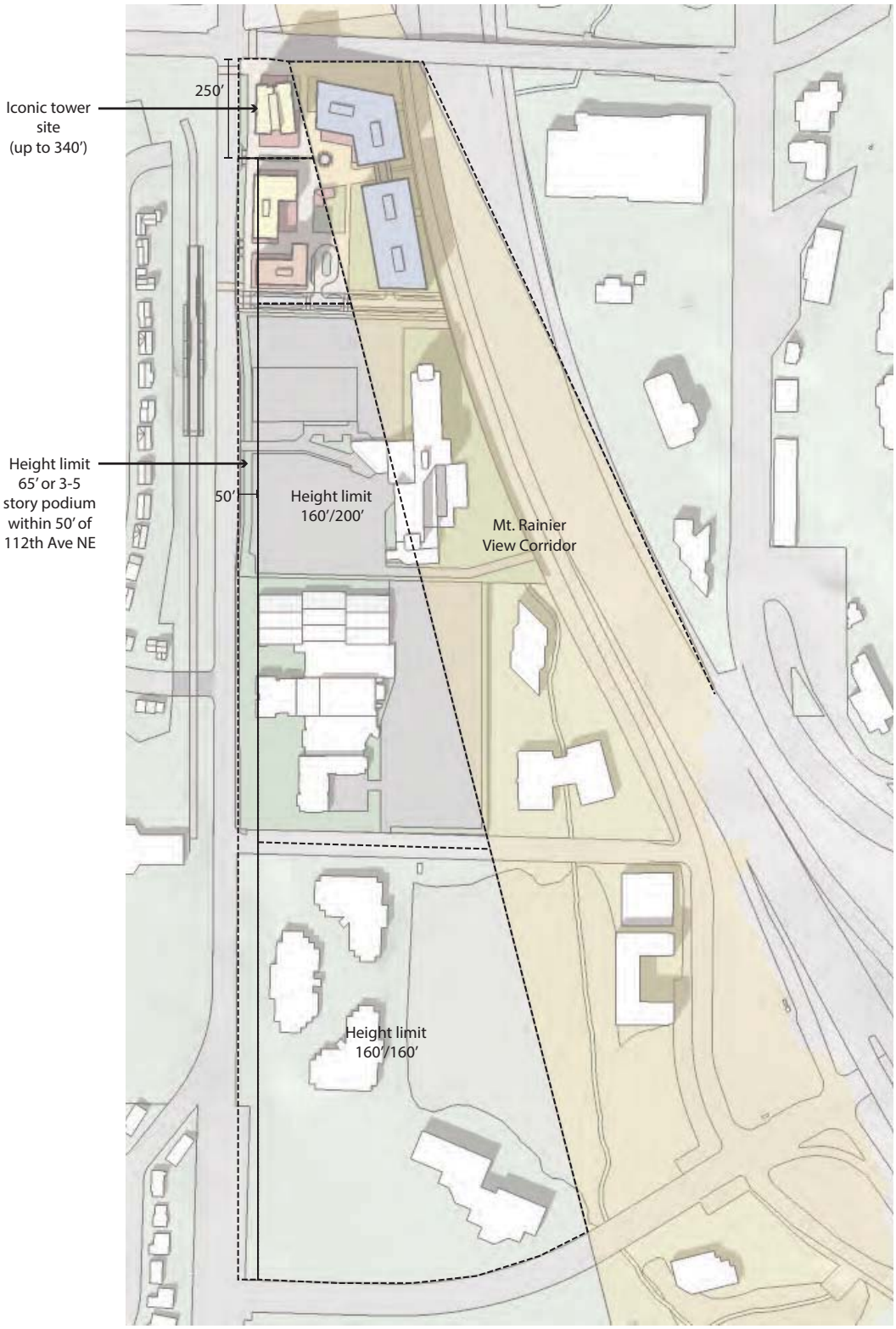
East Main Station Area Height Recommendations

VIA
DRAFT 04.22.2016



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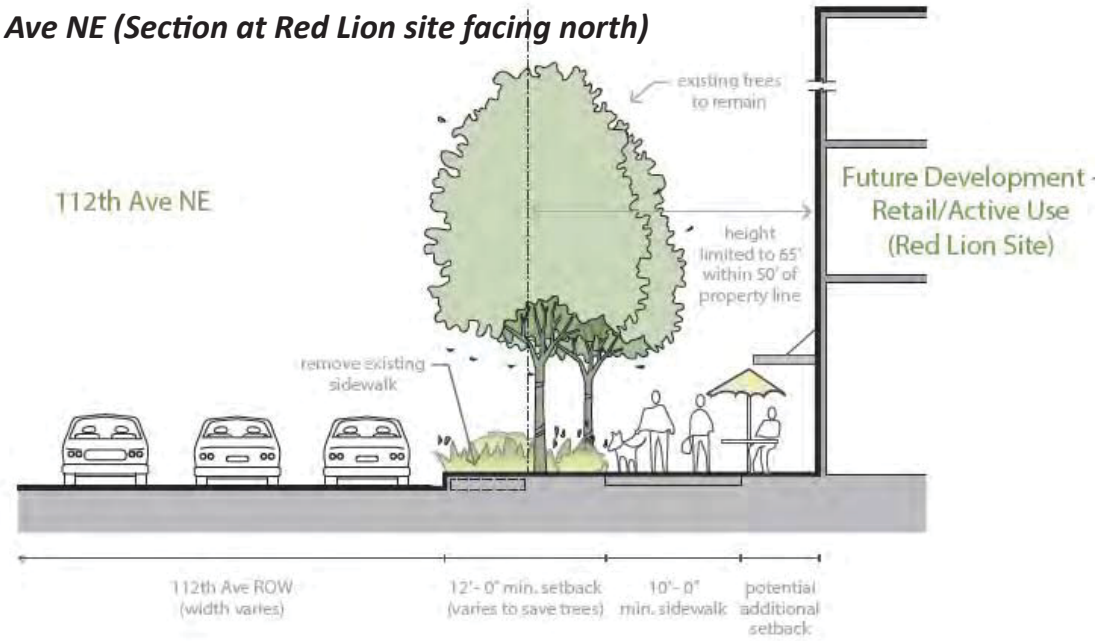
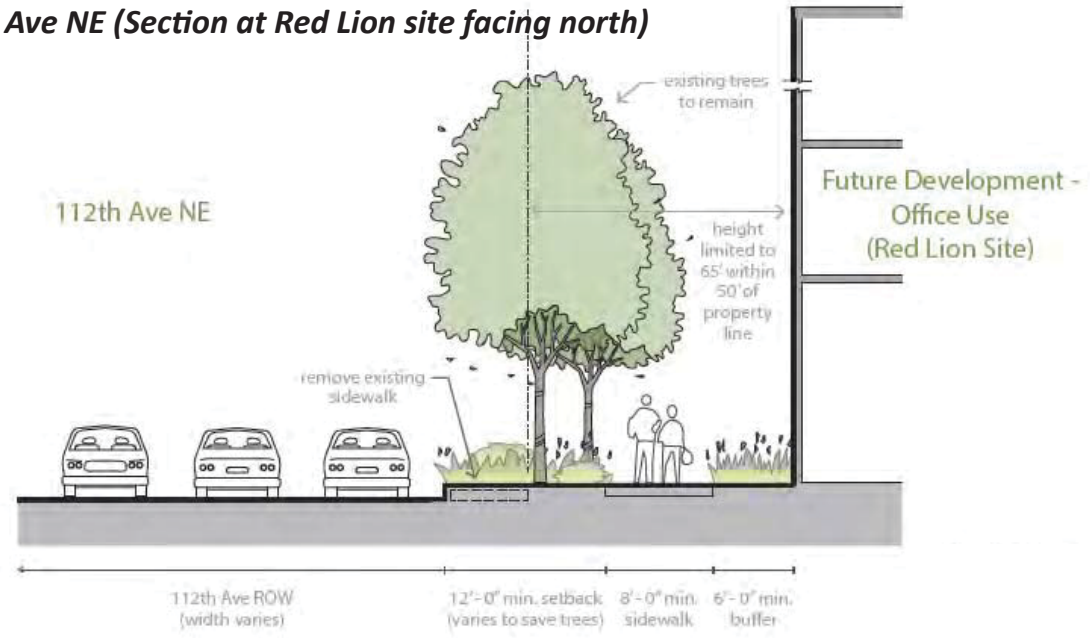
A 2.6 POTENTIAL STREETSCAPES AND PEDESTRIAN ENVIRONMENT

VIA Architecture, May 2016

112th Ave NE (Section at Red Lion site facing north)



112th Ave NE (Section at Red Lion site facing north)



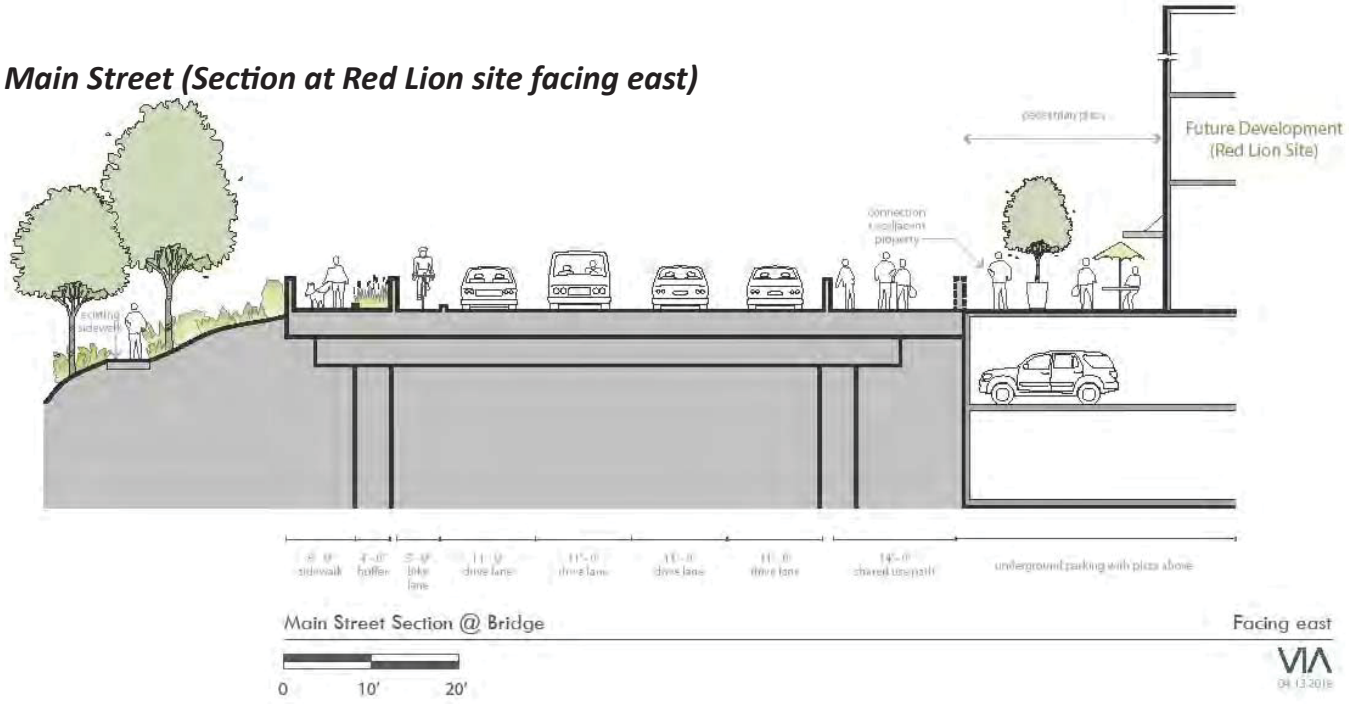
112th Ave NE Section — Facing north

0 10' 20'

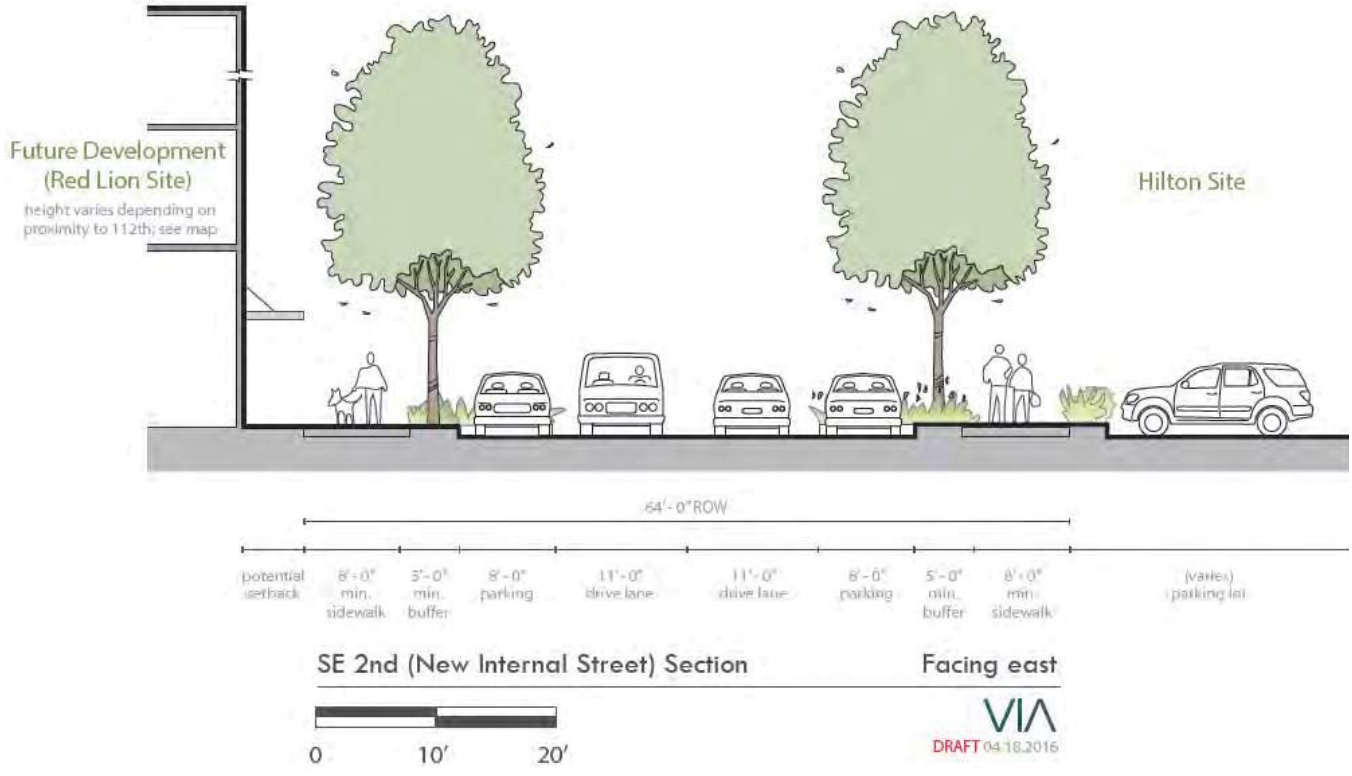
VIA

DRAFT 04.18.2016

Main Street (Section at Red Lion site facing east)



SE 2nd Street (Section between Red Lion and Hilton sites facing east)



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TRANSPORTATION & STATION ACCESS

WHAT YOU WILL FIND IN APPENDIX A3

- A 3.1 Accident data by intersection
- A 3.2 Pedestrian and bicycle connectivity analysis
- A 3.3 Neighborhood traffic calming and parking findings
- A 3.4 Potential projects and planning level cost estimates Transpo, May 2016

The materials in this section provide additional background information and analysis about the transportation issues explored by the CAC. This includes research about accidents, completeness of the pedestrian and bicycle networks, traffic calming techniques by other jurisdictions and preliminary cost estimates for pedestrian and bicycle improvements.

Additional traffic modeling analysis is included in section A4, Environmental Review.

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A 3.1 ACCIDENT DATA BY INTERSECTION

City of Bellevue Transportation Department

City of Bellevue

MEMORANDUM

DATE: May 26, 2015

TO: East Main CAC Members

FROM: John Murphy, Associate Planner, 425-452-6967
Transportation Department

SUBJECT: CAC Information Request

At a previous CAC meeting, members had a question about the prevalence of collisions in the East Main Station Area, specifically at the intersection of 108th Ave and Main St.

In addition to the intersection at 108th Ave and Main St, there were four corridors evaluated for collisions in the East Main Station Area. These corridors were evaluated due to their proximity to the East Main Station and because of interest from CAC members and the public.

- Main Street from Bellevue Way to 116th (0.7 miles); minor arterial (speed limit 30 mph)
- 108th Ave SE from Main St to Bellevue Way (1.1 miles); collector arterial (speed limit 25 mph)
- 112th Ave SE from Main St to Bellevue Way (1.4 miles); major arterial (speed limit 35 mph)
- SE 16th St from Bellevue Way to 108th Ave SE (0.1 miles); residential street (speed limit 25 mph)

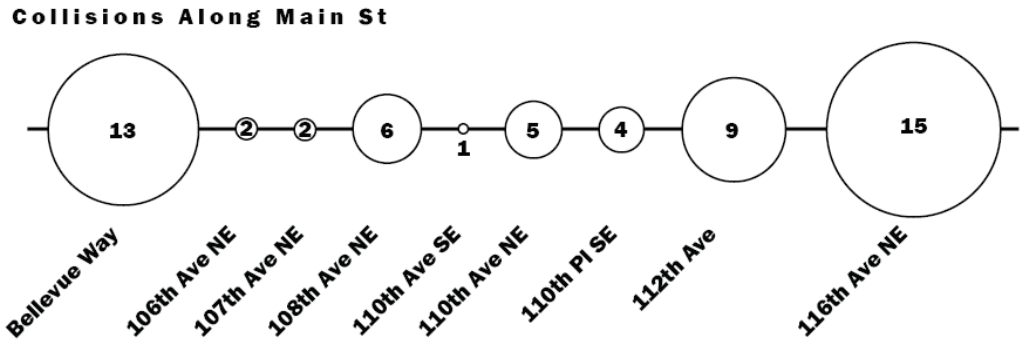
A 3-year period from May 1, 2012 to May 5, 2015 was evaluated for collisions. There were 103 collisions across the four corridors. The majority of accidents occurred at street intersections (80, 78%) versus between intersections (23, 22%). There were 24 possible injuries with the majority occurring at intersections.

Corridor	Collisions
Main St	66
108th Ave SE	4
112th Ave SE	27
SE 16th St	6
Total	103

Collisions along Main St at 108th Ave and 112th corridors are counted on the Main St corridor as opposed to on the 108th Ave SE or 112th Ave SE corridors, this is to avoid collisions being counted twice.

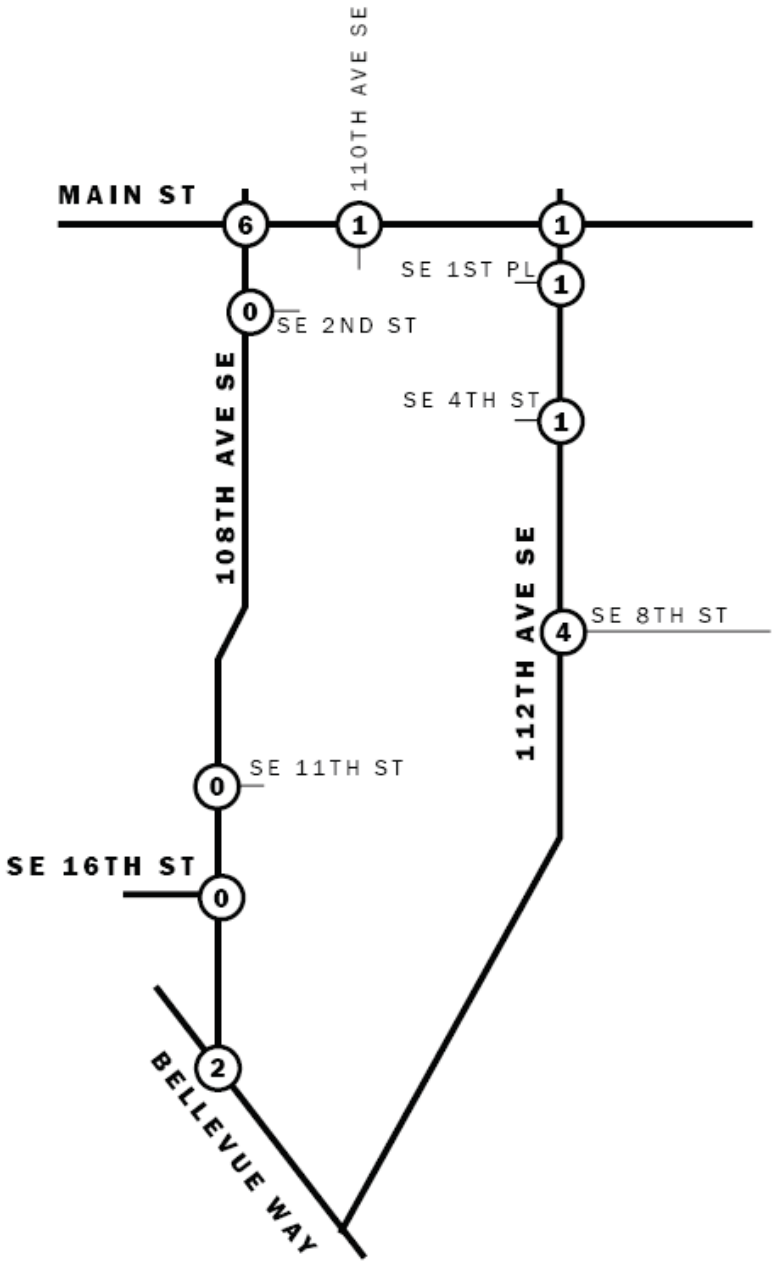
CAC Memorandum
5/26/2015
Page 2

Main St experienced the highest number (66) of collisions in the station area. The diagram below shows in graphical scale, the number of collisions along Main St intersections (57).



Across the corridors that were evaluated, the majority of collisions occurred at intersections (78%) compared to along street segments or the area between intersections (22%). Key intersections within the station area are shown below with the number of collisions shown inside the circle. There were six collisions at the Main St/108th Ave SE intersection during the three-year timeframe that was evaluated. This number is typical, if not lower, for other streets where a minor arterial meets a collector arterial such as Main St (minor) and 108th Ave SE (collector).

CAC Memorandum
5/26/2015
Page 3



DATE: June 9, 2015

TO: East Main CAC Members

FROM: John Murphy, Associate Planner, 425-452-6967
Transportation Department

SUBJECT: CAC Information Requests: Collision Data Follow-Up

At the May 26 meeting, collision data along four key corridors were shared with CAC members. The corridors were reviewed for collisions for a three-year time period (May 1, 2012-May 5, 2015) at the following locations:

- Main Street from Bellevue Way to 116th Ave NE (0.7 miles); minor arterial (speed limit 30 mph)
  - 66 collisions
- 108th Ave SE from Main St to Bellevue Way (1.1 miles); collector arterial (speed limit 25 mph)
  - 4 collisions
- 112th Ave SE from Main St to Bellevue Way (1.4 miles); major arterial (speed limit 35 mph)
  - 24 collisions[1]
- SE 16th St from Bellevue Way to 108th Ave SE (0.1 miles); residential street (speed limit 25 mph)
  - 6 collisions

There were two questions from CAC members that required follow-up:

1. How many and where were collisions that involved pedestrians?
2. What types of collisions occurred at the 108th Ave/Main St intersection?

There were 100 total collisions reported along the four corridors[2]. Of those 100 collisions, there were two involving pedestrians. One occurred at the southwest corner of the Main St/112th Ave NE intersection and the other on the east side 112th Ave SE between SE 1st Pl and SE 4th St. Both involved turning vehicles colliding with pedestrians who were crossing the street.

There was a question about the types of collisions occurred at the 108th Ave NE/Main St intersection. To get a sense of the types of collisions at key intersections in the station area, the following intersections were evaluated for type of collision:

[1] In the May 26, 2015 memo titled "CAC Information Request" from John Murphy, it was noted that there were 27 collisions along the 112th Ave SE from Main St to Bellevue Way corridor. Upon further review, it was discovered there were 24 collisions along this corridor due to collisions at the Bellevue Way/112th Ave SE intersection by the South Bellevue Park and Ride being mistakenly counted.
[2] There were 103 total collisions reported in the May 26, 2015 memo titled "CAC Information Request" from John Murphy. In actuality, there were 100 due to the removal of three erroneously counted Bellevue Way/112th Ave SE collisions.

	Right Angle	Approach Turn	Sideswipe	Parked vehicle/fixed object	Rear End	Pedestrian	**Total**
SE 16th St and Bellevue Way	3	1	-	-	2	-	6
108th Ave SE and Bellevue Way	1	1	-	-	-	-	2
108th Ave NE and Main St	3	1	-	1	1	-	6
112th Ave SE and Bellevue Way	2	3	-	1	-	-	6
112th Ave NE and Main St	3	2	1	-	3	1	10

For the 108th Ave NE and Main St collisions, they can be classified as such:

- The three right angle collisions were caused by westbound Main St drivers failing to stop at the red light and striking northbound 108th Ave SE vehicles.
- The approach turn collision was caused by a motorist traveling southbound on 108th Ave NE to eastbound Main failing to yield to right of way and was struck by a northbound vehicle on 108th Ave SE.
- The parked vehicle/fixed object collision occurred when a motorist turning from eastbound Main St onto southbound 108th Ave SE struck the center median.
- The rear end collision was caused when a motorists struck another vehicle that was stopped at the red light on 108th Ave SE just south of Main St.

Definitions:

Right angle collisions occur when vehicles from non-opposing angular directions collide (e.g. one vehicle traveling east on a roadway struck by vehicle traveling north on roadway)

Approach turn collisions occur when a vehicle moves to a perpendicular or angled travel lane and is struck by a vehicle traveling through in an opposing through travel lane (e.g. one vehicle traveling south and turning east struck by vehicle traveling north)

Sideswipe collisions occur when two vehicles moving alongside each other collide, with at least one of the vehicles being struck on the side. This type would include a collision resulting from one of the vehicles making an improper turn such as a left from the right lane or vice-versa or turning right from the appropriate outside lane and striking a vehicle passing on the right shoulder.

Parked vehicle/fixed object collisions occur when the primary collision involved a single vehicle and a fixed object (e.g. utility pole).

Rear end collisions occur when two vehicles in a position of one behind the other and collide, regardless of what movement(s) either vehicle was in the process of making with the exception of one or both vehicles backing.

Pedestrian collisions involve a vehicle and pedestrian in which the collision between the two is the first event and also took place within the road proper

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A 3.2 PEDESTRIAN & BICYCLE CONNECTIVITY MAPS

Transpo, May 2016

transpogroup
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	April 13, 2016	**TG:**	15003.00
To:	Phil Harris		
From:	Adam Parast, Josh Steiner		
cc:	Katie Idziorek		
Subject:	E Main Station Area Plan ViaCity Analysis		

Introduction

Beginning in early 2015 the City of Bellevue initiated a station area planning effort for the future East Main Station area located near the intersection of E Main Street and 112th Ave SE on the southeast edge of Downtown Bellevue. This effort included four major work elements including:

- community engagement;
- identification of investments that enhances the community and integrates the station into its surroundings;
- optimization of non-motorized station access;
- and review of land uses around the station area for consistency with Bellevue's *Comprehensive Plan*.

This memorandum contains findings that informs optimization of non-motorized access and provides useful information for other aspects of this project. An analysis tool called ViaCity, which is described in the methodology was used to assess how specific projects identified by the community, Citizen Advisory Committee (CAC), and the *2009 Pedestrian & Bicycle Transportation Plan* improve non-motorized connectivity to the station.

Based on this analysis a number of pedestrian and bicycle projects have been identified as priorities including a multiuse trail along Main Street and improved pedestrian connections in the redevelopment area to the east of 112th Ave SE.

Methodology

This analysis used the ViaCity tool, a geographic information system (GIS) based connectivity analysis tool developed by Transpo Group, which assesses the access and connectivity benefits of various projects for pedestrian and bicycle travel to and from the future East Main Station. These projects were identified through work with the community, CAC, a review of the City's *Pedestrian & Bicycle Transportation Plan*, and recommendations received from the City.

The ViaCity tool provides detailed station access analysis of pedestrian and bicycle improvement projects including sidewalks, bike lanes, trails and bridges. ViaCity provides numeric quantification of project benefits including how much it expands the station walk/bike shed, improves the quality of connections, and increases the overall connectivity of surround uses to the station. It also allows for mapping of the project benefits at a building level, showing which areas see the largest benefits from each project.

Network Coding

To conduct a pedestrian or bicycle connectivity analysis using the ViaCity tool, a baseline network must first be developed using GIS. Network development is a two-stage process. First, the geometric network must be laid out, which includes the physical lines (streets, sidewalks,

11730 118th Avenue N.E., Suite 600, Kirkland, WA 98034 | 425.821.3665 | transpogroup.com

crosswalks) and nodes (intersections, trailheads) that make up the network. The second step involves coding the network to reflect the non-motorized quality of each connection, which is captured in an "impedance value" on each link of the geographic network.

The pedestrian network analysis consists of a **base network** – a street centerlines file with the City's off-street trails added, including both soft and hard surface trails; **sidewalk coding** – sidewalks along primary arterials, secondary arterials and collector streets were coded to accurately model each side of the roadway separately; and **crosswalk coding** – crosswalks were manually coded into the pedestrian network based on aerial photos, Google Street View, and field visits.

Like the pedestrian network, the bicycle network consists of a **base network** - the City's street centerline file was used as the base network. The City's trail file was also added to this, but only for hard surface trails. **facility coding** - using the data already in the City's street centerline file, the type of existing bicycle facilities was identified, including bike lanes, shoulders, shared marked lanes, and signed routes;

Using the pedestrian and bicycle networks, "impedance factors" were developed to capture the quality of various road segments for pedestrians and cyclists based on factors such as roadway facility class, number of travel lanes, speed limit and pedestrian or bicycle facilities. This allows the quality of connections, not just their presence or absence, to be factored into the analysis.

Connectivity Analysis

Well connected non-motorized travel is possible when the transportation network allows pedestrian and cyclists to take the shortest route between two points while using facilities that are safe and conformable.

Using the bicycle and pedestrian networks, connectivity between each building in the study area and the rail station was measured using the ViaCity tool. A baseline analysis of building-to-station connectivity using the existing networks was first conducted. Each non-motorized project was then coded and connectivity was then analyzed in the same fashion. The improvement in connectivity between the baseline network and project network was then measured to determine the connectivity benefit of each project.

The formulas used to determine ViaCity scores as well as additional background on the analysis process are documented in the *City of Bellevue South Bellevue Station Area Plan (2016)*.

Connectivity Measures

ViaCity measures connectivity improvements at the building level, assessing the connectivity between a building and a destination – in this case East Main Station. By measuring how many buildings see improved connectivity, and to what degree, one can better understand how much a pedestrian or bicycle project influences the building's connectivity. Project benefit is calculated by comparing the before and after project difference using a few measures:

- **Additional Buildings in Study Area:** This measures the number of additional buildings accessible within the 1-mile pedestrian study area or the 3-mile bicycle study area due to each project.

- **Number of Buildings with Improved Connectivity to Station:** This measure counts the total number of buildings with some level of connectivity improvements to the station, either due to a more direct connection or a higher quality connection.

- **Aggregated Weighted Connectivity Improvement:** This measure weights connectivity improvement by the size and height of each building, therefore capturing density of land use in the score. This measure best captures the connectivity benefits of projects in areas like the East Main station area where the size and height of a building can vary greatly from single-family houses in Surrey Downs to high-rises in Downtown Bellevue.

Summary of Projects

Non-motorized improvements were grouped into packages of improvements, with a total of 5 pedestrian projects and 3 bicycle projects.

Pedestrian projects include:

1. Pedestrian enhancements within Surrey Downs neighborhood to/from station such as traffic calming and street lighting;
2. Grade separated pedestrian crossing of Link tracks and 112th Ave SE at Surrey Downs Park;
3. Formalized pedestrian connection between the Bellefield Residential Park and Surrey downs neighborhood;
4. Additional crosswalk of 112th Ave SE at south end of station and through-block pedestrian network in redevelopment area;
5. Re-establishment of trail connection to Bellevue High School, removal of sidewalk/crosswalk gaps on Main Street and removal of sidewalk gaps on 110th Ave NE.

Bicycle projects include:

1. Off-street multiuse path along E Main Street from Bellevue Way to 116th Ave and the Eastside Rail Corridor;
2. Off-street multiuse path from Lake Hills Connector to 118th Ave SE;
3. Off-street connection from 114th Ave SE to 112th Ave SE south of NE 6th St., and a bike lane on 114th Ave SE from NE 6th to the new connection.

Pedestrian and bicycle projects are illustrated in Figures 1 and 2.

Project Limitations

Bicycle and pedestrian connectivity analysis using ViaCity incorporates many variables that can influence travel behavior, though it is not comprehensive. Factors such as street lighting, quality of street level activity, or real/perceived safety of a place/intersection are not captured in ViaCity.

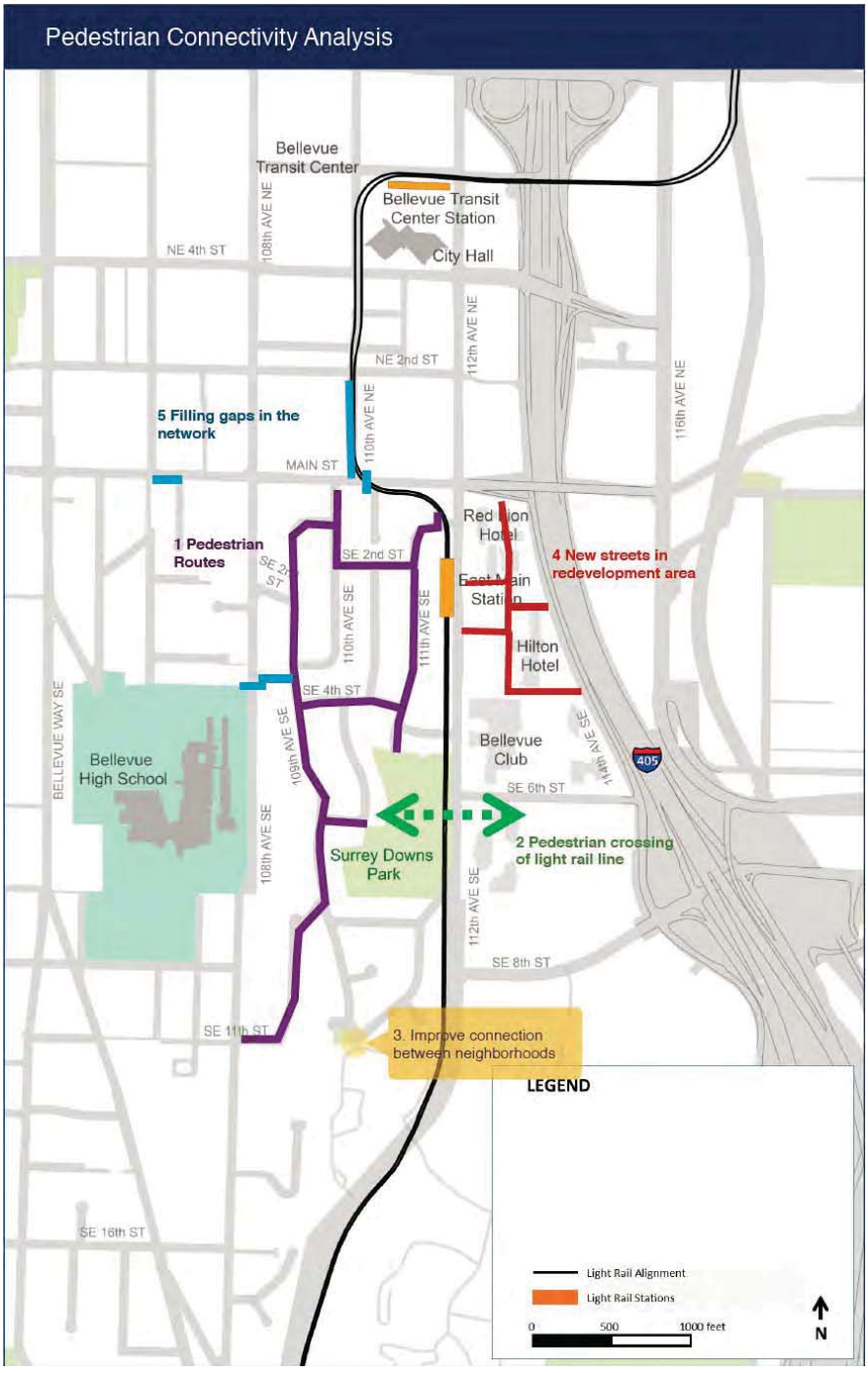

Figure 1 – Pedestrian Projects

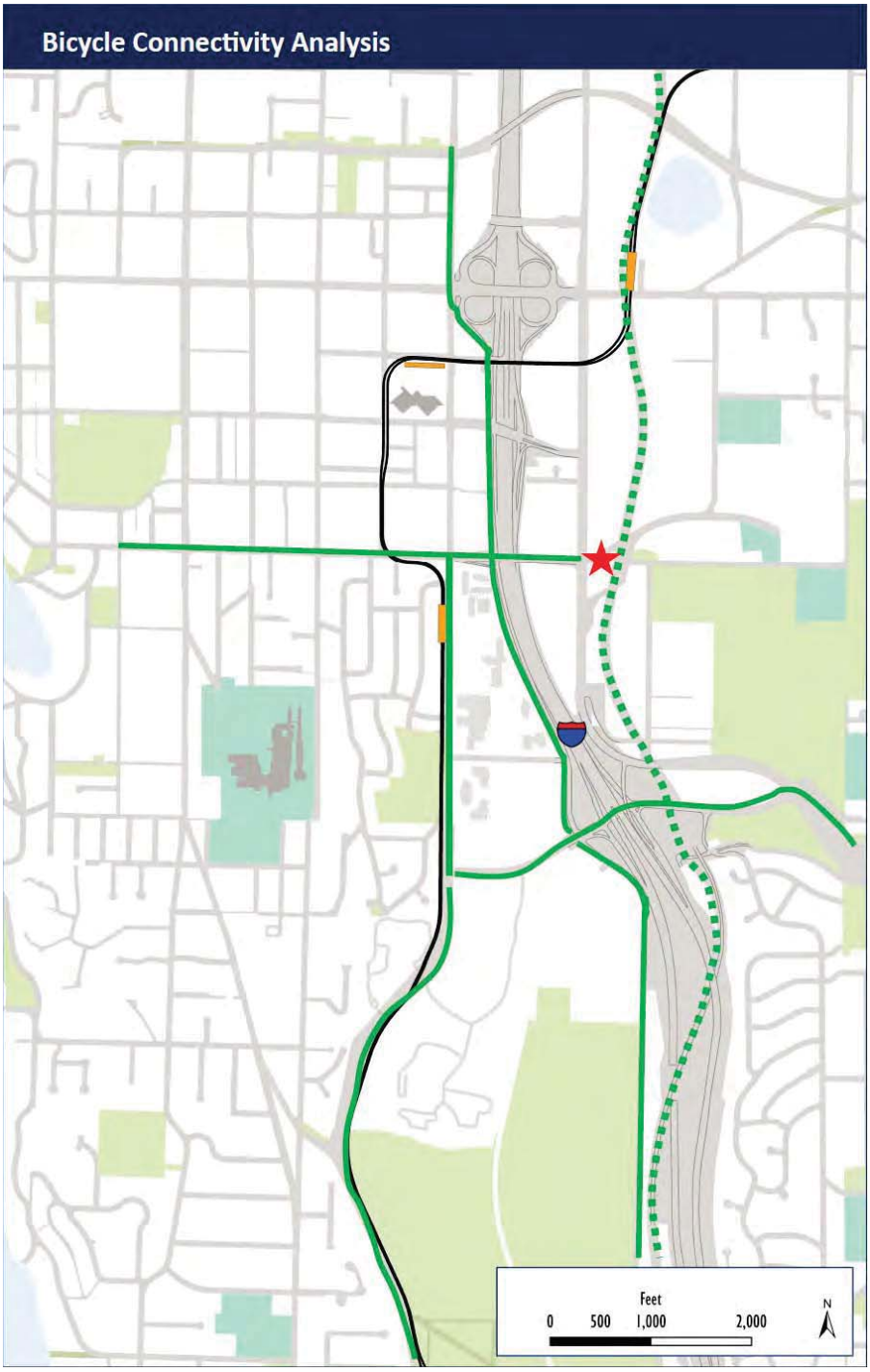

Figure 2 – Bicycle Projects

Using the previously documented methodology, pedestrian and bicycle improvements were assessed for their ability to improve non-motorized access to the East Main Station. This process was done discretely, so the benefit of each project could be independently assessed. The larger the change in values, the better the project performed.

Connectivity Results

As described above, three connectivity measures are used to determine the connectivity benefit of each project:

- **Additional Buildings in Study Area** – this number reflects buildings that are now within the study area based on the impeded distance from the stations;
- **Number of Buildings with Improved Connectivity to Station** – this metric counts the number of buildings that see a connectivity improvement due to the improvement project; and
- **Aggregated Weighted Connectivity Improvement** – a sum of the connectivity improvement to all buildings weighted by number of floors and building size. For this station, this measure is the most meaningful.

Table 1 - Pedestrian Connectivity Results

Project	*Description*	*Additional Buildings in Study Area (1-Mile)*	*Number of Buildings with Improved Connectivity to Station*	*Aggregated Weighted Connectivity Improvement (Range)*
1	Surrey Downs pedestrian enhancement	NA (1)	N/A (1)	N/A (1)
2	Light Rail Crossing at Surrey Downs Park	1	569	High (10,500,000)
3	111th Pl SE to Bellefield Park Ln Connection	28	551	Low (400,000)
4	Network and Crosswalk enhancements in Redevelopment Area (2)	5	4	High (12,600,000)
5	Main St connection, 108th Ave connection	26	562	High (5,900,000)

(1) Due to the non-physical nature of these enhancements, connectivity benefits could not be assessed using the ViaCity tool.
(2) Results for Project #4 only include buildings within the redevelopment area and not the surrounding area. The additional planned buildings assumed in this project are not assumed in other projects. The additional buildings reflect an increase in development within the redevelopment area.

Table 2 - Bicycle Connectivity Results

Project	*Description*	*Additional Buildings in Study Area (3-Mile)(1)*	*Number of Buildings with Improved Connectivity to Station*	*Aggregated Weighted Connectivity Improvement (Range)*
1	Main St multiuse trail from Bellevue Way to Eastside Rail Corridor	0	1,448	Very High (118,000,000)
2	SE 8th St off-street facility from 118th Ave to Lake Hills Connector	107	2,223	High (31,300,000)
3	114th Ave SE bike lane and connection to 112th Ave NE	0	4	Low (200,000)

(1) Some bike projects show 0 additional buildings in study area because 3-mile bikeshed already extends beyond study area.

Pedestrian Findings

Project #4 results in the largest connectivity improvement of the five pedestrian projects analyzed. This project assumed redevelopment of the area east of 112th Ave SE, improved crosswalk access, and through-block pedestrian connections. All three of these factors contributed to improved connectivity to the station. If redevelopment of this area does not occur, connectivity benefits would be more limited.

Project #2, the pedestrian bridge into Surrey Downs Park provides an attractive connection across the light rail tracks and 112th Ave NE benefiting both residential neighborhoods and several larger office buildings. This project produces the 2nd highest Aggregated Weighted Connectivity Improvement among pedestrian projects. Project #5, which included filling gaps in the pedestrian network, and a reestablished trail connection to Bellevue High School linking 108th Ave SE to 109th Ave SE also benefits a high number of buildings, with connectivity benefits extending beyond the study area into Downtown Bellevue.

Bicycle Findings

The findings of the bicycle analysis shows that by far, Project #1, a multiuse trail along E Main Street from Bellevue Way to the Eastside Rail Corridor, offers the largest connectivity benefits. In fact, the connectivity benefit of this project is twice that of all over project -- combined. This project serves Downtown Bellevue, Old Bellevue and parts of the Wilburton area, improving connectivity to the station for a large, high-density area.

Project #2 improves access to the station for a large swath of area to the east and south of the Lake Hill Connector.

Pedestrian and bicycle connectivity results are illustrated in Figures 3 and 4.

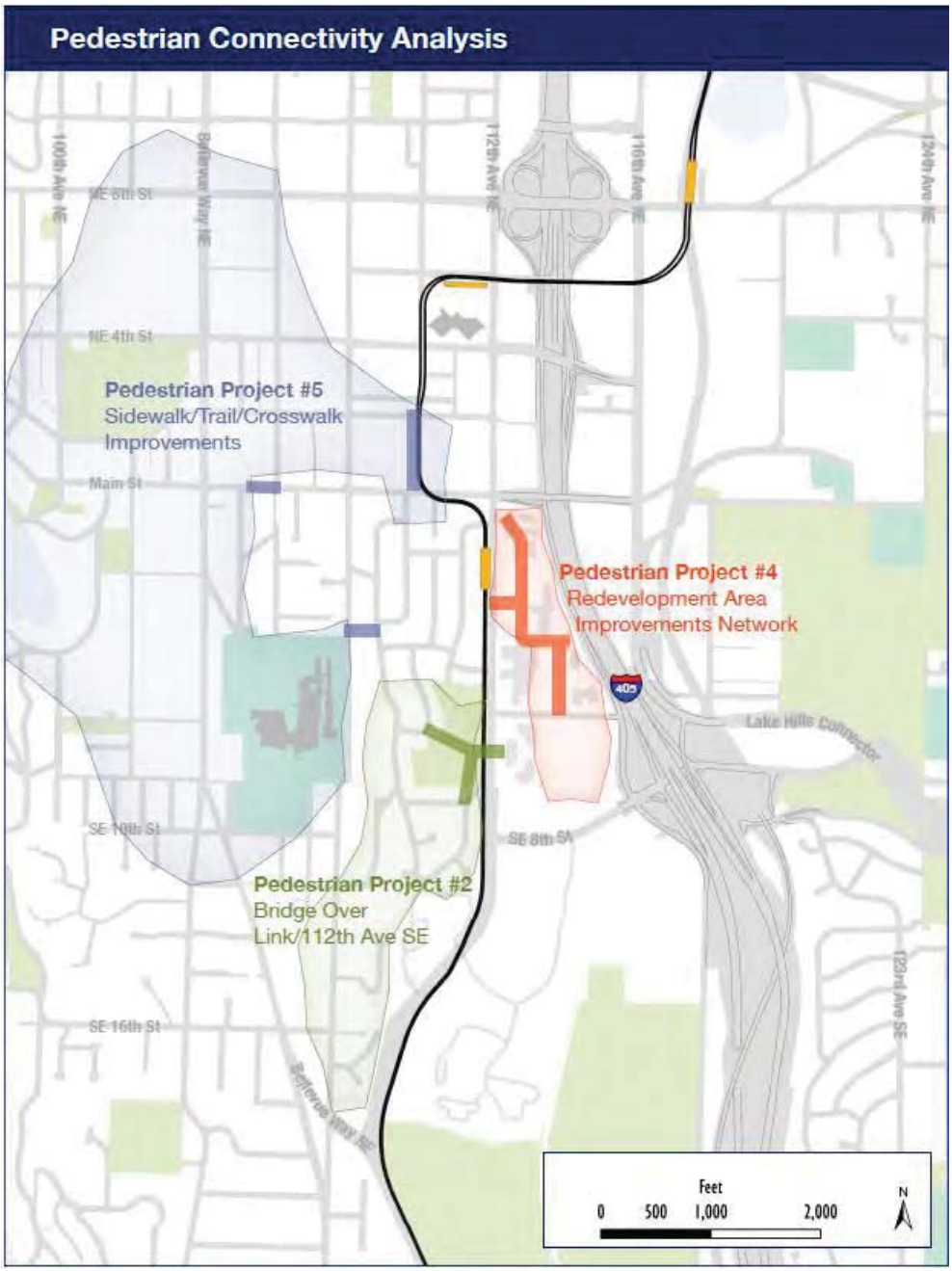

Figure 3: Pedestrian Connectivity Results

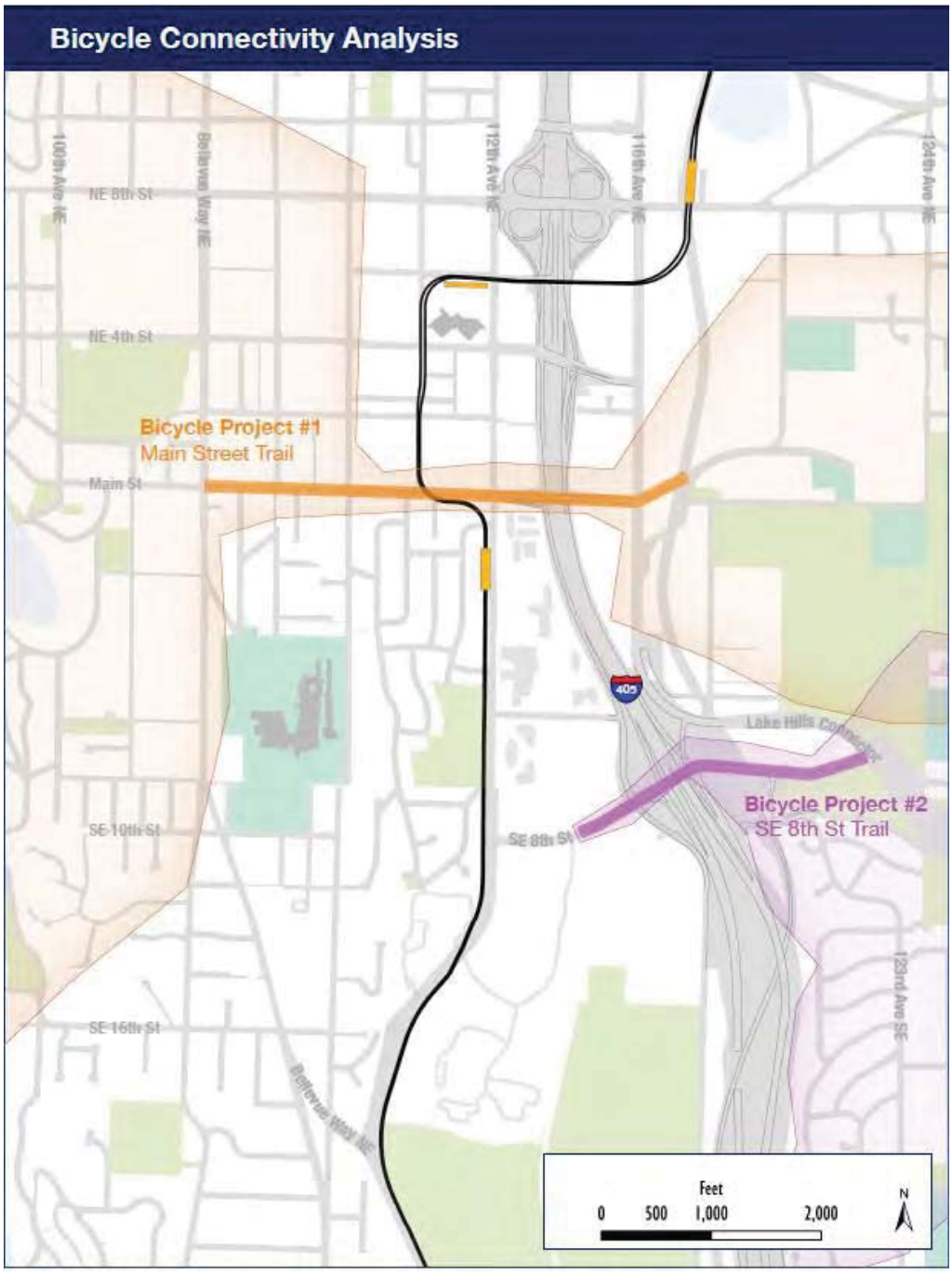

Figure 4: Bicycle Connectivity Results

Based on the connectivity analysis a subset of projects analyzed above are recommended. It should be noted that a number of other considerations are important including community priorities, costs, and feasibility when determining which projects should be funded and built. Below are the projects that result in the largest connectivity benefits as well as some recommendations on implementation where valuable.

Pedestrian Recommendations:

- If the area east of 112th Ave SE redevelops, it should be built with through-block pedestrian connections (both east-west and north-south) with a through-block connection and new crosswalk that minimizes out of direction travel to the station.
- A bridge in the vicinity of Surrey Downs Park over Link and 112th Ave SE should be constructed as a way to improve station and park accessibility if funds are available.
- Filling gaps in the pedestrian sidewalk, crosswalk and trail network as identified in Project #5 should be prioritized as quick win projects.

Bicycle Recommendations:

- The City should prioritize implementation of a multiuse trail or cycle track along Main Street from Bellevue Way to the Eastside Rail Corridor as the top priority for large capital investments in East Main Station access. An important first step could be a corridor study that identifies various conceptual designs of the corridor and assesses impacts of the concepts. The corridor study could also look at phasing of the project and building access requirements to reduce conflicts.
- Construction of an off-street trail along SE 8th Street is a valuable investment both for access to the East Main station as well as access to downtown Bellevue.

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A 3.3 NEIGHBORHOOD TRAFFIC CALMING AND PARKING FINDINGS

Transpo, April 2016

transpogroup
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	April 18, 2016	**TG:**	15003.00
To:	Phil Harris		
From:	Adam Parast, Josh Steiner		
cc:	Katie Idziorek		
Subject:	Traffic Calming, Cut-Through Traffic and Hide & Ride Research Findings		

Introduction

The following memo provides information on concerns identified by the community through review of practices in cities and contexts similar to Bellevue and the East Main Station. Information is provided in two sections, with the first focused on traffic calming and cut-through traffic and the second focused on kiss & ride as well as hide & ride parking behaviors. Based on these findings, key takeaway have been provided.

Traffic Calming and Cut-Through Traffic

The effect of the East Main Link Station on traffic volumes, cut-through traffic volumes and other vehicular impacts on local streets has been identified by the Citizen Advisory Committee (CAC). This memorandum assesses and compares the City of Bellevue's traffic calming program against other peer cities.

Methodology

Reference materials related to traffic calming and cut-through traffic were gathered from jurisdiction websites as well as national research publication websites and freely available to the public as of June 2015. Available information was compiled and peer jurisdictions were selected based on factors such as population, city scale, geographic location to a neighboring large city in the same metropolitan area, and/or transit system. Locations for comparison to the City of Bellevue include:

- Redmond, Washington
- Salt Lake City, Utah
- Palo Alto, California
- Montgomery County, Maryland

For this study, traffic calming and cut-through programs, policies, and physical measures were identified for each peer jurisdiction. For each of these areas, individual techniques were grouped into categories of speed, safety, and traffic management, allowing for the techniques to be compared between the municipalities. This data was summarized in a spreadsheet to sort the program, policy, and physical measure for each. This spreadsheet allowed for the easy comparison between techniques.

Analysis started with summarizing the programs, policies, and physical measures for the City of Bellevue to serve as a baseline. Other jurisdictions were subsequently added and any additional techniques found in these were added as appropriate. This process helped to identify any gaps in the City of Bellevue programs as well as compile interesting techniques other jurisdictions may be using.

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Techniques within each program, policy and physical measure category were tallied at the bottom of the section for each municipality. This figure provides a quantitative comparison between collectively, especially with respect to sophistication and comprehensiveness of each program. Results from this analysis are discussed in the following section and the full spreadsheet is included in Attachment A.

Findings

From both a quantitative and a qualitative approach, the City of Bellevue appears to have a very robust traffic calming program. The City of Bellevue had the highest number of techniques discussed in their documentation at 47, with the Cities of Palo Alto and Salt Lake City having techniques 38 and 34, respectfully. From a qualitative perspective, the City of Bellevue's Residential Traffic Guidebook provides citizens with a very easy to understand and transparent resources for the process and tools the City will use for traffic calming.

Results from the summarization of programs, policies, and physical measures used by each jurisdiction are discussed below and results are found in Table 1.

Policies

Bellevue had the highest number of policy-related techniques at 10, followed by Palo Alto and Montgomery County. In general, jurisdictions had a number of policies relating to speed and traffic management, though traffic safety policies weren't prevalent. Using 85th percentile speed as a threshold to trigger a study is a common policy throughout the study cities. In addition, minimum vehicles-per-day on roadways was a common requirement needed for further study.

Programs

Bellevue also had the highest number of traffic calming and cut-through traffic programs, followed by Salt Lake City and Montgomery County. Bellevue had a similar number of programs in the speed safety, and traffic management categories, while other jurisdictions had more in the speed and safety components. Police enforcement, neighborhood speed watch, and the use of speed trailers were common techniques across the study areas.

Physical Measures

Across all jurisdictions, physical measures had the most robust number of techniques available. Bellevue has 26 physical measures at their disposal, while Palo Alto has 24 and Salt Lake City has 21. Common physical measures include the use of traffic circles, narrow streets, full closures, and raised crosswalks.

Table 1. Number of Techniques Identified by Jurisdiction

Location	Policies	Programs	Physical Measures	Total
Bellevue, WA	10	11	26	47
Redmond, WA	2	3	19	24
Salt Lake City, UT	5	8	21	34
Palo Alto, CA	9	5	24	38
Montgomery County, MD	8	7	12	27

1. Results compiled using city and county information available in June 2015
2. Expanded results found in Attachment A

Key Takeaways

The City of Bellevue has a robust traffic calming and cut-through traffic program, by far the most comprehensive of the peer jurisdictions studies. Each community and physical environment will have unique characteristics which require unique solutions. By having an assortment of policies, programs, and physical measures available, the City is able address a multitude of issues.

Although the traffic calming and cut-through traffic program is efficient, there are opportunities to incorporate new tools and concepts used by other study areas. For example, Salt Lake City allows individuals or businesses to install and maintain crosswalk flags at a nearby crosswalk by "adopting" the crosswalk.

Over the last few years, tactical urbanism has become an increasingly influential approach to transportation planning, especially when combined with more traditional traffic calming tools. Although not specifically mentioned in peer jurisdiction literature, this approach uses low-cost, temporary solutions to test and iterate, allowing communities and the City to test solutions before implementing permanent solutions. This concept may be valuable in addressing East Main Station development as the station will be a new component of the City's transportation network and physical environment, and adaptive solutions can be implemented to address new and unique issues.

Hide & Ride and Kiss & Ride Parking

Concerns related to street parking and load/unloading activities associated with the East Main Station were also expressed by those who live in communities surrounding the station and the CAC. The following section provides information on how other cities manage hide & ride and kiss & ride parking activities around rail stations. Findings are presented and suggestions are provided.

Methodology

Programs that managed hide & ride behaviors, commonly referred to as Restricted Parking Zones (RPZ), as well guidance on "kiss & side" activities are less common than traffic calming programs and generally develop in a more organic way based on the specific needs of a community and transit system. The information below provides context for these two issues as well as identifies common practices, programs and procedures used by several U.S. and Canadian cities.

Management practices for RPZ systems from four cities were reviewed. These cities were selected because they have urban and suburban rail stations, and because good information on their RPZ practices were available. These cities include:

- Arlington County, Virginia
- Denver, Colorado
- Portland, Oregon
- Vancouver, British Columbia

Additionally, a review of kiss & ride access policies and guidance was conducted. Two systems were selected based on their range of station typologies, system size, land use patterns and well document station access guidance. These systems included:

- MetroRail, WMATA; Washington, D.C.
- Skytrain, TransLink,; Vancouver, British Columbia

Available information from each agency was reviewed and transferable findings are documented below.

Findings

Based on the context of the East Main Station as well as community concerns identified during public engagement and CAC meetings, a number of valuable findings were surfaced.

Hide & Ride

Commonalities and Differences

Among the RPZ programs reviewed, the most common theme was the variety and uniqueness of each program. Each appeared to respond to its unique context including both the physical context of the city as well as norms and expectations of its citizens which varied throughout each city. For example, the city of Portland allows employees and even students to apply for RPZ parking in some areas, which in most other cities is one of the main reason why RPZ were originally established. Bellevue's RPZ program also fits this mold.

Another consistent theme was a strong deference of the City to residents with regards to establishment and rule setting. For example, the City of Portland uses "Citizen Parking Committees" to establish a wide range on RPZ rules including eligibility, number of permits households can get, time limits for non RPZ parkers, etc. To manage and enforce RPZ systems, most cities charge a fee for each permit from roughly 20 dollars to a hundred or more dollars. Cities with free permits tend to be smaller or more suburban in nature. Also, a consistent theme of all systems included a concerted effort to limit abuse/fraud of the system such as linking permits to license plates.

Guest parking, and management of it, varied significantly. Some Cities have strict rules around guest parking, requiring proof of need such as building permits, while other cities are more flexible providing "scratch tickets" that resident can buy and provide to guest on an as need basis. Restrictions related to multifamily housing was generally more complex, and in most cases more restrictive than single family housing.

Structure and Operations

The size of RPZ varies significantly between areas and even within cities themselves. Arlington County, which has a county-wide RPZ program had zones roughly a half mile across. Portland has zones that are both much larger and much smaller than this. In general, restrictions within each RPZ appear to vary based on the context of that zone, with time-of-day and day-of-week restrictions around major employers differing from areas with all-day or strong evening demand.

Kiss & Ride

Review of kiss & ride guidance from TransLink (SkyTrain) and WMATA (MetroRail) systems provide some transferable guidance for both the East Main Station and East Link in general. Both systems provided similar guidance on successful kiss & ride facilities and recommend that kiss & ride facilities should be provided as part of any park & ride location. However, neither of these system have clear guidance on when kiss & ride facilities should be provided for stations in more urban contexts. WMATA indicated that in urban areas, on-street drop-off lanes might be the most appropriate solution.

They recommend that kiss & ride spaces should be proximate to the station entrances (less than 600 feet or one street crossing), provide good lines of sights between station entrance and parking, and be designed in such a way to provide good access from the primary vehicular access routes. All of these factors were identified as important for reducing conflicts with transit, which was a key goal mentioned by both.

Providing sufficient capacity was also important, especially for joint use sites that include both TOD and park & ride facilities. Station access studies at SkyTrain and MetroRail stations puts kiss & ride rates at roughly 5-10% and 7% respectively. At park & ride station WMATA determines

desired kiss & ride capacity by estimating the number of kiss & ride trips for two PM peak hour trains and adding a “peak hour factor” of 0.85 which accounts for variability of demand. Spaces nearest the station should be reserved for kiss & ride activities and based on data from WMATA, 15-minute time limits are adequate for 80% of vehicles waiting to pick up passengers.

Key Takeaways

Based on findings identified above, a number of key takeaways are suggested. With respect to Hide & Ride parking, the City of Bellevue’s existing RPZ program appears sufficiently robust to manage potential hide & ride behaviors associated with opening of the East Main Station. For example, if hide & ride parking occurs during evening hours or outside existing RPZs, extension of RPZ hours or coverage area can be made fairly easily.

To prepare for possibilities like this, the City could complete on-street parking counts before the East Main station opens and potentially before East Link construction begin. After the station opens, active enforcement of RPZs (rather than report based enforcement) could be implemented for several months, followed with another on-street parking count to determine if any changes in behavior have occurred and if RPZ changes are necessary. Proactive outreach to residents outside of current zones on the RPZ programs, requirements and process could also be helpful.

While kiss & ride behavior will likely occur at the East Main Station and 4-5 load and unload spaces are included in the station design along 112th Ave SE, demand for these spaces is expected to exceed supply. Forecasts developed by the City of Bellevue using Sound Transit’s forecasts available in the East Link EIS estimate that a total of 85 drop-offs and 55 pick-ups will occur during the PM peak hour in 2035 (See Attachment B). Assuming this drop-off demand, these spaces can meet demand, but it cannot meet pick-up demand as well due to the longer duration that pick-up vehicles need. Additionally, if pick-up vehicles park in these 1 of the 2 spaces in either direction, supply is likely to be insufficient.

Therefore, some spillover demand should be expected. Information from other systems indicate that kiss & ride activities typically occur at locations that have good sight lines of the station entrances and are convenient and accessible for both passengers and vehicles. This indicates that streets within Surrey Downs will not see significant kiss & ride activity since it only has one of the three criteria, convenient pedestrian access. Instead, private surface parking lots adjacent to the station appear to be the most attractive parking option for kiss & ride activities unless owners implement measure to limit access.

To help manage kiss & ride activity, the City could advocate for system wide solutions that ensure sufficient capacity for kiss & ride activities are provided at South Bellevue Station and other stations with park & ride facilities. Additionally, the City could explore ways of providing on-street spaces for load and unload activities near the East Main Station, perhaps in the redevelopment area to the east of 112th Ave SE. Additionally, the City could also sign the load and unload spaces for drop-off only, ensuring that at least drop-off activities are well managed, and develop a separate solution for pick-up activities.

A 3.4 POTENTIAL PROJECTS AND PLANNING LEVEL COST ESTIMATES

Transpo, May 2016

15003.00 E Main Station Area Plan Bike and Ped Planning Level Cost Estimates

Ped Project 1

Note: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the 20% planning level estimate contingency unless otherwise indicated.

Location	Approximate Length (ft)	Description of Work
Surrey Downs Pedestrian Enhancement	N/A	• 15 speed humps and associated signage • 15 new Street (including new pole, power, etc.) • 2 neck downs • 2 traffic circles • 1 mile of stripped/signed walking path in roadway.

Conceptual Cost Estimate

No.	Item	Unit	Quantity	Unit Cost	Cost
1	Mobilization, Survey, Potholing	LS	1	13%	$ 33,700.00
2	Design Engineering	LS	1	20%	$ 51,800.00
3	Traffic Control Labor	LS	1	15%	$ 38,800.00
4	Property Restoration	LS	1	10%	$ 25,900.00
5	Construction Engineering	LS	1	10%	$ 25,900.00
6	Construction Contingency	LS	1	10%	$ 25,900.00
7	Clearing and Grubbing	LS	1	10%	$ 25,900.00
8	Stormwater Drainage	LS	1	15%	$ 38,800.00
9	Speed Hump and Signage	EA	15	$ 4,000.00	$ 60,000.00
10	Street Lighting	LF	1,500	$ 80.00	$ 120,000.00
11	Curb Extension	EA	4	$ 12,000.00	$ 48,000.00
12	Mini Traffic Circle	EA	2	$ 10,000.00	$ 20,000.00
13	Channelization Striping	LF	10,560	$ 1.00	$ 10,560.00

Subtotal	$ 525,300
Contingency (15%)	$ 78,795
Planning Level Contingency (20%)	$ 105,060
Ped Project 1 Estimated Cost	**$ 709,155**

15003.00 E Main Station Area Plan Bike and Ped Planning Level Cost Estimates

Ped Project 2

Note: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the 20% planning level estimate contingency unless otherwise indicated.

Location	Approximate Length (ft)	Description of Work
Light Rail Crossing at Surrey Downs Park	300	Pedestrian crossing over light rail tracks. Includes crosswalk over 112th Ave SE. ViaCity analysis connects Surrey Downs Park trail system, new light rail crossing facilities, and residential neighborhoods.

Conceptual Cost Estimate

No.	Item	Unit	Quantity	Unit Cost	Cost
1	Mobilization, Survey, Potholing	LS	1	13%	$ 201,500.00
2	Design Engineering	LS	1	20%	$ 310,000.00
3	Traffic Control Labor	LS	1	15%	$ 232,500.00
4	Property Restoration	LS	1	3%	$ 46,500.00
5	Construction Engineering	LS	1	10%	$ 155,000.00
6	Construction Contingency	LS	1	10%	$ 155,000.00
7	Clearing and Grubbing	LS	1	10%	$ 155,000.00
8	Stormwater Drainage	LS	1	15%	$ 232,500.00
9	Stairs / Elevator Connection	EA	1	$ 800,000.00	$ 800,000.00
10	Pedestrian Bridge	SF	3,000	$ 250.00	$ 750,000.00

Subtotal	$	3,038,000
Contingency (15%)	$	455,700
Planning Level Contingency (20%)	$	607,600
Ped Project 2 Estimated Cost	**$**	**4,101,300**

15003.00 E Main Station Area Plan Bike and Ped Planning Level Cost Estimates

Ped Project 3

Note: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the 20% planning level estimate contingency unless otherwise indicated.

Location	Approximate Length (ft)	Description of Work
111th Pl SE to Bellefield Park Ln Connection	50	Pedestrian facility improvement between residential roadways. Currently a 3 ft paved trail. Consider trail meeting ADA standards.

Conceptual Cost Estimate

No.	Item	Unit	Quantity	Unit Cost	Cost
1	Mobilization, Survey, Potholing	LS	1	13%	$ 1,600.00
2	Design Engineering	LS	1	20%	$ 2,500.00
3	Traffic Control Labor	LS	1	15%	$ 1,900.00
4	Property Restoration	LS	1	10%	$ 1,300.00
5	Construction Engineering	LS	1	10%	$ 1,300.00
6	Construction Contingency	LS	1	10%	$ 1,300.00
7	Clearing and Grubbing	LS	1	10%	$ 1,300.00
8	Stormwater Drainage	LS	1	15%	$ 1,900.00
9	Pedestrian Lighting	EA	1	$ 10,000.00	$ 10,000.00
10	Trail Pavement	TN	11	$ 144.00	$ 1,644.55
11	Trail Base Course	SY	56	$ 10.00	$ 555.56

Subtotal	$	25,400
Contingency (15%)	$	3,810
Planning Level Contingency (20%)	$	5,080
Ped Project 3 Estimated Cost	**$**	**34,290**

15003.00 E Main Station Area Plan Bike and Ped Planning Level Cost Estimates

Ped Project 4

Note: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the 20% planning level estimate contingency unless otherwise indicated.

Location	Approximate Length (ft)	Description of Work
Network and Crosswalk enhancements in Redevelopment Area (2)	N/A	Unit costs only are shown since the location and design of the street network in the redevelopment area is not known at this stage.

Conceptual Cost Estimate

No.	Item	Unit	Quantity	Unit Cost	Cost
1	Mobilization, Survey, Potholing	LS	1	13%	$ -
2	Design Engineering	LS	1	20%	$ -
3	Traffic Control Labor	LS	1	15%	$ -
4	Property Restoration	LS	1	3%	$ -
5	Construction Engineering	LS	1	10%	$ -
6	Construction Contingency	LS	1	10%	$ -
7	Clearing and Grubbing	LS	1	12%	$ -
8	Stormwater Drainage	LS	1	15%	$ -
9	Trail Pavement	TN		$ 144.00	$ -
10	Trail Base Course	SY		$ 10.00	$ -
11	Concrete Sidewalk	SY		$ 48.00	$ -
12	Cement Concrete Curb (18")	LF		$ 35.00	$ -
13	Driveway Reestablishment	LS		$ 700.00	$ -

Subtotal	$	-
Contingency (15%)	$	-
Planning Level Contingency (20%)	$	-
Ped Project 4 Estimated Cost	**$**	**-** Improvements will be constructed by others

15003.00 E Main Station Area Plan Bike and Ped Planning Level Cost Estimates

Ped Project 5

Note: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the 20% planning level estimate contingency unless otherwise indicated.

Location	Approximate Length (ft)	Description of Work
Main St connection	N/A	Re-establishment of trail connection to Bellevue High School
Main St connection	N/A	Removal of crosswalk gaps on Main Street
Main St connection	N/A	Removal of sidewalk gaps on Main Street

Conceptual Cost Estimate

No.	Item	Unit	Quantity	Unit Cost	Cost
1	Mobilization, Survey, Potholing	LS	1	13%	$ 14,000.00
2	Design Engineering	LS	1	20%	$ 21,400.00
3	Traffic Control Labor	LS	1	15%	$ 16,100.00
4	Property Restoration	LS	1	10%	$ 10,700.00
5	Construction Engineering	LS	1	10%	$ 10,700.00
6	Construction Contingency	LS	1	10%	$ 10,700.00
7	Clearing and Grubbing	LS	1	12%	$ 12,900.00
8	Stormwater Drainage	LS	1	15%	$ 16,100.00
9	Concrete Sidewalk	SY	433	$ 48.00	$ 20,800.00
10	Pedestrian Lighting	LS	6	$ 10,000.00	$ 60,000.00
11	Wooden fencing	LF	300	$ 40.00	$ 12,000.00
12	Pedestrian Crossings	LS	1	$ 800.00	$ 800.00
13	Pedestrian Curb Ramp	EA	2	$ 1,700.00	$ 3,400.00
14	Minor signal modifications	EA	1	$ 10,000.00	$ 10,000.00

Subtotal	$	219,600
Contingency (15%)	$	32,940
Planning Level Contingency (20%)	$	43,920
Ped Project 5 Estimated Cost	**$**	**296,460**

14108.00 Bellevue Bike and Ped Planning Level Cost Estimates

Assumed Unit Costs Description	Unit	Unit Cost	Remarks	WSDOT Standard Item Number Reference
Clearing and Grubbing	LS	10%		
Stormwater Drainage	LS	8%		
Earthwork (Varies per project 3-5%)	LS	3%		
Pedestrian Bridge	SF	$ 250.00	$250 per square foot based UNC HSRC	
Speed Hump and Signage	EA	$ 1,800.00	One speed hump and two warning signs	
Curb Extension	EA	$ 12,000.00	Per www.pedbikesafe.org	
Mini Traffic Circle	EA	$ 10,000.00	Per www.pedbikeinfo.org	
Stairs / Elevator Connection	EA	$ 800,000.00	Per COK Park and Ride Cost	
Street Lighting	LF	$ 80.00	Google	
Pedestrian Lighting	LS	$ 10,000.00	5 Pedestrian lights	
Wooden fencing	LF	$ 25.00	Google	
Stairs	LF	$ 250.00	Google	
Concrete Sidewalk	SY	$ 48.00	$40 Provided by City of Bellevue 8/13/2014, bumped up 20% per comment on 10/22/2014	7055
Precast Traffic Curb (12")	LF	$ 30.00	WSDOT Bid Item Unit Price Average	6701
Cement Concrete Curb (18")	LF	$ 35.00	Provided by City of Bellevue 8/13/2014	6700
Channelization Striping	LF	$ 1.00	WSDOT Bid Item Unit Price Average	6806
Pedestrian Curb Ramp	EA	$ 1,700.00	WSDOT Bid Item Unit Price Average	
Pedestrian Crossings	LS	$ 800.00	Two signs and crosswalk markings	
Offset Ped Rail Crossing	LS	$ 106,000.00	TCRP Report 175 Guidebook on Pedestrian Crossings of Public Transit Rail Services	
Driveway Reestablishment	LS	$ 700.00	Provided by City of Bellevue 8/13/2014	
HMA Class 1/2" Pavement PG 64-22	TN	$ 144.00	$120 Provided by City of Bellevue 8/13/2014, bumped up 20% per comment on 10/22/2014	5873
4" Depth 5/8" Minus C.R. Base	TN	$ 45.00	WSDOT Bid Item Unit Price Average	5100
Minor signal modifications	EA	$ 10,000.00	Signal timing, minor modifications	

Updated 5/5/2016 CAC

City of Bellevue

Permits, Codes, and Standards	http://www.ci.bellevue.wa.us/transportation-design-manual-drawings.htm	
Precast Traffic Curb	http://www.ci.bellevue.wa.us/pdf/Transportation/TE-09A.pdf	
Cement Concrete Curbs	http://www.ci.bellevue.wa.us/pdf/Transportation/TE-10.pdf	
Sidewalk	http://www.ci.bellevue.wa.us/pdf/Transportation/TE-11.pdf	
Trail Dimensions and Materials	http://www.ci.bellevue.wa.us/pdf/Transportation/DEV-17.pdf	
Google Maps	http://goo.gl/maps/SwVnZ	http://goo.gl/maps/yFUEH
WSDOT Pavement Policy (Unit Cost Pg 69)	http://www.wsdot.wa.gov/NR/rdonlyres/D7971B81-5443-45B9-8B9B-BFC0D721F5A1/0/WSDOTPavementPolicyFinal71211.pdf	
WSDOT Pavement Quantities per mile table:	http://www.wsdot.wa.gov/publications/manuals/fulltext/m22-01/620.pdf	

Specific Data[1][2][3]

Hot Mix Asphalt Paving Quantities (tons/mile)*

Width (ft)	Depth of Pavement (ft)													
	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75
4	161	241	321	402	482	563	643	723	804	884	964	1045	1125	1206
6	241	362	482	603	723	844	964	1085	1206	1326	1447	1567	1688	1808
8	321	482	643	804	964	1125	1286	1447	1607	1768	1929	2090	2250	2411
10	402	603	804	1005	1206	1407	1607	1808	2009	2210	2411	2612	2813	3014
11	442	663	884	1105	1326	1547	1768	1989	2210	2431	2652	2873	3094	3315
12	482	723	964	1206	1447	1688	1929	2170	2411	2652	2893	3135	3376	3617
22	884	1326	1768	2210	2652	3094	3536	3978	4421	4863	5305	5747	6189	6631
24	964	1447	1929	2411	2893	3376	3858	4340	4822	5305	5787	6269	6751	7234

* Based on 137 lbs/sy of 0.10 ft compacted depth = 2.05 tons/cy

Pedestrian Overpass/Bridge UNC HSRC	http://katana.hsrc.unc.edu/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

15003.00 E Main Station Area Plan Bike and Ped Planning Level Cost Estimates

Bike Project 1

Note: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the 20% planning level estimate contingency unless otherwise indicated.

Location	Approximate Length (ft)	Description of Work
E Main St - Bellevue Way SE to 112th Ave SE	2650	10' wide path with 2' curb buffer on south side of E Main St from Bellevue Way SE to 112th Ave SE including signal modifications
E Main St - 112th Ave SE to 116th Ave NE	1300	10' wide path with 2' curb buffer on south side of new bridge over I-405 from 112th Ave SE to 116th Ave NE
E Main St - 116th Ave NE to NE 1st St / Main St intersection	480	10' wide trail from 116th Ave NE to NE 1st St/Main St intersection

Conceptual Cost Estimate

No.	Item	Unit	Quantity	Unit Cost	Cost	Notes:
1	Mobilization, Survey, Potholing	LS	1	13%	$ 133,200.00	
2	Design Engineering	LS	1	20%	$ 204,900.00	
3	Traffic Control Labor	LS	1	15%	$ 153,700.00	
4	Property Restoration	LS	1	10%	$ 102,500.00	
5	Construction Engineering	LS	1	30%	$ 307,400.00	Higher than other projects to reflect that this corridor is complex and a first of the kind for the City.
6	Construction Contingency	LS	1	20%	$ 204,900.00	Higher than other projects to reflect that this corridor is complex and a first of the kind for the City.
7	Stormwater Drainage	LS	1	30%	$ 307,400.00	Higher than other projects to reflect that this corridor is complex and a first of the kind for the City.
8	Clearing and Grubbing	LS	1	10%	$ 102,500.00	
9	Trail Pavement	TN	110	$ 144.00	$ 15,787.64	
10	Trail Base Course	SY	533	$ 10.00	$ 5,333.33	
11	Bike Lane Signs	EA	30	$ 400.00	$ 12,000.00	
12	Bike Lane Symbols	EA	20	$ 150.00	$ 3,000.00	
13	Channelization Striping	LF	18,780	$ 1.00	$ 18,780.00	
14	Stairs / Elevator Connection	EA	1	$ 800,000.00	$ 800,000.00	
15	Precast Traffic Curb (12")	LF	2,650	$ 30.00	$ 79,500.00	
16	Signal modifications	EA	6	$ 15,000.00	$ 90,000.00	

Subtotal	$ 2,541,000
Contingency (20%)	$ 508,200
Planning Level Contingency (20%)	$ 508,200
Bike Project 1 Estimated Cost	**$ 3,557,400**

15003.00 E Main Station Area Plan Bike and Ped Planning Level Cost Estimates

Bike Project 2

Note: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the 20% planning level estimate contingency unless otherwise indicated.

Location	Approximate Length (ft)	Description of Work
SE 8th St - 114th Ave SE / 118th Ave SE intersection to Lake Hills Connector	2250	10' wide trail with 2' curb buffer on south side of SE 8th Street from 114th/118th Ave SE to Lake Hills Connector

Conceptual Cost Estimate

No.	Item	Unit	Quantity	Unit Cost	Cost	Note:
1	Mobilization, Survey, Potholing	LS	1	13%	$ 64,600.00	
2	Design Engineering	LS	1	20%	$ 99,400.00	
3	Traffic Control Labor	LS	1	15%	$ 74,500.00	
4	Property Restoration	LS	1	10%	$ 49,700.00	
5	Construction Engineering	LS	1	10%	$ 49,700.00	
6	Construction Contingency	LS	1	10%	$ 49,700.00	
7	Clearing and Grubbing	LS	1	10%	$ 49,700.00	
8	Stormwater Drainage	LS	1	25%	$ 124,200.00	Higher than other projects to reflect location near wetland.
9	Bike Lane Signs	EA	6	$ 400.00	$ 2,400.00	
10	Bike Lane Symbols	EA	6	$ 150.00	$ 900.00	
11	Channelization	LF	2,250	$ 1.00	$ 2,250.00	
12	Retaining Wall	SF	8,750	$ 40.00	$ 350,000.00	Note: This estimate does not reflect any engineering. It was included to reflect the likelyhood that a retaining wall is necessary but size, length, type yet to be determined.
13	Precast Traffic Curb (12")	LF	1,400	$ 30.00	$ 42,000.00	
14	Trail Pavement	TN	514	$ 144.00	$ 74,004.55	
15	Trail Base Course	SY	2,500	$ 10.00	$ 25,000.00	

Subtotal	$	1,058,100
Contingency (15%)	$	158,715
Planning Level Contingency (20%)	$	211,620
Bike Project 4 Estimated Cost	**$**	**1,428,435**

15003.00 E Main Station Area Plan Bike and Ped Planning Level Cost Estimates

Bike Project 3

Note: This cost estimate is planning level in nature. It should be considered preliminary and for planning purposes only. It specifically excludes right-of-way acquisition and all associated costs. Potential items such as retaining walls, earthwork, etc., are assumed to be included in the 20% planning level estimate contingency unless otherwise indicated.

Location	Approximate Length (ft)	Description of Work
114th Ave SE - NE 2nd St to SE 6th St	2800	New 5 ft bike lanes along 114th Ave SE. Assume minimum of 11ft travel lanes, no shoulder. Additional property width comes from west side of road

Conceptual Cost Estimate

No.	Item	Unit	Quantity	Unit Cost	Cost
1	Mobilization, Survey, Potholing	LS	1	13%	$ 40,700.00
2	Design Engineering	LS	1	20%	$ 62,600.00
3	Traffic Control Labor	LS	1	15%	$ 46,900.00
4	Property Restoration	LS	1	10%	$ 31,300.00
5	Construction Contingency	LS	1	10%	$ 31,300.00
6	Construction Engineering	LS	1	10%	$ 31,300.00
7*	Stormwater Drainage	LS	1	15%	$ 46,900.00
8	Clearing and Grubbing	LS	1	15%	$ 46,900.00
9	Channelization	LF	8400	$ 1.00	$ 8,400.00
10	Concrete Sidewalk	SY	1867	$ 48.00	$ 89,600.00
11	Driveway Reestablishment	LS	1	$ 700.00	$ 700.00
12	Bike Lane Signs	EA	10	$ 150.00	$ 1,500.00
13	Bike Lane Symbols	EA	10	$ 400.00	$ 4,000.00
14	Pedestrian Curb Ramp	EA	14	$ 1,700.00	$ 23,800.00
15	Roadway Widening, Asphalt	TN	1,065	$ 144.00	$ 153,414.55
16	Roadway Widening, Base	SY	3,111	$ 10.00	$ 31,111.11

Subtotal	$ 650,500
Contingency (20%)	$ 130,100
Planning Level Contingency (20%)	$ 130,100
Bike Project 5 Estimated Cost	**$ 911,000**

14108.00 Bellevue Bike and Ped Planning Level Cost Estimates

Assumed Unit Costs			Remarks	WSDOT Standard Item Number Reference
Description	Unit	Unit Cost		
Clearing and Grubbing	LS	10%		
Stormwater Drainage	LS	8%		
Earthwork (Varies per project 3-5%)	LS	3%		
Pedestrian Bridge	LS	$ 1,000,000.00		
Concrete Sidewalk	SY	$ 48.00	$40 Provided by City of Bellevue 8/13/2014, bumped up 20% per comment on 10/22/2014	7055
Precast Traffic Curb (12")	LF	$ 30.00	WSDOT Bid Item Unit Price Average	6701
Cement Concrete Curb (18")	LF	$ 35.00	Provided by City of Bellevue 8/13/2014	6700
Channelization Striping	LF	$ 1.00	WSDOT Bid Item Unit Price Average	6806
Pedestrian Crossings	LS	$ 800.00	Two signs and crosswalk markings	
Driveway Reestablishment	LS	$ 700.00	Provided by City of Bellevue 8/13/2014	
HMA Class 1/2" Pavement PG 64-22	TN	$ 144.00	$120 Provided by City of Bellevue 8/13/2014, bumped up 20% per comment on 10/22/2014	5767
4" Depth 5/8" Minus C.R. Base	TN	$ 45.00	WSDOT Bid Item Unit Price Average	5100
Single Permanent Sign	EA	$ 400.00	Provided by City of Bellevue 8/13/2014	
Bike Lane Symbol	EA	$ 150.00	WSDOT Bid Item Unit Price Average	6867
Retaining Wall	SF	$ 40.00	WSDOT Bridge Design Manual	
Signal modifications	EA	$ 15,000.00	Signal timing upgrades, cycle track signal heads	
Pedestrian Curb Ramp	EA	$ 1,700.00	WSDOT Bid Item Unit Price Average	
Stairs / Elevator Connection	EA	$ 800,000.00	Per COK Park and Ride Cost	

City of Bellevue

Permits, Codes, and Standards	http://www.ci.bellevue.wa.us/transportation-design-manual-drawings.htm
Precast Traffic Curb	http://www.ci.bellevue.wa.us/pdf/Transportation/TE-09A.pdf
Cement Concrete Curbs	http://www.ci.bellevue.wa.us/pdf/Transportation/TE-10.pdf
Sidewalk	http://www.ci.bellevue.wa.us/pdf/Transportation/TE-11.pdf
Trail Dimensions and Materials	http://www.ci.bellevue.wa.us/pdf/Transportation/DEV-17.pdf
Bike Lane Chann	http://www.ci.bellevue.wa.us/pdf/Transportation/TE-17.pdf
Bike Lanes at Intersections	http://www.ci.bellevue.wa.us/pdf/Transportation/TE-18.pdf

Google Maps http://goo.gl/maps/SwVnZ

WSDOT Pavement Policy (Unit Cost Pg 69)
http://www.wsdot.wa.gov/NR/rdonlyres/D7971B81-5443-45B9-8B9B-BFC0D721F5A1/0/WSDOTPavementPolicyFinal71211.pdf

WSDOT Pavement Quantities per mile table: http://www.wsdot.wa.gov/publications/manuals/fulltext/m22-01/620.pdf

Specific Data[1][2][3]														
Hot Mix Asphalt Paving Quantities (tons/mile)*														
Width (ft)	Depth of Pavement (ft)													
	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75
4	161	241	321	402	482	563	643	723	804	884	964	1045	1125	1206
6	241	362	482	603	723	844	964	1085	1206	1326	1447	1567	1688	1808
8	321	482	643	804	964	1125	1286	1447	1607	1768	1929	2090	2250	2411
10	402	603	804	1005	1206	1407	1607	1808	2009	2210	2411	2612	2813	3014
11	442	663	884	1105	1326	1547	1768	1989	2210	2431	2652	2873	3094	3315
12	482	723	964	1206	1447	1688	1929	2170	2411	2652	2893	3135	3376	3617
22	884	1326	1768	2210	2652	3094	3536	3978	4421	4863	5305	5747	6189	6631
24	964	1447	1929	2411	2893	3376	3858	4340	4822	5305	5787	6269	6751	7234
* Based on 137 lbs/sy of 0.10 ft compacted depth = 2.05 tons/cy														

0.5 ft depth

Width (ft)	TN/Mile
4	804
5	x
6	1206

x = 1005

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ENVIRONMENTAL REVIEW

WHAT YOU WILL FIND IN APPENDIX A4

- A 4.1 SEPA Environmental Checklist
- A 4.2 Traffic Noise Impact Analysis
- A 4.3 Aesthetics Technical Memorandum
- A 4.4 Traffic modeling analysis: existing traffic levels with redevelopment scenarios

The materials in this section provide information and analysis about potential environmental impacts and mitigation related to implementation of the plan. Included are the SEPA checklist and accompanying analyses for traffic noise, aesthetics and traffic modeling. These are planning level analyses rather than project-specific. Individual development projects will conduct more detailed environmental review.

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A 4.1 SEPA ENVIRONMENTAL CHECKLIST

ESA, May 2016

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*:**

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [help]

1. Name of proposed project, if applicable: [help]

East Main Station Area Plan

2. Name of applicant: [help]

City of Bellevue

3. Address and phone number of applicant and contact person: [help]

Mike Kattermann
Planning & Community Development
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012
(425) 452-2042

4. Date checklist prepared: [help]

May 2016

5. Agency requesting checklist: [help]

City of Bellevue

6. Proposed timing or schedule (including phasing, if applicable): [help]

Once a preferred alternative is identified and accepted by the City Council, that alternative would be implemented through amendments to the City's Comprehensive Plan, Land Use Code, Zoning Map, and other regulatory and policy documents.

This SEPA Checklist is for the proposed programmatic-level redevelopment of the study area that would correspond with a rezone of the area from Office and Limited Business (OLB) to a new Transit-Oriented Development (TOD) district. Project-level SEPA Checklists with applicable permit applications and supporting documentation will be required when individual redevelopment projects are proposed.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

After evaluation of these alternatives, the City with Citizen Advisory Committee (CAC) and public input will select or develop a preferred alternative. Following acceptance by the City Council, related amendments to City policy and regulatory documents will occur.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

An Environmental Review memo was prepared by Environmental Science Associates (ESA) in February 2016 and is appended to this memo. During that time, a Traffic Noise Impact Analysis and Sound Attenuation Potential of Proposed Buildings, along with an Aesthetics Technical Memorandum were also prepared by ESA; these, too, are appended to the SEPA Checklist. Additional documentation includes transportation modeling prepared by City of Bellevue Transportation staff and shadow models prepared by VIA Architecture.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

There are no pending applications directly affecting development and implementation of the proposed project.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

Implementation of a preferred alternative will ultimately require changes to the City's Comprehensive Plan, Land Use Code, Zoning Map, and other policy and regulatory documents. As the plan is implemented, individual projects will require project level review and approval.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

Under Puget Sound Regional Council's Transportation 2040 plan, light rail projects are being developed as a means of providing high-capacity transportation between dense population areas and employment centers. Sound Transit plans to extend its Link Light Rail over Interstate 90, through Bellevue, and north to Redmond. This East Link project includes stops and stations in Bellevue's Southwest, BelRed and Downtown subareas. One of the proposed light rail stations will be located south of Main Street, along 112th Avenue SE. Through its comprehensive plan, the City of Bellevue strives to provide high density, mixed-use development near future light rail extension areas. Therefore, the City proposes zoning changes to eight parcels located directly east of the future Link station to encourage redevelopment. These parcels are bounded by 112th Avenue SE to the west, 114th Avenue SE to the east, Main Street to the north, and SE 8th Street to the south.

The proposed rezone would change parcels that are currently zoned Office and Limited Business District (OLB) to a new higher density, Transit-Oriented Development (TOD) zone. This zoning change would increase the floor area ratio (FAR) and maximum building height allowed to encourage new, denser development. A mixture of uses (new office, commercial, or residential development) would also be allowed to replace, or potentially occur alongside, existing structures.

The current code allows a maximum 0.5 FAR and 75-foot building height. However, most of the existing buildings are between 35 and 75 feet tall. Under the proposed project, the maximum FAR would either be increased to 4.0 or 5.0 and the maximum height would be increased to 200 or 300 feet, respectively (20 or 30 stories). Initially, redevelopment would occur at the north end of the study area, on a portion of a 6.1-acre parcel currently occupied by a Red Lion Hotel. However, zoning changes would apply to the entire study area.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The study area is composed of 8 parcels that are bounded by 112th Avenue SE to the west, 114th Avenue SE to the east, Main Street to the north, and SE 8th Street to the south.

B. ENVIRONMENTAL ELEMENTS [help]

1. Earth [help]

a. General description of the site: [help]

The majority of the northern study area (greater than 75 percent), north of SE 6th Avenue, contains impervious surfaces including roads, parking lots, and commercial buildings. Approximately 50 percent of the southern study area, south of SE 6th Street, is covered by similar land uses. Undeveloped portions of the study areas contain landscaped area, Sturtevant Creek, and associated riparian corridor and wetland.

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? [help]

North of SE 6th Avenue, the study area has been altered by development, is essentially flat, with slopes of 1 percent or less. South of SE 6th Street, development that surrounds Sturtevant Creek and the associated riparian corridor is located on relatively level ground. The undeveloped area near the stream slopes down from the east and west at a 5-10 percent slope. The stream, which flows to the south, flows at an approximate 5 percent slope.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

The Natural Resource Conservation Service indicates soils in the western study area are primarily composed of Alderwood gravelly sandy loam (8 to 15 percent slopes) and to a limited extent, Arents, Alderwood material (6 to 15 percent slopes). The central and eastern portions of the study area are primarily Tukwila muck and the south end is composed of Seattle muck.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

King County iMap does not map any erosion hazard, seismic hazard, or landslide hazard within or adjacent to the study area. City of Bellevue Critical Hazards Maps indicate several, small areas that contain steep slopes (greater than 40 percent slope). Steep slopes are geographically disperserd throughout the study area; however, no liquefaction or very severe soil erosions hazards are mapped. Most of the study area is heavily developed and the undeveloped portion of the study area does not show signs of recent soil movement.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

The proposal is a non-project action and would not directly result in filling or grading. New development under any of the alternatives would likely result in some degree of filling and grading, the extent of which would be dependent on the amount of development proposed. Much of the study area, in particular the northern 2/3 is already heavily developed.

New development activities under either alternative would be subject to further review on a case-by-case basis and would need to be consistent with the City of Bellevue Municipal Code 27.36 “Clearing and Grading” and State Regulations.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

Under either of the alternatives being considered, the intensity of land use in the study area would increase. The northern 2/3 of the study area are heavily developed, resulting in limited potential for long-term erosion; short-term/construction related erosion would be minimized with implementation of construction Best Management Practices (BMPs). The southern 1/3 of the study area contains significant undeveloped area; however, much of this area is constrained by critical areas and their buffers; thereby limiting the extent of development.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

The majority of the study area (greater than 60 percent) contains impervious surfaces including roads, parking lots, and commercial buildings.

Under either of the alternatives, development or redevelopment in the study area would occur and could result in an overall increase in impervious area; however, the extent is likely limited because much of the area is currently occupied by buildings or parking lots and pervious areas are constrained by critical areas.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

Soils temporarily exposed during construction could be eroded by stormwater. However, all construction projects would be required to comply with the City's erosion control regulations. Erosion control measures including but not limited to BMPs and appropriate site management techniques would be implemented to mitigate these potential impacts. Following construction, graded or filled areas would be stabilized and landscaped.

Minor erosion impacts are unavoidable. Assuming that development complies with the City's erosion control requirements, significant impacts from erosion are unlikely. The potential for erosion as a result of clearing and construction activities would not likely occur as a result of redevelopment activities. Construction activities would provide erosion control measures consistent with City of Bellevue Municipal Code and State Regulations on a case-by-case basis.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

Development under either of the proposed alternatives would result in air quality impacts during construction activities including fugitive dust, odors, and emissions from heavy machinery, trucks, and other vehicles traveling to and operating on construction sites. Increased traffic congestion and delays due to construction would have the potential to increase localized emissions by slowing or stopping traffic.

Increased development under any of the alternatives would likely result in an increase in the number of auto trips and associated emissions. The FAR 5 alternative would allow for 25 percent more useable floor area, and the associated potential to accommodate 25 percent more workers and/or residents. An increase in the number of individuals working and/or living within the study area would increase traffic emissions in the surrounding study

area. The relative size of the increase would depend on the amount and type of development expected under each alternative.

In general, however, the increase under any of the alternatives would not add an appreciable amount of emissions to existing conditions caused by surrounding urban development and I-405.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]

Construction activities associated with development under either alternative would have the potential to temporarily create odors and/or emissions. Emissions from vehicles on the freeway would be dispersed before reaching the project area. There are no other known sources of off-site odors or emissions that would affect the proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

Mitigation measures to control air quality impacts would be considered and developed on a project-by-project basis, and could include transportation demand management strategies such as transit and carpooling incentives, bike facilities, and other means of encouraging alternatives to single occupancy vehicle travel.

3. **Water** [help]

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]

Sturtevant Creek flows from Lake Bellevue, located northeast of the study area, through a culvert underneath I-405 and into the study area on the Hilton Hotel parcel. The stream then flows southeast of the Bellevue Club parcel through culverts and daylights north of SE 6th Street. Sturtevant Creek, then flows through culverts in SE 6th Street and into a large wetland located between SE 6th Street and SE 8th Street. The stream discharges to Kelsey Creek south of SE 8th Street.

Between SE 6th Street and SE 8th Street, a large palustrine forested/scrub-shrub wetland occupies much of the area and is bordered by office buildings and/or roads. In the City's Draft Shoreline Analysis Report, this approximately 12-acre riverine wetland, known as the Sturtevant Creek Wetland, is hydrologically fed by Sturtevant Creek and high groundwater (City of Bellevue, 2009). The wetland was rated as providing moderate habitat functions and was identified as a Category III wetland. Despite the presence of SE 8th Street, a surface water and groundwater connection exists between this wetland and Kelsey Creek/Mercer Slough and associated wetlands.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

Adoption of either alternative is not expected to require work in any streams or wetlands; however, development is likely within 200 feet of streams and wetlands, where allowed.

Development under either of the alternatives would be required to comply with the City's critical areas code, which prohibits nearly all activities in streams and wetlands and their buffers. In cases where temporary impacts are

unavoidable, the City's critical areas code requires mitigation that results in no loss of the functions and values of the resource.

Impacts to surface water resources and wetlands would be evaluated on a project-by-project basis. If future development is proposed in the vicinity of any surface waters or wetlands, the project action will be evaluated for consistency with the requirements codified in Bellevue City Code (BCC) 20.25H "Critical Areas Overlay District." The City would determine the appropriate mitigation of any potential adverse impacts.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

No filling or dredging activities in surface water resources or wetlands are planned as a component of either proposed alternative. Future construction activities associated with development or redevelopment under either alternative would not likely involve the filling or dredging of surface water resources or wetlands. The placement or removal of dredge or fill materials from surface waters or wetlands are not allowed by the City's critical areas regulations. Development would be required to remain outside of designated critical areas and buffers.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

No surface water withdrawals or diversions are planned as a component of any of the alternatives. As a non-project plan SEPA Checklist, the specific nature of improvements is not currently known. All work would comply with the City's critical area code.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

New projects developing in accordance with the preferred alternative, once implemented, would not be located in the 100-year flood plain. Construction projects occurring near or adjacent to streams would be subject to existing City regulations designed to protect critical areas including riparian corridors, floodplains, and wetlands.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

No direct discharge of waste materials to surface waters is anticipated under either alternative. Considerations for waste material discharge would be identified and evaluated on a case-by-case basis for proposed development within the study area. Waste material containment, storage, and disposal would be considered for projects with the potential to contaminate surface water bodies.

The probability for accidental spills is typically linked to the types of land uses included in each alternative.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

Under either alternative, development would likely occur in portions of the study area that have been previously developed and are connected to stormwater facilities, municipal water facilities, and the sanitary sewer system. This

infrastructure would eliminate the need for withdrawals from ground water and would help avoid/abate discharge to groundwater.

If development were to occur in the undeveloped portion of the study area, impacts to ground water resources would be evaluated on a project-by-project basis.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

Under both alternatives, no waste material would be discharged into ground water. There would be no septic systems or livestock in the study area. Considerations would be required on a case-by-case basis to ensure that individual construction activities and development sites take measures to abate and capture storm and waste water runoff, and properly store hazardous, toxic, or otherwise dangerous materials in a way to prevent potential impacts to ground water resources. If construction activities comply with the City's storm and wastewater regulations, clearing and grading standards, and all other building and development codes significant impacts to ground water are unlikely.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

Much of the study area (greater than 60 percent) is currently impervious and was not designed to comply with current stormwater regulations. The proposal is a non-project action; specific measures would be considered when projects are developed under the adopted plan. New or redeveloping sites are required to mitigate runoff to pre-developed/forested conditions if downstream areas are less than 40 percent impervious. This is the case for the study area, which drains to Kelsey Creek/Mercer Slough. This means each parcel will be required to construct stormwater detention and treatment facilities and mitigate runoff rate and duration. Low impact development strategies and special water quality BMP's to reduce impacts to water quality would also be considered for new developments.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

All new development under any of the alternatives would be required to comply with current stormwater standards. Assuming compliance, waste material would not enter ground or surface water.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [help]

City of Bellevue stormwater regulations require that new development or redevelopment projects mitigate site runoff to pre-developed/forested conditions. This is a more stringent standard than existed when the area was developed, which means that redevelopment would result in substantially reduced rates of runoff.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [help]

Compliance with City of Bellevue adopted stormwater regulations is required for all new development. The regulations require that new development or redevelopment projects mitigate site runoff to pre-developed/forested conditions if downstream areas are less than 40% impervious.

Assuming that all new developments under any of the alternatives achieves consistency with the City's new stormwater standards, future developments would result in better stormwater management than exists currently. As such, the alternatives with greater expected development would likely achieve greater overall improvements to stormwater management.

4. **Plants** [help]

a. Check the types of vegetation found on the site: [help]

The northern 2/3 of the study area is heavily developed, while the undeveloped portion of the study area between SE 6th Street and SE 8th Street is dominated by native vegetation typically found in wetlands and associated upland areas in the Pacific Northwest. Limited development is present in the southern 1/3 of the study area. These areas also include ornamental vegetation. The undeveloped portion of the southern study area contains native and invasive plant species. A complete plant survey has not been conducted, but the following are species likely to be present.

__X__deciduous tree: alder, maple, cottonwood, ornamental
__X__evergreen tree: fir, cedar, pine
__X__shrubs
__X__maintained grass
____pasture
____crop or grain
____Orchards, vineyards or other permanent crops.
__X__wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered? [help]

The proposal would not directly remove vegetation. The proposal would encourage future construction activities and development or redevelopment of higher density infrastructure in the study area. The majority of the study area that would be impacted by new land uses has been previously cleared of vegetation. The amount of vegetation that will be removed or altered as a result of new development would vary depending on the magnitude of new development under each alternative. Future projects occurring in the study area would be subject to review on a case-by-case basis and impacts to vegetation would be mitigated by following the City's critical area buffer standards and tree retention regulations.

c. List threatened and endangered species known to be on or near the site. [help]

There are no known threatened or endangered plant species, or associated critical habitat within or near the study area. Alteration or destruction of threatened or endangered species, or critical habitat would be regulated by city, state, and federal rules. Significant impacts to vegetation from future development are not anticipated.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

Adoption of either alternative being evaluated would result in additional development and some loss of existing vegetation. The proposal includes provisions for landscaping of areas to improve the aesthetic and environmental character of the study area. Planting designs would incorporate the use of native species and would include low groundcover, low shrubs, and trees for canopy cover.

In addition, all development would be required to comply with the City's critical areas regulations, tree retention policies, and setbacks and screening requirements. Development consistent with current regulations would not result in significant impacts.

Development activities that are not categorically exempt from SEPA would be subject to review under the City's SEPA implementing ordinance (BCC 22.02). Any impacts to native vegetation as a result of future projects will be appropriately mitigated under SEPA substantive authority.

e. List all noxious weeds and invasive species known to be on or near the site. [help]

Much of the study area is developed or contains landscaping that is frequently maintained. The undeveloped portion of the study area south of SE 6th Street and the riparian corridor associated with Sturtevant Creek located north of SE 6th Street likely contain noxious weed species common to western Washington, including: Himalayan blackberry, reed canarygrass, knotweed, purple loosestrife, tansy ragwort, and Scotch broom.

5. **Animals** [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [help]

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site. [help]

Washington Department of Fish and Wildlife (WDFW) map coho salmon within the study area (WDFW, 2015a; WDFW, 2015b); however, this species is not federally or state listed as threatened or endangered. Kelsey Creek is mapped as supporting, fall Chinook salmon, coho salmon, sockeye salmon, winter steelhead trout, resident coastal cutthroat trout, and rainbow trout; winter steelhead trout and fall Chinook salmon are both listed as threatened under the Endangered Species Act (WDFW, 2015a; WDFW, 2015b). Steelhead trout and Chinook salmon are also modeled within Sturtevant Creek; however, habitat conditions make their presence unlikely. Modeled presence only

indicates there is a connection to a fish bearing stream and the streambed slope does not preclude fish (WDFW, 2015b). No critical habitat for Chinook salmon and steelhead trout is designated or proposed for designation within or in proximity to the study area.

In addition to fish, four avian species are mapped (e.g., nesting location) within proximity to the study area, including semipalmated plover, peregrine falcon, osprey, and bald eagle. These species are not federally or state listed as threatened or endangered.

c. Is the site part of a migration route? If so, explain. [help]

The study area is located within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway covers the entire Puget Sound region, and extends south from Alaska to Mexico and South America.

d. Proposed measures to preserve or enhance wildlife, if any: [help]

The study area is highly developed and has not been identified as habitat for threatened or endangered species, or associated habitat. Sturtevant Creek does not likely support any threatened or endangered species, due to habitat conditions; however, Kelsey Creek is mapped as supporting fall Chinook salmon and winter steelhead trout. No critical habitat for Chinook salmon and steelhead trout is designated or proposed for designation within or in proximity to the study area.

Future project activities must comply with the City's critical areas regulations, and would therefore likely avoid Sturtevant Creek, wetlands, and their associated buffers.

e. List any invasive animal species known to be on or near the site. [help]

New Zealand Mudsnails are documented as occurring in close proximity to the study area; within Kelsey Creek, but have not been mapped within Sturtevant Creek or Mercer Slough.

6. **Energy and Natural Resources** [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

Energy use in the study area would be typical of urbanized commercial areas. Under either of the proposed alternatives, development or redevelopment would require electrical power for lighting as well as safety lighting around parking areas and walkways. Natural gas would be used within structures for heating and cooking. Construction under any of the alternatives would use gasoline and diesel.

The FAR 5 alternative would allow for 25 percent more useable floor area, and the associated potential to accommodate 25 percent more workers and/or residents. Increase in the number of individuals working and/or living within the study area would increase energy demands within the study area. The relative size of the increase would depend on the amount and type of development expected under each alternative.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

The development and implementation of a preferred alternative would likely affect zoning and allow greater building heights. Increase shade could result, but would be evaluated on a case-by-case basis for consistency with city policies and standards.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

The development and implementation of a preferred alternative would encourage the implementation of green features into new building design.

Existing City and local utility infrastructure is adequate to serve development under either of the alternatives. Development and redevelopment in the study area would be consistent with all local utility standards. In addition, new development would consider and implement energy conservation into building design. Accordingly, no significant impacts to energy availability are anticipated.

7. **Environmental Health** [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [help]

The development and implementation of a preferred alternative would result in the construction of high density development in the study area. Construction sites would pose a potential risk of fire and explosion, spill, or exposure to hazardous materials. Spills or leakage from heavy equipment at construction sites could occur, but would not be greater than what is normally anticipated during construction activities. Normal precautions would be taken to store equipment, hazardous fuels, and other materials used in construction. Waste and storm water would be contained and treated appropriately to mitigate impacts to the environment. All construction activities would follow the City's storm and surface water code and clearing and grading code, in addition to all local and state regulations.

1) Describe any known or possible contamination at the site from present or past uses. [help]

There is no known contamination within the study area and development within the study area has included hotels, office buildings, and an athletic club resulting in a low likelihood of site contamination (e.g., dry cleaner chemicals or gas station petroleum leak).

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [help]

One high-risk site is located at the south end of study area; beneath SE 8th Street. Soil and groundwater samples were collected as part of a street improvement project, which revealed both mediums were contaminated by petroleum.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [help]

The proposal would not directly result in use of toxic or hazardous materials. Spills or leakage from heavy equipment at construction sites could occur as part of development that would follow, but would not be greater than what is normally anticipated during construction activities.

4) Describe special emergency services that might be required. [help]

Specific types of uses are not known at this stage of planning. While unlikely, it is possible that new uses could require special emergency services. These service needs would be evaluated on a case-by-case basis. In general, it is not expected that special emergency services would be required for new development under any of the alternatives. Typical emergency services such as fire, police, and emergency medical response may be required for emergencies developing as a result of construction activities.

5) Proposed measures to reduce or control environmental health hazards, if any: [help]

Best Management Practices would be used in storing equipment, hazardous fuels, and other materials used in construction. Storage, maintenance, and handling precautions for any materials considered to be hazardous materials would comply with International Fire Code requirements. Waste and storm water would be contained and treated in an environmentally safe manner. If development activities follow the City's storm and surface water code, grading and clearing code and other development and building codes, significant impacts from toxic chemicals, fire hazards, and/or wastes and spills are unlikely.

b. Noise [help]

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

The project location has a long history of elevated noise levels associated with vehicular traffic originating from the I-405 freeway corridor. Noise from I-405 would have a variable effect depending on land uses at receiving sites.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [help]

Under either of the alternatives, short-term noise impacts could result from construction vehicles and equipment during daylight hours. According to BCC, development activity and operation of heavy machinery would be limited to 7 a.m. to 8 p.m. on weekdays and 9 a.m. to 8 p.m. on Saturdays. No development activity or operation of heavy machinery would occur outside of these times, on Sundays or on holidays, except if permitted by the director of community development and only in cases where activity would not interfere with residential use permitted in the zone in which it is located.

Long-term impacts could result from increased traffic in the study area. However, the incremental increase in auto noise would be unlikely to significantly raise the overall noise level. See the attached Traffic Noise Impact Analysis for a brief discussion of potential noise impacts attributed to the project.

3) Proposed measures to reduce or control noise impacts, if any: [help]

Significant noise impacts are not anticipated under either alternative. Existing noise standards for construction and operation are likely sufficient to control potential noise impacts.

8. **Land and Shoreline Use** [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

The study area is bounded by I-405 to the east, residential properties to the west, commercial properties to the north, and an office park to the south.

The 36 acres of land north of SE 6th Street is comprised of three hotels (a two-story Red Lion Hotel, an eight-story Hilton Hotel, and a four-story Hotel Bellevue), two restaurants (Polaris and Jonah's Restaurant and Lounge), three rental car businesses (Hertz Rent-a-Car, Budget Rent-a-Car, and Avis Bellevue Hilton Rent-a-Car), three offices (Navia Benefit Solutions, Savers, and Eastside Sports Rehab Clinic), a recreational facility (Bellevue Club), and a few commercial businesses. It has minimal undeveloped land, and areas without a building present are used for surface parking. To the north there is a five-lane road and commercial properties across the street.

Land south of SE 6th Street is comprised of 29 acres with three office buildings between three and six stories tall, a seven-story Marriott Hotel, surface parking, and approximately 11 acres of undeveloped property.

Redevelopment of the study area is not anticipated to affect adjacent properties; however, construction of the light rail station as part of a separate proposal, may change land use in the area.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

The site has not been used for agriculture in the recent past. The study area was logged in the early 1900s and was later developed for commercial land uses.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [help]

There are no working farm or forest lands surrounding the study area, which is located within an urban setting.

c. Describe any structures on the site. [help]

See response 8a.

d. Will any structures be demolished? If so, what? [help]

The proposal would not directly require any demolition. Under any of the proposed alternatives, future development and redevelopment would be encouraged and is likely. At this time, demolition of existing structures is not anticipated. If demolition is proposed, it would be evaluated on a project-level basis.

e. What is the current zoning classification of the site? [help]

Office and Limited Business District (OLB), which allows for office, hotel, and limited retail use.

f. What is the current comprehensive plan designation of the site? [help]

Office, Limited Business District (OLB).

g. If applicable, what is the current shoreline master program designation of the site? [help]

Sturtevant Creek Wetland and the reach of Sturtevant Creek that flows through this wetland are located within shoreline jurisdication. The City's Shoreline Master Program designates this site as Urban Conservancy-Open Space.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

Sturtevant Creek and the Sturtevant Creek Wetland are located within the study area. Additional information on these features can be found under Section 3a(1) of this SEPA Checklist.

i. Approximately how many people would reside or work in the completed project? [help]

Specific types of land use are not known at this stage of planning, but future projects occurring in the study area would be subject to SEPA review on a case-by-case basis.

j. Approximately how many people would the completed project displace? [help]

Land use in the study area currently includes commercial buildings such as hotels, office buildings, and an athletic club. At this time, demolition of existing structures is not anticipated. No residential units are located within the study area.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

Displacement impacts are not expected. No measures are proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

Sound Transit's East Link Station project includes a proposed light rail station located south of Main Street, along 112th Avenue SE. Through its comprehensive plan, the City of Bellevue strives to provide high density, mixed-use development near future light rail extension areas. Therefore, the City proposes zoning changes to eight parcels located directly east of the future East Main light rail station to encourage redevelopment.

The parcels are currently zoned OLB and proposed zoning changes would increase density by means of a TOD zone. This zoning change would increase the FAR and maximum building height allowed to encourage new, denser development. A mixture of uses (new office, commercial, or residential development) would also be allowed to replace, or potentially occur alongside, existing structures.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: [help]

None. There are no such lands surrounding the study area.

9. **Housing** [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

Specific types of land use are not known at this stage of planning, but future projects occurring in the study area would be subject to SEPA review on a case-by-case basis.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

No residential units are located within the study area.

c. Proposed measures to reduce or control housing impacts, if any: [help]

No impacts are anticipated, therefore no measures are proposed.

10. **Aesthetics** [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

Potential building heights under the two action alternatives have not yet been determined, and will depend on how much additional development potential is ultimately proposed. Under the FAR 4.0 alternative, maximum height could be increased to 200 feet (20 stories). Under the FAR 5.0 alternative, heights could increase to 300 feet (30 stories).

Building materials, textures, and exterior coloring would be determined for specific projects and subject to subsequent review.

b. What views in the immediate vicinity would be altered or obstructed? [help]

See response to 10.a and the attached Aesthetics Technical Memorandum.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

All new development would comply with height, setback and other provisions of the land use code. Architectural design, building materials, color, texture, retention of existing trees, and landscaping with native and non-native trees and shrubs would be used to complement the character of the site.

11. **Light and Glare** [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

Light and glare during daylight hours would likely come from glass windows associated with an increased building density in the study area. Sources of additional light and glare are dependent on the location and design of new uses. Sources of light during nighttime hours would come from electric lights associated with building lighting and exterior safety lights over walkway and parking lot infrastructure. See the attached Aesthetics Technical Memorandum for additional details.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

Light and glare from the project would be unlikely to constitute a safety hazard. Increased lighting from buildings, walkways, and parking areas could be viewed from adjacent properties. Landscaping and additional measures could be used to abate lighting that interferes with adjacent properties. Lighting for all development would comply with the City's lighting standards. See the attached Aesthetics Technical Memorandum for additional details.

c. What existing off-site sources of light or glare may affect your proposal? [help]

No existing sources of off-site light or glare would affect the proposed study area.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

Under either alternative, the retention of trees and vegetation and landscape design would be implemented as necessary on a project-by-project basis to soften or filter light and glare generated from new development. Outdoor lighting would be designed to aim light where appropriate and avoid general light dispersion. Impacts from light and glare are not anticipated under either of the proposed alternatives.

12. **Recreation** [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Surrey Downs Park is located west of the study area, south of SE 6th Street.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

Neither alternative would displace existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

No measures are needed.

13. **Historic and cultural preservation** [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

According to Section 4.16, Historic and Archaeological Resources, of the East Link Final Environmental Impacts Statement, the East Main Station and therefore the study area, are located within proximity of a National Register of Historic Places (NRHP)-Eligible historic district. The potential Surrey Downs Historic District contains 37 residential structures that were not determined eligible because many of the houses in the potential district were located outside of the Area of Potential Effect (AFE) of the East Main Station project. The proposed East Main Station is located between the study area and the potential historic district; therefore, because this area was outside of the APE for the East Main Station project; the district is located outside of the APE for the redevelopment project.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

No designated landmarks or evidence of historic, archeological, scientific, or cultural importance are located on or adjacent to the study area. Professional studies have not been conducted for the study area, but will be required on a project-by-project basis.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

For the East Link Final Environmental Impacts Statement, a historical records search was performed that identified several properties listed in the National Register, the Washington Heritage Register (WHR), or local registers. Inventoried resources would be 50 years old by the baseline year 2016. Field surveys by project historians and preparation of inventory forms took place primarily from February through June 2007, September through October 2007, and February to April 2010. Sound Transit also conducted field tours with Department of Archaeology and Historic Preservation (DAHP) staff to identify properties that appeared to meet National Register eligibility criteria.

The DAHP reviews NRHP recommendations for concurrence, and the local jurisdictions review local landmark register recommendations.

Specific studies have not been conducted for the study area, but may be required on a project-by-project basis.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [help]

No specific measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources are proposed, but development under the proposal would be reviewed on a project-by-project basis.

14. **Transportation** [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

Interstate 405 and 114th Avenue SE are located immediately east of the study area, with the latter providing direct access to the study area. 112th Avenue SE provides access from the west, Main Street provides access to the north and SE 6th Street and SE 8th Street provide access to the central and southern study area, respectively.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

Transit is located along 112th Avenue SE and SE 8th Street, Main Street, and a Park and Ride is located at the intersection of 114th Avenue SE and SE 8th Street (Wilburton Park and Ride). Several King County Metro and Sound Transit bus routes provide local and commuter transit services. Routes 240, 246, and 342 serve Bellevue-Renton, Clyde Hill-Eastgate Park and Ride, and Park and Rides between Shoreline-Renton. Routes 555/556 and 560 provide service between Northgate-Issaquah Highlands and West Seattle-Bellevue, respectively.

In addition, the East Main light rail station is proposed near the intersection of 112th Avenue SE and Main Street. The street-level station will be reached by tunnel to the north and at-grade tracks to the south. The target opening date is 2023.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The number of parking spaces is not known at this phase of the planning process. The number of parking spaces will depend on the type and location of development. Development under either alternative will be required to comply with the City's parking requirements.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

No new or improved roads, streets, pedestrian, bicycle, or state transportation facilities are proposed as part of the project.

The Link Light Rail East Main Station is proposed near the intersection of 112th Avenue SE and Main Street. The target opening date is 2023.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

There are no water, rail, or air transportation facilities in the study area.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

Specific types of land use are not known at this stage of planning; therefore, vehicular trips per day cannot be calculated; however, the FAR 5 alternative would allow for 25 percent more useable floor area, and the associated potential to accommodate 25 percent more workers and/or residents. Increase in the number of individuals working and/or living within the study area would increase traffic in proximity to the study area. The relative size of the increase would depend on the amount and type of development expected under each alternative. Future projects occurring in the study area would be subject to SEPA review on a case-by-case basis.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [help]

The site has not been used for agriculture in the recent past. The study area was logged in the early 1900s and was later developed for commercial land uses. There are no working farm or forest lands surrounding the study area, which is located within an urban setting.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

No measures are proposed to reduce or control transportation impacts. The proposal is intended to encourage development that is transit-oriented, thereby helping to reduce regional transportation impacts from anticipated population and employment growth.

15. **Public Services** [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

The demand for public services is based on the population of people and density of uses in a given area. Because use intensity is expected to increase under any of the alternatives, the demand for public services in also expected to rise. The specific types and amounts of service demand depend on the types and amounts of land use.

In general, the existing service and utility infrastructure is adequate to serve the anticipated growth, and substantial upgrades are not expected to be needed. Therefore, significant impacts to public services are not anticipated.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

Because it is assumed that existing service and utility infrastructure is adequate to serve the anticipated growth under any of the alternatives, no measures are proposed.

16. **Utilities** [help]

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

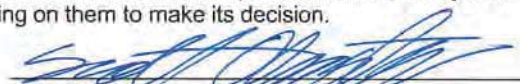
Electricity, natural gas, water, refuse service, telephone, sanitary sewer, and stormwater drainage.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

Project-specific extensions of or upgrades to the utilities listed above are likely to be required as development or redevelopment occurs. In general, however, the existing utility infrastructure is adequate to serve the anticipated growth, and substantial upgrades are not expected to be needed. Therefore, significant impacts to public services are not anticipated.

C. Signature [help]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee SCOTT OLMSTED

Position and Agency/Organization BIOLOGIST / ESA

Date Submitted: 05/2016

D. supplemental sheet for nonproject actions [help]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Discharge to Water

Under either alternative, development would likely occur in portions of the study area that have been previously developed and are connected to stormwater facilities, municipal water facilities, and the sanitary sewer system. Assuming that all new developments under any of the alternatives achieves consistency with the City's stormwater standards, future developments would result in better stormwater management than exists currently. As such, the alternatives with greater expected development would likely achieve greater overall improvements to stormwater management.

Emissions to Air

Development under either of the proposed alternatives would result in air quality impacts during construction activities including fugitive dust, odors, and emissions from heavy machinery, trucks, and other vehicles traveling to and operating on construction sites. Increased traffic congestion and delays due to construction would have the potential to increase localized emissions by slowing or stopping traffic.

Increased development under any of the alternatives would likely result in an increase in the number of auto trips and associated emissions. The relative size of the increase would depend on the amount and type of development expected under each alternative, but in no case is the increase expected to be significant, because of stricter air quality standards that apply to vehicles.

Release of Toxic or Hazardous Substances

Under either of the alternatives, construction encouraged by the proposal would pose potential risks for fire and explosion, spill, or exposure to hazardous materials. Spills or leakage from heavy equipment at construction sites could occur, but would not be greater than what is normally anticipated during construction activities.

Production of Noise

Under either of the alternatives, short-term noise impacts could result from construction vehicles and equipment during daylight hours. The project location has a long history of elevated noise levels associated with vehicular traffic originating from the I-405 freeway corridor.

Proposed measures to avoid or reduce such increases are:

Discharge to Water

Under the City's new stormwater regulations (adopted January 1, 2010), new or redeveloping sites are required to mitigate runoff to pre-developed/forested conditions. This means each parcel will be required to construct stormwater detention and treatment facilities and mitigate runoff rate and duration. Low impact development strategies and special water quality BMP's to reduce impacts to water quality would also be considered for new developments.

Emissions to Air

In general, the increase under any of the alternatives would not add an appreciable amount of emissions to existing conditions caused by surrounding urban development and I-405. It is unlikely that air impact would be significant.

Mitigation measures to control air quality impacts would be considered and developed on a project-by-project basis, and could include transportation demand management strategies such as transit and carpooling incentives, bike facilities, and other means of encouraging alternatives to single occupancy vehicle travel.

Release of Toxic or Hazardous Substances

Normal precautions would be taken to store equipment, hazardous fuels, and other materials used in construction. Waste and storm water would be contained and treated appropriately to mitigate impacts to the environment. All construction activities would follow the City's storm and surface water code and clearing and grading code, in addition to all local and state regulations.

Production of Noise

Development activity and operation of heavy machinery would be limited to 7 a.m. to 8 p.m. on weekdays and 9 a.m. to 8 p.m. on Saturdays under the City's noise control regulations. No development activity or operation of heavy machinery would occur outside of these times, on Sundays or on holidays, except if permitted by the director of community development and only in cases where activity would not interfere with residential use permitted in the zone in which it is located. Existing noise standards for construction and operation are likely sufficient to control potential noise impacts.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The majority of the study area that would be impacted by new land uses has been previously cleared of vegetation. The amount of vegetation that will be removed or altered as a result of new development would vary depending on the magnitude of new development under each alternative. There are no known threatened or endangered plant species, or associated critical habitat within or near the study area.

Future project activities would likely avoid Sturtevant Creek, wetlands, and their associated buffers. Development that complies with the City's critical areas regulations would not result in significant impacts to threatened or endangered animal or fish species.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Alteration or destruction of threatened or endangered species, or critical habitat would be regulated by city, state, and federal rules. Significant impacts to vegetation, from future development, are not anticipated. Planting designs would incorporate the use of native species and would include low groundcover, low shrubs, and trees for canopy cover.

In addition, all development would be required to comply with the City's critical areas regulations, tree retention policies, and setbacks and screening requirements.

3. How would the proposal be likely to deplete energy or natural resources?

Energy use in the study area would be typical of urbanized commercial areas. Under either of the proposed alternatives, development or redevelopment would require electrical power for lighting and heating. Natural gas would be used within structures for heating and cooking. Construction under any of the alternatives would use gasoline and diesel.

Proposed measures to protect or conserve energy and natural resources are:

The development and implementation of a preferred alternative would encourage the implementation of green features into new building design.

Existing City and local utility infrastructure is adequate to serve development under either of the alternatives. Development and redevelopment in the study area would be consistent with all local utility standards. In addition, new development would consider and implement energy conservation into building design.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

No parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, or prime farmland are located within the study area. The study area does contain the highly-modified Sturtevant Creek floodplain and Sturtevant Creek Wetland. Future construction activities associated with development or redevelopment under either alternative would not likely involve the filling or dredging of surface water resources or wetlands.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Development that complies with the City's critical areas regulations would likely avoid Sturtevant Creek, wetlands, and their associated buffers.

Impacts to surface water resources and wetlands would be evaluated on a project-by-project basis. If future development is proposed in the vicinity of any surface waters or wetlands, the project action will be evaluated for consistency with the requirements codified in Bellevue City Code (BCC) 20.25H "Critical Areas Overlay District." The City would determine the appropriate mitigation of any potential adverse impacts.

New projects developing in accordance with the preferred alternative, once implemented, would not be located in the 100-year flood plain. Updated floodplain maps would very likely place some existing buildings in the floodplain. If these buildings were to redevelop they would have to meet City's regulations to elevate, flood proof, or otherwise reduce the risk of structural flooding. Construction projects occurring near or adjacent to streams would be subject to existing city regulations designed to protect critical areas including riparian corridors, floodplains, and wetlands.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Under either of the alternatives being considered, the intensity of land use in the study area would increase. Land use in the study area currently includes commercial buildings such as hotels, office buildings, and an athletic club. No residential units are located within the study area. Current zoning classification of the study area is Office and Limited Business District (OLB); future development and redevelopment would meet applicable zoning requirements of the proposed TOD zoning, which is intended to be compatible with the light rail station coming to the project area, consistent with the City's comprehensive plan.

Sturtevant Creek Wetland and the reach of Sturtevant Creek that flows through this wetland are located within shoreline jurisdication. The City's Shoreline Master Program designates this site as Urban Conservancy-Open Space. This shoreline designation is designed to protect, retain, or restore those shoreline areas that are relatively free of urban development or that include intact or minimally degraded shoreline functions intolerant of urban development. Redevelopment of this area in a manner similar to the other parts of the study area would not be supported by shoreline or critical areas regulations.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Specific types of land use are not known at this stage of planning, but new development activities under either alternative would be subject to further review on a case-by-case basis and would need to be consistent with the City of Bellevue Municipal Code.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Transportation or Public Services

The amount of increased demand would depend on the amount and type of development that occurs under each alternative.

The East Main light rail station is proposed near the intersection of 112th Avenue SE and Main Street. The street-level station will be reached by tunnel to the north and at-grade tracks to the south. The target opening date is 2023. In all cases, the development expected under the proposal would be compatible with and oriented toward transit use, taking advantage of the future light rail station.

Utilities

Project-specific extensions of or upgrades to the utilities listed above are likely to be required as development or redevelopment occurs. In general, however, the existing utility infrastructure is adequate to serve the anticipated growth, and substantial upgrades are not expected to be needed.

Proposed measures to reduce or respond to such demand(s) are:

Transportation or Public Services

No measures are proposed to reduce impacts on transportation or public services. Proximity to the light rail station is expected to limit transportation impacts from future development.

Utilities

No measures are proposed to reduce impacts on utilities because significant impacts to utilities are not anticipated.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal would comply with all local, state and federal laws and requirements for the protection of the environment.

A 4.2 TRAFFIC NOISE IMPACT ANALYSIS

ESA, February 2016

ESA Community Development

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Suite 800
San Francisco, CA 94108
415.896.5900 phone
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technical memorandum

date February 16, 2016

to Dan Bertolet, Urban Planner, VIA Architecture

from Chris Sanchez, Senior Technical Associate

subject Traffic Noise Impact Analysis - East Main Station Bellevue WA

ESA has received the existing and "with project" traffic volumes prepared by the transportation consultant for the proposed East Main Station development. We have used these data to predict the change in roadway noise levels that would be experienced at residential units located along 112th Avenue SE and 108th Avenue SE. Our earlier memorandum of May 15, 2015 discusses in detail about the overall noise reduction potential of a continuous project structure between residences and the I-405 freeway.

Project Understanding

The proposed Project Area is bounded by 112th Avenue SE to the west, 114th Avenue SE to the east, Main Street to the north, and SE 8th Street to the south. With construction of the East Main Link Station, the City of Bellevue proposes zoning changes to encourage redevelopment on up to 8 parcels located directly east of the future Link Station and within the Project Area. Initially, redevelopment would occur at the north end of the Project Area, on a 6.1-acre parcel currently occupied by a Red Lion Hotel. Redevelopment of the Project Area is expected to include a mix of new office, commercial, and residential development, with some existing structures to remain.

Traffic Noise Impacts at Sensitive Land Uses

The Project would also generate additional vehicle traffic in and around the Project Area. Increased traffic would primarily be on the arterial roadway network, including Main Street, 112th Avenue SE and 114th Avenue SE. Residential development exists west of the Project Area, primarily between 112th Avenue SE and Bellevue Way SE.

Noise levels were determined for this analysis using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model and the turning movements in the traffic section for Existing, Draft Vision Baseline and Draft Vision Scenarios. Peak hour intersection turning data from the traffic study were analyzed to evaluate increases and resulting traffic-generated noise increases on roadway links along 112th Avenue SE and 108th Avenue SE. The roadway segments analyzed and the results of the noise increases resulting from modeling are shown in **Table 1**, below.

TABLE 1:
PEAK-HOUR TRAFFIC NOISE LEVELS IN THE VICINITY OF THE PROJECT

Roadway Segment[a,b]	Existing Peak hour dBA	Draft Vision Baseline Scenario Peak hour dBA	dBA Increase over Existing	Draft Vision Scenario Peak hour dBA	dBA Increase over Existing
112th Avenue SE between Main Street and SE 4th Street	71.7	72.8	+1.1	73.0	+1.3
108th Avenue SE between Main Street and SE 2nd Street	61.3	63.3	+2.0	63.1	+1.8

a Road center to receptor distance is 10 meters (approximately 33 feet) for all roadway segments. Noise levels were determined using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model.
b The analysis considered the vehicle mix based on – cars 97%, medium trucks two percent, and heavy trucks one percent. Traffic speeds for all vehicle classes were set at the posted speed limit: 35 mph for.112th Avenue SE and 25 mph for 108th Avenue SE.

SOURCE: ESA, 2016

With regard to increases in A-weighted noise levels (dBA), the following relationships occur:

- except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- a change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- a 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause adverse response.

The predicted roadside noise increases along both 112th Avenue SE and 108th Avenue SE would be less than 3 dBA. Consequently, roadway noise increases at receptors along these roadways would be below the threshold of human perceptibility and would be considered a minor increase in environmental noise.

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A 4.3 AESTHETICS TECHNICAL MEMORANDUM

ESA, May 2016

East Main Station Area Plan

Aesthetics Technical Memorandum

Prepared for: The City of Bellevue
Prepared on: May 10th, 2016

Table of Contents

Figures

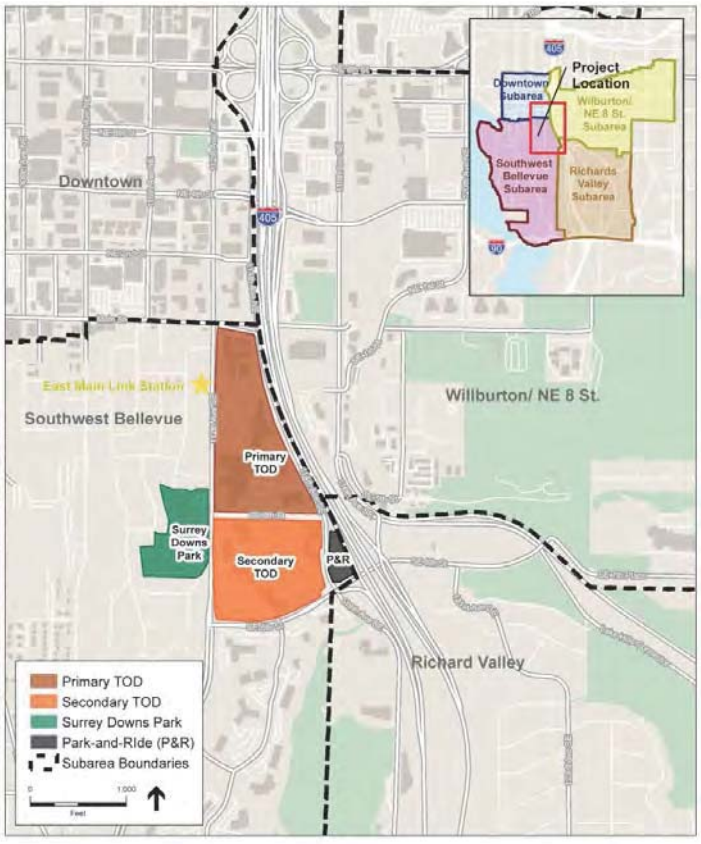
Tables

1. Introduction

Under Washington Administrative Code (WAC) 197-11-444, impacts to aesthetics must be considered as part of State Environmental Policy Act (SEPA) assessments. Aesthetics are often defined as the pleasing appearance or effect of the natural and built environment. This technical memorandum evaluates the proposed project and potential impacts to the aesthetics of the project area.

2. Project Description

Under Puget Sound Regional Council's Transportation 2040 plan, light rail projects have been proposed as a means of providing high-capacity transportation between dense population areas and employment centers. Sound Transit plans to extend its Link Light Rail over Interstate 90, through Bellevue, and north to Redmond. This East Link project includes stops and stations in Bellevue's Southwest and Downtown subareas. One of the proposed light rail stations would be located south of Main Street, along 112th Avenue SE. Through its comprehensive plan, the City of Bellevue strives to provide high density, mixed-use development near future light rail extension areas. Therefore, the City proposes zoning changes to eight parcels located directly east of the future Link station to encourage redevelopment. These parcels, hence forth referred to as the project area or site, are bounded by 112th Avenue SE to the west, 114th Avenue SE to the east, Main Street to the north, and 8th Street SE to the south (Figure 1).



SOURCE: City of Bellevue 2016; ESA 2016; OSM 2016

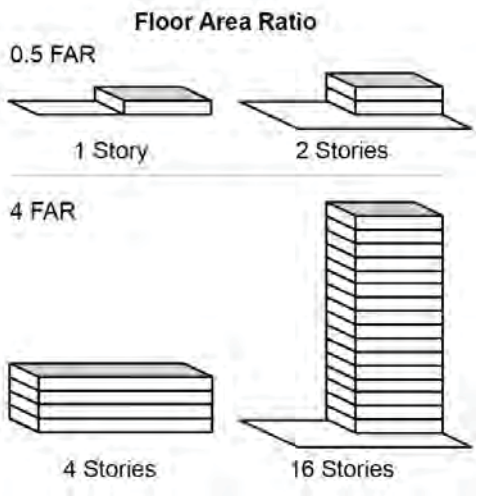
East Main Station . 150048

Figure 1
Project Location and Vicinity

The proposed project would change parcels that are currently zoned Office and Limited Business District (OLB) to a higher density, Transit-Oriented Development (TOD) zone. This

zoning change would increase the floor area ratio (FAR)[1] and maximum building height allowed to encourage new, denser development. A mixture of uses (new office, commercial, or residential development) would also be allowed to replace, or potentially occur alongside, existing structures.

The current code allows a maximum 0.5 FAR and 75-foot building height. However, most of the buildings are between 35 and 75 feet tall. Under the proposed project, the maximum FAR would be increased to 4.0 or 5.0 and the maximum height would be increased to 200 to 300 feet (20 to 30 stories). Figure 2 shows the difference between a building that has a 0.5 FAR on a quarter of a parcel (two stories) and a building that has a 4.0 FAR (16 stories).



Initially, redevelopment is expected to occur at the north end of the project area, on a portion of a 6.1-acre parcel occupied by a Red Lion Hotel. However, zoning changes would apply to the entire project area, shown in Figure 1 as "Primary TOD" and "Secondary TOD" divided by SE 6th Street.

3. Regulatory Framework

This section evaluates comprehensive plan policies and municipal regulations that are applicable to the project. This includes the City of Bellevue Comprehensive Plan, the Southwest Bellevue Subarea Plan, the Bellevue City Code, and the Bellevue Land Use Code.

The City of Bellevue values the character of its established single-family neighborhoods and seeks to provide mixed-use development that "complements and enhances the character of the surrounding residential and commercial areas" (City of Bellevue, 2015a). In this vein, it also attempts to minimize excessive glare spilling into residential areas from reflective building materials and outdoor lighting. The City also supports the green and wooded character of existing neighborhoods, and aims to retain the City's park-like character by preserving and enhancing its tree canopy. In its comprehensive plan, the City also identifies aesthetic concerns associated with freeways. To improve the aesthetics around the freeways, the City encourages use of dense vegetation as a visual screen where views of or from freeways are unappealing (City of Bellevue, 2015a). Under the comprehensive plan, views from public places of water, mountains, skylines, or other unique landmarks are considered to be valuable civic assets that should be preserved (City of Bellevue, 2015a).

[1] The Floor Area Ratio (FAR) is the ratio of a building's gross floor area (the sum of the area of each floor) to the size of the piece of land upon which it is built. The FAR, along with building height restrictions, are used in municipal codes to restrict the form (bulk and height) of buildings within different land uses.

The project area is located within the Southwest Bellevue subarea, just south of the Downtown subarea (located north of Main Street) and west of the Wilburton subarea (located east of Interstate 405) (Figure 2). Unlike some other subareas in the city, the Southwest Bellevue subarea does not have its own urban design framework. However, the subarea plan states that residents of Southwest Bellevue value the area's wooded character, which is the result of undisturbed, forested slopes; vegetated landscapes; and planted trees that have "assumed a dominant position on the skyline" (City of Bellevue, 2015b). In general, the subarea plan states that the residential character and high density of trees should be preserved (City of Bellevue, 2015b)

Through its land use code, the City regulates light and glare (20.20.522) and tree retention and replacement (20.20.900). It also promotes maintenance of view corridors and other important design elements. However, the location of view preservation corridors are not specifically identified in the Land Use Code, although the types of spaces from which the view originates are (public spaces), as well as the subject of the view preservation corridors (mountains, skylines, unique landmarks). Development and redevelopment in locations that affect the skyline or offer views of skylines is also addressed, with consideration given to impacts to views on adjacent sites and buildings and the availability of public views from public places. General development requirements are specified in Chapter 20.20.

4. Affected Environment

The project area is located on the periphery of Downtown Bellevue and is part of the transitional area between residential Bellevue and the Downtown Core. It is bounded by Interstate 405 (I-405) to the east, residential properties to the west, commercial properties to the north, and an office park to the south. The project area is broken into two sections: the Primary TOD and the Secondary TOD (Figure 2).

The Primary TOD is approximately 36 acres and comprised of: three hotels (a two-story Red Lion Hotel, an eight-story Hilton Hotel, and a four-story Hotel Bellevue), two restaurants (Polaris and Jonah's Restaurant and Lounge), three rental car businesses (Hertz Rent-a-Car, Budget Rent-a-Car, and Avis Bellevue Hilton Rent-a-Car), three office buildings (Navia Benefit Solutions, Savers, and Eastside Sports Rehab Clinic), a recreational facility (Bellevue Club), and a few commercial businesses. It has minimal undeveloped land, and areas without a building present are used for surface parking. To the north there is a five-lane road and commercial properties across the street. To the west there is a residential neighborhood, located at an 11 percent grade above the western edge of the site. I-405 is located to the east, and is almost at-grade with the eastern side of the Primary TOD. Tall trees line the eastern and western boundaries of the

Figure 3. Dense Vegetation along 112th Avenue SE (Heading Northbound with the Secondary TOD site to the east).

Primary TOD, providing a visual buffer between it and I-405 and the abutting residences, respectively.

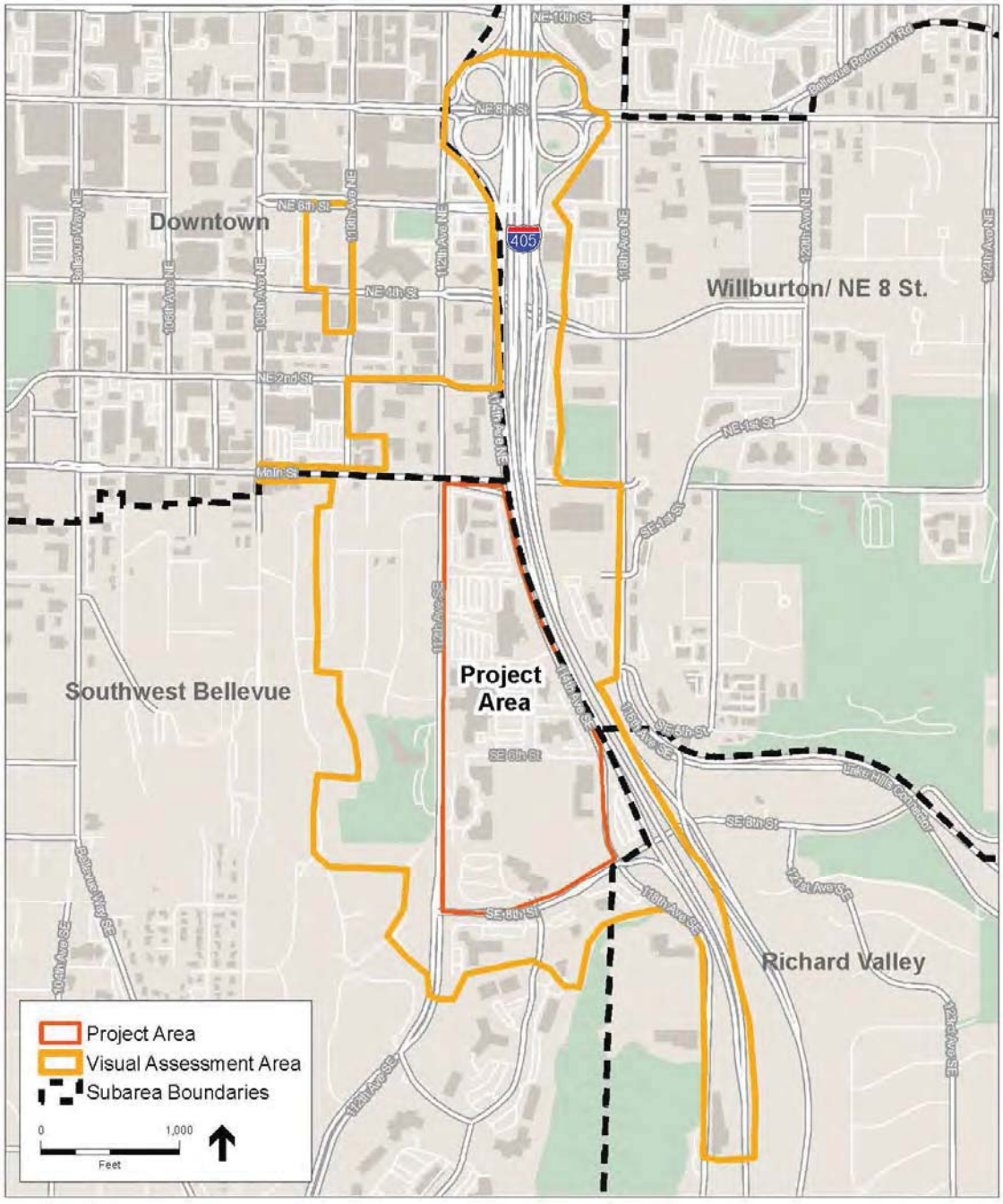
The Secondary TOD is a 29-acre office park that is comprised of three office buildings between three and six stories tall, a seven-story Marriott Hotel, surface parking, and approximately 11 acres of undeveloped property. The primary use abutting the Secondary TOD is the 11.5-acre Surrey Downs Park, which is located to the west of the area. However, there are a few residences located along the southern half of the Secondary TOD. Like the Primary TOD, vegetation is used along the western side of the property to provide a visual buffer (Figure 3). To the east, the freeway increases in grade as I-405 heads south, gaining elevation to provide the overpass above SE 8th Street. This results in travelers on I-405 looking down on the Secondary TOD while onsite viewers see a wall rather than the freeway itself with traffic.

The two TODs are separated by a three-lane road (SE 6th Street), which is flanked by trees on both sides, providing a visual buffer between the two properties.

4.1 Visual Assessment Area

In order to assess the impacts of a project, a Visual Assessment Area (VAA) was identified (Figure 4). The VAA is the area most likely to be impacted by aesthetic changes, based on the topography and presence of vegetation. The project area is located in a slight trough, with everything to the west of the project and east of I-405 being uphill. Primary viewers to the west of the project include the residential hillside and users of Surrey Downs Park.

Tall vegetation is prevalent to the east of the project area, bordering the site itself and interspersed between residences to the west. Heavy vegetation between houses reduces the likelihood that residences west of 110th Avenue SE could see the site. However, roadways and driveways, due to their lack of vegetation, often provide open view corridors. It is likely that viewers located as far west as SE 3rd Street could see the site through openings in the tree line. Travelers along I-405 can spot the current site up to approximately 2,500 feet away. However, at some angles the on-ramps and off-ramps can aid or hinder the view depending on the location. Viewing distances are also extended when the viewer is located at a higher elevation above the tree line. Therefore, taller buildings in the vicinity of the project area, such as the Trulia Center, PSE east building, and the Skyline Tower, may also see the project area in the distance.



SOURCE: City of Bellevue 2016; ESA 2016; OSM 2016.

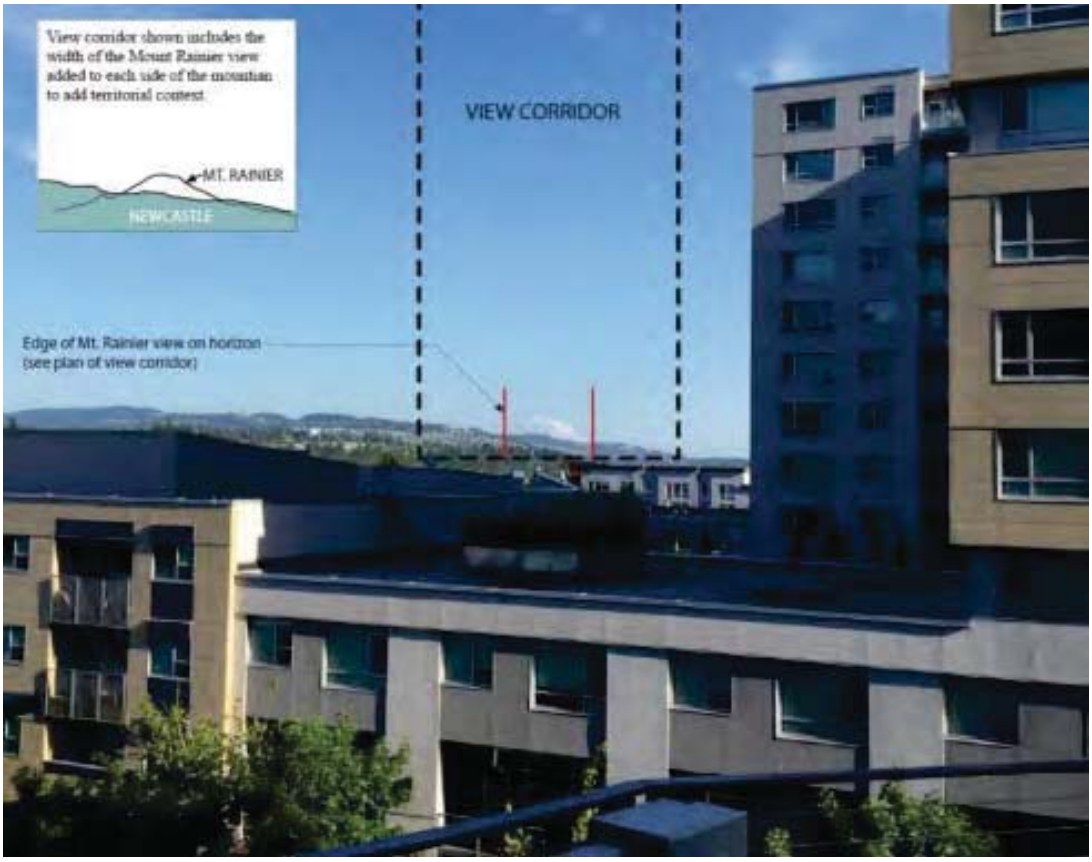
East Main Station . 150048

Figure 4

Visual Assessment Area

4.2 Views

The primary viewers in the project area include: travelers on I-405, 112th Avenue SE, Main Street, SE 6th Street, and SE 8th Street; residences to the west; and people at Surrey Downs Park. For the most part, no scenic views are associated with primary viewers or the project area itself. Secondary viewers include the people working in taller towers that look down on the project area as part of the urban landscape and people occupying the public space comprised of the City Hall concourse, balcony, and Council Chambers. There is a view corridor of Mount Rainier that originates from the City Hall public space and crosses the project area, following I-405 and covering the eastern half of the site. The specific viewing location depicted in Figure 5 is from the balcony on the east end of the City Hall concourse, near the compass art sculpture. This viewing location provides a view of Mount Rainer along with the Somerset and Newcastle hillsides, which provide a territorial context.



Currently, a viewer on I-405 can see the Hilton Hotel from approximately 2,500 feet to the north or south. Views of the project area from the south are more open from southbound lanes due to proximity and lack of vegetation. In general, travelers on I-405 can view taller buildings in the Primary TOD site

through the vegetation, and have a less obscured view of the Secondary TOD site because of their higher elevation. Travelers on 112th Avenue SE are unable to see most of the Secondary TOD site due to the dense vegetation separating the street from the site, but can see more of the Primary TOD site through the understory of the tall trees and driveways to the site (Figure 6). Travelers on Main Street have an unobstructed view of the Primary TOD site, while travelers on SE 6th Street and SE 8th Street see less of both TOD sites due to the presence of vegetation.

Figure 6. More open vegetation along 112th Avenue SE (Heading northbound with the Primary TOD site to the east).

Without access to the residences to the west, it isn't feasible to determine each resident's views of the TOD sites. However, residential trees west of the Primary TOD site are generally tall enough that residents located up the hill are unlikely to be able to see development within the TOD. Residences right along 112th Avenue SE are more likely to have views of the Primary TOD, particularly those located near driveways entering the TOD area.

4.3 Urban Design

The project area is in a relatively low density urban area, as compared to the adjacent downtown area. The proposed TOD sites are comprised of dispersed, older hotels, office buildings, and a recreation facility. The buildings were constructed between the late 1960s and early 1980s and are surrounded by parking lots. Most buildings are between 2 and 8 stories in height, with a few exceptions, and building footprints vary widely. The residential area to the west includes multi-family housing along 112th Avenue

SE constructed in the late 1970s. Uphill is a 1950's era suburb comprised entirely of single-family homes with larger yards. The streetscapes in the area include sidewalks and vegetated medians. The Surrey Downs Park provides two ball fields, a pedestrian loop trail, hazelnut grove, children's play area, and a small basketball court (Norton-Arnold & Company, 2008). It is primarily cleared, except for dense vegetation found along the periphery of the park, between the park and residences uphill.

4.4 Lighting, Shadows, and Glare

The project area is mostly urbanized with commercial and residential uses. Daytime glare is mostly associated with reflected sunlight from vehicles and building doors and windows. Current sources of nighttime light and glare include pole-mounted streetlights, lighting from vehicle headlights and traffic, illuminated buildings and residences, and exterior lighting associated with buildings and residences (parking lots, building signs, entryways for single-family homes, etc.). Ambient nighttime light and glare levels typically depend on surrounding land uses. Commercial areas and roadways usually have the most light and glare, while recreational areas (such as the Surrey Downs Park) often have the lowest levels. Ambient nighttime light levels are expected to be lowest at the park, varied from low to moderate in single-family residential areas and along I-405, and highest in commercial areas such as Downtown Bellevue.

5. Project Effects

This section assesses potential construction and operation impacts to the aesthetic environment as a result of the East Main Station Area Plan.

5.1 Methodology

To assess aesthetic impacts associated with this project, three overarching aesthetic components were evaluated: views; urban design; and shadows, light, and glare. In order to determine the impacts to each component, the project's compatibility, viewer sensitivity, and impacts to visual quality were evaluated.

Table 1. Impact Assessment Criteria

Aesthetic Component	Evaluation Criterion
Views	Impacts to visual quality and the sensitivity of the viewer.
Urban Design	Compatibility of the project with the existing aesthetic environment.
Shadowing, Light, and Glare	Impacts to visual quality and the sensitivity of the viewer.

The compatibility of the project was assessed by taking into consideration the project form, materials, and visual character in comparison to existing conditions and the surrounding areas. Types of viewers are described in Section 4.2. In order to determine viewer sensitivity, the proximity, extent, and duration of the view were considered, as well as how likely the project is to be noticed. Impacts to visual quality were determined based on how changes to the exposure and awareness of the project affect the experience of the overall visual quality in the VAA.

5.2 Construction Impacts

This section discusses construction-related impacts to aesthetics resulting from the No Action and Action alternatives.

No Action Alternative

Development within the project area would not diverge significantly from the existing pattern of development of low to medium scale buildings. The No Action Alternative would result in minor impacts to views and shadowing, lighting, and glare; however, no construction-related impacts to urban design would occur. Minor impacts to the visual quality of the area may occur because construction activities often require introduction of large equipment into the aesthetic environment that change views and the visual setting. In addition, construction activities produce temporary impacts to shadows, light, and glare because additional site lighting is often required during construction. However, construction-related impacts would be temporary and spread out as development occurs, reducing viewer sensitivity. No significant impacts to aesthetics are anticipated.

Action Alternative

The Action Alternative would result in similar minor impacts to those described for the No Action Alternative. Construction-related impacts would be temporary but would take a slightly longer time than the No Action Alternative. Development would not occur all at once, but the Action Alternative could accelerate the rate of redevelopment relative to the No Action Alternative. As with the No Action Alternative, construction impacts would be limited to the project area and thus few viewers would be affected. No significant impacts to aesthetics during construction are anticipated.

5.3 Operation Impacts

This section discusses operation-related impacts to aesthetics resulting from the No Action and Action alternatives.

No Action Alternative

Development within the project area would occur on a project-by-project basis, consistent with development regulations in effect at the time development is proposed. Impacts to aesthetics would be evaluated on a site-specific basis, in conjunction with each proposed project, and the existing buildable zoning envelopes allow full redevelopment to occur without impacting the Mount Rainier view corridor.

Action Alternative

Moderate impacts to the overall aesthetic of the area would likely occur under the proposed project. A full assessment is provided below.

Views

As stated in Section 4.2, the only scenic view associated with the VAA is the Mt. Rainier view corridor from City Hall. A viewshed analysis was conducted for the project. It revealed that the following building height restrictions would need to be employed to preserve the view corridor (City of Bellevue, 2016b).

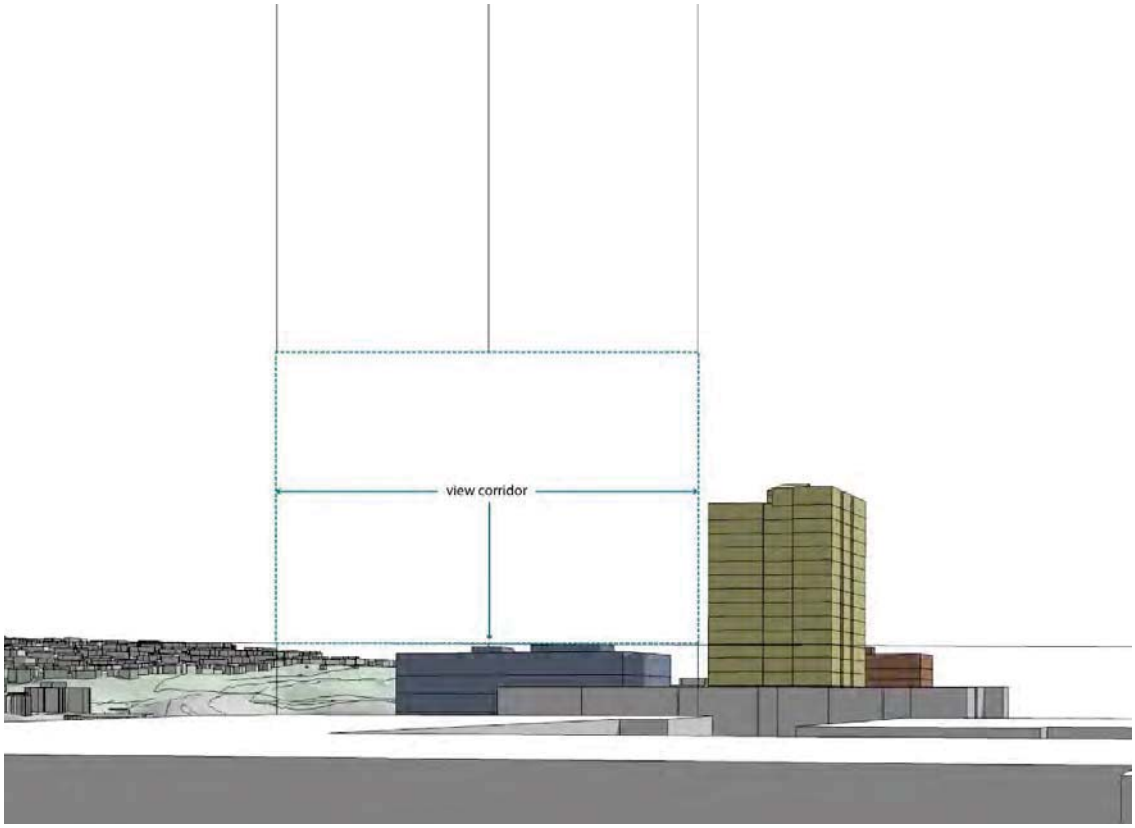
Table 2. Maximum Building Heights to Preserve Mount Rainier View Corridor Impact Assessment Criteria

Site	Maximum Building Height (Feet)*
Sheraton Site	91-117
Red Lion Site	123-148
Hilton Site	148-174
Bellevue Club Site	174-186

**Building height maximums would vary across each site beneath the viewing window due to topography changes and the bottom of the viewing window being angled upward towards the Newcastle horizon.*

Figure7 shows an example of how the building form could be modified to reduce obstruction of the view corridor.

Figure 7. Looking south towards the Mt. Rainier View Corridor with a FAR 4 development at the primary TOD site.



At this point, it is unknown whether the City will elect to preserve the view corridor. If the City decides to preserve the view corridor, building heights and form would be reviewed during permitting to ensure the corridor is preserved.

Views by travelers on I-405, 112th Avenue SE, Main Street, SE 6th Street, and SE 8th Street would be minimally impacted by the development of taller, higher density buildings in the project area. As viewers travel by the proposed TOD sites, views of the site would be obscured by trees that line the streets, which would remain and likely grow.

People working in taller towers in Downtown Bellevue, such as Summit Building I (355 110th Avenue NE), the Skyline Tower (10900 NE 4th Street), or the City Center Plaza (555 110th Avenue NE) may notice the taller, higher density construction, but it would likely be less noticeable when viewed as part of the larger urban landscape below; therefore impacts are expected to be minor.

Residents to the west of the proposed TOD sites, and users of Surrey Downs Park, are the most likely to be impacted. They would be located between 80 and 900 feet west of the project area. Vegetation that is presently acting as a visual buffer would remain; however, buildings would be pushed closer to the property line, reducing the amount of screening provided. Views of the TOD from the abutting residential area are expected to be similar to views shown in Figures 8, 9 and 10 of the Pacific Regent Tower (200 feet tall) or the Skyline Tower (318 feet tall), depending on the maximum height selected.

The one primary difference between the examples provided in Figures 9 and 10 and what could occur with redevelopment under the Action Alternative is that the topography surrounding the project area is different, with a steeper grade existing between the proposed TOD sties and the residential area to the west. This difference in elevation makes it more likely that viewers higher up the hill would see the building protruding above the tree line.

Due to the topography and density of vegetation within the residential area to the west of the project area, it is anticipated that residents abutting 112th Avenue SE would notice the greatest amount of aesthetic change as a result of the project because new buildings in the project area would be closer to these residences than existing development, and viewers from these residences would have the closest and clearest views of the site.

Figure 8. View of Pacific Regent Tower from approximately 150 feet away.

Figure 9. Looking south towards the Pacific Regent Tower (200 feet tall) from Robert E McCormick Park (970 feet away).

Figure 10. Looking north towards the Skyline Tower (318 feet tall) from the Surrey Downs neighborhood (1,700 feet away).

Urban Design

The proposed TOD would allow buildings that are double or triple the height currently allowed, and greater density of buildings would be allowed due to the higher allowable FAR. As a result, there could be an increased prevalence of buildings with greater height, cumulative bulk, and scale, as compared to existing buildings (Figures 11 and 12). An oblique view of the Primary TOD with a FAR 4 and a FAR 5 is provided in Figures 13 and 14, respectively.

The style of the individual buildings are unknown at this point, but would likely have a more modern style than the existing 1960-1980 structures. It is possible that urban design within the project area could be favorably impacted by the Action Alternative. Conversion of surface parking lots adjacent to city streets to buildings is expected to result in an improved visual environment for travelers in the project area. In addition, development guidelines would ensure relatively high urban design standards for renovations and new development (Section 6). However, the transition from the residential area to the west to the densely developed TOD would create a stronger contrast between the site and the residential area to the west than is currently present and would change the current transitional pattern that has density consolidated in the Downtown Core.

Figure 11. View of Primary TOD developed with a FAR 4, from intersection of 110th PL SE and SE 2nd St.

Figure 12. View of Primary TOD developed with a FAR 5, from intersection of 110th PL SE and SE 2nd St.

Figure 13. An oblique view of the Primary TOD with a FAR 4.

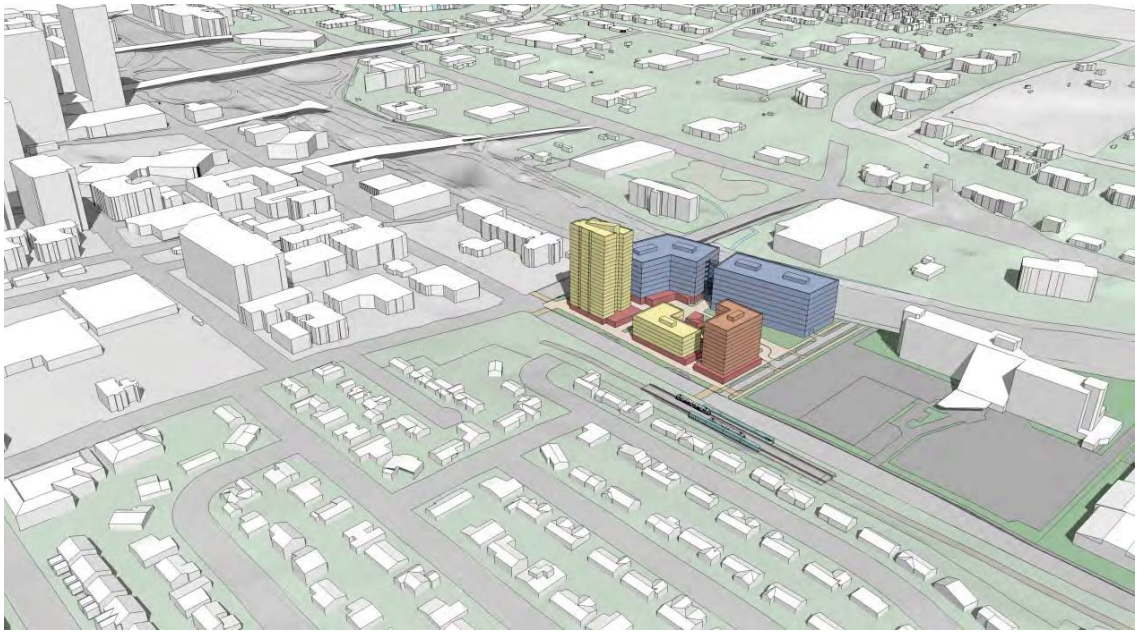


Figure 14. An oblique view of the Primary TOD with a FAR 5.

Shadows, Light, and Glare

Shadows: Shadow impacts are for the most part temporary and are influenced by the height, bulk and scale of new construction, climatic conditions (e.g., number of clear days vs. partly cloudy or cloudy days), and the seasonal rate of change of the sun's angle relative to the earth. Development of taller buildings would result increased shading, which could periodically affect the residential area to the west during the morning, I-405 during the evening, and portions of Main Street throughout the day. The extent of shadow impacts would depend on the density and height of buildings constructed on the TOD site. While the Action Alternative has the potential for increased shadow impacts, no significant impacts are anticipated.

Light: New structures would provide additional light sources within the project area, including interior and exterior building lighting and security lighting. The higher density development would also likely result in additional light from vehicles entering and exiting the area. Such changes in lighting would be noticeable from adjacent neighborhoods and the I-405 corridor, but is not anticipated to result in any significant impacts because of landscape buffering included in the plan and mitigation measures discussed in Section 6.

Glare: As with shadows, reflected solar glare impacts are also influenced by climatic conditions. The primary sources of glare from development would be direct glare from lighting sources, (e.g., building and security lighting, vehicle headlights) and reflective solar glare from specular surfaces (e.g., glazing, luminaire housing, reflective surfaces on building facades and vehicles). New sources of glare have the potential to impact drivers along I-405 as shiny building facades are placed closer to the freeway itself. However, such impacts would be taken into consideration during design of such buildings and are not anticipated to result in significant impacts (see Section 6, Mitigation).

6. Mitigation

To mitigate against potential construction impacts to aesthetics, the following measures may be considered:

- Minimize fugitive light from portable sources used for construction
- Limit construction to daylight hours
- Restore staging areas following project completion

To mitigate against potential operation impacts to aesthetics, applicable policies and regulations embodied in the City's comprehensive plan, subarea plan, and municipal code would be followed to the extent possible. Additional design standards are also suggested.

Applicable Policies and Regulations

The following operation mitigation measures apply to all alternatives and are based on existing City policies and regulations, as noted below.

Table 3. Applicable Policies from Bellevue's 2015 Comprehensive Plan Update (City of Bellevue, 2015a)

Policy	Intent
Tree Canopy and Landscaping	
LU-2	Retain the city's park-like character through the preservation and enhancement of parks, open space, and tree canopy throughout the city.
EN-12	Work toward a citywide tree canopy target of at least 40% canopy coverage that reflects our "City in a Park" character and maintain an action plan for meeting the target across multiple land use types including right-of-way, public lands, and residential and commercial uses.
UD-2	Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."
UD-36	Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.
UD-47	Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.
UD-54	Use landscape designs that are appropriate for urban and suburban settings.
UD-55	Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.
UD-57	Preserve vegetation, with special consideration given to the protection of groups of trees and associated undergrowth, specimen trees, and evergreen trees.
UD-80	Encourage dense plantings, hedges, or large, fast-growing trees to act as visual screens at locations where existing views of or from freeways are unappealing.
Residential Character	
HO-3	Maintain the character of established single-family neighborhoods, through adoption and enforcement of appropriate regulations.
HO-13	Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.
LU-13	Support neighborhood efforts to maintain and enhance their character and appearance.
LU-18	Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity.
N-9	Preserve and develop distinctive neighborhood character within Bellevue's diverse neighborhoods.
TR-57	Minimize visual distractions, extraneous objects, and excessive clutter along arterials.
UD-1	Enhance the appearance, image and design character to make Bellevue an inspiring place to be.
UD-44	Incorporate the character of the surrounding community into the

Policy	Intent
	architecture, landscaping and site design of commercial and mixed use centers.
Urban Design Guidelines	
UD-10.	Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.
UD-11	Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.
UD-23	Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.
UD-24	Encourage the creation of iconic visual reference points in the community through innovative site and building designs.
UD-25	Ensure that site and building design relates and connects from site to site.
UD-27	Integrate high quality and inviting public and semi-public open spaces into major development.
UD-43	Permit high intensity development subject to design criteria that assures a livable urban environment.
UD-45	Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.
UD-48	Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.
UD-49	Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.
UD-50	Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.
UD-61	Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.
UD-81	Ensure that all development abutting the freeway corridors includes special design features which provide an attractive entrance to the city.
Shadows, Light, and Glare	
TR-56	Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.
UD-22	Employ design guidelines to affect building placement and design in order to promote solar access in public spaces and a sense of openness.
UD-39	Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.
UD-59	Ensure public places give access to sunlight, a sense of security, seating,

Policy	Intent
	landscaping, accessibility and connections to surrounding uses and activities.

Table 4. Applicable Regulations from Bellevue's City Code (City of Bellevue, 2016a)

Regulation	Intent
20.20.522 Light and glare	All exterior lighting fixtures in parking areas and driveways shall utilize cutoff shields or other appropriate measures to conceal the light source from adjoining uses and rights-of-way. Other lights shall be designed to avoid spillover glare beyond the site boundaries.
20.20.900 Tree retention and replacement	In areas of the site other than the required perimeter landscaping area, the applicant must retain at least 15 percent of the diameter inches of the significant trees existing in this area.
	The applicant shall utilize tree protection techniques approved by the Director during land alteration and construction in order to provide for the continual healthy life of retained significant trees.

Table 5. Applicable Policies from Bellevue's Southwest Subarea Plan (City of Bellevue, 2015b)

Policy	Intent
S-SW-1	Support the existing land use patterns and densities as shown on the Land Use Plan *(Figure S-SSW.1)* with the maintenance of capital facilities and services.
S-SW-2	Protect single-family residential neighborhoods from the adverse impacts of multifamily and commercial development.
S-SW-3	Limit expansion of retail service and professional office uses to locations where permitted by this subarea plan.
S-SW-4	Support neighborhood business areas to provide convenient local shopping opportunities.
S-SW-8	Maintain the borders of the Downtown Bellevue Subarea as established by the 1979 Subarea Plan to prevent the spread of Downtown into adjacent residential neighborhoods.
S-SW-10	Ensure through design review that single-family access is separated from multifamily parking by a landscaped buffer strip.
S-SW-19	Provide for the aesthetic development of Bellevue Way S.E. and 112th Avenue S.E. including the provision of sidewalks and bicycle lanes on both sides of the street and landscaping along the entire street so as to provide the feeling of a continuous boulevard and a gateway for Bellevue.
S-SW-25	Provide for pedestrian and bicycle facilities along Bellevue Way S.E. and 112th Avenue S.E. to enhance nonmotorized access from residential streets to Downtown.
S-SW-37	Limit street lighting to those areas necessary for public safety and ensure that the lighting is compatible with the scale and character of the setting.
S-SW-38	Maintain the rustic streetscape character in neighborhoods where it currently exists.

Suggested Design Standards for the East Main TOD

Depending on the nature of future development, mitigation may be necessary to address site-specific impacts that could occur with development under the Action Alternative. Site-specific measures may include reducing the size, bulk, and scale of the project; changing the location of the project on a particular lot; and/or placing limits on proposed building materials. In addition to the urban design guidelines discussed in Table 3, the following design standards are suggested to ensure good urban form and preserve scenic views:

- Identify and preserve views during siting, orientation, and determining the bulk of structures in the East Main TOD.
- Consider the negative impact of a building on views, both from existing buildings and future developable or redevelopable sites.
- Consider the availability of public views from public spaces such as streets, street intersections, parks, plazas and areas of pedestrian concentration.
- Enhance the transition from the South Main District to the adjacent neighborhoods by providing lineal green open space buffer in the vicinity of the southeast corner of Downtown.
- Use pedestrian-scale features on buildings to ease transition from residential area to the west to the TOD.

7. Cumulative Impacts

The proposed zoning change for denser development would encourage redevelopment around the East Link light rail extension. Redevelopment of the TOD sites could occur within the same timeframe as development of the East Link station, as well as other redevelopment expected in downtown Bellevue. Once the light rail extension is constructed, multi-family housing located along 112th Avenue SE would see the light rail line in the foreground, with the new mixed-use development in the background. Viewers from houses acquired for the East Link project would not be impacted by this project. Although a portion of that site may be redeveloped at some future date, resulting in another incremental addition to the bulk and scale of development, overall, viewers will experience a minor to moderate increase in the scale of development but no cumulatively significant impacts. Improvements to Surrey Downs Park are also planned via the Surrey Downs Master Plan. None of the improvements stated in the plan are expected to reduce or increase the view of the TOD site from the park or result in a cumulatively significant impact.

8. Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated relative to aesthetic resources.

9. References

City of Bellevue. 2013. Downtown Livability Urban Design Framework. September 2013.

City of Bellevue. 2015a. City of Bellevue Comprehensive Plan. Updated August 2015.

City of Bellevue. 2015b. Southwest Bellevue Subarea Plan.

City of Bellevue. 2016a. Bellevue City Code (BCC). Current through January 19, 2016.

City of Bellevue. 2016b. Overview of Graphic of View Corridor. Study Session Item. March 21, 2016. Public View Corridor of Mount Rainier (For information and discussion. Staff seeks Council direction on next steps).

Norton-Arnold & Company. 2008. Surrey Downs Park Master Park Public Meeting #3 Summary Report. April 1, 2008. Prepared for the City of Bellevue.

A 4.4 TRAFFIC MODELING ANALYSIS

City of Bellevue Transportation Department

A4.4 Technical Memorandum - Traffic Modeling

This technical memo documents the traffic modeling analyses and impacts of land use scenarios developed for the East Main Station Area Plan (SAP). Preparation of the SAP is guided by a Citizen Advisory Committee (CAC) tasked with developing a plan and recommendations for the future of the neighborhoods surrounding the station. The SAP considers zoning and land use modifications proximate to the East Main Station and addresses pedestrian, bicycle, transit and vehicular access within and adjacent to the Station area. Transportation related recommendations from the SAP will inform ongoing and future city initiatives such as the Transportation Facilities Plan (TFP), the Pedestrian and Bicycle Implementation Initiative (PBII) and future corridor studies. The results of the traffic modeling work detailed herein inform the CAC as they develop recommendations for the station area.

Context and Background

The East Main station area is located south of downtown Bellevue (Figure 1). The station area consists of largely residential land uses to the south and west of Main Street and 112th Avenue SE respectively. Commercial land uses, including the Red Lion Hotel, Hilton Hotel and the Bellevue Club, occupy the east side of 112th Avenue SE between Main Street and SE 8th Street. The more intensive commercial and residential land uses of downtown Bellevue are on the north side of Main Street.

East Link light rail will run along the west side of 112th Avenue SE, with the East Main Station on the west side of 112th Avenue SE south of Main Street. The light rail project will result in the closure of SE 1st Place and SE 4th Street, both of which provide vehicular access to the residential neighborhoods from 112th Avenue SE; emergency vehicle only access will be allowed at SE 4th Street and 112th Avenue SE. Vehicular access to Surrey Downs Park from 112th Avenue SE will also be eliminated.

The CAC and community have expressed concern about the traffic impacts of the street closures as well as the impact of station area development on neighborhoods located west of 112th Avenue SE. Using a travel demand model provides a way to analyze the potential traffic impacts of these closures and the relative traffic impacts of possible future development scenarios.

Figure 1 – East Main Station Study Area

Methodology & Assumptions

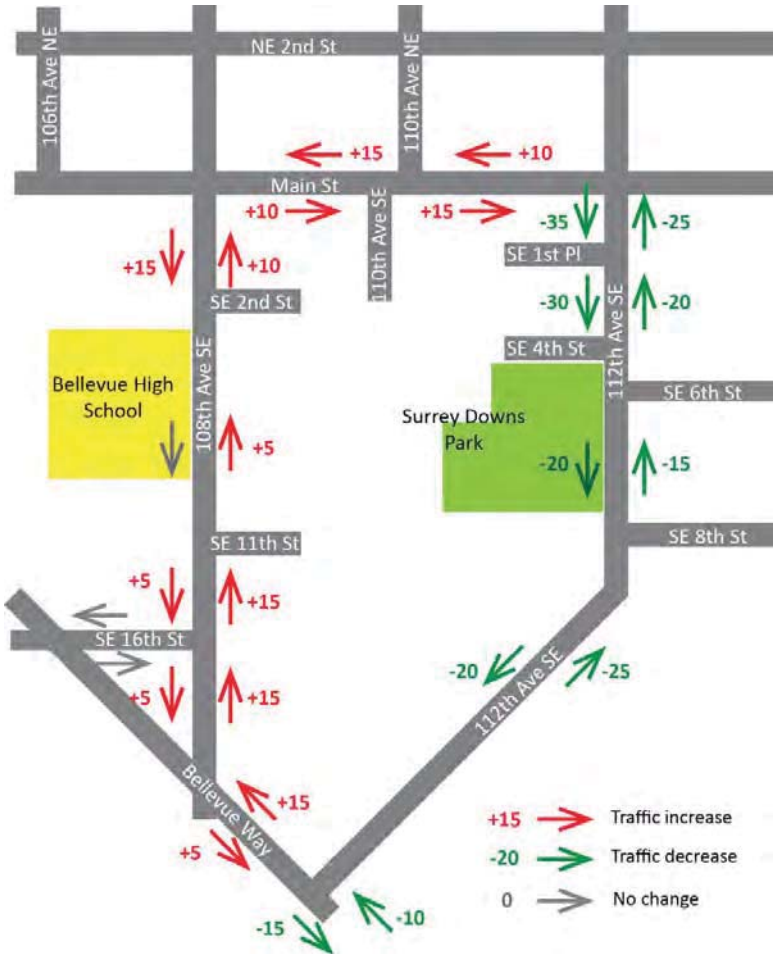
The Bellevue/Kirkland/Redmond (BKR) travel demand model was used to forecast 2035 daily and PM peak hour travel demand for the East Main Station redevelopment area scenarios. The City's standard post processing technique was applied to produce PM peak hour turning movement volumes for a 2035 Baseline Scenario. Intersection turning movement volumes for the draft land use scenario were produced by adding the growth between a land use scenario and baseline scenario to the baseline turning movement volumes. This incremental approach ensures relative modeling consistency across all redevelopment scenarios. The Synchro model was then used to optimize a signal timing plan for intersections and further analyze intersection operations.

The travel demand model uses the same 2035 horizon as the City's Comprehensive Plan, and the forecast of 180,000 jobs and just over 70,000 households is consistent with the Puget Sound Regional Council (PSRC) forecast.

Impact of Street Closures on Traffic Access to Residential Neighborhoods

At the request of the CAC, traffic modeling staff analyzed how traffic patterns would change as a result of the closure of access to the residential neighborhood at SE 1st Place and SE 4th Street from 112th Avenue SE at the PM Peak hour (Figure 2). Generally there is an increase in traffic volumes on Main Street and on 108th Avenue SE and a decrease along 112th Avenue SE. These changes are not caused by any of the redevelopment scenarios near the East Main Station area.

Figure 2: Traffic Changes after Closure of Access to Residential Neighborhoods from 112th Avenue NE



Preliminary Analysis of Redevelopment Scenarios

The transportation network assumptions for the preliminary analysis included currently funded projects in or near the study area of the East Main SAP that would be completed and in operation by the 2035 horizon, specifically:

- East Link Light Rail: Light rail between Seattle and Overlake
- Bellevue Way HOV lane southbound from 112th Avenue SE to the South Bellevue Park & Ride to align with planned southbound HOV lane from between the South Bellevue Park & Ride and I-90
- NE 4th Street extension to 120th Avenue NE
- 120th Avenue NE widening and realignment
- I-405 Express toll lanes north of NE 8th Street

The land use assumptions are based on four redevelopment scenarios:

Scenario 1 (existing zoning)

- Four to six story offices with limited apartments and retail
- Large surface parking lots and no street-level activity along 112th Avenue SE
- Market economics do not support redevelopment under current zoning

Scenario 2

- Maximum building heights of six to seven stories, with below or above ground parking
- A mix of uses, including apartments and offices with retail space on the ground floor
- Buildings could be set closer to 112th Avenue SE, to provide some street level activity
- Shorter, wider buildings may provide limited options for interesting public spaces

Scenario 3

- Greater range and mix of building heights, from six to 23 stories (up to twice the height of the Hilton Hotel), with below or above ground parking
- A mix of uses, including apartments and offices with retail space on the ground floor
- Buildings could be set closer to 112th Avenue SE, and would provide more street level activity
- A mix of taller buildings can provide more options for public streets and interesting public spaces

Scenario 4

- Same as proposed zoning changes north of Main Street
- Maximum building heights of 23 stories
- A mix of offices, apartments and hotel, with retail space in some buildings along 112th Avenue SE
- Provides greatest potential and flexibility for redevelopment, including public plazas, walkways and streets within the new development

Land use assumptions for the preliminary analysis redevelopment scenarios are summarized in Table 1.

Table 1 – Summary of Preliminary Analysis Redevelopment Scenarios

Scenario >	Scenario 1 - Existing Zoning				Scenario 2			
METRIC	Red Lion	Hilton	Bellevue Club	Total	Red Lion	Hilton	Bellevue Club	Total
Total SF	319,445	205,164	-	524,609	671,286	375,932	161,713	1,208,931
FAR	1.2	0.9	-	N/A	2.5	1.6	1.1	N/A
Res. Units	76	157	-	233	79	389	104	572
Office SF	230,556	205,164	-	435,720	564,157	-	-	564,157
Retail SF	16,977	-	-	16,977	32,114	6,318	-	38,432
Hotel Rooms	-	-	-	-	-	-	126	126
Club SF	-	-	-	-	-	-	-	-
Parking Stalls	1,099	1,164	-	2,263	1,386	1,180	636	3,202

Scenario >	Scenario 3				Scenario 4			
METRIC	Red Lion	Hilton	Bellevue Club	Total	Red Lion	Hilton	Bellevue Club	Total
Total SF	1,004,581	806,821	271,800	2,083,202	1,267,132	914,921	399,920	2,581,973
FAR	3.8	3.4	1.8	N/A	4.8	3.9	2.6	N/A
Res. Units	232	610	182	1,024	240	724	364	1,328
Office SF	736,826	-	-	736,826	991,634	-	-	991,634
Retail SF	47,755	11,840	-	59,595	47,755	11,840	-	59,595
Hotel Rooms	-	430	-	430	-	430	-	430
Club SF	-	-	99,000	99,000	-	-	54,320	54,320
Parking Stalls	1,386	1,777	1,042	4,205	1,386	1,931	1,042	4,359

Findings

When comparing existing traffic volumes with the 2035 Baseline (Figure 3), there is an increase in traffic on all roadways in the station area consistent with the projected overall growth of population and jobs citywide.

Analysis of the model output also showed that Scenario 1 (Figure 4) generated the least traffic and Scenario 4 (Figure 7) the most traffic when compared to the 2035 Baseline. (Figures 5 and 6 show the comparison of traffic volumes to the 2035 Baseline for scenarios 2 and 3 respectively). The model also showed that transit mode share increased from an existing 6% to 10% for Scenario 1 and to 12% for Scenario 4. For all scenarios the greatest increases in traffic volume were found along the streets closest to the redevelopment area. There is relatively little growth in traffic as a result of potential redevelopment on streets farther away from the redevelopment area such as along 108th Avenue SE south of Main Street.

Figure 3 – Comparison of Existing Traffic Volume to 2035 Baseline

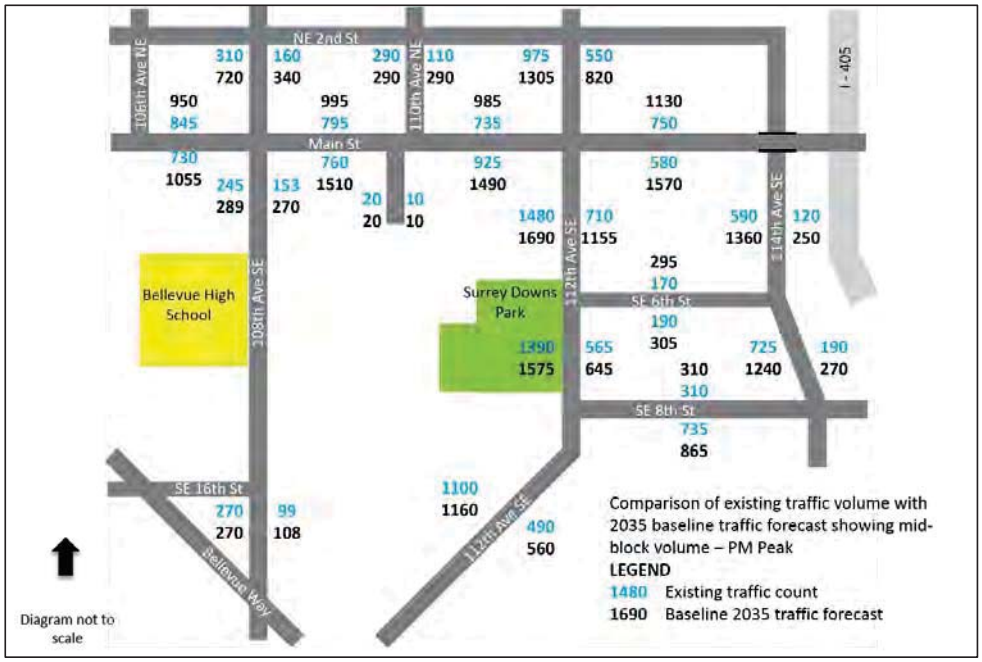


Figure 4 – Scenario 1 Compared to 2035 Baseline

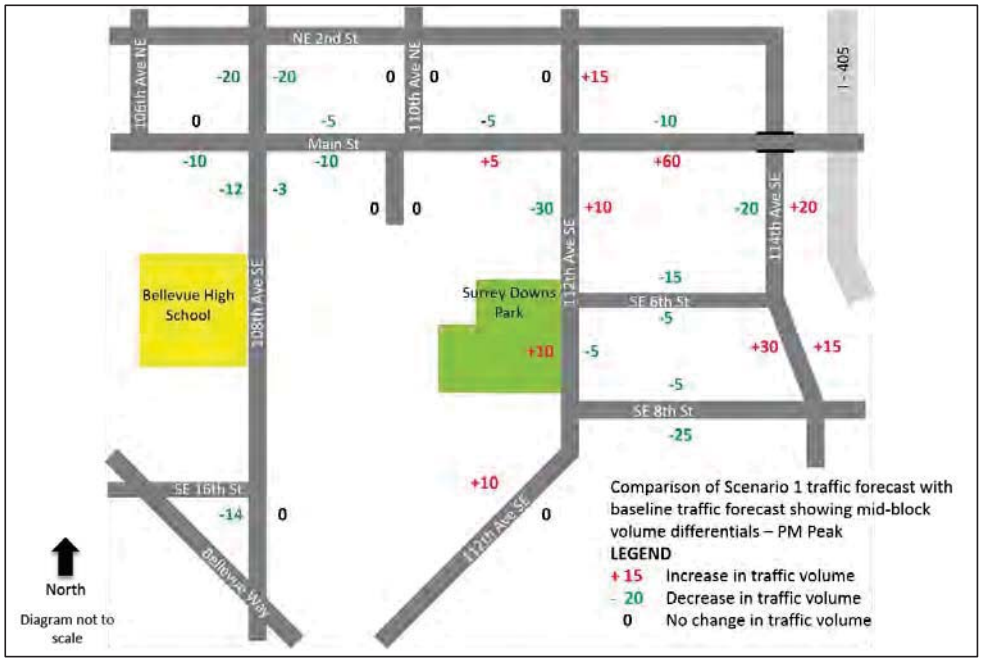


Figure 5 – Scenario 2 Compared to 2035 Baseline

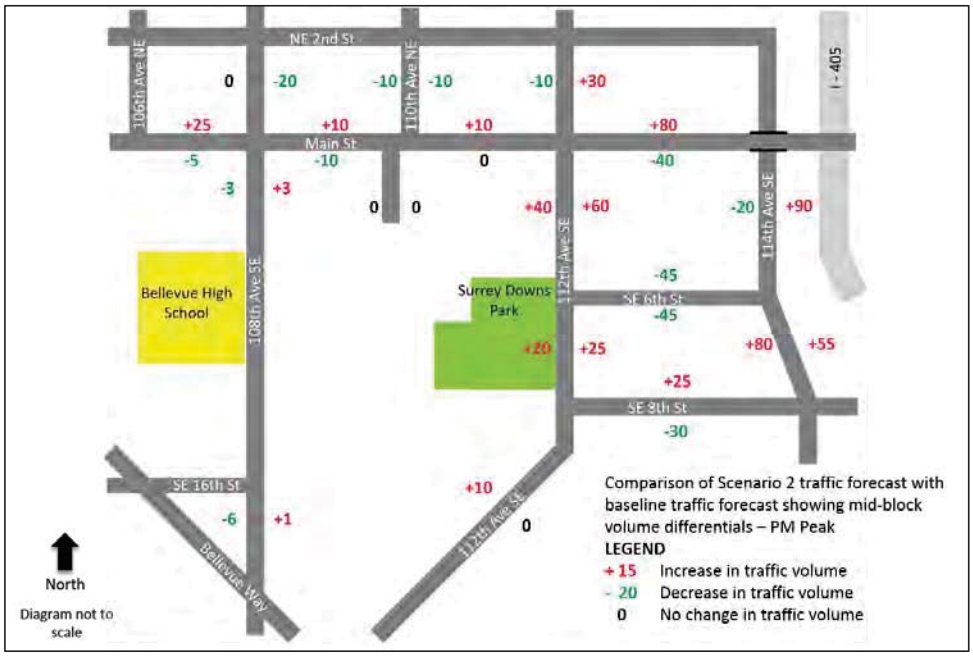


Figure 6 – Scenario 3 Compared to 2035 Baseline

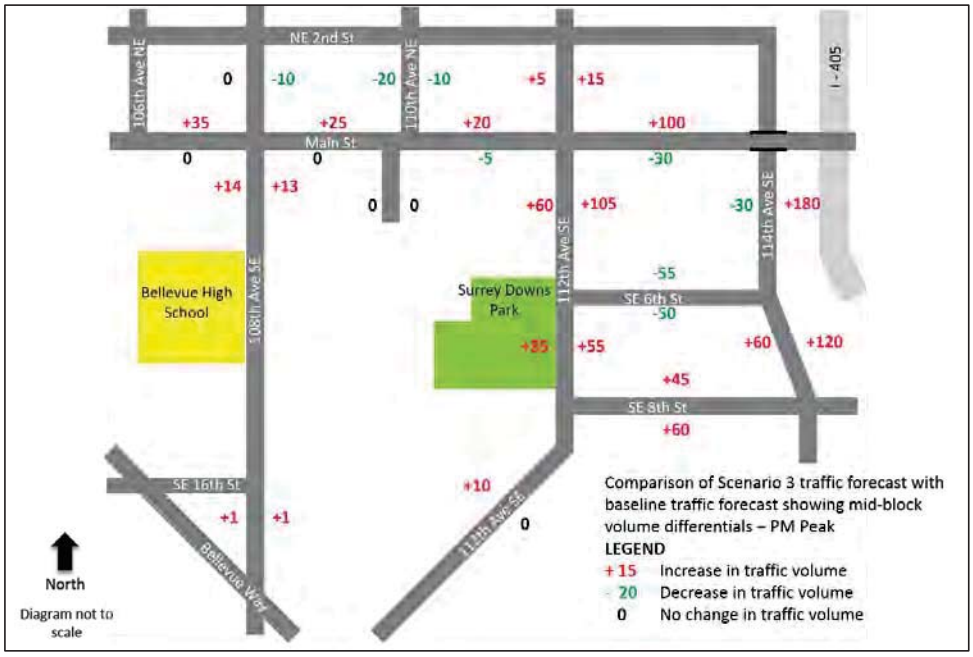
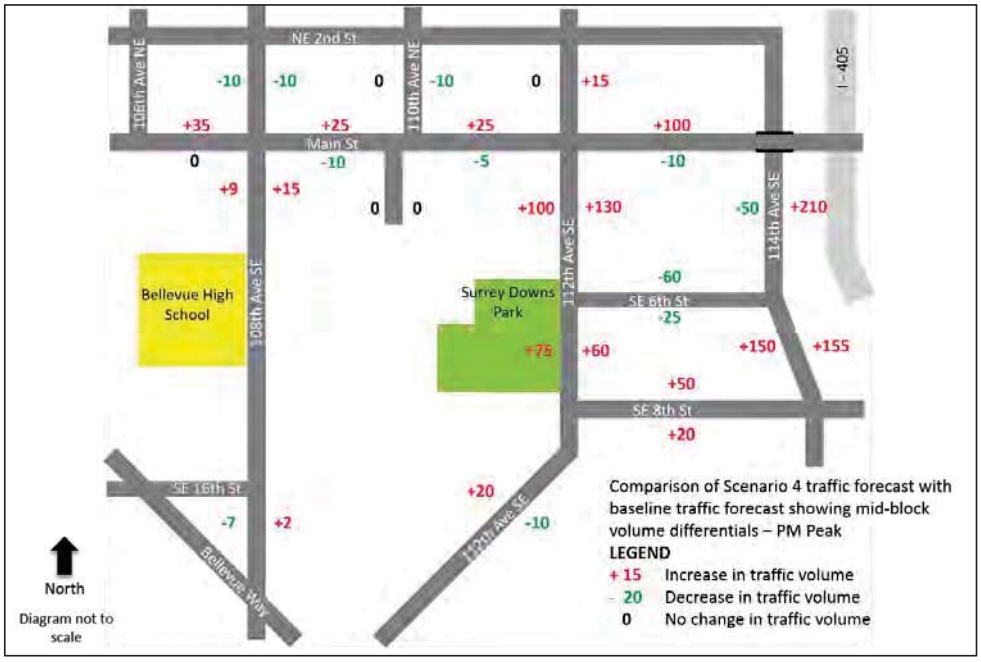


Figure 7 – Scenario 4 Compared to 2035 Baseline



Refinements to the Preliminary Analysis

Using forecasted traffic volumes as input, staff performed an operational analyses of major intersections near the redevelopment. The analysis was performed in the Synchro model, which allows for a more detailed assessment of intersection operation conditions by considering intersection geometry, turning movements, as well as signal timing.

The focus of the modeling analysis was narrowed to compare two of the land use redevelopment scenarios – Scenario 2 (mid-rise redevelopment) and Scenario 4 (high bookend redevelopment) – to the 2035 Baseline.

Findings

The refined analysis metrics included intersection vehicle level of service (LOS) and the average vehicle delay at each intersection measured in seconds. Intersection delay is measured by the average delay of all approaches to an intersection (see Table 2). LOS can be categorized by the letters A through F, with LOS A representing minimal delay and LOS F representing a wait of a full signal cycle or more to get through an intersection. The model showed increasing congestion at intersections along 112th Avenue as well as 114th Avenue SE.

Table 2 –Summary of Intersection Delay for Preliminary Analysis of Redevelopment Area

Int	Sys Int?	NS Address	EW Address	Existing (2013)		Preliminary 2035 Baseline		Scenario 2		Difference vs.2035 Baseline	Scenario 4		Difference vs.2035 Baseline
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	(seconds)	Delay (sec)	LOS	(seconds)
9	Y	Bellevue Wy	Main St	47	D	61	E	62	E	2	64	E	3
14	Y	112th Ave SE	Bellevue Wy SE	31	C	36	D	35	D	0	36	D	1
19	Y	106th Ave	Main St	13	B	31	C	34	C	3	34	C	3
24	Y	108th Ave	Main St	17	B	29	C	28	C	-1	27	C	-2
31	Y	Bellevue Wy NE	NE 2nd St	22	C	42	D	45	D	3	46	D	4
36	Y	112th Ave	Main St	62	E	161	F	193	F	32	225	F	64
73	Y	116th Ave	Main St	16	B	45	D	45	D	-1	44	D	-2
89	Y	112th Ave SE	SE 8th St	27	C	30	C	30	C	0	29	C	-1
102	Y	118th Ave SE	SE 8th St	65	E	101	F	120	F	19	150	F	49
128	Y	112th Ave NE	NE 2nd St	22	C	49	D	49	D	0	52	D	3
157	Y	110th Ave	Main St	14	B	26	C	34	C	8	35	C	10
219	Y	I-405 NB Ramps	SE 8th St	44	D	48	D	51	D	3	70	E	21
295(1)	N	114th Ave SE	SE 6th St	16	C	46	E	111	F	66	127	F	81
298	N	112th Ave SE	SE 6th St	46	D	46	D	65	E	18	97	F	51
11	Y	Bellevue Wy SE	SE 8th St (5-Way)	4	A	9	A	9	A	0	9	A	0
12	Y	Bellevue Wy SE	SE 10th St	7	A	20	B	19	B	0	20	B	0
13	Y	108th Ave SE	Bellevue Wy SE	45	D	71	E	74	E	3	74	E	3
72	Y	112th Ave NE	NE 4th St	43	D	119	F	129	F	10	132	F	12
135	Y	Bellevue Wy SE	SE 16th St	6	A	6	A	6	A	0	8	A	1

Notes:
Delay in seconds rounded to whole numbers
(1): Unsignalized intersection. Delay is measured by the worst approach.
From Synchro v6.

Draft Vision Model

The four land use scenarios modeled in the Preliminary Analysis each assumed full build out of the entire redevelopment area, i.e. the Red Lion, Hilton, and Bellevue Club parcels. As in the preliminary analysis, a 2035 model year is assumed. Unlike the Preliminary Analysis, the Draft Vision model assumes that redevelopment is more likely to be phased over time with only the Red Lion site seeing any redevelopment before 2035. Any new development on the Hilton and Bellevue Club sites would be in phases after 2035.

The transportation network assumptions for the Draft Vision model included not only the funded projects, but also the following reasonably foreseeable projects found in the City's 12-year TFP:

- East Link Light Rail: Light rail transit between downtown Seattle and Overlake, extending to Downtown Redmond
- RapidRide B: Bus rapid transit between Downtown Bellevue and Downtown Redmond, via Crossroads and Overlake
- NE 2nd Street: Widen to 5 lanes between Bellevue Way and 112th Avenue NE
- 110th Avenue NE: Widen to 5 lanes between NE 6th Street and NE 8th Street
- NE 4th Street extension to 120th Avenue NE
- NE 6th Street extension across I-405 to 120th Avenue NE
- 120th Avenue NE: Widen to 5 lanes between NE 4th Street and NE 18th Street – *transitions to 4 lanes from NE 18th Street to Northup Way*
- 124th Avenue NE: Widen between *NE 12th Street and Northup Way*
- NE Spring Boulevard (NE 15th / 16th Streets): New roadway segments in the Bel-Red Subarea between *116th Avenue NE and 124th Avenue NE and between 130th Avenue NE and NE 20th Street/136th Place NE*
- Bellevue Way SE: One HOV lane southbound from 112th Avenue SE to the South Bellevue Park & Ride to align with the planned southbound HOV lane between the park and ride and I-90
- SR 520: Ramps to/from east at 124 Avenue NE *(complete full interchange)*
- SR 520: Slip ramp under 148th Avenue NE to 152nd Avenue NE
- I-405: Southbound braid from SR 520 to NE 10th Street
- I-405: HOT lanes between NE 6th Street north to I-5 and south to SR 167

In addition to the transportation network projects listed above, the Draft Vision model also included the following downtown intersection improvement projects contained in the City's Transportation Facilities Plan (TFP):

- NE 8th Street/106th Avenue NE: Realign NE 8th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way.

- Bellevue Way/NE 4th Street: Add a southbound to westbound right-turn lane, a westbound to northbound right-turn lane, and convert a northbound through lane to create a second northbound to westbound left-turn lane, subject to further analysis.
- Bellevue Way/NE 8th Street: add a southbound to westbound right-turn lane.
- Bellevue Way/NE 2nd Street: add a northbound to eastbound right-turn lane and create a second southbound to eastbound left-turn lane. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)

Project implementation would be coordinated with potential future private development in the immediate vicinity.

The land use assumptions for the Draft Vision model were as follows:

- Growth in dwelling units (population) and jobs for the East Main area is transferred from forecasts for downtown, Bel-Red and the remainder of the city based on their proportion of total city growth to 2035 (see table), this differs from the preliminary analysis where the growth in population and jobs was added to the forecasts for downtown, Bel-Red and the remainder of the city
- The estimate of likely redevelopment within the 20-year planning horizon, considering the parameters established by the CAC (i.e. existing zoning, proposed DTN-OLB zoning north of Main Street) and the four redevelopment scenarios prepared by VIA Architects for the CAC
- Based on the Heartland draft market analysis, all categories of development (i.e. multi-family residential, office, retail, and club space) are strong candidates for redevelopment in this area
- Also based on the Heartland draft market analysis, scenarios 3 and 4 from the preliminary model run are the only ones likely to generate redevelopment on the sites
- Retaining the current practice of highest intensity development being in the Downtown, applies current maximum FAR outside Downtown of 4.0
- Reasonably foreseeable transportation projects from the 2030 Downtown Transportation Plan were updated and extended to a 2035 horizon (see above)

Red Lion Hotel Site

- Greatest opportunity for redevelopment and redevelopment occurring in three or more phases
- Existing hotel use completely demolished in first phase of redevelopment
- One or more phases occur by 2035 that would include 250 new multi-family dwelling units; 55,803 square feet of retail; and 483,915 square feet of office
- Office square footage within planning horizon approximates current annual office absorption rate (per Heartland) and represents a little more than 50% of total office development for the site in previous scenario 3 – competing with strong office markets in Downtown, Bel-Red and Eastgate
- Later office phase(s) occurring after 2035

Hilton Hotel Site

- Existing hotel use remains to 2035 and beyond
- Addition of 400 new hotel rooms on site by 2035 with additional structured parking
- Additional hotel rooms or residential development occurs after 2035

Bellevue Club & Hotel Site

- Existing structures and uses remain to 2035 and beyond
- Addition of 120 new hotel rooms; 100,000 square feet of new club space; and structured parking on a portion of the existing parking area
- Additional redevelopment occurs after 2035

In addition to the Draft Vision FAR 4.0 model analysis outlined above, another model run was done to test the impact of a potential redevelopment scenario proposed by the owner of the Red Lion site. The transportation network assumptions remained the same as above, using reasonably foreseeable projects. The new model assumed no additional development on the Hilton and Bellevue Club sites until after 2035 but with a large increase in retail (to 226,500 square feet) and office uses (to 658,000 square feet) with an FAR of 5.6 compared to the Draft Vision FAR 4.0 model.

Findings

For comparison purposes, the 2035 Baseline Scenario was rerun to include the additional TFP projects as described earlier and is named 2035 Draft Vision Baseline. The Draft Vision analysis results are summarized in Table 3.

Compared to the Baseline Scenario, the model analysis showed increased congestion at intersections along 112th Avenue as well as along 114th Avenue SE and SE 8th Street. Specifically, the FAR 4 Scenario showed a slight increase in congestion at 118th/SE 8th, 112th/NE4th, and 114th/SE 6th intersections. The condition at the remaining intersections included in the analysis showed little or no change. The FAR 5.6 Scenario showed additional delay at two of the three intersections mentioned above. Additionally, delay at the 112th/Main Street intersection is also expected to increase compared to the Baseline. However, these impacts can be mitigated.

To demonstrate this point, modeling staff looked at the impact of potential mitigation that could help to improve traffic flow at these intersections:

- 112th Avenue SE/Main Street: Add a northbound right turn lane and an eastbound right turn lane
- 114th Avenue SE/118th Avenue SE/ SE 8th Street: Add an eastbound right turn lane; restripe northbound lane to make it one northbound through lane and one northbound right turn lane
- 112th Avenue NE/NE 4th Street: Add a northbound left turn lane and one eastbound right turn lane
- 114th Avenue SE/SE 6th Street: Signalize this intersection

If these improvements are implemented, traffic operations at these intersections are expected to improve significantly, better than even the Baseline conditions. It should be noted that implementing each of these mitigation measures would require more detailed study and stakeholder involvement. Each study would weigh factors such as right of way requirements and impacts to adjacent property owners.

The addition of a new street between the Red Lion and Hilton sites (SE 2nd Street) as part of the redevelopment would provide an alternative for some traffic.

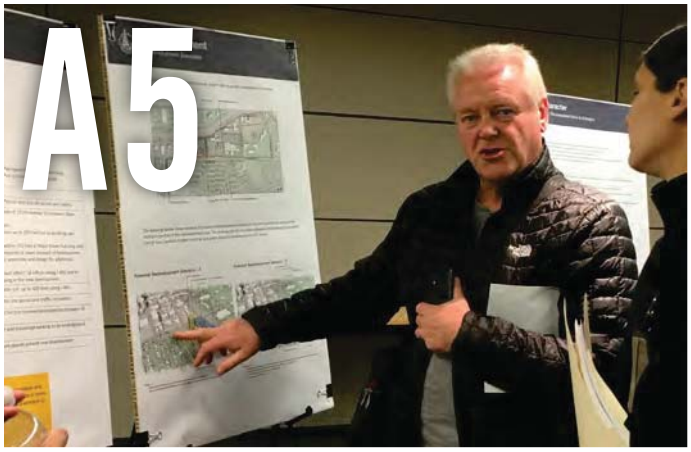
All of the traffic modeling work on potential redevelopment in the East Main station area has been based on analyzing various scenarios for potential redevelopment. In the case of an actual redevelopment, more detailed study and review would be required to identify potential traffic impacts and necessary mitigation measures prior to approval. Such a study would also consider factors such as land use type, building size and number of jobs, residential units, site design and access driveways, parking spaces etc.

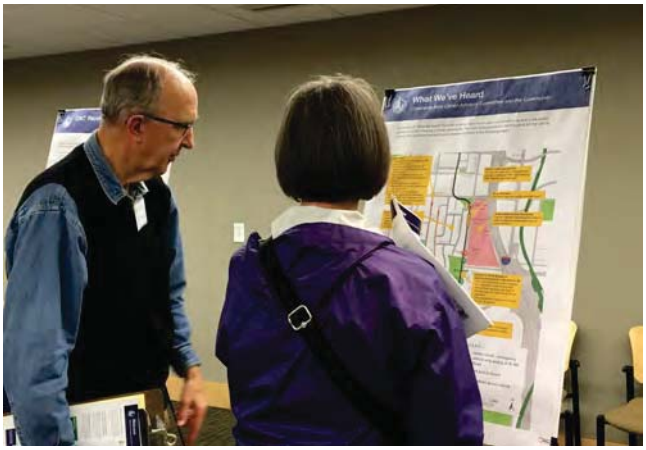
Table 3 – Summary of Intersection Delay for Draft Vision Analysis of Redevelopment Area

Int	Sys Int?	NS Address	EW Address	Existing (2013)		2035 Draft Vision Baseline		2035 Draft Vision Baseline Mitigated		2035 Updated Draft Vision FAR 4		Difference vs.2035 Baseline	2035 Updated Draft Vision FAR 4 Mitigated		2035 Draft Vision FAR 5.6		Difference vs.2035 Baseline	2035 Draft Vision FAR 5.6 Mitigated		Difference in delay FAR5.6 - FAR4
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	(seconds)	Delay (sec)	LOS	Delay (sec)	LOS	(seconds)	Delay (sec)	LOS	(seconds)
9	Y	Bellevue Wy	Main St	47	D	63	E			67	E	4			68	E	6			1
14	Y	112th Ave SE	Bellevue Wy SE	31	C	46	D			49	D	4			50	D	4			0
19	Y	106th Ave	Main St	13	B	20	B			18	B	-2			17	B	-3			-1
24	Y	108th Ave	Main St	17	B	23	C			22	C	-1			22	C	-1			0
31(2)	Y	Bellevue Wy NE	NE 2nd St	22	C	39	D			45	D	6			46	D	6			1
36	Y	112th Ave	Main St	62	E	101	F	58	E	94	F	-8	58	E	117	F	16	63	E	23
73	Y	116th Ave	Main St	16	B	30	C			33	C	3			35	C	4			2
89	Y	112th Ave SE	SE 8th St	27	C	24	C			29	C	5			29	C	5			1
102	Y	118th Ave SE	SE 8th St	65	E	87	F	62	E	102	F	15	65	E	107	F	20	68	E	6
128	Y	112th Ave NE	NE 2nd St	22	C	41	D			52	D	11			48	D	7			-4
157	Y	110th Ave	Main St	14	B	23	C			21	C	-2			22	C	-2			0
219	Y	I-405 NB Ramps	SE 8th St	44	D	48	D			48	D	0			50	D	3			3
295(1)	N	114th Ave SE	SE 6th St	16	C	23	C			45	E	22	13	B	55	F	32	13	B	9
298	N	112th Ave SE	SE 6th St	25	C	39	D			53	D	15			61	E	23			8
11	Y	Bellevue Wy SE	SE 8th St (5-Way)	4	A	9	A			9	A	0			9	A	0			0
12	Y	Bellevue Wy SE	SE 10th St	7	A	11	B			12	B	0			12	B	0			0
13	Y	108th Ave SE	Bellevue Wy SE	45	D	67	E			68	E	0			67	E	0			-1
72	Y	112th Ave NE	NE 4th St	43	D	154	F	123	F	164	F	10	126	F	164	F	10	128	F	0
135	Y	Bellevue Wy SE	SE 16th St	6	A	7	A			7	A	0			7	A	0			0
	N	112th Ave SE	SE 2nd St (new street)	-------		-----				31	C				38	D				7
(1)	N	114th Ave SE	SE 2nd St (new street)	-------		-----				32	D				39	E				7

Notes:
Delay in seconds rounded to whole numbers
(1): Unsignalized intersection. Delay is measured by the worst approach.
(2): assumed intersection improvement projects.

From Synchro v6.
Draft vision scenarios assume ONLY Redlion redevelopment would occur in 2035.
2035 draft vision FAR4 and 2035 draft vision FAR5 assumes driveway access to Red Lion lot from 112th and 114th Avenues SE.





COMMUNITY ENGAGEMENT

WHAT YOU WILL FIND IN APPENDIX A5

- A 5.1 Station Area Planning Comments, Sound Transit 60% Design Open House: February 25, 2014
- A 5.2 Visioning Open House: October 28, 2014
- A 5.3 Concepts for redevelopment Online/Open House: April 28, 2015
- A 5.4 Review of CAC's draft recommendations Online/Open House: May 18, 2016

The materials in this section are a compilation of presentation materials and feedback from the public engagement events hosted by the CAC. Prior to the formation of the CAC, Sound Transit conducted a public open house on the 60% design for the East Link extension. Bellevue staff hosted an information table about upcoming station area planning for East Main and collected a few comments that are also included in these materials.

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A 5.1 STATION AREA PLANNING COMMENTS, SOUND TRANSIT 60% DESIGN OPEN HOUSE

February 25, 2014

Do you have an idea for something that should be studied as part of the East Main Station Area Plan, or a general comment about Station Area Planning? Please share your thoughts in the space provided below.

The SE 4TH ST AND SE 1ST ST ALONG 112TH AVE SE WILL BE CLOSED, AND THE ONLY ACCESS TO SURREY DOWNS WILL BE ON 108TH ST.
I WOULD LIKE TO REQUEST TO PROVIDE TRAFFIC LIGHT ON THE 110TH ST AND MAIN ST SO THAT FROM MAIN ST HEADING WEST CAN MAKE A LEFT TURN TO 110TH ST. AND ALSO THE 108TH ST CORNER MAIN IF THE CAR CAN CROSS THE MAIN ST FROM 108TH HEADING SOUTH.

If you would like to be contacted about your comment, please leave your name and the best method to reach you.

ALMARIO AMARILLA (425) 956 44 93

Return by mail to: Kate March, City of Bellevue, P.O. Box 90012, Bellevue, WA, 98008

Do you have an idea for something that should be studied as part of the East Main Station Area Plan, or a general comment about Station Area Planning? Please share your thoughts in the space provided below.

Is it possible / feasible to have basinesses like coffee shops / newsstands (or similar) at or right next to light rail stations? (Especially with huge parking facilities?)

If you would like to be contacted about your comment, please leave your name and the best method to reach you.

Oleg, e-mail oleg.ryabukha@gmail.com

Return by mail to: Kate March, City of Bellevue, P.O. Box 90012, Bellevue, WA, 98008

Do you have an idea for something that should be studied as part of the East Main Station Area Plan, or a general comment about Station Area Planning? Please share your thoughts in the space provided below.

- Pedestrian overpass on SE 4th
- There are many SD residents that go to Bellevue Club.
- Bell High School students walk through Surrey Downs to Bell Club.
- All would like access to hotels & restaurants

If you would like to be contacted about your comment, please leave your name and the best method to reach you.

Return by mail to: Kate March, City of Bellevue, P.O. Box 90012, Bellevue, WA, 98008

Do you have an idea for something that should be studied as part of the East Main Station Area Plan, or a general comment about Station Area Planning? Please share your thoughts in the space provided below.

- Real TOD - parking stalls per unit should be less than one. Maximize the amounts of units and building heights to ~~current~~ ~~max~~ what is allowed under the current zoning
- Leave no surface parking lots if possible - they're nasty
- Work with Hotels and Bellvue club so that they can have room in potential new buildings

If you would like to be contacted about your comment, please leave your name and the best method to reach you.

Guy Le Monnier de Gouville - guy.brazegali@gmail.com

Return by mail to: Kate March, City of Bellevue, P.O. Box 90012, Bellevue, WA, 98008

Do you have an idea for something that should be studied as part of the East Main Station Area Plan, or a general comment about Station Area Planning? Please share your thoughts in the space provided below.

1) Eliminate traffic light at SE 3rd at the south end of East Main Station, build pedestrian/bike bridge instead. This will improve traffic and safety.
2) Eliminate the need to cross rail tracks at East Main Station to improve passenger safety, use pedestrian bridge /elevated walkway, ideally connected to pedestrian bridge across 112th ave.
3) Provide pedestrian/bicycle access to Surrey Downs Park (using bridge(s) across rail tracks).

4) Would be nice to be able to get from parking structure next to South Bellevue Station directly to the station, without going to ground level (from, say parking level 3)

If you would like to be contacted about your comment, please leave your name and the best method to reach you.

Oleg, e-mail: oleg.ryabukha@gmail.com

Return by mail to: Kate March, City of Bellevue, P.O. Box 90012, Bellevue, WA, 98008

A 5.2 VISIONING OPEN HOUSE

October 28, 2014

Welcome!

The City of Bellevue

East Main Station Area Planning Citizen Advisory Committee

wants to hear from you!

EAST MAIN STATION AREA

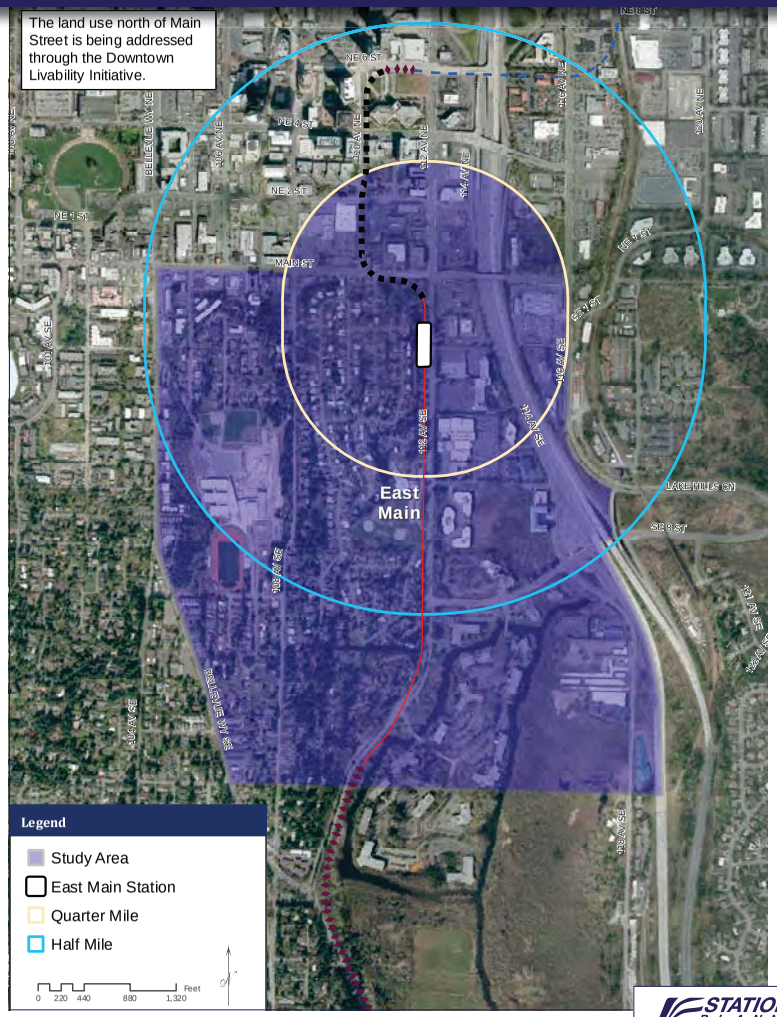
Visioning Open House

Tuesday, October 28, 2014
5:30 – 7:30 pm

Bellevue City Hall
Room 1E–108
450 110th Avenue NE

EAST MAIN STATION AREA PLANNING

OVERVIEW



How is station area planning different from station design?

Station design concerns the physical layout, appearance and function of the light rail station—Sound Transit's responsibility.

Station area planning deals with access, zoning and land use around the station—the City of Bellevue's responsibility.

What is the purpose of station area planning?

To create a more compatible fit with the neighborhood

To take advantage of the station location by making it easier to get to

Contribute to the vision for the area with your thoughts and ideas about:

Current and future neighborhood character

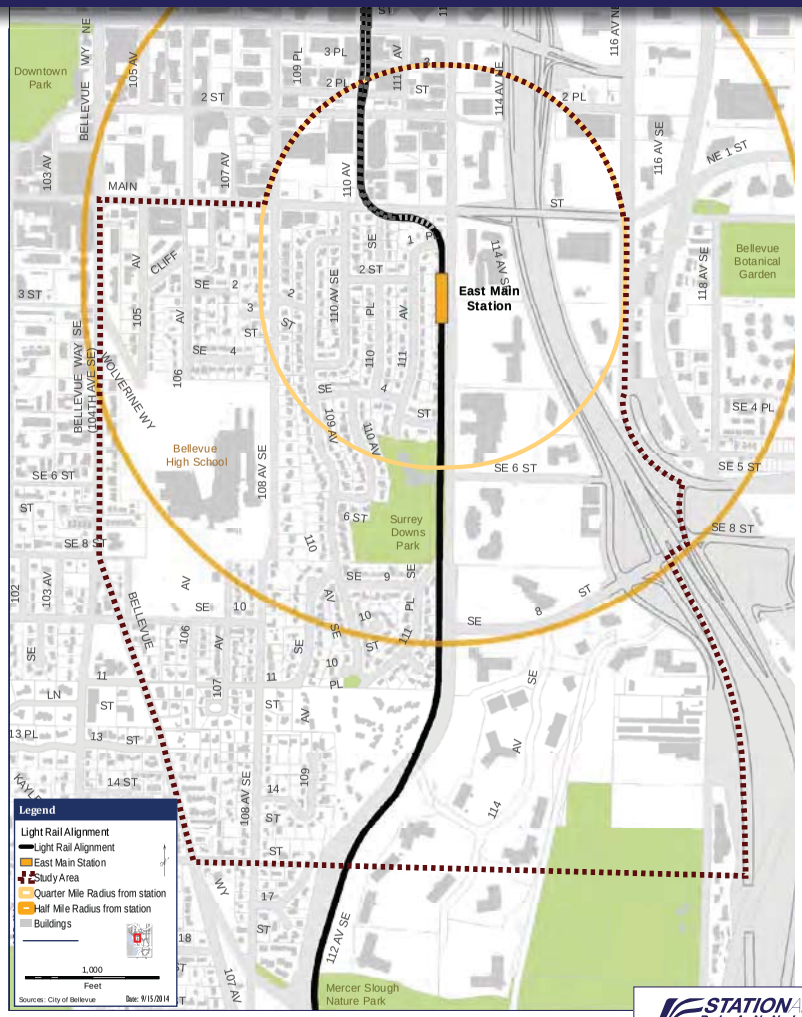
Neighborhood access, traffic and parking

Pedestrian, bicycle and transit connections to the station

A vision for the future development of the east side of 112th Avenue SE

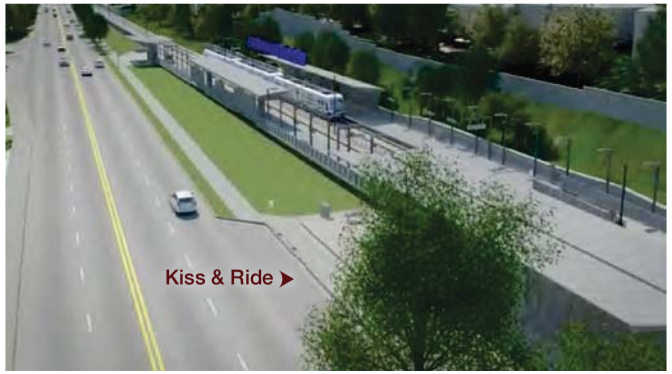
Your input will inform the station area plan, a City of Bellevue program—separate from Sound Transit's station design program—to prepare the area for the new East Main light rail station.

EAST MAIN STATION & GUIDEWAY



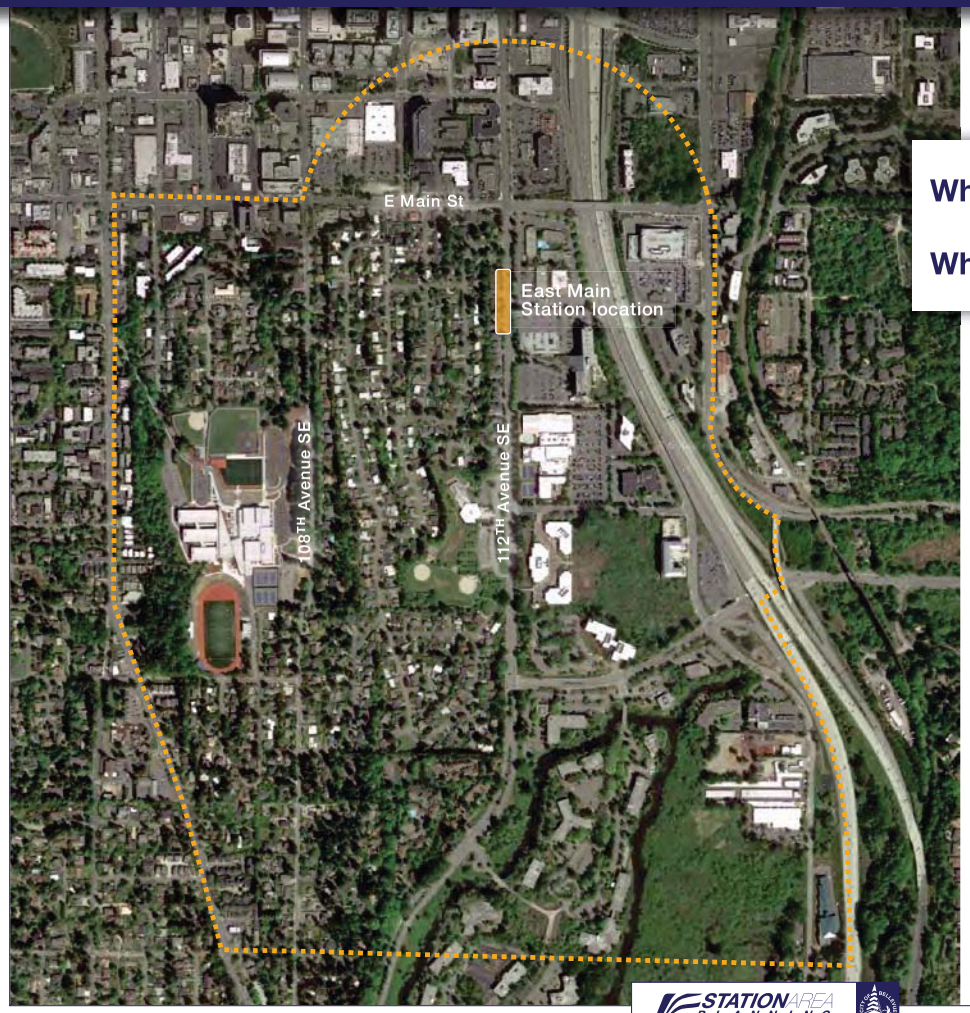
Sound Transit plans to begin construction in 2015/16 and operations in 2023.

Looking north



Looking south

WHAT MAKES THIS AREA UNIQUE?



What defines this area's character?

What would make it better?

WHAT DO YOU VALUE MOST ABOUT THE AREA?



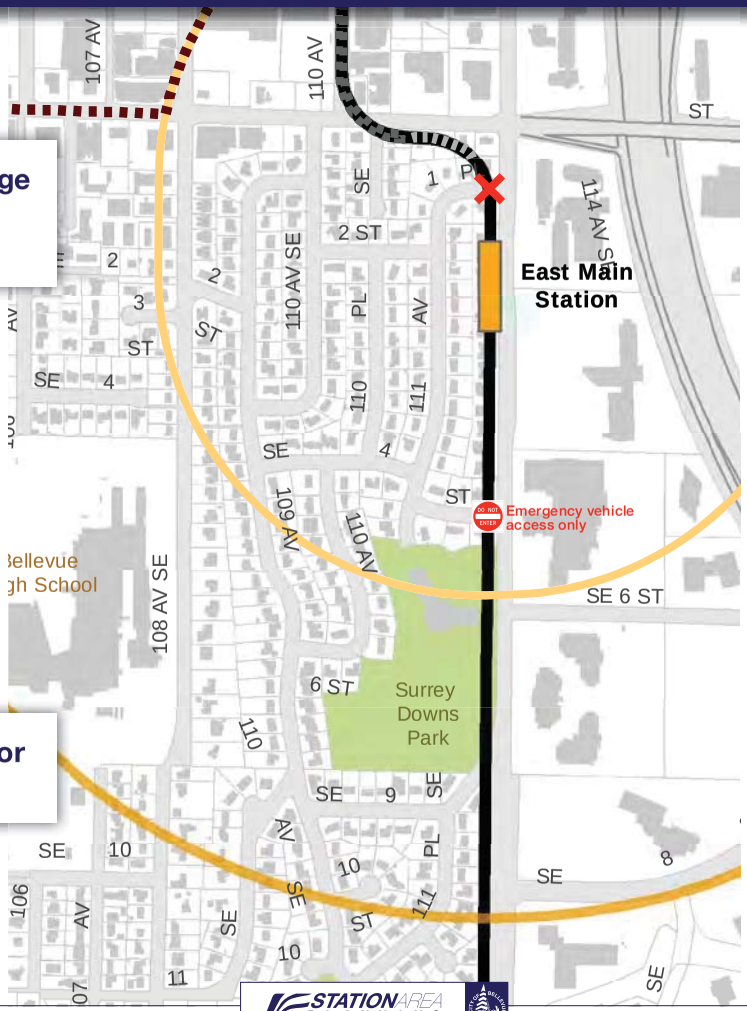



ACCESS CHANGES

WHERE DO YOU CURRENTLY ENTER AND LEAVE THE NEIGHBORHOOD?

How will your route change when SE 1ST and SE 4TH are closed at 112TH?

Which way will you walk or bike to the station?



SE 1ST PLACE CLOSED at 112TH Ave SE

SE 1ST Place intersection looking north along 112TH

SE 4TH STREET CLOSED at 112TH Ave SE

SE 4TH Street intersection looking north along 112TH

POTENTIAL REDEVELOPMENT AREA

Current Zoning: Office Limited Business (OLB)

The Office and Limited Business (OLB) district provides for uses such as offices, hotels, motels, restaurants and limited retail sales located in areas with convenient access to freeways and major highways.

- Height: 30 feet along 112TH, up to 75 feet near I-405
- Residential Density: up to 30 multifamily units per acre

Current Use

- Hotels and supporting surface parking
- Red Lion Hotel: 2 stories on 6 acres
- Hilton Hotel: 11 stories on 9.6 acres
- Various office buildings: 2–6 stories

Changes in development standards would affect all properties in the OLB zone. Timing of redevelopment would be at the discretion of individual property owners.

WHAT SHOULD NEW DEVELOPMENT LOOK LIKE?

WHAT DO YOU PREFER — OR NOT PREFER — ABOUT THESE EXAMPLES?

1. Avalon Bellevue
- 5-story mid-rise
- Mixed use: apartments over retail

2. Pinnacle Bellcentre
- 5-story mid-rise
- Mixed use: apartments over retail

3. City University
- 3-story low-rise
- Mixed use: offices over parking (b'ment)

4. Civica
- 8-story high-rise mixed use
- Mixed use: office over retail

5. Carriage Place Condos
- Low-rise residential
- 24 units on 1.64 acres (~15 units/acre)

6. Watermark Apartments
- 4-story low- to mid-rise
- Residential: 60 units over parking (b'ment)

7. Library Square Condos
- 6-story mid-rise
- Mixed use: residential over retail

8. Lexus Nexus
- 2-story low-rise
- Office

9. 112th @ 12th
- 6-stories mid-rise
- Office over small amount of retail

10. Low-rise residential

11. Low-rise retail

12. First Mutual Bank
- 6-story mid-rise (high-rises behind)
- Commercial: office with some retail

STATION AREA PLANNING

EAST MAIN STATION

The City of Bellevue

East Main Station Area Planning Visioning Open House Summary

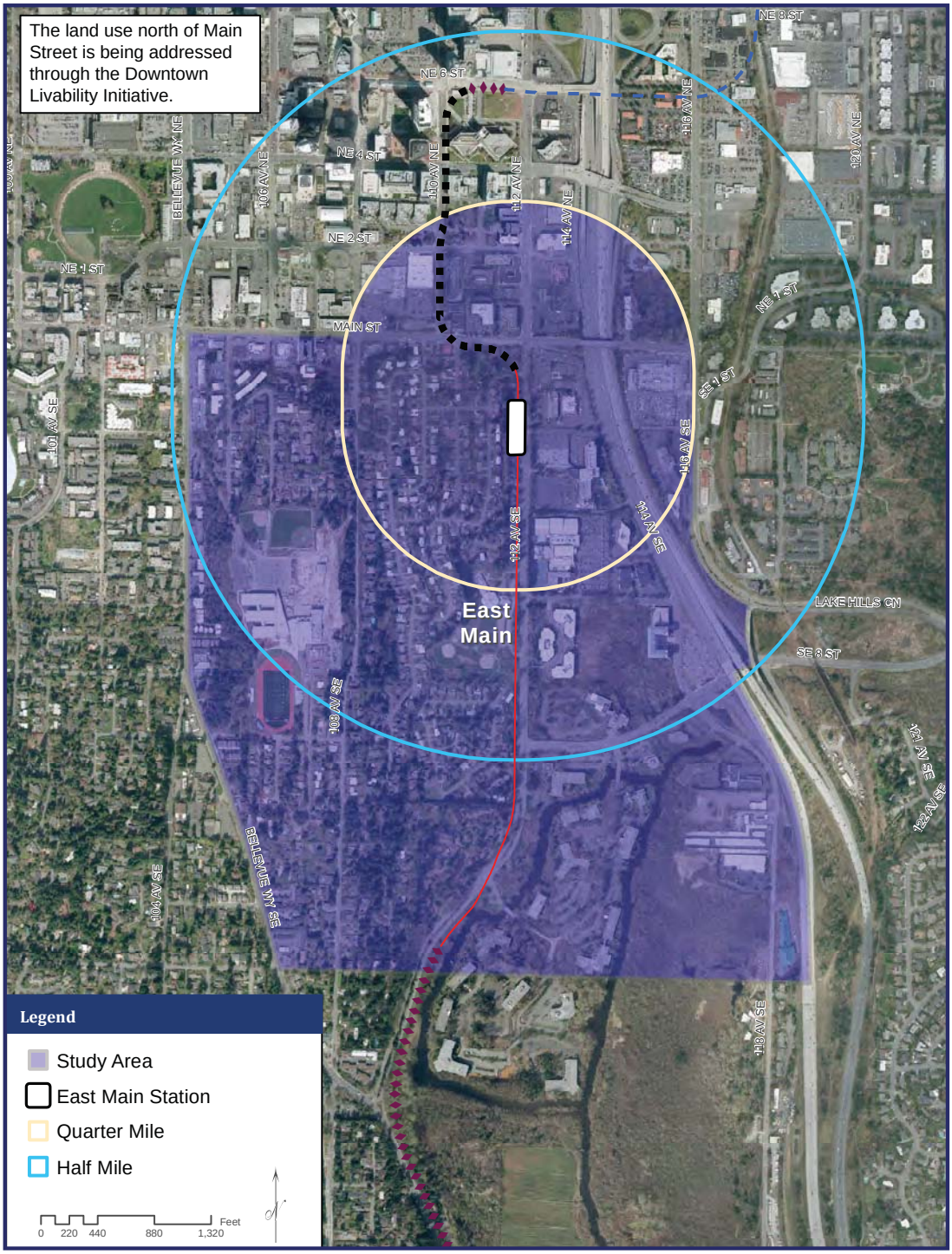
October 28, 2014 Bellevue City Hall

Introduction

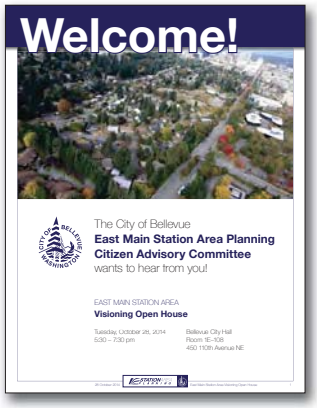
The City of Bellevue East Main Station Area Planning Citizen Advisory Committee (CAC) hosted a visioning open house the evening of October 28 at Bellevue City Hall. The purpose of the open house was to initiate the station area planning process for neighborhoods in the vicinity of the future East Main light rail station. The recently formed East Main Station Area Planning CAC is working with city staff and the community to identify opportunities and concerns to be studied and addressed in the East Main station area plan. The open house privided the CAC and City staff an opportunity to hear the public's thoughts about community character, neighborhood access, pedestrian, bicycle and transit connections to the station and future zoning changes on the east side of 112th Avenue SE, among any other items that the community felt important.

Many CAC members attended the open house to talk with community members about their interests for the area. City staff and consultants facilitated interactive display stations where attendees asked questions and offered their views or concerns about the future of the area around the East Main Station including the adjacent neighborhoods of Surrey Downs, Bellecrest and Downtown. They also discussed their ideas and preferences for future redevelopment of the area east of 112th Ave SE and south of Main Street.

Approximately 35 community members attended the open house. Attendees received a handout that provided basic information about the project (Attachment 1) and a comment form. Responses from the comment forms are provided at the end of this document.


The land use north of Main Street is being addressed through the Downtown Livability Initiative.
East Main
NE 8 ST
NE 6 ST
NE 4 ST
NE 2 ST
NE 1 ST
MAIN ST
SE 1 ST
SE 8 ST
LAKE HILLS CN
BELLEVUE WY NE
BELLEVUE WY SE
100 AV NE
106 AV NE
110 AV NE
112 AV NE
114 AV NE
116 AV NE
120 AV NE
101 AV SE
108 AV SE
110 AV SE
112 AV SE
114 AV SE
118 AV SE
Legend
Study Area
East Main Station
Quarter Mile
Half Mile
0 220 440 880 1,320
Feet

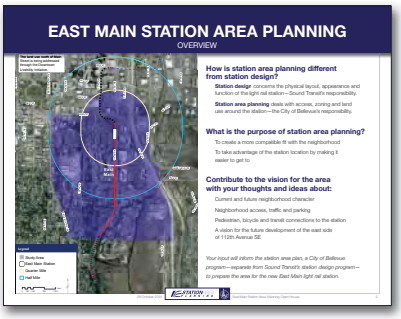
1. Overview Station



Purpose To provide participants with information about the light rail station and the station area planning process.

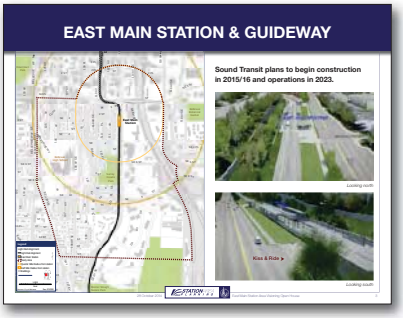
Exhibits identified the study area around the future light rail station and described the purpose of station area planning. A Sound Transit animation of the light rail train running through the Eastside alignment provided a clear view of the relationship between the future train infrastructure and the adjacent neighborhoods.

2. Neighborhood Character & Key Considerations



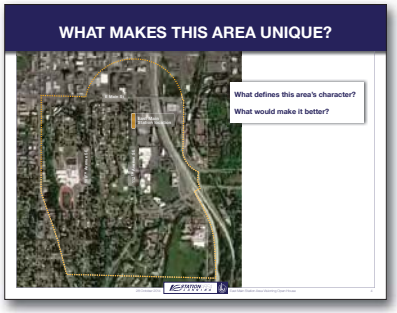
Purpose To seek feedback about the character of the study area—with particular focus on which aspects are valued—and to identify concerns for the future.

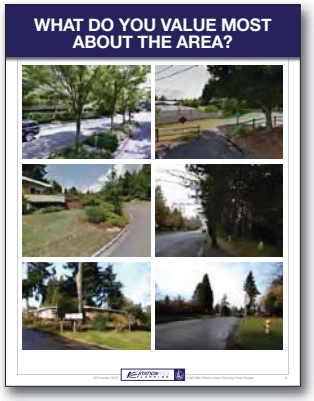
Exhibits included an aerial vicinity map, a base map showing the light rail station and guideway, as well as character images of the neighborhood. The questions posed were: What makes this area unique, what defines this area's character and what would make it better? Responses were posted on sticky notes, which were often seconded by subsequent attendees. These are listed below, with those mentioned most often at the top.



Uniqueness & Character

- Walkability
- Natural beauty — trees and wildlife — must be protected
- Single family housing
- Architecture of homes
- No/low through-traffic
- Quiet
- Connected neighbors
- Single family adjacent to downtown
- Lots of style
- Modest sized homes
- Access to unique shops and restaurants (Old Bellevue)
- We are a village

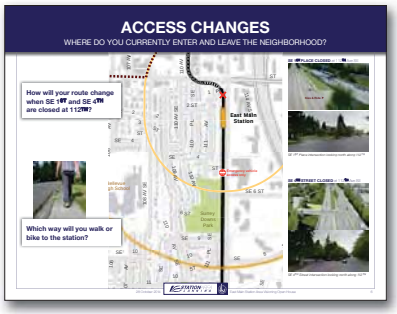




Concerns & Suggestions

- Extend the character of old Main from th to th (right now, Main th is an on ramp for). Expanding on the idea, create a walkable district of unique shops and restaurants the entire length with 2 lanes of traffic and on-street parking. Concern was expressed that the city is looking to Main Street to support commuter traffic when it should support a quieter Main Street with small, neighborhood serving businesses.
- Extend on street parking north and south from th to th leaving one lane of traffic east and west.
- Encourage mixed use development with a retail base and walkable street level.
- Connect th north of Main with th south of Main, including a traffic light to facilitate westbound access into Surrey Downs.
- Create a good bike path along light rail or through the neighborhood.
- For traffic congestion during construction of light rail, a suggestion was made to delineate a ring around downtown Bellevue and charge people for driving into the downtown area and parking their cars. London was offered as an example.
- Move all office development east of I-405 so that residents could enjoy the retail without all the congestion.
- High-rise development along I-405 would provide a good buffer from freeway noise. Residences could be located along th, perhaps mixed with a retail pedestrian corridor down the middle.
- The unique character of Surrey own homes is an asset residents want to preserve and protect — numerous homes were designed in the 1950's by the architecture firm Mithun & Nelund. Residents view the neighborhood as an historic district.
- istribute job growth east of .

3. Access Changes



Purpose To gather feedback on current patterns of access to and from the neighborhood and hear views on how to solve access issues that will result from light rail.

Exhibits at this station included a basemap showing the East Main Station area walkshed with photos providing detail about the light rail alignment, planned street closures and station location. Meeting participants were asked:) Where do you currently enter and leave the neighborhood?) ow will your route change when SE st and SE th are closed at th? and) Which way will you walk or bike to the station? Some attendees added sticky notes and annotations to the base maps but most feedback came through conversations with the staff facilitating the station.

Pedestrian Access

- Several people were concerned about access to 112th Ave SE so that they could get to bus stops, the Bellevue Club, office buildings and to walk and jog along the corridor. Ideas to address this included providing a pedestrian overpass from the Surrey Downs Park area across the light rail and maybe also across 112th Ave SE itself (location suggestion is between SE 6th and SE 8th); another idea was to improve the access between Surrey Downs and the Bellefield residential neighborhood to the south.
- No feedback was offered about sidewalks, cycling or internal circulation within the neighborhood.

Vehicular Access

- There were concerns that the loss of access to 112th Ave SE would bring increased traffic and noise to 108th Ave SE. Some felt the offset/staggered intersection of Main Street and 110th Ave already limits directions from which people can enter or leave the neighborhood.
- Concern about increased school traffic at Bellevue High School, especially when SE 1st and SE 4th are closed.
- Many attendees were concerned about the number of future access points to Surrey Downs. Some suggested that current turn restrictions on southbound 108th at Main and from Main onto southbound 110th may need to be re-evaluated as a result of changing neighborhood conditions.
- Need south access through Surrey Downs to get to E Main.
- Enforce the right in/right out at 108th Av SE.
- Keep 110 Av SE access point open. It is still needed.
- Access issues on Main Street: new multifamily development at 105th and Bellevue Way, 110th Ave SE jog in the road and 108th SE has no protected turn, so cars back up.
- Address vehicle access at Main St and 110th Ave SE.
- Line up 110th Ave north and south across Main St.

Other Ideas & Observations

- A couple of participants mentioned that Bellevue lacked places to 'hang out', the public square, a meeting place or "third place" that was not the mall; this was less about access but more about urban design, land use and development.
- Add a signal at SE 6th St.
- Lighting throughout the neighborhood is needed.
- Retain bus stop near SE 15th St along 112th Ave SE.
- Preserve bus service on 108th Ave SE. People on the very south end of the study area (around SE 17th St) feel somewhat disconnected from the station, yet many seniors in the area rely on transit to serve their transportation needs.

4. Development Vision

Purpose To hear community preferences about the development vision for the potential redevelopment area.

Participants were asked to describe their preferences for the future development character of the area to the east of 112th Ave SE and south of Main Street. An aerial base map defined the area under consideration and an image board offered examples of different building types in Bellevue. Participants were given dots two green and two red to place on their top and least desired choices. Residents were fairly negative about any medium- to high-density development even if part of a mi ed-use project that included retail. owever, in contrast, a number of people felt higher buildings adjacent to I-405 would be a benefit in mitigating traffic noise from the freeway. A clear preference among the images was for street level retail. Results are shown below.

Observations and Ideas

- Make Main Street be a walking street.
- reate a continuous pedestrian route around downtown so people can walk around the area.
- rom ld Bellevue stretch to the east with street parking, encourage walking.
- Several suggested taller development such as offices on the east side of the redevelopment area, next to I-405 to buffer sound. Softer, more pedestrian scale ne t to the street with retail and residential development was recommended on 112th Ave SE.

- Like having the hotels where they are now.
- Would like to see unique retail establishments in the redevelopment area.
- Westlake Avenue in Seattle is an e ample of a street that has become very walkable over time.
- Provide more park space across from Surrey Downs Park.
- Keep the views for current residents.
- Problem is the lack of vehicular capacity on-street for new development.
- The Library area has been developed very well not as much congestion as East Main area.
- Many living in Surrey Downs or Bellecrest would like to have more walking options near their homes. Many walk to ld Bellevue and Downtown, and feel pedestrian-scaled retail along 112th Ave SE, where it may end up being less dense, would be a nicer option for the neighborhood.

Thoughts Submitted on Comment Forms

Respondent 1

- Lives on 108th Ave SE, when the construction starts, how do we get in and out to get to 405 or I- 0
- Make sure not to increase the traffic on 108th Ave.
- Wants to see the old Main Street shops e tended and pass through Bellevue Way, all the way to 112th with pathways. Shops would be only unique shops you can't find elsewhere, not the franchise shops or big store names.

Respondent 2

- Add a street light at 114th Ave SE 6th St and also at 114th Ave and NE 2nd.
- Eastside of 112th when hotels torn down street level retail and food and up to 6 floors of quality condos — not entry level but similar to library condos.
- Need to get real counts at commute times of current ingress/egress from/to Surrey Downs to decode some traffic impact solutions to closing 1st and 4th on 112th Ave SE.

Respondent 3

- Do not diminish walkability uniqueness of area.
- Please consider traffic concerns down 108th Ave SE.
- Would like to e tend shop and retail quality on Main Street to east of Bellevue Way.

Respondent 4

- Redevelopment should N T be redundant to downtown. To maintain the neighborhood feel but to allow filling in perhaps service/retail gaps, a European feeling... bistro, cafes, low-rise, plenty of trees, etc... this sort of development should be encouraged.
- Light-rail is perfect for people coming into the hotels from the airport and the introduction of a couple of cafe-like, coffee-shop options, would be perfect.
- RED E status-quo noise, cars, etc. Thanks for this opportunity

Respondent 5

- I am unclear and/but concerned about the apparent lack of pedestrian and vehicular access between Surrey Downs and Surrey Downs Park and 112th Ave SE. It is a very long distance between Main Street the 112th/Bellevue Way " ".

Respondent 6

- Within a 1/4 mile of East Main Station, would like to see the oning change to be more dense because of walkability.

Respondent 7

- Bicycle access not just 1/4 mile from the station. We need point to point access Seattle to Bellevue downtown, Bellevue to Redmond.
- onsider e tending the 520 trail from the W to Microsoft AND adding a bike lane spur along the Bellevue Braids to NE 10th St.

East Main Station Area Planning ***Visioning Open House Summary***

Attachment 1: Meeting Handout

November 2014

STATION AREA PLANNING

EAST MAIN STATION

The City of Bellevue

East Main Station Area Planning Citizen Advisory Committee

wants to hear from you!

The October 28 open house offers you an opportunity to contribute to the vision for the area surrounding the future East Main light rail station. Please share your thoughts and ideas about:

- Current and future neighborhood character
- Neighborhood access, traffic and parking
- Pedestrian, bicycle and transit connections to the station
- A vision for the future development of the east side of 112th Avenue SE

Your input will form the basis for this station area plan—a City of Bellevue program separate from the Sound Transit station design work—to prepare for the addition of a light rail station to the area.

For more information, visit
www.bellevuewa.gov/east-main-station.htm

STATION AREA PLANNING

How is station area planning different from station design?

- **Station design** concerns the physical layout, appearance and function of the light rail station—Sound Transit's responsibility.
- **Station area planning** deals with access, zoning and land use around the station—the City of Bellevue's responsibility.

What is the purpose of station area planning?

- to create a more compatible fit with the neighborhood
- to take advantage of the station location by making it easier to get to

REDEVELOPMENT POTENTIAL

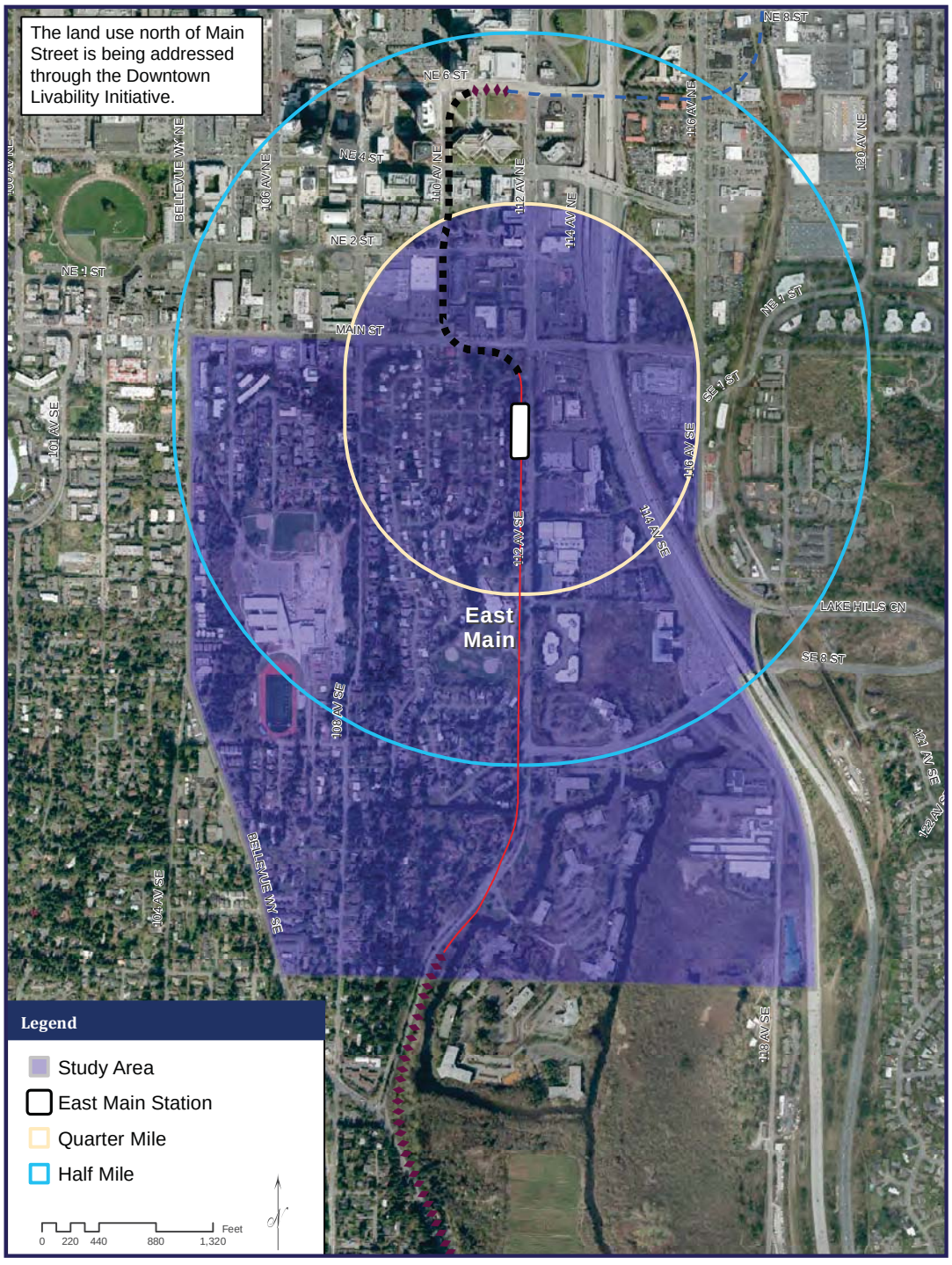
What kinds of businesses, activities and features would appeal to you in this area?

ACCESS CHANGES

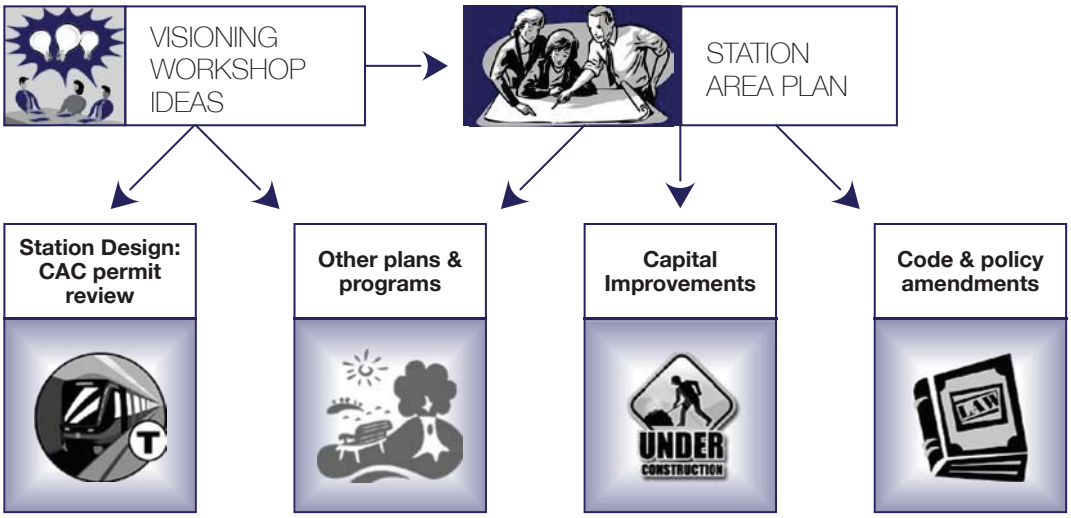
Access to Surrey Downs neighborhood from 112TH will be closed at SE 1ST Place and 4TH Street.

SE 1ST PLACE CLOSED at 112TH Ave SE

SE 4TH STREET CLOSED at 112TH Ave SE


The land use north of Main Street is being addressed through the Downtown Livability Initiative.
NE 8 ST
NE 6 ST
NE 4 ST
NE 2 ST
NE 1 ST
MAIN ST
SE 1 ST
SE 8 ST
LAKE HILLS CN
BELLEVUE WY NE
BELLEVUE WY SE
100 AV NE
106 AV NE
110 AV NE
112 AV NE
114 AV NE
116 AV NE
120 AV NE
101 AV SE
104 AV SE
106 AV SE
108 AV SE
112 AV SE
114 AV SE
118 AV SE
East Main
Legend
Study Area
East Main Station
Quarter Mile
Half Mile
0 220 440 880 1,320
Feet

NEXT STEPS



East Main Station Area Planning
CITIZEN ADVISORY COMMITTEE

The East Main Station Area Planning Citizen Advisory Committee (East Main CAC)—a group of 11 residents and business owners from the study area—was appointed by the City Council in August 2014.

The group will work with city staff and the community to identify opportunities and concerns to be studied and addressed in the East Main Station Area Plan. At the end of an approximately year-long process, the East Main CAC will make recommendations to the City Council about which strategies in the plan to pursue. The East Main CAC will not be addressing the East Main station or the Sound Transit light rail system itself.

East Main CAC meetings are public and occur the fourth Tuesday of each month in room 1E–113 of City Hall from 4:00–6:00 p.m. Public comment is available at the start and end of each meeting.

Follow-up & Contact Information

CITY OF BELLEVUE

Kate March • (425) 452-2055
kmarch@bellevuewa.gov
www.bellevuewa.gov/light-rail.htm

For questions about Bellevue's work on light rail including station area planning, permitting, etc.

SOUND TRANSIT

Luke Lamon • (206) 903-7469
Luke.Lamon@soundtransit.org
www.soundtransit.org/Projects-and-Plans/East-Link-Extension

For questions about Sound Transit's work on light rail.

STATION AREA PLANNING

A 5.3 CONCEPTS FOR REDEVELOPMENT/ONLINE OPEN HOUSE

April 28, 2015

East Main Station Area Plan

Open House: April 28, 2015

What is Station Area Planning?

The City is planning for the area around the future East Main Station to explore opportunities for redevelopment and identify potential improvements that will make it easier to get around.

How is Station Area Planning different from station design?

Station design concerns the physical layout, appearance and function of the light rail station. Design of the East Main light rail station is Sound Transit's responsibility.

Station area planning addresses access, zoning and land use around the station for current and future communities. Station area planning is the City of Bellevue's responsibility.

Citizen Advisory Committee

The East Main Station Area Planning Citizen Advisory Committee (East Main CAC) – a group of 11 residents and business representatives from the study area – was appointed by the City Council in August 2014 to develop a plan and recommendations for the future of the area around the station. The East Main CAC will not be addressing the East Main station or the Sound Transit light rail system itself.

East Main CAC meetings are public and occur the second and fourth Tuesday of each month in room 1E–113 of City Hall, 4:00-6:00 p.m. Opportunity for public comment is available at the start and end of each meeting. Additional meetings and information can be found on the project web page. **www.bellevuewa.gov/east-main-station.htm**

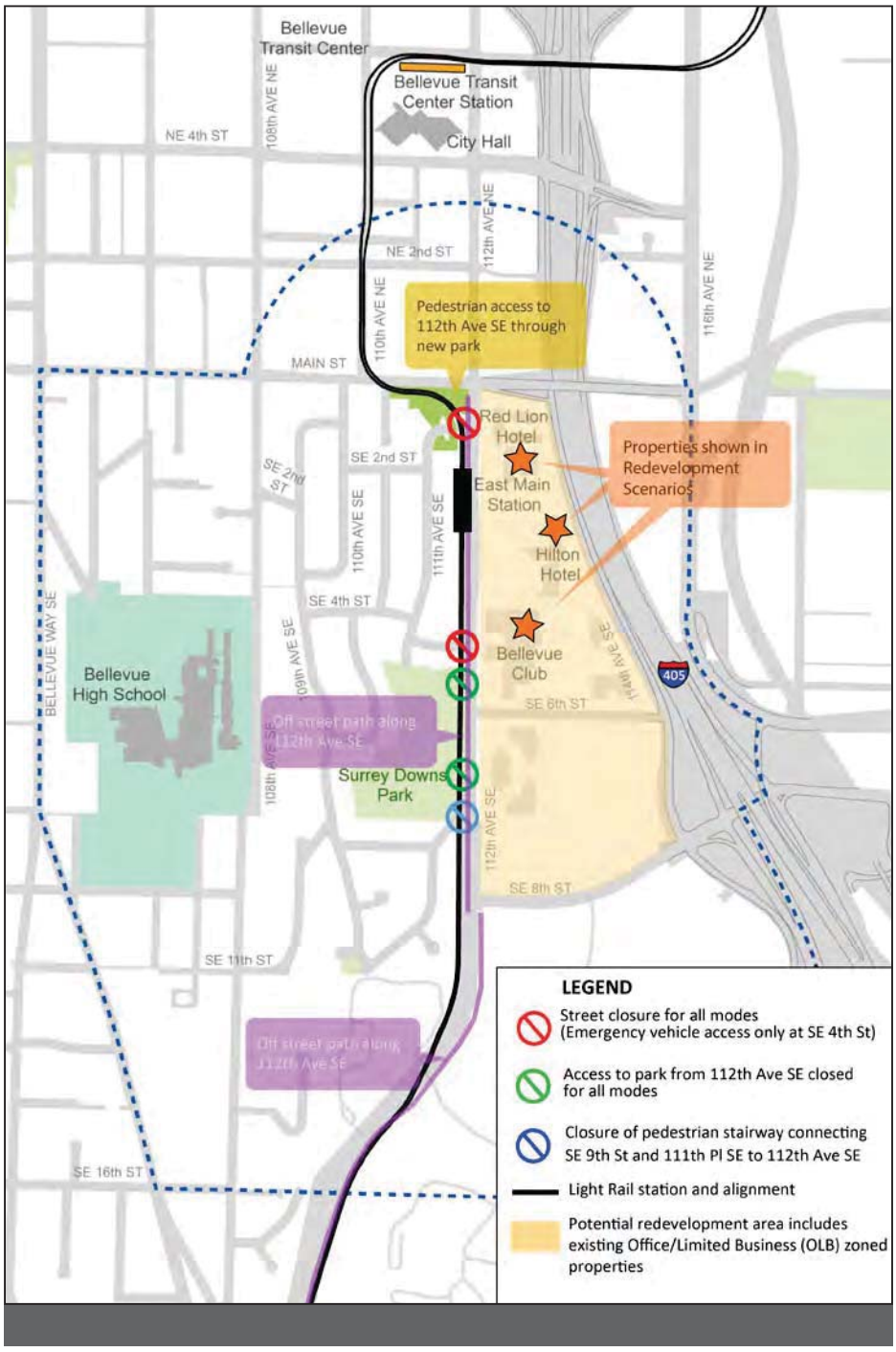
Redevelopment Guiding Principles:

The CAC will use the following principles along with your comments to inform their recommendations to City Council:

- Provide goods and services to community
- Reduce noise from I-405
- Create active, pedestrian-friendly streets
- Increase potential ridership for light rail station
- Optimize access to station
- Create active, people-oriented green spaces and walkable blocks within redeveloped area
- Put "eyes on the station" for added security
- Retain sun exposure and privacy for existing residential to extent practicable
- Locate parking in structures not fronting on 112th Ave SE
- Include a mix of uses

East Main Station Study Area

Transportation changes and potential redevelopment area



Redevelopment Scenario 1

What's currently possible under existing Office/Limited Business (OLB) zoning.

Compared to Redevelopment Guiding Principles:

- Existing, suburban-style zoning does not support most of the Guiding Principles
- Restrictions on height (45'-75' max) and setbacks (min 50') and lot coverage (35%)
- Limited amounts of residential and retail are allowed
- Large, unconnected surface parking lots are not friendly to pedestrians
- Market economics do not support redevelopment under current zoning due to value of existing uses

By the numbers: *(new development only)*

	ed ion	ilton	ellevue lub	otals
Total sq ft	319,445	205,164	-	524,609
Stories	1 to 4	4 to 6	-	-
Residential units	76	-	-	233
Office sq ft	230,556	205,164	-	435,720
Retail sq ft	16,977	-	-	16,977
Hotel rooms	-	-	-	-
Club sq ft	-	-	-	-

(see Questions #1-2)

What could this look like?


Avalon Bellevue (50 feet)


4-story office with surface parking (50 feet)


Borgatta (49 feet)

Street level view from 110th Ave SE & SE 2nd St:

Redevelopment Scenario 2

Greater development potential - Buildings are lower than Hilton but cover more area

Compared to Scenario 1 and Redevelopment Guiding Principles:

- Potential for mix of uses, including limited retail goods and services (e.g. cafes, salons)
- Slight increase in building heights up to 85' but covering more of site. Building height restriction along 112th Ave SE could be removed
- Offices and apartments could increase street-level activity, potential transit ridership and security
- Limited surface parking; most would be in structures or underground
- Market economics may support limited redevelopment, but expansion of existing uses is more likely

By the numbers: *(new development only)*

	ed ion	ilton	ellevue lub	otals
Total sq ft	787,326	382,251	161,713	1,331,290
Stories	6 to 7	6 to 7	7	-
Residential units	147	396	104	647
Office sq ft	612,127	-	-	612,127
Retail sq ft	35,920	-	-	42,238
Hotel rooms	-	-	-	-
Club sq ft	-	-	-	-

(see Question #3)

What could this look like?

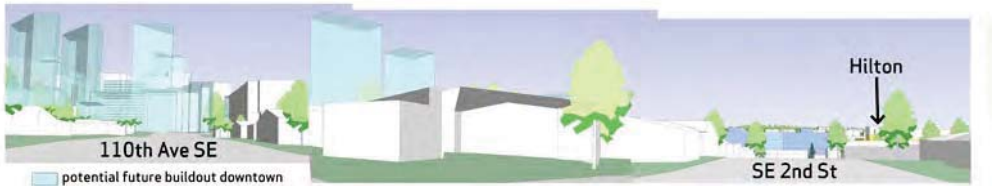

Avalon Meydenbauer (70 feet)


LIHI (70 feet)


112th @ 12th (81 feet)


112th @ 12th (81 feet)

Street level view from 110th Ave SE & SE 2nd St:



Redevelopment Scenario 3

Mix of uses and building heights encourage more street-level activity.

Compared to Scenario 1 and Redevelopment Guiding Principles:

- Greater variety of uses, including community retail goods and services (e.g. restaurants, salons)
- Buildings up to 230' tall could provide for public spaces
- Tallest buildings could be set back from 112th Ave SE
- Offices and apartments could increase street-level activity, potential transit ridership and security
- Market economics could support redevelopment, including some public spaces (e.g. plazas, sidewalk cafes)

By the numbers: *(new development only)*

	ed ion	ilton	ellevue lub	otals
Total sq ft	1,004,581	830,486	271,800	2,106,876
Stories	5 to 23	4 to 23	8 to 23	-
Residential units	232	635	182	1,049
Office sq ft	736,826	-	-	736,826
Retail sq ft	47,755	11,840	-	59,595
Hotel rooms	-	-	-	430
Club sq ft	-	-	-	-

(see Question #4)

What could this look like?


SOMA I (200 feet)


Galleria (76 feet)


Avalon Tower (234 feet)

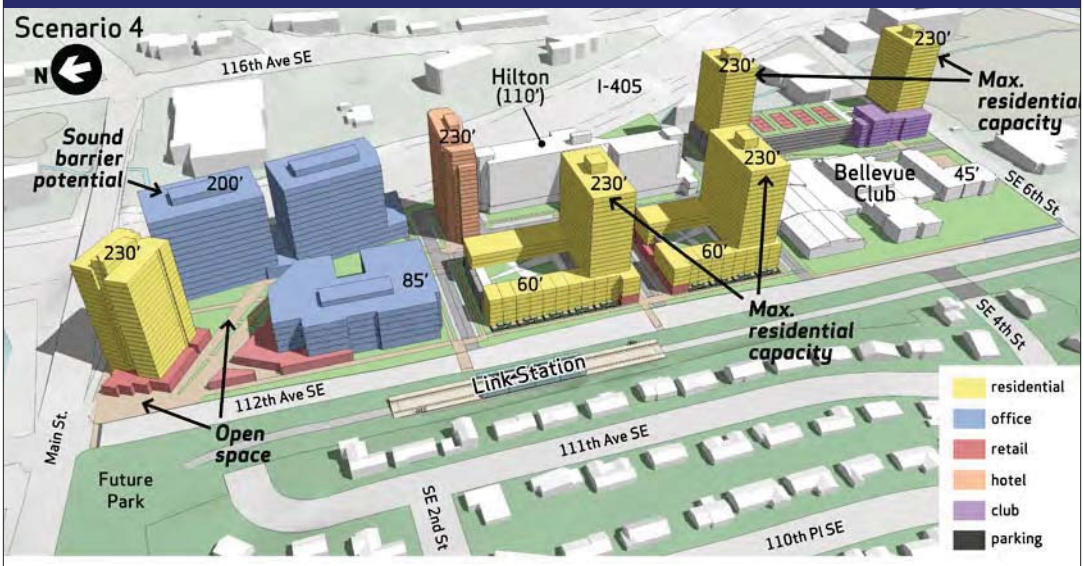

Ashton-Vue (234 feet)


LIHI (70 feet)

Street level view from 110th Ave SE & SE 2nd St:

Redevelopment Scenario 4

Greatest redevelopment potential, with the widest range of uses and public anemities



Compared to Scenario 1 and Redevelopment Guiding Principles:

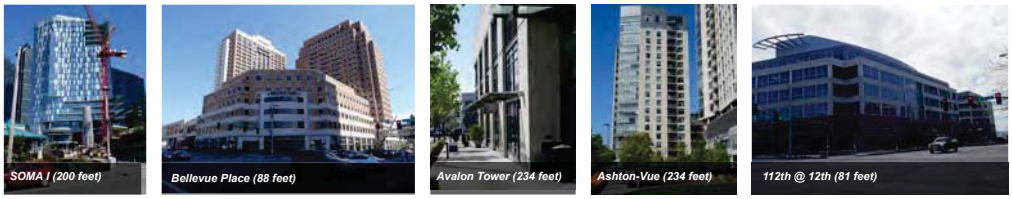
- Greatest variety of uses including community retail goods and services (e.g. restaurants, salons, small groceries)
- Buildings between 85' and 230' tall and covering more of site to provide greater mix of uses and public amenities
- Most parking could be located in buildings and/or underground and be located away from 112th Ave SE
- The majority of taller buildings could be located along I-405
- Most likely to spur redevelopment and creation of interesting public spaces (e.g. plazas, sidewalk cafes, green spaces)

By the numbers: *(new development only)*

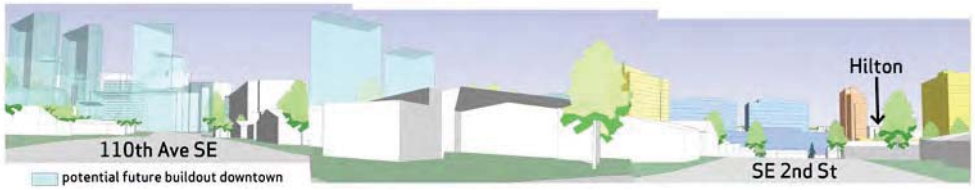
	ed ion	ilton	ellevue lub	otals
Total sq ft	1,267,132	938,586	399,920	2,605,638
Stories	6 to 23	6 to 23	23	-
Residential units	240	749	364	1,353
Office sq ft	991,634	-	-	991,634
Retail sq ft	47,755	11,840	-	59,595
Hotel rooms	-	430	-	430
Club sq ft	-	-	99,000	99,000

(see Question #5)

What could this look like?



Street level view from 110th Ave SE & SE 2nd St:



Streetscapes

What could the character be like along 112th Ave SE and along Main St?

Redevelopment would provide an opportunity to shape the street character along both 112th Ave SE and Main Street. Different types of public spaces, activities and pedestrian amenities could occur along the street.

Main Street:

What should the character of development along Main Street look like?

What activities would you like to see along the street?

How could the street be friendlier for pedestrians and pedestrian-oriented activities?

(see Questions #6-7)

Wider Sidewalks



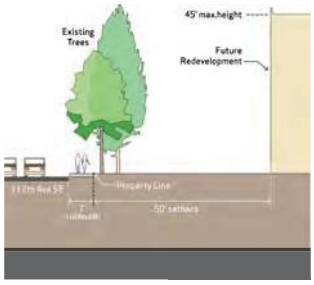
Pedestrian Crossings

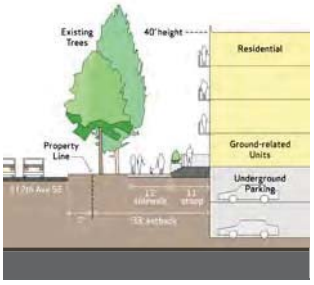


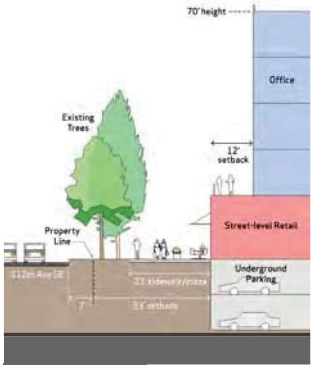
Pedestrian Activities

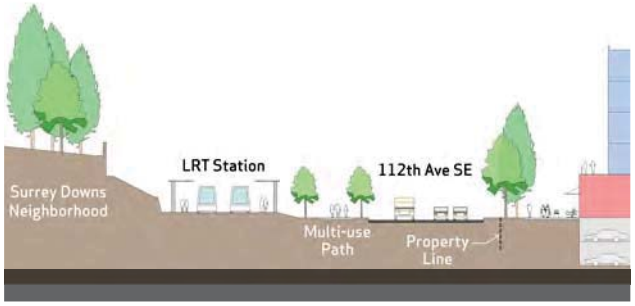

112th Avenue SE:

What should the character of development along 112th Ave SE look like?
What activities would you like to see? How far should buildings be set back?









Pedestrians and Bicycles

Future Conditions - What happens when the East Main Station opens?

When the East Main Station opens:

Light rail will close direct pedestrian access to 112th Ave SE at SE 1st Pl and SE 4th St

Light rail will close direct pedestrian access to the Surrey Downs Park

The stairway connecting SE 9th St and 111th Pl SE will be closed

The only pedestrian access from the Surrey Downs neighborhood to 112th Ave SE will be at the future park at Main St/112th Ave SE

An off-street pedestrian and bicycle path will be constructed on the west side of 112th Ave SE between Main St and SE 8th St and on the east side of 112th Ave SE and Bellevue Way south of SE 8th St

Most interior streets in the Surrey Downs neighborhood do not have sidewalks

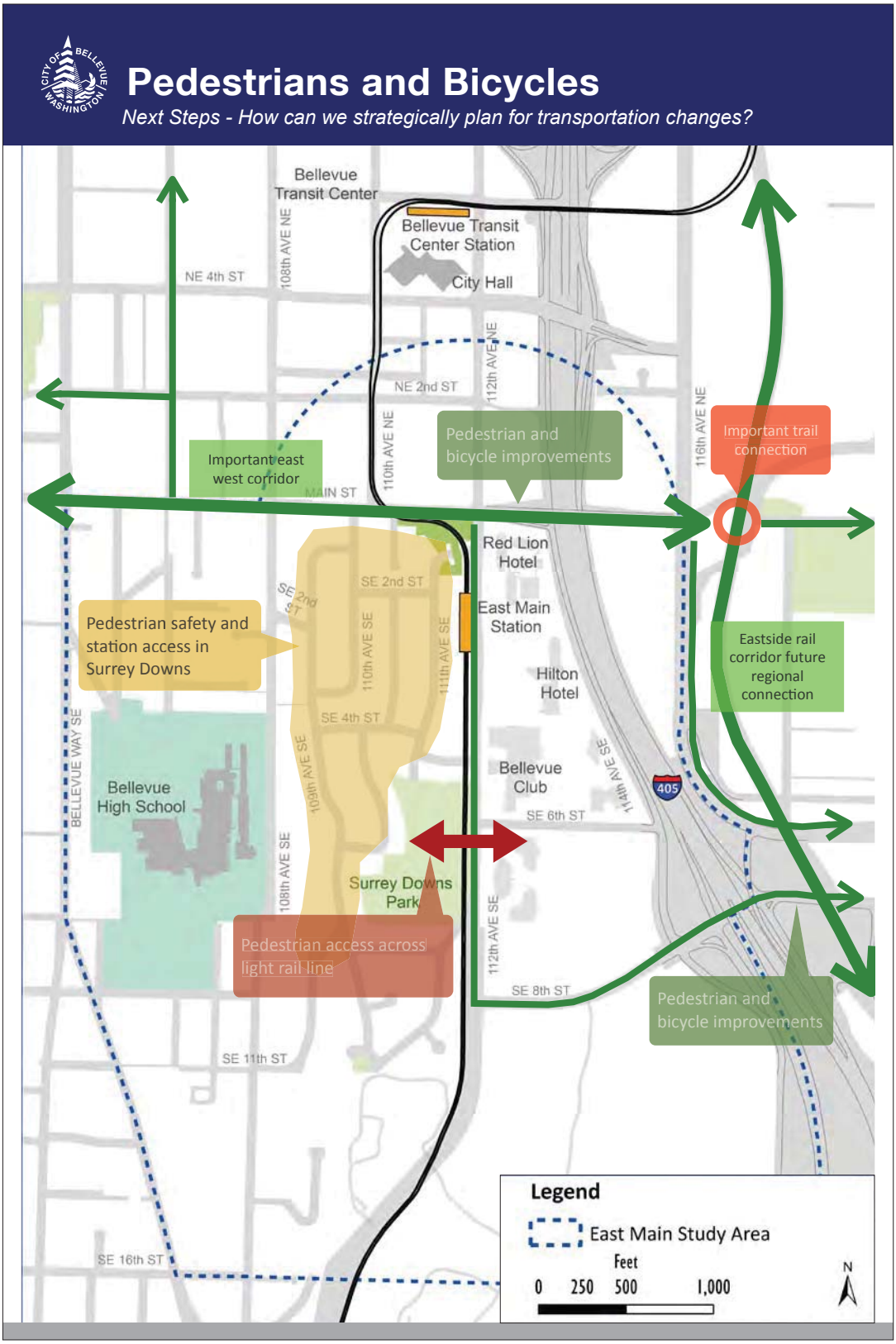
The potential redevelopment area east of 112th Ave SE does not have an internal street network or sidewalks

(see Question #8)

(see Questions #9-11)

Next Steps:

City staff will develop strategies to improve pedestrian and bicycle facilities, based on your comments and feedback from the CAC.


Pedestrians and Bicycles
Next Steps - How can we strategically plan for transportation changes?
Bellevue Transit Center
Bellevue Transit Center Station
City Hall
NE 4th ST
108th AVE NE
NE 2nd ST
112th AVE NE
110th AVE NE
116th AVE NE
MAIN ST
Important east west corridor
Pedestrian and bicycle improvements
Important trail connection
Red Lion Hotel
East Main Station
SE 2nd ST
Pedestrian safety and station access in Surrey Downs
110th AVE SE
111th AVE SE
Eastside rail corridor future regional connection
Hilton Hotel
SE 4th ST
BELLEVUE WAY SE
Bellevue High School
109th AVE SE
Bellevue Club
114th AVE SE
405
SE 6th ST
108th AVE SE
Surrey Downs Park
Pedestrian access across light rail line
112th AVE SE
SE 8th ST
Pedestrian and bicycle improvements
SE 11th ST
SE 16th ST
Legend
East Main Study Area
Feet
0 250 500 1,000
N

Vehicles

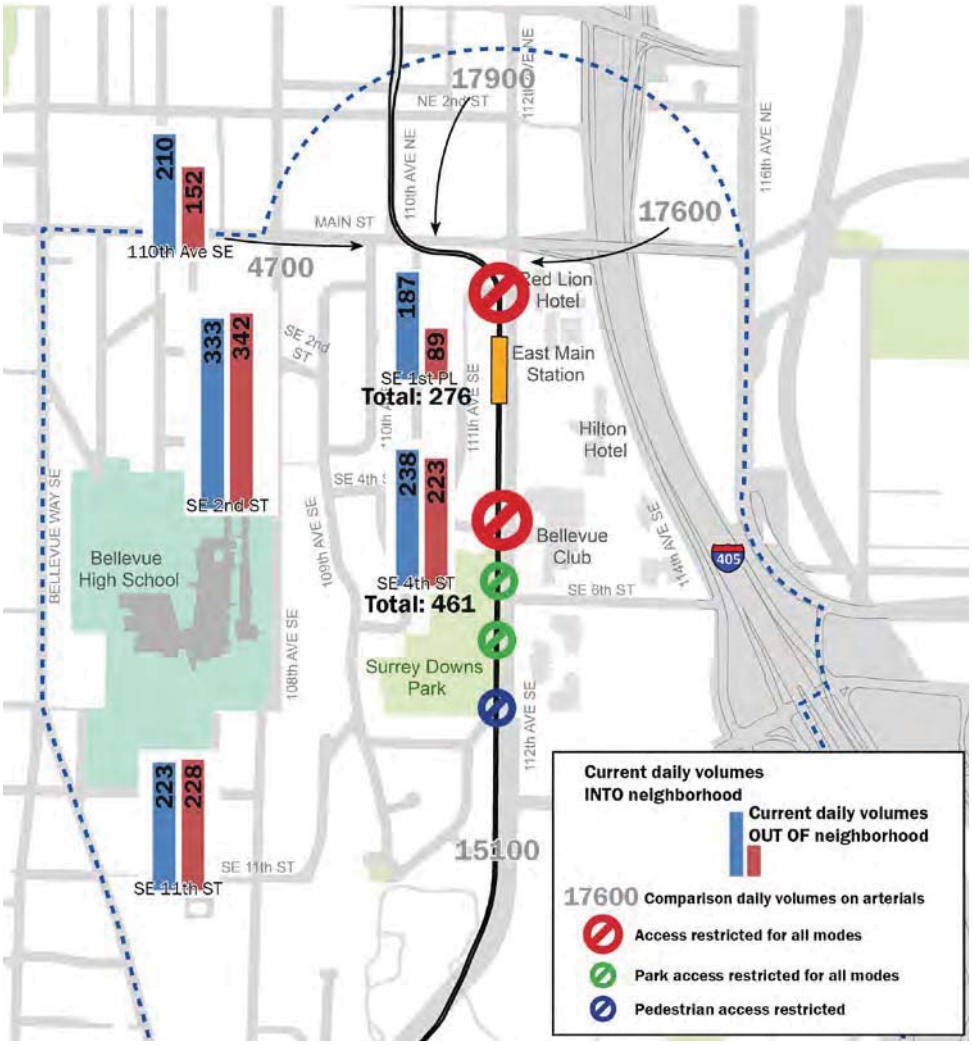
Future Conditions - What happens when the East Main Station opens?

When the East Main Station opens:

- Light rail will close direct all access to 112th Ave SE at SE 1st Pl and SE 4th St
- There is potential for additional traffic calming in neighborhood areas

What We've Heard:

- Concerns about getting in/out of the neighborhood
- Concern about potential hide-and-ride parking
- Increased congestion on 112th Ave SE
- Increased traffic on neighborhood streets



Should traffic calming measures be used to slow traffic on neighborhood streets

(see Question #12)

Vehicles

Addressing access changes and parking concerns

Potential Access Changes on Main St at 108th and 110th:

Currently, there are restrictions that limit vehicular access into and out of the Surrey Downs neighborhood at Main Street and 108th Ave SE and 110th Ave SE.

Looking southbound on 110th Ave at Main St

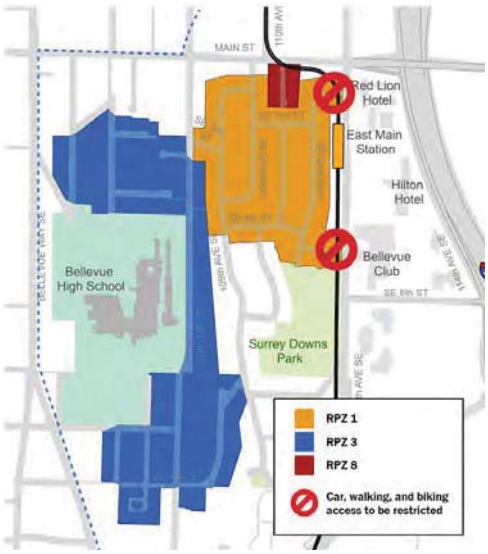
Looking southbound on 108th Ave SE at Main St

When traveling south on 108th Ave NE from downtown, cars must turn right or left on Main St; cars cannot continue traveling south on 108th Ave SE. At Main St and 110th Ave SE, only right-in/right-out turns are permitted into and out of the neighborhood. There is no access into or out of the neighborhood at 110th Ave SE when traveling west on Main St.

(see Questions #13-14)

Neighborhood Parking:

Within the station area, there are existing residential parking zone (RPZs) that require residents and their guests to display a free, city-issued parking permit to park on the street. Cars that do not display a permit are subject to citation. RPZs are generally implemented in residential areas adjacent to generators of non-resident parking (e.g. downtown businesses).



(see Question #15)

Next Steps:

City staff will evaluate how the following will impact the overall vehicular network:

- Redevelopment and potential new street network east of 112th Ave SE
- Closures of SE 1st Pl and SE 4th St to cars
- Potential changes to restrictions at Main Street and 108th Ave and 110th Ave

A 5.4 REVIEW OF CAC'S DRAFT RECOMMENDATIONS/ONLINE OPEN HOUSE

May 18, 2016

Welcome

East Main Station Area Plan Open House - May 18, 2016

What is Station Area Planning?

The City is planning for the area around the future East Main light rail station to explore opportunities for redevelopment and identify potential improvements that will make it easier to get around.

How is Station Area Planning different from station design?

Station design concerns the physical layout, appearance and function of the light rail station. Design of the East Main light rail station is Sound Transit's responsibility.

Station area planning addresses access, zoning and land use around the station for current and future communities. Station area planning is the City of Bellevue's responsibility.

OBJECTIVES

- **Improve access to the station**
- **Plan for future development around the station; and**
- **Address other identified neighborhood issues that are outside the mitigation requirements for light rail**

Citizen Advisory Committee

The East Main Station Area Planning Citizen Advisory Committee (East Main CAC) – a group of 9 residents and business representatives from the study area – was appointed by the Mayor and City Council in August 2014 to develop a plan and recommendations for the future of the area around the station. The East Main CAC will not be addressing the East Main station design or the Sound Transit light rail system itself.

For additional information, please visit the project web page at: **www.bellevuewa.gov/east-main-station.htm**

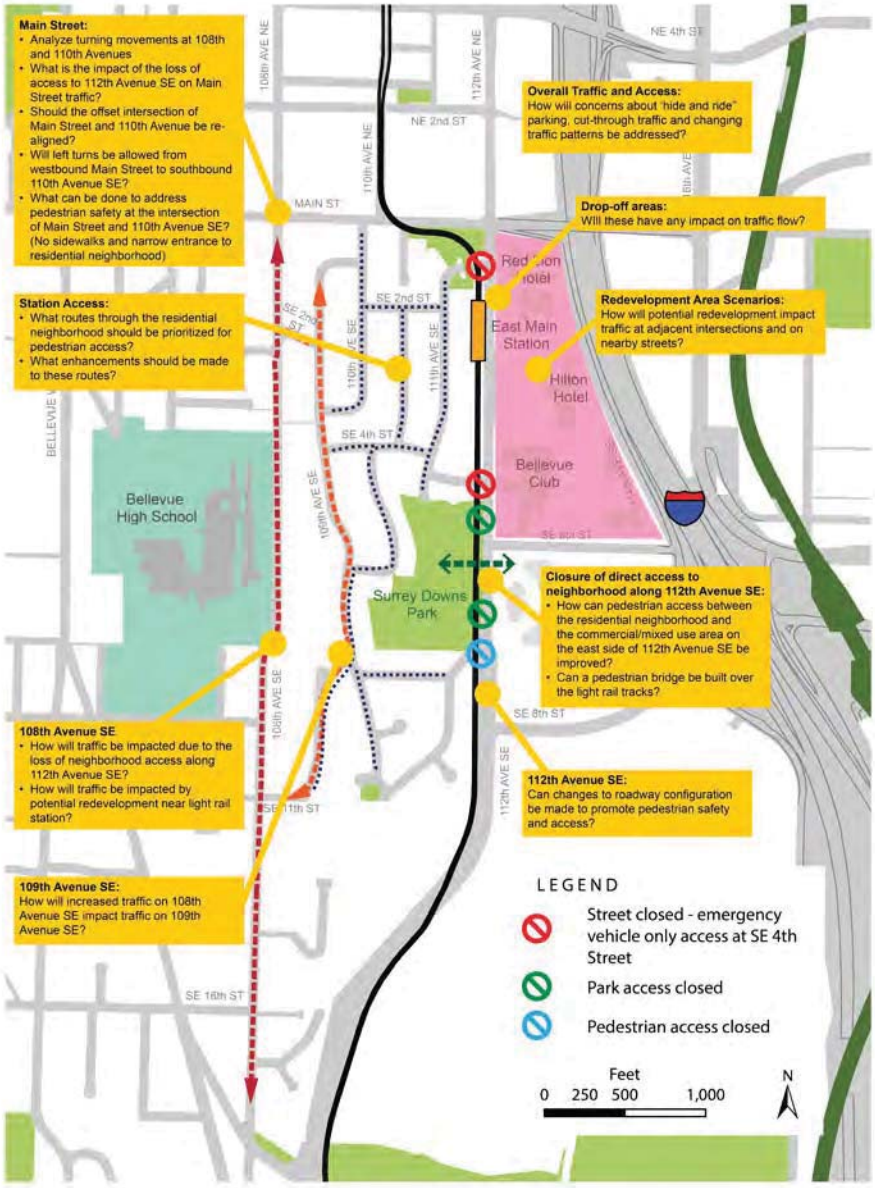
Timeline

1

What We've Heard

Comments from Citizen Advisory Committee and the Community

A summary of "What We Heard" from the in-person and online open house events as well as via public comments at CAC meetings is shown graphically. The comments provided a starting point for the CAC to develop the recommended vision and strategies outlined in the following pages.



CAC Recommendations

Many comments have been received over the course of this project and they have helped the CAC formulate a Vision for the area around the station (light rail is scheduled to begin operating in 2023).

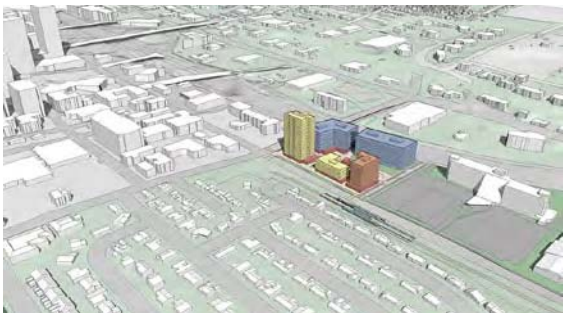
The CAC's vision and recommended strategies are summarized into four topics:
- pedestrian/bicycle access
- traffic
- character
- redevelopment.

The Strategies are intended to make the vision a reality over the next 20 years and beyond.

The CAC is seeking public feedback on how well the draft strategies achieve the vision and objectives established for the area around the future East Main station.

Please review the vision* and draft strategies* summarized by the four topics, answer the questions and provide any additional comments. Your feedback will be used by the CAC to finalize their recommended strategies that will be transmitted to City Council for their consideration and approval.

The vision has been summarized and strategies have been abbreviated in some cases due to space limitations. For a complete draft of the East Main Station Area Plan, including the full vision statement and implementation strategies, please go to the following link:* **http//www.bellevuewa.gov/pdf/PCD/2016_MAY_18_Public_Review_Draft.pdf



Pedestrian & Bicycle Access

CAC Recommended Vision & Strategies

VISION

- Access to the East Main station is safe and pleasant for all ages and abilities
- Gaps in the non-motorized network are filled
- Sidewalks are installed at neighborhood entry points
- New development promotes transit use, walking, and biking and reduces need for automobile trips
- A grade separated crossing of light rail allows people walking and biking to travel from the residential neighborhoods and Surrey Downs Park to 112th Avenue SE
- The Main Street corridor is a safe, inviting east/west non-motorized connection
- Main Street safely accommodates pedestrians, bicyclists, transit users and drivers

	STRATEGIES
1	Complete projects identified as high priority in the adopted Pedestrian and Bicycle Plan in and near the station area.
2	Install wayfinding—with travel times and distance—for people walking and biking to the stations and other major destinations.
3	Work with Sound Transit to ensure the multi-use path that connects the South Bellevue station to the East Main station includes wayfinding.
4	Evaluate the potential for marked crosswalks to better highlight pedestrian crossings along 108th Avenue SE at SE 2nd Street and SE 11th Street.
5	Develop and implement pedestrian and bicycle safety improvements along the entire Main Street corridor between Bellevue Way and 116th Avenue.
6	Install sidewalk on at least one side of SE 16th Street from Bellevue Way to 108th Avenue SE.
7	Install sidewalks to fill gaps and improve pedestrian safety on: • 110th Avenue NE from Main Street to NE 2nd Street • 110th Avenue SE from Main Street to SE 1st Street • SE 10th Street from 108th Avenue SE to Bellevue High School.
8	Install a crosswalk on Main Street on the east side of the intersection with 110th Avenue NE.
9	Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail line in the vicinity of Surrey Downs Park and SE 6th Street.
10	Provide designated routes (e.g. walkways, sidewalks, and/or signage) through the Surrey Downs neighborhood that are safe, well-lighted, and attractive routes for pedestrians.

Pedestrian/Bicycle Access
How well do the PEDESTRIAN/BICYCLE ACCESS strategies improve the safety and ability to walk and bike to and from the surrounding neighborhoods and the light rail station?

- ❑ Very Well
- ❑ Somewhat
- ❑ Not At All
- ❑ Additional Comments

Please use the questionnaire to give us your feedback

4

Pedestrian & Bicycle Access

Strategies

5

Traffic

CAC Recommended Vision & Strategies

VISION

- Residential neighborhood streets serve the access and parking needs of residents
- Traffic is monitored and managed on arterials and collector arterials
- Residential neighborhood access points facilitate people driving—given restrictions into the neighborhood—while improving safety for pedestrians and bicyclists
- Non-residents are discouraged from driving and parking in residential neighborhood areas

	STRATEGIES
1	Evaluate whether existing residential parking zone (RPZ) areas should be expanded or if a new RPZ should be created in residential neighborhoods.
2	Evaluate day and hour restrictions of all RPZ areas in the Bellecrest and Surrey Downs neighborhoods to determine if they should be expanded.
3	Monitor pick-up and drop-off activity in the residential area and implement restrictions as needed/supported by the neighborhood.
4	Enforce RPZ and other restrictions to ensure they are effective.
5	Update the City's traffic calming guidelines to lower the speed threshold for the implementation of traffic calming measures around light rail stations.
6	Continue to monitor and enforce access restrictions from downtown to 108th Avenue SE.
7	Continue to explore, and implement as appropriate, new technologies and best practices that discourage non-residential traffic from traveling from downtown through residential areas.
8	Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE.
9	Evaluate the feasibility and trade-offs of modifications to the intersection of Main Street and 110th Avenue for the purposes of providing additional neighborhood access for residents, improving pedestrian safety, and discouraging non-residential traffic.
10	Add a protected left turn signal phase for all legs of the Main Street to and 108th Avenue SE intersection to facilitate residential neighborhood access while improving safety for people walking across Main Street and 108th Avenue SE.
11	Implement a 20 mph school zone around Bellevue High School.

Traffic

How well do the TRAFFIC strategies provide access for residents, and address neighborhood traffic and parking concerns?

- ❑ Very Well
- ❑ Somewhat
- ❑ Not At All
- ❑ Additional Comments

Please use the questionnaire to give us your feedback

Traffic

Strategies

Character

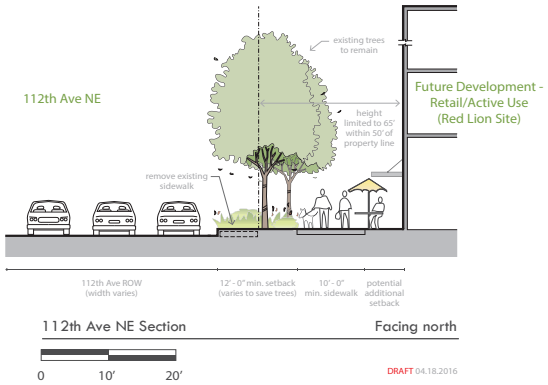
CAC Recommended Vision & Strategies

VISION

- Main Street has wide sidewalks, landscaping, pedestrian scale lighting, and shade trees
- Emulates the feel of Old Bellevue but places priority on people walking and biking
- Main Street reflects both the characters of downtown and residential areas
- 112th Avenue SE has a wide buffer between street and sidewalk and retains its mature, vegetated feel
- 112th Avenue SE is safe and inviting for people walking and biking

	STRATEGIES
1	Implement Main Street design that emphasizes safety and incorporates aspects of Old Bellevue including wider sidewalks, planting strips, shade trees and lighting.
2	Incorporate East Main Station Area Plan recommendations for Main Street into other City plans.
3	Implement 112th Avenue SE design that preserves the "green boulevard" look, and creates a safe and inviting environment for all users.
4	Implement street frontage design guidelines for 112th Avenue SE that encourage an active pedestrian environment with: • Wide sidewalks • Landscape strips separating traffic from sidewalks • Large shade trees • Pedestrian-oriented storefronts and activities
5	Implement regulations for new development along 112th Avenue SE with: • Building setbacks at back of sidewalks • Residential front stoops on the sidewalk • Attractive, well-defined residential entrances that serve multiple units • Step backs for upper floors above 65 feet, and • Taller buildings located closer to I-405

Example street frontage design for redevelopment facing 112th Avenue SE



Character

How well do the CHARACTER strategies achieve the objective for a safe, inviting neighborhood with signature street improvements to Main Street and 112th Avenue SE?

- ❑ Very Well
- ❑ Somewhat
- ❑ Not At All
- ❑ Additional Comments

Please use the questionnaire to give us your feedback

Redevelopment

CAC Recommended Vision & Strategies

VISION

- New development is compatible with surrounding area
- Incorporates principles of transit oriented development (TOD)
  - Pedestrian oriented
  - Mix of uses and scales
  - Easy access to transit
  - Short block lengths
  - Narrow internal streets
  - On-street parking
  - Vibrant both day and night for people living and working nearby
- Ample public space including active and passive areas
- Residential buildings focused on 112th Avenue SE
- Office buildings focused on 114th Avenue SE
- Development along 112th Avenue SE is set at the back of a wide sidewalk to create space for a landscaped strip, upper floors of taller buildings are stepped back from 112th Avenue SE to maintain a more pedestrian scale

	STRATEGIES
1	Require new development to analyze and mitigate for traffic impacts and pedestrian and bicycle access and safety.
2	Create new "transit-oriented development" zone for commercial properties east of 112th Avenue SE between Main Street and I-405: • Encourage a mix of residential, retail stores (not "big box"), offices and hotels. • Limit buildings to 65 feet tall along 112th Avenue SE and allow height increase up to 200 feet tall as buildings get closer to I-405 (NOTE: Hilton Hotel is 110 feet tall) • Allow up to 300 foot tall buildings and additional building square footage within 250 feet of Main Street but only with additional public benefits that result in higher quality development than required at lower amount of development. • Apply additional incentives and requirements such as higher level of public amenities and design for additional building height and square footage above a minimum amount. • Establish design standards for landscaping and architecture to minimize "wall effect" of offices along I-405 and to create safe and secure environments for people living, working and shopping in the new development.
3	Minimize or eliminate Mount Rainier view corridor so buildings could be taller (i.e. up to 300 feet) along I-405.
4	Create a new public street between Red Lion and Hilton properties for better site access and traffic circulation.
5	Allow twice the amount of square footage and buildings up to 120 feet tall for the commercial properties between SE 6th and SE 8th Streets.
6	Re-evaluate amount of parking required for transit-oriented development and encourage parking to be underground within larger buildings.
7	Use design standards that increase visibility and lighting for safe and secure spaces around new development.

Redevelopment

How well do the REDEVELOPMENT strategies establish standards and expectations for new development that complements the area in terms of goods and services, residential opportunities, size and placement of buildings, public amenities and livability?

- ❑ Very Well
- ❑ Somewhat
- ❑ Not At All
- ❑ Additional Comments

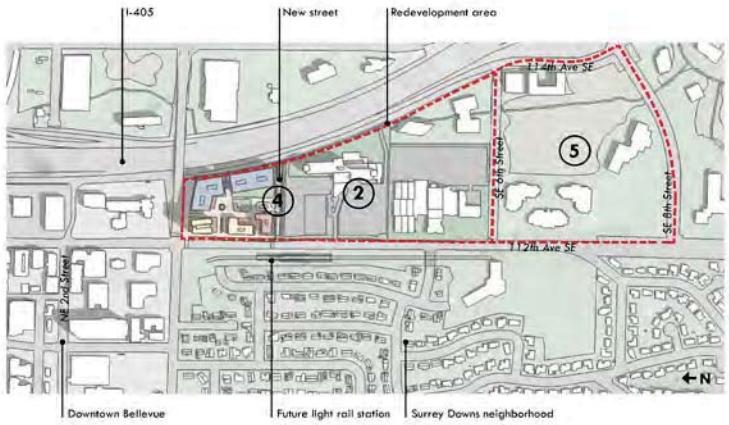
Please use the questionnaire to give us your feedback

9

Redevelopment

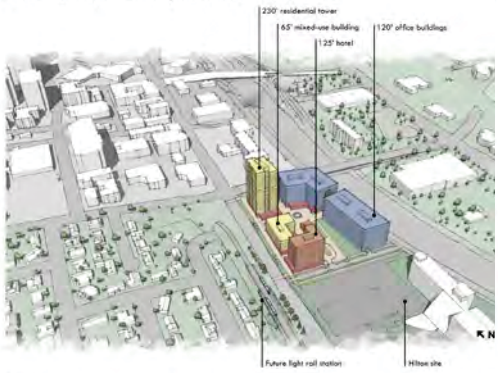
Redevelopment Scenarios

Map shows area of potential redevelopment, numbers refer to specific redevelopment strategies



The drawings below show examples of possible redevelopment scenarios for the Red Lion site that occupies the northern portion of the redevelopment area. The drawings are for illustrative purposes only showing the potential mix of uses, location of taller buildings and public spaces as described in the CAC vision.

Potential Redevelopment Scenario - A



Scenario A:

- *Building square footage up to 4 times the square footage of the property*
- *Maximum building height 230 feet, lower in Mt. Rainier view corridor along 114th Avenue SE*

Potential Redevelopment Scenario - B

Scenario B:

- *Building square footage up to 5 times the square footage of the properties just along Main Street and 114th Avenue SE*
- *Maximum building height 300 feet just along Main Street and 114th Avenue SE*
- *No Mt Rainier view corridor along 114th Avenue SE*
- *More open space than scenario A*

Next Steps

Timeline

PUBLIC FEEDBACK
Comments from the online and in-person open houses will be compiled and provided to the CAC ahead of June 15th meeting.

FINALIZE RECOMMENDATIONS AND PLAN
Public feedback will be used by the CAC to finalize the recommended strategies which will then presented to the City Council for their consideration and approval. Following Council action, staff will incorporate the plan's strategies into existing city work programs, codes and policies for implementation.

IMPLEMENTING THE PLAN
The East Main Station Area Plan contains three types of potential implementation strategies:

- **Capital Improvements:** Projects that require some level of construction or installation of physical improvements, such as sidewalks, crosswalks or signs.
- **Code and Policy Amendments:** Changes to Bellevue's adopted regulations and policies to guide decisions by the city about development, city investments in capital improvements and other city programs.
- **Other Plans and Programs:** Actions that can be addressed through existing city programs or other ongoing planning efforts. Examples include the city's Neighborhood Traffic Safety Services program, Neighborhood Outreach program and the Transit Master Plan update.

In the long term, implementing the plan will require a combination of private redevelopment and public improvements, with a commitment to the recommended vision.

For more information, please visit the City's East Main Station Area Plan website at:
www.bellevuewa.gov/east-main-station.htm

If you would like more time to give us your feedback, you can visit the online version of the open house:
http://eastmainstationareaplan.publicmeeting.info
(The online open house is available through May 25, 2016)

City of Bellevue – East Main Station Area Plan
May 2016 Outreach and Comment Summary (DRAFT)
Updated: June 1, 2016

BACKGROUND

To share information and receive public feedback on draft transportation and land use strategies for the East Main Station Area, the City of Bellevue (City) created an online open house at eastmainstationareaplan.publicmeeting.info.

Visitors to the online open house could:

- Learn more about the purpose and objectives of the East Main Station Area Plan project
- Learn about the role of the Citizens' Advisory Committee (CAC)
- View a high-level summary of previous public feedback received on the project
- Learn about and provide feedback on draft CAC recommendations relating to an overall vision for the East Main Station Area, pedestrian and bicycle access, traffic, neighborhood character and redevelopment scenarios

The interactive online open house went live on May 10 and was closed to public comments on May 26, 2016. During this time period, 156 unique visitors viewed the online open house and a total of 37 people submitted responses to the online survey. These 37 people also provided a total of 64 narrative comments.

In addition to the online open house, the City held an in-person open house on Wednesday, May 18. Twenty-three members of the public people signed in at the open house. Six attendees submitted questionnaires that responded to the same survey questions that were included in the online open house. Their responses are incorporated in the summary below.

TARGET AUDIENCES FOR PUBLIC OUTREACH

- Members of the public who are already engaged in the East Main Station design and review process (e.g. attending open houses, visiting the City of Bellevue East Main Station Area Plan website)
- Businesses and property owners in the neighborhood near the future East Main Station
- Commuters in the area surrounding the future East Main Station

HOW THE ONLINE OPEN HOUSE WAS DISTRIBUTED

The link to the online open house was distributed by City staff in the following ways:

- Postcard notification mailed to 3,374 addresses in the area surrounding the station area
- News release published May 11
    - Linked from front page of the City website
- Posted on the East Link in Bellevue webpage for two weeks
- Posted on the East Main Station Area Plan project web page
- Sent email blast to East Link list serv (1,400+ email subscribers)
- Twitter post on City of Bellevue Twitter page (@bellevuewa)

- Three Twitter posts on the Bellevue Transportation Department Twitter page (@BvueTrans)

Additional information was also shared:

- Draft documents on the CAC Recommendation were posted to the East Main Station Area Plan project web page
- A notice of the in-person open house was published in the May 2016 issue of the City of Bellevue's Neighborhood News (electronic)

MAJOR COMMENT THEMES

The online survey embedded within the online open house received 31 responses. When adding the questionnaires submitted at the in-person open house, 37 people responded to the survey. In the survey, each of four topic areas had one multiple choice question and one open-ended question. A total of 64 open-ended narrative comments were submitted.

Key themes that emerged included:

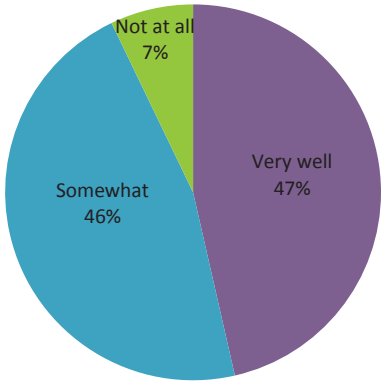
- Agreement that bike and pedestrian safety is important, along with some suggestions for potential safety improvements
- Concerns related to traffic were primarily focused on impacts to nearby neighborhoods, with residents hoping more can be done to keep non-local traffic out of the neighborhoods
- Mixed of opinions between support for high density development with taller buildings versus concerns about the impacts to the nearby neighborhoods due to taller buildings
- Support for wider sidewalks and open/green spaces in new development
- Desire for the draft recommendations to be more action-oriented and less focused on evaluation
- Concerns about impacts to wetlands and trees

SURVEY RESPONSES

CAC Recommended Vision and Strategies: Pedestrian/Bicycle

Q1: How well do the PEDESTRIAN/BICYCLE ACCESS strategies improve the safety and ability to walk and bike to and from surrounding neighborhoods and the light rail station? (Multiple choice)

- Received 28 total responses:
  - 47% answered *Very well*
  - 46% answered *Somewhat*
  - 7% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Seventeen (17) narrative comments were received in response to this question. Comments indicated general agreement that bike and pedestrian safety is important and that there should be pedestrian access to the neighborhoods and to Surrey Downs Park. Some comments expressed concern that the draft recommendations do not adequately ensure a safe environment for pedestrians crossing 112th and 108th. Comments showed agreement that more sidewalks are needed for pedestrians, but there were concerns that adding bike lanes or sidewalks in the neighborhoods would increase noise for homeowners and add to already-reduced parking. Comments expressed concerns that the draft recommendations do not do enough to ensure the safety of cyclists.

Sample Responses:

- *"With all the increased traffic, I believe we need more sidewalks in the neighborhood."*
- *"Establish a fully functioning intersection at 110th NE and Main Street with all ways crosswalks, traffic lights, all way access into and out of Surrey Downs neighborhood to replace SE 1st and SE 4th street closures and to relieve traffic on 108th. This will help reduce traffic time for Surrey Downs residents, reduce traffic on 108th Ave SE and reduce traffic volumes on 108th for the*

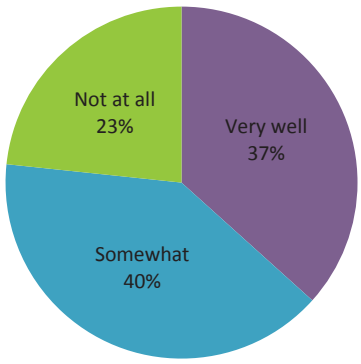
Bellecrest Neighborhood too. Getting easy usable information as to best ways into and around East Main station will be helpful."

- *"When the city put in sidewalks on the west side, we all lost almost all of our street parking, and many neighbors were very upset about it. Our driveways can be steep and curvy, making the building of sidewalks difficult, as well as many of us have rockeries directly east of road. Additionally, there are many homes who will be less than 20 feet from the sidewalk if this is done. We already deal with massive street noise, this will be a detriment to homeowners and will reflect in lower property values and lessened quality of life."*
- *"The problem for bikes, besides the fact that Bellevue has not provided for them, is not that they have to ride with traffic, if there is room, but that they have to shift back and forth from "automobile behavior" to "pedestrian behavior." You can't just throw in some sidewalks across some driveways, add a crosswalk, and think that bike commuters will use the route. What you will have created is a set of hazards. Free right turns, driveways, and being forced into crosswalks are the three most hazardous situations for bikes. Even more than drivers who hate bikes. Bikes need lanes that allow them to act like cars all the time."*
- *"Perhaps a more specific call out for bicycle lanes separate from sidewalks and auto traffic. I do agree strongly with a pedestrian access to the park around 6th. This is critical given the length of the new barrier created by the train starting at main street and extending south along 116th."*

CAC Recommended Vision and Strategies: Traffic

Q1: How well do the TRAFFIC strategies provide access for residents, and address neighborhood traffic and parking concerns? (Multiple choice)

- Received 32 total responses:
  - 37% answered *Very well*
  - 40% answered *Somewhat*
  - 23% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Twenty (20) narrative comments were received in response to this question. Comments primarily addressed neighborhood concerns about cut-through traffic. Comments noted concerns about users of the light rail station parking in the neighborhood and noted that residents would like to see more action to restrict non-local/cut-through traffic and more enforcement of speed restrictions in the area. 108th and 109th were both mentioned as streets that should be restricted or closed to traffic. Comments indicated opposition to a left turn signal at Main onto 108th.

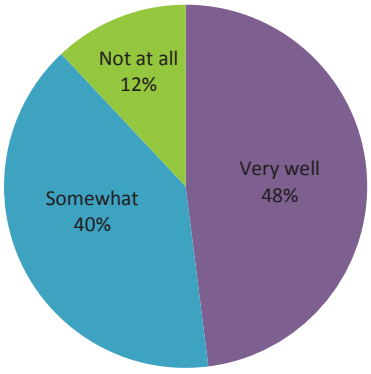
Sample Responses:

- *"RPZ in the Surrey Downs neighborhood will be essential. The neighborhood has already seen workers in the downtown area parking in Surrey Downs. Also, the traffic calming will be needed on 109th as it's already used as an alternate route. The volume and speed of traffic is unsafe for a residential neighborhood."*
- *"I do not think we should make it any easier to access 108th from downtown via Main Street. Do not add a protected left turn. Make people wait to turn to discourage cut through traffic. Enforce no direct access from 108th traveling south. Consider additional measures to discourage cut through traffic, including closing the street entirely so traffic is not able to travel from Main to Bellevue Way on 108th."*
- *"Under 'Strategies', there seems to be a lot of uncommitted ideas with words like monitor, evaluate, explore. 108th is not an arterial. There are so many kids walking, waiting for school buses and access to a lot of residential streets. I am concerned every day that there will be a horrible accident involving cars and people. The words that should be under Strategies should be install, implement, action words that hopefully lead to action."*
- *"Coordinating is not a strategy. You'll spend your entire time and a significant amount of money coordinating. Propose a real plan and follow through. What's the plan to enforce the 20 MPH zone around Bellevue High School? Right now it's 25 MPH and I see people every day moving down 108th Ave SE faster than 25 and even at times when elementary school children are waiting for their bus. I don't see a lot of enforcement of the 25 MPH what good is lower the speed limit if it's not enforced? What's the plan?"*
- *"Generally, I like what is being proposed, but hope pedestrian crossing times are considered in new signal configurations. This is a downtown after all."*

CAC Recommended Vision and Strategies: Character

Q1: How well do the CHARACTER strategies achieve the objective for a safe, inviting neighborhood with signature street improvements to Main Street and 112th Avenue SE? (Multiple choice)

- Received 26 total responses:
  - 48% answered *Very well*
  - 40% answered *Somewhat*
  - 12% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Ten (10) narrative comments were received in response to this question. Comments expressed general concern that the character of Old Main cannot be maintained given future changes to the area. Some commenters wanted to see trees and views of Mt. Rainier preserved. Comments received were generally supportive of wider sidewalks but expressed mixed opinions on building heights.

Sample Responses:

- *"Character needs to specifically include cycling in addition to pedestrian and automotive. The image of the cars and trees below shows this need, as cyclists are not even included in the diagram. … For example, safe place to store bicycles while in retail that fits into the character (avoiding a mess of strewn bicycles without limiting cycling). This needs to be included and not an afterthought."*
- *"Not sure that you need height limited to 65' within 50' of property line. With wider sidewalks, landscape strips, trees, pedestrian-oriented storefronts, etc. you could definitely have taller buildings and still get the pedestrian feel you are looking for."*
- *"Put Main Street on a road diet, reduce the lanes so that we can have wider sidewalks/active areas/ bike lanes/ more trees!!!! Yes bring back more trees!! Reduce traffic on Main street too. Put taller building near 405 but do not block the view corridor to Mt. Rainier - the iconic*

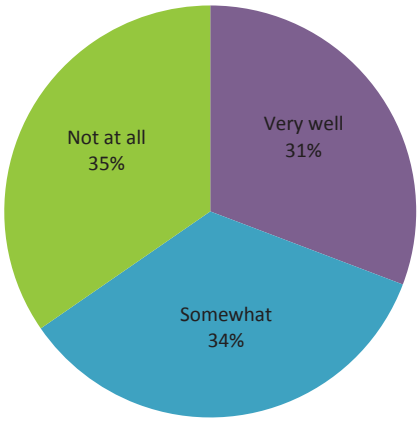
mountain the 5th National Park created and we should keep the view from City Hall and other buildings in our city too. The Mt. Rainer view - Yes - it should be kept and valued."

- *"The city planners have ruined Old Main. It is a smog trench just like downtown. Wide sidewalks, street parking, two lanes on Main street, stepbacks for upper floors starting at the first floor."*
- *"Old Main St is a local street. 112th is a main through route with lots of traffic. You can't turn 112th into a non-through route."*

CAC Recommended Vision and Strategies: Redevelopment

Q1: How well do the REDEVELOPMENT strategies establish standards and expectations for new development that complements the area in terms of goods and services, residential opportunities, size and placement of buildings, public amenities and livability? (Multiple choice)

- Received 28 total responses:
  - 31% answered *Very well*
  - 34% answered *Somewhat*
  - 35% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Seventeen (17) narrative comments were received in response to this question. Some comments showed strong support for high density development near the station with zoning for taller buildings. Other comments expressed concern about the impacts to the nearby neighborhoods from to taller buildings and increased density. Comments indicated support for requirements for green/open space in new development to make it more inviting for pedestrians. Comments also expressed concerns about redevelopment impacts to wetlands, views and traffic.

Sample Responses:

- *"It's astounding that a light rail station would be put directly adjacent to land zoned R-3.5. The area within the East Main Station walkshed should be aggressively upzoned as soon as possible. The policies described in Strategy 2 need to be applied to the Surrey Downs neighborhood. It's understandably difficult to make this change in the face of neighborhood opposition, but that was the site chosen for a station and it's a recklessly wasteful use of this mass transit resource to develop densely in only a small corner of the station's walkshed."*
- *"No mention of retaining and protecting the wetlands that currently exist in this area. These wetlands buffer both Kelsey Creek and Lake Washington."*
- *"Still going to have a 300 ft tower at the junction (230 + credits). The high buildings should be next to 405. The idea of placing an "iconic" tower across the road (112th) from Surrey Downs residential is ridiculous. ALL of the east side of 112th should be limited to 65 feet."*
- *"No more concrete Plazas that are cheap to maintain but do nothing for relief of concrete jungle fatigue. Open spaces and parks and public places should have plants/trees/flowers/ beauty not concrete or slabs of rocks called open space that no one likes really. Make the developer create green open spaces and maintain them accordingly."*
- *"The high rise of up to 30 stories building is going to affect view and cause shadow on the Surrey Downs neighborhood. Really want the height to be limited and have larger setbacks."*