



MEMORANDUM

DATE: May 26, 2015

TO: East Main CAC Members

FROM: Mike Kattermann, Senior Planner, 452-2042
Planning & Community Development Department

SUBJECT: Agenda Packet

The agenda packet for this meeting contains a substantial amount of information on multiple topics. This is the beginning of the CAC discussion leading to a draft set of recommendations that will be presented to the public for their review and comment. Staff and consultants will be presenting this information and explaining some of it in more detail at the May 26th meeting. The purpose of this memorandum is to highlight what information is in the packet, provide an update on the overall project, and describe next steps and the remainder of the project schedule.

Packet Materials

The attached agenda references multiple attachments under the various agenda items. Following is a synopsis of each of the attachments and their purpose.

- Attachments 1 and 1A: These are the April 14th meeting minutes as presented at the last meeting along with a partial transcript from that meeting regarding the discussion around paragraph five on page four. The CAC postponed approval of the minutes pending review of this information and possibly amending the minutes per Ms. Powell's request as described in the meeting minutes for April 28th (Attachment 2).
- Attachments 2 and 2A: These are the minutes from the abbreviated April 28th CAC meeting as well as the presentation at the April 28th open house. These are offered for approval by the CAC.
- Attachment 3: Public comment letter (April 29, 2015) from John C. McCullough RE: Lincoln Plaza Redevelopment Opportunities. This is provided for your information.
- Attachments 4 and 4A: Public comment email (April 29, 2015) and additional materials from Andrew Pardoe RE: Main Street treatment. This is provided for your information. Mr. Pardoe also will be presenting the materials at the May 26th meeting during the first public comment period on the agenda.
- Attachment 5: Draft report of responses to the questions and all comments submitted by the public at both the in-person open house on April 28th and the online open house. Staff will present an overview of the feedback received. This is for your information

along with the other public comments previously provided. All of the feedback is intended to inform your discussion and draft recommendation.

- Attachment 6: Transportation staff will present the traffic modeling analysis comparing existing traffic levels with closure of SE 4th and SE 1st and in the context of the redevelopment of the OLB properties as described in the “bookend” scenarios. These analyses are intended to inform the CAC discussion and recommendations regarding redevelopment, cut-through traffic and neighborhood access.
- Attachment 7: Additional accident data by intersection as requested by the CAC. Staff will answer questions about the information but does not anticipate presenting or discussing it any detail unless requested by the CAC.
- Attachment 8: VIA has prepared some shadow analyses for the four redevelopment scenarios at three different times of day for three different times of year to show the possible extent of shadows on the areas to the west of 112th. VIA will briefly review the graphics and the shadow effects. These analyses are intended to inform the CAC discussion and recommendations regarding redevelopment.
- Attachment 9: The noise consultant, ESA, has provided a technical memo describing in general terms the potential effects of placing taller buildings along I-405 for noise attenuation. The memo is intended to inform the CAC discussion and recommendations regarding redevelopment.
- Attachment 10: This draft outline lists the range and types of items that are anticipated to be in the CAC draft recommendations for public review and comment. The list may change as the discussion progresses. The purpose of this outline is to help the CAC and staff frame the discussion in terms of questions and information.
- Attachment 11: At the annual meeting of the Surrey Downs Community Club, Mon and Leshya Wig presented their thoughts for redevelopment of the Red Lion property – very similar to their presentation to the CAC. The attachment is their response to questions that were raised by neighbors at the meeting and it is provided for your information.

Next steps to Draft CAC Recommendation

Although the packet for this meeting contains a substantial amount of material, at least the next three meetings (May 26, June 9 and June 23) are anticipated to be a discussion about this information and some additional materials that will be presented at your next meeting. All of this is intended to lead, ultimately, to a draft recommendation. This is only the beginning of the discussion. Attachment 10 is a preliminary outline of what that draft recommendation could include. Staff is working on a discussion guide for the June 9th meeting that will be based on this outline.

Overall Project Schedule

- June 9 – continued discussion of materials and draft recommendations
- June 23 - continued discussion of materials and draft recommendations; direction to staff on preparation of a draft report and set of recommendations
- July 28 – review and approval by CAC of draft report and recommendations for public comment
- Early September – public review and comment on draft report and recommendations – both online and live open house
- September 22 – CAC review of public feedback and direction to staff on changes to report and recommendations
- October 27 – CAC review and approval of final report and recommendations to forward to City Council
- November – Presentation of CAC report and recommendations to City Council

Resignation from Alexander Strunkin

Just prior to the April 28th meeting, Mr. Strunkin sent the email below indicating he would be moving out of the area and would no longer be able to participate in the work of the CAC. Staff requested that Mr. Strunkin attend the May 26th meeting, if possible, and share his thoughts about the work and direction of the CAC.

The resignation of Mr. Strunkin again raises the question of whether to fill a vacancy on the CAC. As you may recall, when Mr. D’Agnone changed jobs to a company located outside the study area the CAC agreed to retain him as a non-voting member. The same challenges of filling a vacancy that were discussed at that time are even more relevant now with the additional work that’s been done by the CAC and the critical phase of the project that is beginning with this meeting. It would take time to fill the vacancy and challenging for the person to get up to speed on the work and discussion to date. There was a concern raised last time about the balance of the CAC as it pertains to voting. Since the CAC generally works on the basis of consensus, voting is not typically done. In the event that a vote is taken on recommendations, the vote can be recorded to show if there are differing opinions and to note those opinions for the official record.

Staff recommends that the vacancy not be filled.

From: Alexander Strunkin

Sent: Monday, April 27, 2015 9:10 AM

CAC Memorandum

5/26/2015

Page 4

To: Kattermann, Michael

Subject: Re: E Main CAC meeting - REPLY REQUESTED

Michael,

I'm very sad to let you know that I would be moving outside of Bellevue after being a resident for about 7 years. I'm joining a new venture and commute from Bellevue would not be feasible. Considering we already have one non-voting member of CAC - it probably would not make sense to add one more. I apologize for not being able to stay through entire life cycle of CAC and putting you in a position to look for a replacement.

Please let me know if I can do anything to make the transition easier.

I'm truly impressed with the way our meetings are organized and how the entire process is handled. It was pleasure working with you and other CAC members.

Sincerely,

Alexander Strunkin



**CITIZEN ADVISORY COMMITTEE MEETING
EAST MAIN STATION AREA PLAN
Tuesday, May 26, 2015
4:00 P.M. to 6:00 P.M. – Room 1E - 112
Bellevue City Hall – 450 110th Avenue NE**

<u>Time</u>	<u>Item</u>
4:00	1. Call to order, approval of agenda, approval of minutes from April 14 meeting (Attachments 1 and 1A) and April 28 meeting (Attachment 2) and open house (Attachment 2A) – Scott Lampe, Chair
4:05	2. *Public comment (Attachments 3, 4 and 4A)
4:15	3. Presentation of feedback from April 28 th open house and online open house (Attachment 5) – Kate March, Transportation
4:30	4. Presentation of traffic modeling analysis (Attachment 6) and accident data (Attachment 7) – Phil Harris, John Murphy and Shuming Yan, Transportation
4:55	5. Presentation of shadow graphics (Attachment 8) and preliminary noise information (Attachment 9) – Dan Bertolet, VIA
5:10	6. Presentation of economic analysis – Matt Hoffman, Heartland
5:30	7. Discussion of draft outline of qualities for redevelopment (Attachment 10) – Dan Bertolet, Matt Roewe, VIA; Mike Kattermann, PCD
5:50	8. *Public comment
6:00	9. Adjourn

Additional materials:

- Attachment 11 – Wig Properties response to questions from Surrey Downs Annual meeting (April 22, 2015)

Next meetings, Tuesday, June 9th (room 1E-112) and Tuesday, June 23rd (room 1E-113), 4 pm to 6 pm.

**To allow sufficient time for all those who want to address the Committee, speakers are asked to limit their comments to 3 minutes per individual. Thank you.*

Wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).

CITY OF BELLEVUE
EAST MAIN STATION AREA PLANNING
CITIZEN ADVISORY COMMITTEE
MEETING MINUTES

April 14, 2015
4:00 p.m.

Bellevue City Hall
Room 1E-108

MEMBERS PRESENT: Chris Breiland, Christie Hammond, John King,
Scott Lampe, Jim Long, Erin Powell, Bill Thurston

MEMBERS ABSENT: John D'Agnone, Danny Rogers, Alexander
Strunkin, Pamela Unger

OTHERS PRESENT: Mike Kattermann, Department of Planning and
Community Development; Phil Harris, John
Murphy, Stacy Cannon, Kate March, Department of
Transportation; Adam Parast, Transpo

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF MINUTES

Chair Lampe called the meeting to order at 4:07 p.m.

The agenda was approved by consensus.

A motion to approve the March 24, 2015, meeting minutes was made by Mr. Long. The motion was seconded by Mr. Breiland and it carried unanimously.

2. PUBLIC COMMENT - None

3. PROJECT UPDATE, REVISED LAND USE REDEVELOPMENT
PRINCIPLES, PUBLIC COMMENT

Senior Planner Mike Kattermann called attention to Attachment 2 of the packet and reviewed with the Committee the additions and deletions made to the redevelopment principles for the East Main station area. He noted that Mr. King had suggested deletion of the third bullet item under "Draw people who work and live in the area..." because as drafted it gives the impression that retail will be allowed only in the northwest corner. Mr. Kattermann proposed replacing the bullet with a new one reading "Create an appealing design and mix of retail and pedestrian-oriented uses radiating from the northwest corner of the redevelopment areas along 112th Avenue SE and Main Street." The proposed wording gives an emphasis to retail in the northwest corner without limiting retail to that area only.

Ms. Powell commented that the new Red Lion property owner is poised to develop on a faster timeline than the Hilton site and as such retail could radiate out from that area. Mr.

Kattermann said the 112th Avenue SE/Main Street intersection will certainly be the most visible and the Committee should be clear about indicating what it wants to see occur there.

Speaking for the Bellevue Club, Mr. Thurston said it will not matter which property decides to redevelop first. Once the code adjustments are in place, those ready to redevelop will do so. The entire redevelopment area, however, should be viewed singularly and the principles should not include language that might limit redevelopment to starting in just one area.

Ms. Powell suggested the Surrey Downs people would be concerned about a mix of retail and pedestrian-oriented uses radiating down Main Street. Mr. Kattermann clarified that the radiating would be toward the east of 112th Avenue SE, not to the west. Ms. Powell proposed making that very clear in the sentence.

Mr. Long referenced a memo received from a local resident regarding redevelopment of the area. He noted that the individual believes having retail along the east end of Main Street would enhance the appeal of walking down to the East Main station. The person also expressed a desire to see Main Street maintained with only two lanes and a turn lane with some on-street parking.

Mr. Kattermann said the character of the south side of Main Street is something that certainly will change due to the construction of the light rail line. The north side will change as well when that area redevelops. In terms of land use and redevelopment, the Committee will not be talking about the area to the west of 112th Avenue SE on Main Street, but will be talking about the street itself. The paragraph in question is focused on the land use that would be to the east of 112th Avenue SE and south of Main Street. He allowed that the proposed language, however, was creating confusion rather than offering guidance and suggested that it should simply be deleted. There was agreement on the part of the Committee members.

Mr. Breiland called attention to the fourth bulleted item under "Be complementary to the neighborhood..." and suggested deleting the word "views." He pointed out that there are varying perspectives as to what constitutes a view and to incorporate the word would simply be to invite controversy. The Committee members concurred.

4. TRANSPORTATION ITEMS FOR OPEN HOUSE

Senior planner Philip Harris noted that preparations are under way for the upcoming open house on April 28, and the online open house that will go live on April 20. At the event the public will be asked to comment on what they would like to see studied and analyzed as the project is moved forward.

Mr. Harris said the topics discussed by the Committee at its March 10 meeting will be used to generate comments from the public. The closure of 112th Avenue SE will definitely restrict access for residents of Surrey Downs, both by vehicle and as

pedestrians. There are also concerns about rail riders parking in the residential areas, increased traffic on 112th Avenue SE, and possibly increased traffic on the residential streets. The redevelopment area to the south of Main Street and east of 112th Avenue SE currently is home to commercial uses and lacks a street network; redevelopment could potentially bring in new streets, new sidewalks, and new land uses.

The public will be asked to offer suggestions for ways to improve safety and access to, from and within the residential areas. Suggestions for ways to improve safety for those going to and from the station will also be sought.

Pedestrian access across the light rail line is another concern. With the closure of access from 112th Avenue SE, the only pedestrian access to the neighborhood will be at the new park over the tunnel portal at the intersection of Main Street and 112th Avenue SE. The Committee and the public have both asked if another way of getting across the tracks to the south of Main Street could be identified. Mr. Harris said staff intends to analyze the options but cannot make any promises that a crossing will be built.

Chair Lampe asked what factors will be analyzed. Mr. Harris said cost certainly will be a factor, along with the pros and cons of providing additional pedestrian access to and from the residential areas. Other factors include where such a facility should be located and what it would look like. Any crossing of the tracks will require input from Sound Transit.

Mr. Thurston asked if pedestrian access could go under the tracks. Mr. Harris said anything is possible but cost and other factors would need to be taken into consideration. Such a facility passing under the tracks would need to be designed and completed ahead of construction of the rail line.

Answering a question asked by Ms. Powell, Mr. Harris said there is an existing crosswalk on 112th Avenue SE at SE 6th Street. It might make sense to consider a pedestrian crossing of the track at or near that location.

Mr. Breiland pointed out there is also pedestrian access in the vicinity of SE 1st Place on 112th Avenue SE. It is currently blocked, however.

Associate planner John Murphy said staff have gauged the tenor of the comments heard from the Committee to date and is formulating questions and ideas to test with the public. The Committee has been informed that along 112th Avenue SE, SE 1st Place and SE 4th Street will be closed to cars, bicycles and pedestrians, along with the current vehicular and pedestrian access to the park, but that may be new information to the public. The open house will provide the opportunity to educate the public about those upcoming changes and to ask them what that will mean for them relative to access within the wider station area. The park is going to be downgraded to more of a neighborhood facility, parking will be decreased, and the ball fields will be removed.

Mr. Murphy said staff has collected some newer data relative to traffic counts in and out

of the neighborhood. The new data will enable staff to look at the wider station area in terms of what the redevelopment scenarios could mean for traffic generation and access. He shared the data with the Committee and pointed out that on average 276 vehicles per day come into and out of SE 1st Place, and an average of 461 vehicles come in and out of SE 4th Street. With those entrances closing, that traffic will need to utilize one of the other three neighborhood entrances.

Ms. Hammond commented that since the last Committee meeting she had given thought to traffic flow into 108th Avenue SE from Main Street. She suggested the access issues for the neighborhood actually begin much farther north. Traffic getting off of I-405 headed for the neighborhood is forced to go through the downtown due to the prohibition against turning left onto 112th Avenue SE, though carpools can turn on SE 6th Street. With the closure on 112th Avenue SE, the traffic that would have entered the neighborhood will have to pass through the downtown. Mr. Murphy said the current restrictions at Main Street and 108th Avenue SE and 110th Avenue SE relate to traffic coming from the downtown. Those on 108th Avenue SE to the north of Main Street who might have been forced to travel into the downtown cannot get across Main Street because of the restriction.

Mr. Murphy added that while the areas north of Main Street are outside the purview of the Committee, it will be worth making the point when the recommendation is forwarded to the Council. All of the streets clearly work as a system and need to be addressed accordingly.

Mr. Murphy said the current restrictions at Main Street and 108th Avenue SE and at Main Street and 110th Avenue SE have been discussed often by the Committee. One of the things the wider public should be asked to comment on making the current approach either more or less restrictive. A less restrictive approach could increase access into the neighborhood, but with that greater access could come more cut-through traffic.

Ms. Hammond pointed out that there are currently no left-turn signals on Main Street; traffic turning left must yield. The amount of traffic on Main Street and the fact that it backs up to and beyond 108th Avenue SE at peak times would seem to argue in favor of having left-turn signal; a signal for left turns from Main Street to 108th Avenue SE is needed to accommodate cars, and a left-turn signal from 108th Avenue SE onto Main Street is needed to accommodate pedestrians.

Ms. Powell pointed out that the through restriction on 108th Avenue SE is often ignored. She said it would be interesting to know what percentage of cars simply do not obey the restriction. Mr. King said the problems are going to be aggravated as the closures on 112th Avenue SE are put into play.

Ms. Powell commended the city for installing the new bicycle safety measure on 108th Avenue SE to the north of Main Street.

Mr. Murphy said another issue proposed to be addressed as part of the open house will be

whether or not the residential parking zones should be expanded, or new zones created, given the possibility of an increase in hide and ride parking in the neighborhood. Additionally, the public could be asked to comment on the use of traffic calming measures in the neighborhood to reduce speeds and discourage cut-through traffic, and whether or not some of the internal neighborhood streets should have sidewalks.

Ms. Powell said it would be very helpful to know where those attending the open house in person or online actually live. Mr. Murphy said a sign-in sheet is used at city open house events that includes an address and how they heard about the event. Direct mailers will be sent out to an area just a bit larger than the station area.

Ms. Powell said she would not be surprised to see people choosing to park their cars at the park and walk to and get on the train. Some restrictions on parking at the park should be explored.

Mr. Harris reminded the Committee members that several scenarios for the redevelopment area have been discussed. The impact resulting from the different scenarios relative to traffic is being estimated and will in time be shared with the Committee.

With regard to pedestrian/bicycle projects, Adam Parast with Transpo said projects have been identified that were either discussed previously by the Committee or called for in the pedestrian/bicycle plan.

Ms. Hammond called attention to the section of Main Street between 108th Avenue SE and 106th Avenue SE and said the sidewalk is a concern. There is no sidewalk at all in places, and where there is it appears the business have over time encroached, leaving only a very narrow area in which to walk.

Mr. Parast said clearly there is a need to have a good linear corridor for pedestrians and cyclists running east and west along Main Street. Additionally, the shoulder on Main Street crossing I-405 is in need of improvements and should be connected to the Eastside rail corridor. Improvements are also needed on 109th Avenue SE, and a crossing of the light rail tracks along 112th Avenue SE has been identified.

Mr. Thurston noted that suggestions have been made about running a street through the center of the Bellevue Club property, an approach that would be problematic, particularly from a safety standpoint. Improved connections to and from the site would be welcomed, particularly pedestrian and bicycle access across I-405. Mr. Parast said the connection through the property may be for pedestrians and bicycles only and not for cars.

Chair Lampe commented that there will be a clear need for good pedestrian access to and from the redevelopment area. In the Surrey Downs neighborhood, however, access should largely be for those who live there.

Ms. Powell stressed the need to have good bicycle lanes running along Main Street,

particularly over I-405. Ms. Hammond agreed and pointed out that while technically possible, crossing the freeway on SE 4th Street is very dangerous for bicycles. Mr. Breiland agreed that Main Street offers the best and safest crossing.

Ms. Powell suggested some public education would be in order to let people know that riding bicycles on sidewalks in Bellevue is permissible. If people realized they could do that, it is possible that fewer bicycle-specific facilities would be needed. Mr. Harris said one of the things that has been proposed for the south side of Main Street between 110th Avenue SE and 112th Avenue SE is a widened multipurpose path.

Chair Lampe said it would be useful to know how many light rail riders might be expected to have bicycles with them. Mr. Harris said he would check with Sound Transit to see if they have pertinent information relative to the Central Link line. Mr. Parast said a surprisingly large number of riders on Community Transit's Swift Line actually ride bikes to the bus. He said the Central Link system has the ability to accommodate two bicycles per car.

Ms. Breiland said he suspected most who ride their bikes to take the train will choose to leave them at the station rather than take them with them on the train.

Mr. Kattermann said at the open house the public will be asked questions about the four redevelopment scenarios for the properties on the east side of the 112th Avenue SE. He briefly reviewed for the Committee members the redevelopment scenarios, the drawings that will be presented, and the questions that will be asked.

Mr. Harris reminded the Committee that there will be a shortened meeting just prior to the open house on April 28.

6. ADJOURN

Chair Lampe adjourned the meeting at 6:07 p.m.

EAST MAIN STATION AREA PLAN CAC
APRIL 14, 2015 MEETING
(PARTIAL TRANSCRIPT)

Time Stamp: 51:07

Hammond – *You know I was thinking about it and wonder about what everybody else thinks. I think it's really turning from Main Street onto 108th. I don't think, let me think about that. No, if you're on 108th trying to turn onto Main Street, it doesn't seem to me like it's too, like it's not, like it's difficult to do that. But if the straight through restriction comes off that way, that may change that picture.*

Powell - *But the straight, I would love to know what the degree of problem with the law occurs, is it? I mean I don't know if it's 1 in 4 blows through, or, and I'm sure it goes on throughout the day, because traffic on 108th is getting pretty, pretty bad.*

Lampe – *Just my own observation because I walk that a lot.*

Powell – *Yeah, I see you walking.*

Lampe – *Yeah, and I see occasionally someone go through, but it's actually I would guess maybe 10% at most.*

Powell – *And I would disagree with that respectfully because I've been almost hit twice {Lampe – sure} and my husband has been almost hit twice. I've almost been hit as a pedestrian as well as a driver. {Hammond – numerous times}. And I think it's the, you know, the 4 to 6 window in the afternoon, and then kind of in the morning but especially in the 3 to 6 or 3 to 7 that's when it happens a lot, I think.*

Murphy – *So is the concern more about pedestrian safety at the intersection itself or is it also increased traffic in the neighborhood.*

Powell – *Both. Increased traffic and increased safety for pedestrians. Because people are in a hurry and they want to get to I-90 to they're going to blow through the neighborhood. And I mean pedestrians and also cars.*

King – *But this is going to become definitely more aggravated as the closures are made (Powell – yeah) on 112th and I think it requires imagination not just to think how bad it is now and may be getting, but how much worse it will likely be on 108th when the other side of Surrey Downs is sealed off.*

Hammond – *You know what? I think that I would say the left turn signal is important from Main Street for the car. I would say that the left-hand signal from 108th is important for the pedestrians. I have had difficulty crossing Main Street at that intersection on numerous occasions when I clearly had the walk light. But, and actually the only time that I actually saw somebody stopped by a police officer was when somebody cut in front of me and almost hit me and there happened to be a police officer right there. And, but so often pedestrians get cut off at those intersections.*

King – *You were attempting to cross Main Street?*

Hammond – *Main Street, yeah.*

Parast – *This was southbound turning left or southbound turning right?*

**EAST MAIN STATION AREA PLAN CAC
APRIL 14, 2015 MEETING
(PARTIAL TRANSCRIPT)**

Breiland – *It's both.*

Hammond – *It is both, yeah, it's both. But my experience has been the southbound turning left, but that doesn't mean it isn't just as much the other way.*

Breiland – *My only concern is that when you put left the turn arrows on at the cycle, the time that it takes the light to cycle through goes up and I wait there, I don't know how much of my life I've wasted waiting at that intersection. It's just I'd prefer that those lights be as short as they can. So it's something I walk through twice a day.*

Murphy – *This gets back to the opportunity to educate the public as well on some of these trade-offs.*

Time Stamp: 55:20

CITY OF BELLEVUE
EAST MAIN STATION AREA PLANNING
CITIZEN ADVISORY COMMITTEE
MEETING MINUTES

April 28, 2015
4:00 p.m.

Bellevue City Hall
Room 1E-113

MEMBERS PRESENT: Chris Breiland, John D'Agnone, Christie Hammond,
John King, Scott Lampe, Jim Long, Erin Powell,
Danny Rogers, Alexander Strunkin, Pamela Unger

MEMBERS ABSENT: Bill Thurston

OTHERS PRESENT: Mike Kattermann, Department of Planning and
Community Development; Phil Harris and Kate
March, Department of Transportation

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF MINUTES

The meeting was called to order at 4:05 p.m. by Chair Lampe who presided.

A motion to approve the agenda was made by Mr. Breiland. The motion was seconded by Ms. Powell and it carried unanimously.

Ms. Powell called attention to the fifth paragraph on page 4 of the April 14 minutes and said it should be noted that there are traffic impacts to 108th Avenue SE that affect the Bellecrest neighborhood as well as the Surrey Downs neighborhood. The survey asked the question of whether or not the right-turn-only restriction be maintained or eliminated, but there is a broader question involving traffic impacts on 108th Avenue SE once the light rail station is operational. Traffic impacts on 108th Avenue SE should be considered. She asked to have the minutes amended to reflect the concern of the Bellecrest neighborhood regarding cut-through traffic.

Ms. Hammond said that in fact was not the discussion that occurred at the meeting. She agreed the discussion needs to happen, but the minutes should not reflect that it did.

There was agreement to review the meeting recording and to hold off approving the minutes to a later date.

2. PUBLIC COMMENT - None

3. REVIEW OF OPEN HOUSE MATERIALS

Senior Planner Mike Kattermann provided the Committee members with copies of correspondence received from the public, including an email and a letter from the

Bellecrest neighborhood; a letter from Jack McCullough regarding a proposal to include Gateway Office on SE 8th Street in the discussion about redevelopment potential for the OLB; and an email regarding long-term traffic impacts for the area. Also provided were the postcard that was mailed out announcing the open house; and copies of the handout and the feedback questionnaire to be given to all who attend the open house.

Mr. Kattermann said to date there had been 30 responses to the online survey and about 150 people visit the site. The average time spent on the website is over eleven minutes. The welcome page provides a quick overview of the study area, including key landmarks, explains the study process and the guiding principles, scrolls through the four scenarios, and allows respondents to leave specific comments. The survey then works through the four scenarios individually, beginning with what is allowed under the current zoning. Each scenario includes a model depiction, a summary table for how much would be added, photos of similar developments, and a panorama of the view from inside the Surrey Downs neighborhood from the corner of SE 2nd Street and 110th Avenue SE.

Those who attend the open house will be asked to comment on what they like and do not like and to interact directly with staff and Committee members to discuss their opinions and suggestions.

Mr. D'Agnone said if the redevelopment area gets developed to the maximum outlined in the fourth scenario, the residents of Surrey Downs may end up feeling as though they are living in a valley. If the stretch along 111th Avenue SE were rezoned to allow for townhomes, it would be very much in scale with the redevelopment area. Mr. Kattermann said the Council has been very clear in saying there will be no redevelopment in single family areas. The areas zoned single family will remain single family. The homes along 112th Avenue SE do not in fact front that arterial. Once light rail is developed, the homes along 111th Avenue SE will have their backs to the tracks and will face what clearly is a single family neighborhood.

Ms. Unger noted that the pictures show wider sidewalks along Main Street and other amenities. She asked if the discussions with the public will focus on zoning only or if there will be some indication that the sidewalks are going to be expanded. Mr. Kattermann said the zoning issue includes development standards. The development standards could be written to require wider sidewalks as new development occurs. That is the customary approach. There are currently no buildings facing 112th Avenue SE for the most part and the redevelopment activity would be the opportunity to see improvements made.

Mr. Kattermann said the survey also addresses pedestrian/bicycle issues, including access to the station, where it will be, and the off-street path along 112th Avenue SE. The respondents are asked to indicate how they will be using the light rail station to get a sense of how many will be walking, biking, bussing or getting dropped off.

Answering a question asked by Mr. D'Agnone, Senior planner Philip Harris explained that as part of the project Sound Transit will construct an off-street multipurpose trail. It

will run on the west side of 112th Avenue SE between Main Street and SE 8th Street at which point it will cross over to the east side of 112th Avenue SE and Bellevue Way and continue on to Bellevue Way and the South Bellevue station.

Mr. Harris said the vehicular access portion of the survey includes potential access changes on Main Street at 110th Avenue SE and 108th Avenue SE and asks for input regarding those possible changes. Once SE 4th and SE 1st streets close, access to the neighborhood will come from Main Street. The public will also be asked if they support the creation of additional residential parking zones.

Ms. Hammond commented that while the Committee has asked for information about turning movements and the like on Main Street at 108th Avenue SE, there has been no request to see the accident statistics. She said it would be helpful to have that information as well.

Ms. Powell commented that hide and ride activities may occur sooner than expected because of the construction of the East Link project. No determination has been made yet about where the temporary satellite stations to replace the South Bellevue park and ride will be, and people may still hide and ride in the Surrey Downs neighborhood during construction. Mr. Harris said the East Link Permitting CAC is charged with addressing the construction issues. He allowed that the point is well made, but it is not within the purview of the East Main Station Area Planning CAC to look at construction impacts.

With regard to the Committee's schedule, Mr. Kattermann said staff are currently working on the traffic modeling, tweaks to the land use scenarios, environmental aspects, and the economic analysis. He said the bigger package will be available in time for the May 26 meeting but not the May 12 meeting. He suggested canceling the May 12 meeting and continue the discussion on May 26 and June 9. There was agreement from the Committee.

4. ADJOURN

Chair Lampe adjourned the meeting at 4:52 p.m.

CITY OF BELLEVUE
EAST MAIN STATION AREA PLANNING
CITIZEN ADVISORY COMMITTEE
OPEN HOUSE MINUTES

April 28, 2015
5:00 p.m.

Bellevue City Hall
Room 1E-120

MEMBERS PRESENT: Chris Breiland, John D'Agnone, Christie Hammond, John King, Scott Lampe, Jim Long, Erin Powell, Danny Rogers, Alexander Strunkin, Pamela Unger

MEMBERS ABSENT: Bill Thurston

OTHERS PRESENT: Mike Kattermann, Janet Lewine, Department of Planning and Community Development; Phil Harris, John Murphy, Stacy Cannon, Kate March Department of Transportation; Leah Chulsky, Development Services Department

RECORDING SECRETARY: Gerry Lindsay

At 5:30 p.m., East Main Station Area Planning Citizen Advisory Committee Chair Scott Lampe welcomed the attendees. He explained that the Committee members are all volunteers and have been charged with making recommendations regarding development within the area of the East Main station. The group has nothing to do with the alignment of the light rail project or how it will be operated.

Stacy Cannon with the Department of Transportation said the light rail project coming to Bellevue will include six stations. The East Main station will be located on 112th Avenue SE just to the south of Main Street. The area under review by the East Main Station Area Planning Citizen Advisory Committee is the area within about a half mile radius of the station. The work of the Committee does not involve station design; that work is all being done by Sound Transit. The Committee is also not involved with construction impacts or mitigation. The Committee is focused on access to and from the station by pedestrians and bicyclists; the concerns of the neighborhoods relative to traffic movement and parking; and redevelopment options for the area to the east of 112th Avenue SE and south of Main Street.

The Committee was appointed by the City Council in September 2014 and has been meeting regularly. There are eleven members, all of whom are either residents or local business representatives. Once the group completes its preliminary recommendation, another open house will be scheduled so the public can comment on it. The Committee has not yet formulated specific proposals, rather it has been focused on ideas and concepts relative to redevelopment and transportation.

Ms. Cannon said the Committee has been considering possible zoning changes for the OLB zone that lies to the east of 112th Avenue SE, south of Main Street, west of I-405,

and north of SE 8th Street. The primary focus has been on the three properties on which the Red Lion, Hilton Hotel and Bellevue Club are situated. Four scenarios have been identified, the first of which is based on what could be done under the existing zoning. The other three scenarios offer a range from moderate redevelopment to more intense redevelopment. The character of the streetscape has been part of the discussion as the Committee has discussed the look and feel of 112th Avenue SE and Main Street relative to what uses should be allowed, what public spaces should be included, and how accessible the spaces should be by pedestrians.

The coming of light rail will change the way the local neighborhoods are accessed, particularly given that SE 4th Street and SE 1st Place will be closed to pedestrians, bicycles and vehicular traffic. Access to Surrey Downs Park will be changed as well. Sound Transit will be constructing a pedestrian/bicycle path north and south on 112th Avenue SE. Parking in the neighborhoods has been under discussion as well given concerns relative to train riders seeking to park in the neighborhoods.

Ms. Cannon said the Committee also wanted to hear about how people will be accessing the light rail station, whether on foot, by bike or by being dropped off by someone.

Ms. Cannon said the Committee will use the comments offered by the public in crafting its recommendation for what should happen in the area.

After the presentation the open house continued until 7 p.m.

McCULLOUGH HILL LEARY, PS

April 29, 2015

VIA Electronic Mail

Mr. Scott Lampe, Committee Chair
City of Bellevue
East Main Station Area Planning Citizens Advisory Committee
450 110th Ave. N.E.
Bellevue, WA 98009

Re: Lincoln Plaza Redevelopment Opportunities
East Main Station Area Planning Citizens Advisory Committee (Committee)

Dear Committee Members:

On behalf of KG Investments (KG), we want to highlight the opportunities for potential redevelopment of the Lincoln Plaza site within the ½ mile radius of the East Main Station (Station).

KG manages the nine-acre Lincoln Plaza campus fronting 112th Avenue SE south of SE 6th Street. Lincoln Plaza includes a three-story office building with 147,000 sf. of office and associated parking.

In convening the Committee, the City Council asked for analysis of redevelopment opportunities east of 112th Avenue SE, but within a ½ mile radius of the future Station. The City Council asked for a focus on creating active, pedestrian-oriented streets and enhancing the existing local character.

We believe that Lincoln Plaza presents unmatched opportunities to build on these local assets. Located directly adjacent to Surrey Downs Park, redevelopment may allow for enhanced street-scape improvements and/or improved interface with the park through trails or other open spaces. No other property within the ½ mile Station area radius presents the same type of opportunity.

We appreciate the Committee's diligent work done to date on exploring redevelopment scenarios. To build on that work, we encourage the Committee to include Lincoln Plaza in its future analysis. We would be happy to discuss this more with the Committee. Please contact me with any questions.

Sincerely,


John C. McCullough

cc: East Main Station Area Planning Citizens Advisory Committee
Michael Katterman, City of Bellevue

Kattermann, Michael

From: Andrew Pardoe <Andrew.Pardoe@microsoft.com>
Sent: Wednesday, April 29, 2015 10:29 AM
To: Cannon, Stacy; Murphy, John; Harris, Philip S.; Kattermann, Michael
Subject: FW: Making the East Main Link Station an attractive pedestrian destination

Ms. Cannon, Mr. Murphy, Harris, Kattermann,

Thank you for taking the time yesterday to chat with me at the East Main open house. I mentioned that I'd sent mail to a few of your colleagues and council about putting Main St. on a road diet. Here is that mail for your reference. I'll also add comments on the online open house.

Andrew Pardoe

From: Andrew Pardoe
Sent: Tuesday, April 14, 2015 2:49 PM
To: kmarch@bellevuewa.gov; eastmainCAC@bellevuewa.gov
Cc: Andrew Pardoe
Subject: Making the East Main Link Station an attractive pedestrian destination

Ms. March and members of the East Main Station Area Planning CAC,

The East Main Station is not located in a pedestrian or bicycle-friendly destination. 112th Ave SE serves mainly as an extended on-ramp to I-405 at SE 8th and I-90 via Bellevue Way. The backup extends along Main St. to the west, sometimes as far down as 108th Ave. There's a highway bordering the station to the east, and a set of actual I-405 on-ramps to the north. The east end of Main St. in Downtown Bellevue is only an attractive destination for people driving cars. We can and should fix this problem.

I propose that we create a pedestrian-friendly corridor that encourages people to walk to and from the East Main Station. We should strongly consider extending the current "Old Bellevue" retail district at the west end of Main St. all the way eastward to the East Main Station. Street-level retail shops would provide an attractive destination for pedestrians on their way to and from the train. And if we put Main St. on a road diet, reducing the traffic lanes from the current five to three, we could provide on-street parking (potentially with meters!) that would act as a pedestrian buffer and provide much-needed parking for the Old Bellevue retail district.

Main St. should be a people-focused street, not a car-focused street. We have seven east-west arterials in Bellevue downtown. Four of those are already primarily used for highway access (4th, 8th, 10th, and 6th). With the upcoming light rail construction we have a unique opportunity to change the character of Main St.

Businesses and developers are already extending the character of Old Main eastward. They need the support of the city to make the street truly walkable and eliminate the need for every business to have a little parking lot in front. The whole downtown mile of Main St. already shares much of its profile with Old Bellevue:

- The west-most third of Main St.—the current Old Bellevue—isn't really old anymore. It's mostly new multifamily housing over street-level retail. There are a few small surface parking lots at Pagliacci, Chevron, and Belle Pastry.
- The middle third—between Bellevue Way and 108th Ave—is already very similar in character. It's commercial on both sides of the street and has four multifamily housing over retail establishments (Masins, Soma, Alamo Manhattan, and soon 10625 Main St.) There are long-standing proposals for more multifamily housing over retail such as at the complex where Pete's Wines is located.

- The east-most third currently contains no multifamily housing over retail but it's prime for redevelopment. The stores on the north side of the street are an underutilization of valuable downtown space and there is already street-level retail on the south side of the street. The proximity of hotels—the Sheraton, the new Marriot, and the hotels on 112th Ave—as well as the East Main Link Station strengthen the argument for a pedestrian-friendly corridor.

We have the opportunity to create a truly pedestrian-friendly retail corridor along Main St. We need to have a bold commitment towards making Bellevue a place *people* want to be. Having one pedestrian-focused train station—at 6th St. stretching between the malls—isn't sufficient for a city of our density. Put Main St. on a road diet—one lane each direction with a center turn lane and on-street parking—and make Bellevue a lively, vital busy sidewalks filled with small businesses, restaurants, and shoppers.

Thank you,

Andrew Pardoe
10915 SE 1st St

Main Street, Bellevue: a place for people

Andrew Pardoe
10915 SE 1st Street
ap@uw.edu

We're building a train station in an area that has no pedestrians



- Today's Main Street is filled with one lane of cars waiting to turn onto 112th. Main Street today is an **extended on-ramp** for I-90.
- Main Street has potential to become a vibrant, lively, pedestrian-friendly destination
- Six years of construction provides a **unique opportunity** to change the character of Main Street for the people of Bellevue
- We need to put Main Street on a road diet and encourage street-side retail in order to create a place where **people** want to be

Main Street road diet: three lanes + parking *One lane east, one west, one center turn lane*

- **Road diets do not increase traffic congestion.**
 - We studied this extensively for the 116th Avenue NE Corridor Overlay & Rechannelization project
- Decreasing lane width encourages drivers to be more attentive, **increasing safety** for everyone
- Converting the two outside lanes to street parking allows people to **drive into downtown** and move from one business to another
- Having a center turn lane **prevents congestion** from left turns as in Old Bellevue's Main Street



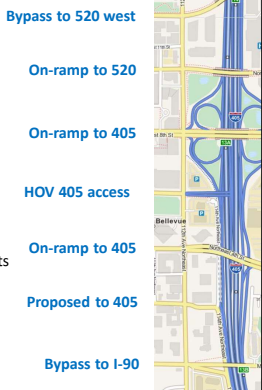
Extend Old Bellevue's retail character from our light rail to our waterfront park

- "Old" Bellevue isn't really old anymore. It's mostly new multifamily housing over street-level retail. But its **pedestrian-friendly character** enables a **valuable retail engine** and makes Bellevue a place people want to be.
- We're already extending Old Bellevue eastward, but in an **ad-hoc fashion**.
 - Masins, Soma, Alamo Manhattan, 10625 Main Street, and Sir Gallahad are all multifamily housing on Main Street east of Bellevue Way. Development won't stop at Central Main Street.
- People and businesses are ready for a pedestrian-friendly Main Street. **Is the City ready to plan it**, rather than just letting it happen?



Downtown streets focus on moving cars out of the city

- Downtown has seven east-west arterials
 - Four streets (4th through 10th) are already focused on highway access
 - 2nd Street is planned for highway access
 - Two are used as a way to bypass traffic
 - Drivers take 12th Street and neighborhood roads to bypass the 520 westbound traffic
 - Drivers take Main Street and 112th Avenue to bypass 405 traffic on their way to I-90
- Can't we have one or two downtown streets focused on **moving people**, not cars?



Downtown Bellevue has more to offer than just shopping malls and traffic

- Downtown Bellevue isn't known for its vibrant, livable streets
 - Our **only pedestrian corridor** stretches from The Shops at the Bravern to The Bellevue Collection/Bellevue Square.
 - Most of the discussion about **Downtown Park revitalization is about parking!**
 - We need to encourage business growth both inside and outside of malls
 - We need to make streets where people can **walk from cafes to shops**.
 - We need to make streets where people can **bicycle safely**.
 - We even need to make streets where people can park. Every business has its own "No Walk Offs" lot, driving shoppers away from street-level retail browsing.
- Let's build a Downtown Bellevue where people want to be!**





MEMORANDUM

DATE: May 21, 2015

TO: East Main CAC Members

FROM: Stacy Cannon, Assistant Planner, (425) 452-2064, scannon@bellevuewa.gov
Transportation Department

SUBJECT: April 28 Open House Summary Report

Thank you for attending the East Main CAC open house on April 28. As the committee may recall, an online open house, found at www.eastmainstationareaplan.publicmeeting.info, was available for public comment between April 23 and May 10. Both open houses presented the same content and posed the same questions for public feedback.

Overall, the following themes were commonly heard:

- Concern about increasing cut-through traffic on 108th Avenue SE, through the Bellecrest neighborhood; particular concern over the possibility of lifting the turn restriction at 108th Ave & Main St
- Mixed opinions about redevelopment in the area east of 112th Avenue SE:
 - Those who did not favor redevelopment expressed concern about maintaining the neighborhood feel along 112th Avenue SE, hesitation to allow higher and denser development, citing congestion, potential loss of sunlight and privacy concerns
 - Those who supported redevelopment were excited about TOD in this area. These respondents identified ways the redevelopment scenarios could be improved, including better planning for bicycles and pedestrians, removal of sprawling parking lots, and moving development further downtown
- Desire to continue the feel of “Old Bellevue” along Main Street to the redevelopment area and I-405
- Interest in providing better bicycle infrastructure along 112th Avenue SE, 108th Avenue SE, and Main Street

To reflect any differences in feedback between the two open house formats, the following open house summary separates the in-person and online public comments. It should be noted that this collection of public comments is not intended to represent an accurate representation of public opinion on these issues. Rather, responses reflect a range of reactions and opinions that the CAC should consider when drafting a recommendation to the Bellevue City Council.

Bellevue East Main Station Area Plan
Open House #1 Summary Report (DRAFT)
Updated: May 21, 2015

IN-PERSON OPEN HOUSE

BACKGROUND

The East Main Station Area Planning Citizen Advisory Committee (East Main CAC) is seeking public feedback to help guide their recommendations to the Bellevue City Council for the East Main Station Area Plan. The group is approximately half way through their study of the station area, and hosted a public open house to share initial concepts for redevelopment on the East Side of 112th and potential transportation configurations, among other things, at City Hall on Tuesday, April 28. The two-hour open house occurred immediately following a regularly scheduled East Main CAC meeting, and was attended by approximately 30 people in addition to several members of the East Main CAC.

City staff provided a brief overview presentation at the start of the meeting to highlight topics available for input at the open house. Detailed discussion and questions were left to one-on-one conversations at the display boards.

The same content shared at the open house was available in an online format, at eastmainstationareaplan.publicmeeting.info, available from April 23-May 10. (See Online Open House report beginning on page 7.)

HOW THE OPEN HOUSE WAS PROMOTED

The open house was promoted in the following ways:

- April 20:
 - Mailed postcard notification
 - Posted to [Bellevue Calendar of Events](#)
- April 22:
 - Email blast to various City of Bellevue groups
 - Surrey Downs Community presentation
 - [News release](#) and posted to [city web page](#) carousel
- April 24:
 - Posted on the East Main SAP project web page
 - Sent GovAlert email blast to all list subscribers
- April 28:
 - Facebook & Twitter post on City of Bellevue Facebook and Twitter pages

IN-PERSON OPEN HOUSE – PUBLIC COMMENTS

Of the open house attendees, 19 responded to the questions posed in the printed public comment booklet. The comments collected at this open house are not intended to represent the broad public. Rather, responses reflect a range of reactions and opinions that the East Main CAC should consider when drafting their recommendation to City Council.

The following is a summary of public responses to our questions from the in-person open house:

I have an interest in Bellevue because (check all that apply)

I live here: 18
I work here: 6
Other: 0

If you live in Bellevue, What neighborhood do you live in?

Bellecrest: 8
Surrey Downs: 3
Westwood: 1
Eastgate: 1
Downtown: 2
Somerset: 1
Enatai: 1

How did you learn about this open house?

Email: 10
Social Media Post: 0
Link from city web page: 5
News or blog post: 1
Friend/Neighbor/Coworker: 7
Other: 1

Redevelopment Scenario 1:

1. *Do you use restaurants, meeting rooms or any other facilities at these sites? (check all that apply)*

Red Lion Hotel: 4
Hilton Hotel: 3
Bellevue Club/Hotel Bellevue: 4

2. *Which statement best describes your feelings about redevelopment in the area south of Main Street between I-405 and 112th Avenue SE? (choose one)*

There is no reason to change existing uses: 8
This is an opportunity for more housing & jobs in this part of Bellevue: 7
This is an opportunity for more goods and services for the community: 6
Other: 2

- *“Whatever makes economic sense, complements the rail, and has nice urban form. No big box retail, please!”*

Redevelopment Scenario 2:

3. Which of the following types of uses/activities would you like to see in new development on the east side of 112th Avenue SE, while still allowing office and hotel uses? (choose up to three)

Apartments: 6

Groceries, pharmacies: 5

Brew pubs, sports bars: 2

Clothing, shoes, etc: 1

Restaurants, cafes, coffee shops: 10

Personal services (e.g. daycare, salons, massage): 4

Big box (e.g. Target, Costco, Staples): 0

Other: 5

- “none”
- “none additional – you should try living and raising a family with these ‘developments’”
- “Traffic impact too tall and too close to Surrey Downs”
- “It’s a PERFECT area to upzone! This is too narrow a perspective”
- “daycare!”

Redevelopment Scenario 3:

4. Which of the following features about Scenario 3 do you like?

Locating the tallest buildings closer to Main Street and I-405: 6

Allowing retail space for goods and services I could use: 7

Including pedestrian activity areas like public plazas, sidewalk cafes: 7

Other: 1

None of the above - I do not favor this scenario (please explain): 5

- “you do not have the urban road system to carry increased traffic”
- “Traffic impact too tall and too close to Surrey Downs”

Redevelopment Scenario 4:

5. Which of the following features about Scenario 4 do you like?

Making the tallest buildings along 112th Ave SE narrower on the side facing Surrey Downs: 6

Allowing more retail space for a goods & services I could use: 10

Including pedestrian connections, plazas, green spaces and cafes: 8

Other: 0

None of the above - I do not favor this scenario (please explain): 5

- “no more growth!”

Streetscapes:

6. Would you favor changes to Main Street between Bellevue Way and 112th Ave SE that included something like:

Wider sidewalks on both sides? 11

Special paving treatment at pedestrian crossings? 11

More pedestrian activities like sidewalk cafes and retail storefronts? 6

Other: 4

- “none”
- “road diet”
- “less lanes”
- “road diet – extend old Bellevue to 116th”

7. *Would you favor allowing buildings closer to 112th Ave SE on the east side of the street if they included: (check all that apply)*

Landscaping with large trees between the street and sidewalk? 5

Storefronts at the sidewalk with room for cafe tables, benches, etc? 8

Residential buildings with front stoops? 5

Other: 7

- *“none”*
- *“you have already created a dark, sun-less city”*
- *“no buildings”*
- *“no”*

Other Comments about Redevelopment Scenarios?

- *“All this will do is add more traffic in an already congested area. We can’t take any more density on 112th. Our schools are already a mess and overcrowded. You are ruining our parks and lessening our property values. Stop making our city a ghetto!”*
- *“This upzone is great! This area of Bellevue is perfect for transit-oriented development! I like redevelopment scenarios 3 & 4 the best.”*
- *“I support taller buildings (Scenario 4)*
- *“This upzone is great! This area of Bellevue is perfect for transit-oriented development. I like Redevelopment scenarios 3&4 the best.”*
- *“I support taller buildings”*

Pedestrians and Bicycles:

8. *When using light rail in the future, how will you get to the East Main station?*

Walk: 10

Bicycle: 2

Bus: 1

Drop-off: 5

9. *What types of pedestrian improvements would you like to see to improve safety and station access from within the Surrey Downs neighborhood? (check all that apply)*

Directional signage: 7

Sidewalks: 10

Change in street paving material or texture showing walking areas: 8

Lighting improvements: 5

Other: 3

- *“more police”*
- *“No sidewalks in Surrey Downs”*
- *“pedestrian overcrossing from park to station”*

10. *Pedestrian access from Surrey Downs to 112th Ave SE will only be possible at the site of the future park at Main St/112th Ave SE. The CAC has considered the idea of a pedestrian bridge to get walkers across the tracks and connect with 112th Ave SE and the wider station area around Surrey Downs Park (~SE 6th St). Do you support further exploration of a pedestrian bridge in this area?*

Yes: 12

No: 2

Unsure: 3

11. *The East Main station area planning project will analyze options for improving pedestrian and bicycle facilities in the station area as well improving and creating new connections from the station to adjacent districts outside the core station area. Are there other areas in addition to the options shown that you would like to see studied?*

- *“Make 108th bike-only”*
- *“The upzone should be extended all the way to SE 8th”*
- *“Please add municipal parking garage like they have in Portland”*
- *“general downtown walkability”*

Vehicular:

12. *Closure of access to and from 112th Ave SE will mean that more traffic will likely use streets such as 109th and 110th Avenues SE in the Surrey Downs neighborhood, would you support traffic calming measures to slow traffic and discourage cut-through traffic on neighborhood streets?*

Yes: 16

No: 0

Unsure: 2

13. *Currently, cars cannot travel south on 108th Ave SE across Main St; cars must make a left or right onto Main St. Would you favor removing this restriction knowing that while this allows more access for residents the trade-off could be increased traffic for residents and non-residents alike?*

Yes: 6

No: 11

Unsure: 1

14. *Currently, vehicular access in and out of Surrey Downs at 110th Ave SE and Main St is allowed only for right-in/right-out turns (i.e. access to/from westbound traffic on Main St is restricted). Would you favor allowing left turns to and from Main St at 110th Ave SE knowing that the trade-off could be increased traffic for residents and non-residents alike?*

Yes: 4

No: 9

Unsure: 3

15. *Residential Parking Zones (RPZs) are in effect for the portion of Surrey Downs near the future light rail station. Would you support additional RPZs south of SE 4th St to discourage “hide and ride” parking if it becomes an issue after light rail opens?*

Yes: 13

No: 1

Unsure: 1

Other Transportation Comments:

- *“Have automatic pedestrian signals, not push button, with quicker intervals at 112th & Main.”*
- *“Don’t close pedestrian access at SE 2nd and 4th east-west.”*
- *“Look at Smart Park in Portland. Municipal parking garage that isn’t too expensive”*
- *“I like overpass/bridge idea for pedestrians.”*
- *“Bike/ped access needs to be end-to-end, not just ¼ miles from the station”*

- *“The Bellecrest neighborhood is experiencing and will experience more traffic than Surrey Downs. 108th needs to be restricted to residents, high school traffic and service vehicles. No I-90/downtown Bellevue cut-thru traffic!”*
- *“Please make the South Main station to be underground. More underground area, please!”*
- *“Please consider closing 108th Ave SE just south of Bellevue High School. Surrey Downs traffic can still use SE 11th St and SE 2nd St access. The best idea to handle commuter traffic is to route it east on SE 8th & Main and NE 4th on to 114th Ave SE. Specifically widen that street and pay for it through a LID that developers can pay for.”*
- *“How about widening 114th Ave SE?”*
- *“I would like to see a closure on 108th to minimize traffic. There are too many cars on 108th now. I can’t get out of my driveway each morning or in at light because of backed up traffic.*
- *“Put ST2 in a tunnel between I-90 and 106th bus terminal!”*
- *“Full closure of 108th Ave SE so only residents of Bellecrest and Surrey Downs can use it.”*
- *“Additional closures are necessary on 108th Ave SE between Main St and Bellevue Way – I favor total closure either north of SE 2nd St or north of SE 16th St.”*

Other Comments:

- *“Think about parking”*
- *“Love the upzoning”*
- *“Maximize it now – it will help sound into Surrey Downs by having taller buildings to break up I-405 noise.”*
- *“Create a TOD that is diverse. A mix of shops, housing, hotels amenities.”*
- *“Please make Surrey Downs an off-leash dog park. We desperately need one in Bellevue, closer to downtown, with so many pets who would love to run.”*
- *“What about all the bikes that use 108th?”*
- *“I like the idea of increasing density around transit stations and creating mixed use live, work or play opportunities.”*
- *“What’s all this sudden surge in cycling in Bellevue? With the traffic what it is now and what it is going to increase you would have a death wish to cycle around this city. Good luck!”*
- *“This process is a joke! The survey is a waste of time and money. We don’t want trains in our slough or neighborhood. We don’t want more crime and noise either. Protect our neighborhoods!”*
- *“I am very disappointed that so many within the City Council and especially the mayor are not impartial guides – vested interests within Sound Transit. I am very disappointed that the city has allowed Sound Transit to push it around including, but not limited to raping the Mercer Slough and razing this precious wetlands of its essential trees and plant life – leading, of course, to the destruction of wildlife and birds. I was born in Bellevue and have lived in Enatai and Bellecrest for 59 years. Bellevue city has lost its feeling of a lovely town. The central city is dark. There is nothing old about “old Bellevue” and that sign is a sad laugh. The city has allowed Kemper Freeman and Sound Transit to set this city’s agenda and development.”*
- *“Interested in additional traffic calming measures for 108th Ave SE”*

ONLINE OPEN HOUSE

BACKGROUND

The City of Bellevue created an online open house to receive input from stakeholders and to provide the public with general information about potential redevelopment opportunities and transportation concepts. Site visitors were asked to respond to questions related to the different options presented. The same content was made available at an in-person open house on April 28 at City Hall.

The interactive East Main Station Area Plan (East Main SAP) [online open house](#) went live on April 21 and was closed to public comments on the morning of May 11, 2015. During this time period, the online open house received **545 unique** visits, **88 public comments**. Although the comment feature has now been disabled, the online open house will remain live for the near future, to provide general information about the East Main Station Area Planning project to the public.

TARGET AUDIENCES

- Members of the public who are likely 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)
- Neighborhood businesses and property owners
- Commuters to the area surrounding the future East Main Station site

HOW THE ONLINE OPEN HOUSE WAS DISTRIBUTED

The link to the online open house was distributed in the following ways:

- April 20:
 - Mailed postcard notification
- April 22:
 - Internal email blast to various City of Bellevue groups
 - Surrey Downs Community presentation
 - [News release](#) and posted to [city web page](#) carousel
- April 24:
 - Posted on the East Main SAP project web page
 - Sent GovAlert email blast to all list subscribers
- April 28:
 - Shared at East Main SAP Open House
 - Facebook & Twitter post on City of Bellevue Facebook and Twitter pages
- April 30:
 - Twitter post on City of Bellevue Twitter page
- May 5:
 - Facebook & Twitter post on City of Bellevue Facebook and Twitter pages
 - published article in City of Bellevue May issue of [Neighborhood News](#)

ONLINE OPEN HOUSE - PUBLIC COMMENTS

The comments collected during the online open house are not intended to represent the opinions of the broad public. Rather, responses reflect a range of reactions and opinions that the East Main CAC should consider when drafting their recommendation to the city council.

The following is a summary of public responses to our questions from the online open house:

Welcome Station:

Q1: I have an interest in Bellevue because:

- Received 88 total responses
 - 88% answered that they live in Bellevue
 - 32% answered that they work in Bellevue

Respondents answered strongly that they are interested in Bellevue because they live there. Of the 29 people who said they work in Bellevue only seven did not select that they also live in Bellevue.

Q2: If you live in Bellevue what neighborhood are you in (Open ended Question)?

- Received 73 total responses
 - 39% Listed a different neighborhood
 - 31% Surrey Downs
 - 17% Did not provide a response
 - 13% Bellecrest

The majority of survey respondents answered that they live in Surrey Downs, Bellecrest or left this question blank. Other neighborhoods mentioned include: Eastgate, Downtown, Lakemont, 108th St., Westwood, Somerset, Bel-Red, Whispering Heights, Woodridge, Sherwood Forest, Bridle Trails, Lochleven, Lake Hills, Old Main, Old Bellevue, Factoria and 148th Ave NE.

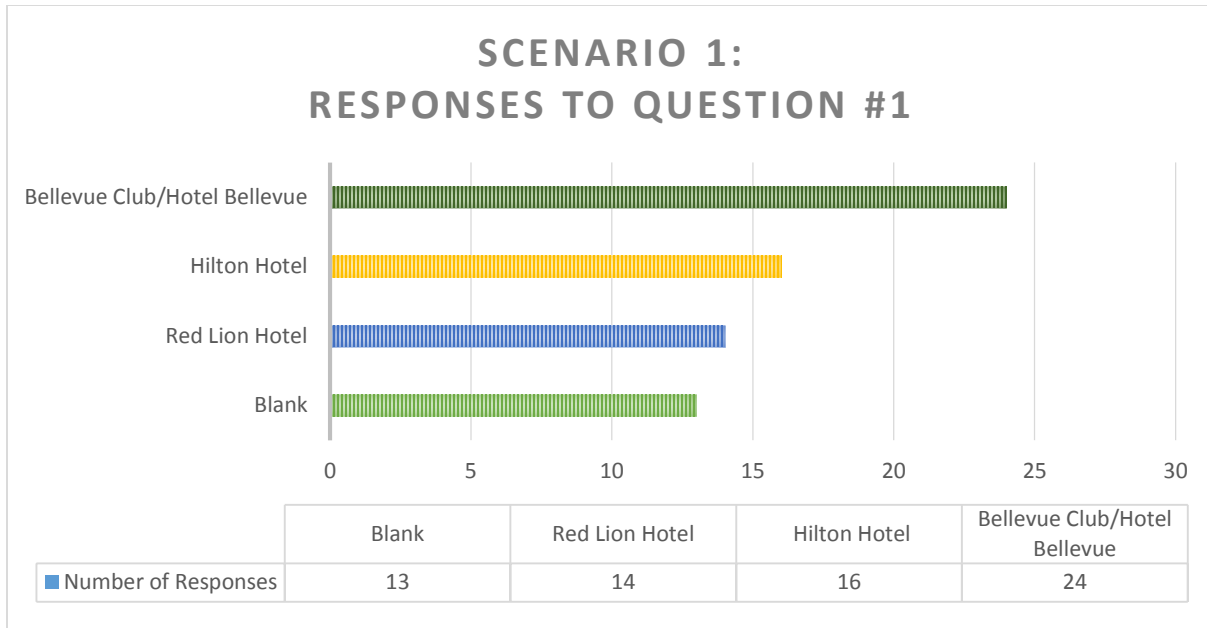
Q3: I discovered this online open house through:

- Received 87 total responses
 - 28% A friend, neighbor or coworker
 - 28% A direct email from the City of Bellevue
 - 23% A social media post
 - 13% A link on the Bellevue website
 - 13% Other

Respondents also found the online open house through: The April 28th open house, web searches, the CAC, the Surrey Downs Community Club (SDCC), and the Surrey Downs Website.

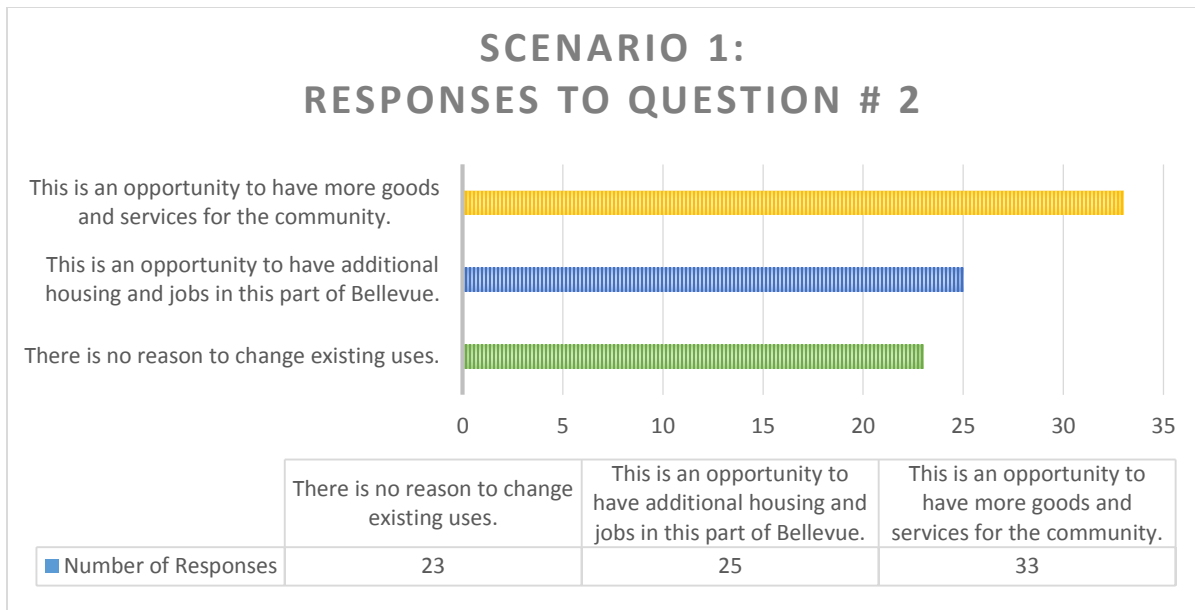
Scenario 1 Station:

Q1: Do you use restaurants, meeting rooms or any other facilities at these sites? (Bellevue Club/Hotel Bellevue; Hilton Hotel; Red Lion Hotel)



- Received 57 total responses:
 - 34% of respondents said that they use the Bellevue Club or Hotel Bellevue
 - 22% said they use the Hilton Hotel
 - 20% said they use the Red Lion Hotel.
 - 18% left this question blank

Q2: Which one statement best describes your feelings about redevelopment in the area south of Main Street between I-405 & 112th Ave SE?



- Received 70 total responses
 - 47% selected “This is an opportunity to have more goods and services for the community.”

- 36% selected “This is an opportunity to have additional housing and jobs in this part of Bellevue.”
- 33% selected “There is no reason to change existing uses.”

Q3: Please provide any additional comments in the box below.

Overall: Respondents gave a mix of answers mainly concerned with increased development and density around the East Main Station area.

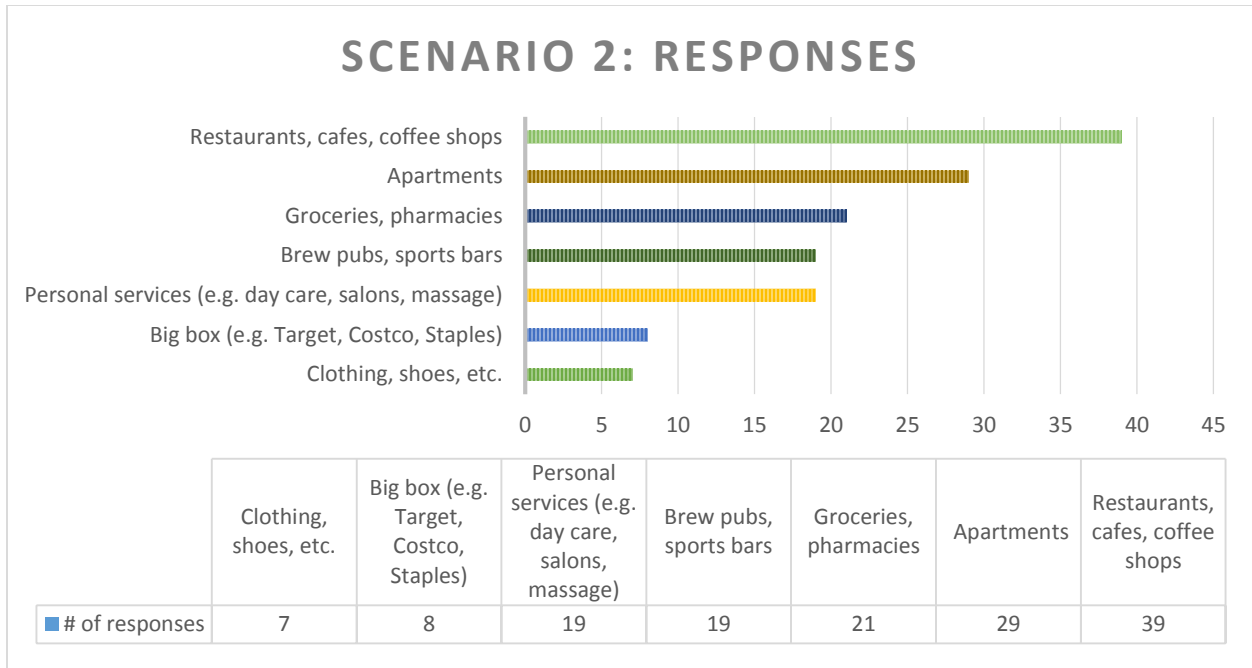
All responses: (22 total responses)

- *“I would prefer existing zoning but realize more ridership of the rail is necessary to make Sound Transit's projections. Some increase in additional housing and retail is reasonable but not jumping to having 230' buildings. What happened to the wedding cake height model for Bellevue?”*
- *“Any increased density will only spur an urbanization of the area negatively impacting our single family neighborhoods.”*
- *“Yuck! Why are you considering keeping so much surface parking downtown? This is not the future.”*
- *“With a station right across the street, the existing zoning is a terrible waste of public investment in mass transit”*
- *“Bellevue residents won't use those hotels at all, but they are occupying too much space there. Ideally, those hotels should be moving to the center of the downtown area where taller buildings are allowed, and release those vast areas for some other purposes, which Bellevue residents can benefit from. The city should negotiate for that.”*
- *“This is too low. Need more density in this area”*
- *“It is unbelievable that "THE CITY" thinks that putting the transit station on the West side - the RESIDENTIAL side of 112th is smarter than putting it on the East side where there is already commercial land use. Oh wait. I know. Don't exactly want to disturb that huge tax base, right?”*
- *“(See separate email to K. March)”*
- *“Taking away parking anywhere in Downtown seems like a bad idea.”*
- *“What a waste of station money.”*
- *“Development is a good thing this close to downtown and multiple transportation corridors; why restrict it unnecessarily by zoning?”*
- *“I do not want to create more traffic to the area. We already have too many condos and apartment, restaurants, etc. Please build something useful.”*
“Don't disturb the occupants in Surrey downs!”
- *“Finish the Sound Transit construction first; see what is left after the chaos of all the tearing apart and sticking back together the neighborhood*
- *“Not excited to see the business section of Bellevue expanded into a quieter residential area. I currently use the Wilburton P&R and appreciate the lack of traffic in the area and how quiet it is.”*
- *“Please include affordable housing options in the plan.”*
- *“Changing uses will increase traffic. Don't make the same mistake as Seattle made by putting in a light rail system with no parking.”*

- *"Happy to increase jobs and housing as long as parking and shops/services are included."*
- *"This is very concerning. Fear this invites more crime, traffic problems (in spite of light rail), attracts more homeless (unless more resources can be offered w/o raising our taxes), puts further strain on schools (classroom sizes, budgets, current buildings) which could jeopardize success rates, to name just a few of the impacts to our area."*
- *"A higher proposal smacks of spot zoning .Houses on the west side of 112th are being condemned while the property owners on the east side may be enjoying a windfall gain due to a rezone. After the contentious issue of which side of the street to put the east-link tracks, if this were to pass in some form, I think the only rational reaction would be one of cynicism. In the past I have been a construction lender on the east side and I have developed property myself. I am acutely aware of the need to accommodate growth, but going high in what is essentially valley is a bad idea and seems inconsistent unless the city is planning a complete revision of their master plan. Bellevue's core zoning has been relatively stable, especially as compared to Kirkland and even Seattle. Is this changing? I would rather see lot higher at the top of the hill on 108th and in the core and then slightly lower as you come down the hill, it would sure look a lot better, the light would be better for everybody."*
- *"Vancouver developed pencil towers with enough space between them as to not block the essential view - it was a good way to get density with the feeling of openness. They have since kind of ruined it by filling in around these structures with mid-rise apartments thereby taking away the open space provided by the original rather brilliant concept. No to more heights on the eastside of 112th."*
- *"We already have plenty of access to services in downtown area. We can already walk to it. I see no need to increase building heights."*
- *"One of your guiding principles should be compatibility with surrounding area development. Your guiding principles ignore the fact that the site is directly across street from single family zoned neighborhood, and as written lead to more intense development. The current zoning is in place for a reason. It provides a transition zone from single family zoning to more intense development. This is the basis of the "Wedding cake design" principle for downtown development. Taller and more intense at its core, and much less at the edges where it meets single family neighborhoods. Setbacks and height limits provide for transitions to single family and are appropriate. Scenario 1 is the only one which maintains this balance. Others would provide for much more intense development east of 112th street than is allowed north of main on the Downtown side. The current zoning works and should be maintained."*

Scenario 2 Station:

Q1: Which of the following types of uses/activities would you like to see in new development on the east side of 112th Ave SE, while still allowing office and hotel uses?

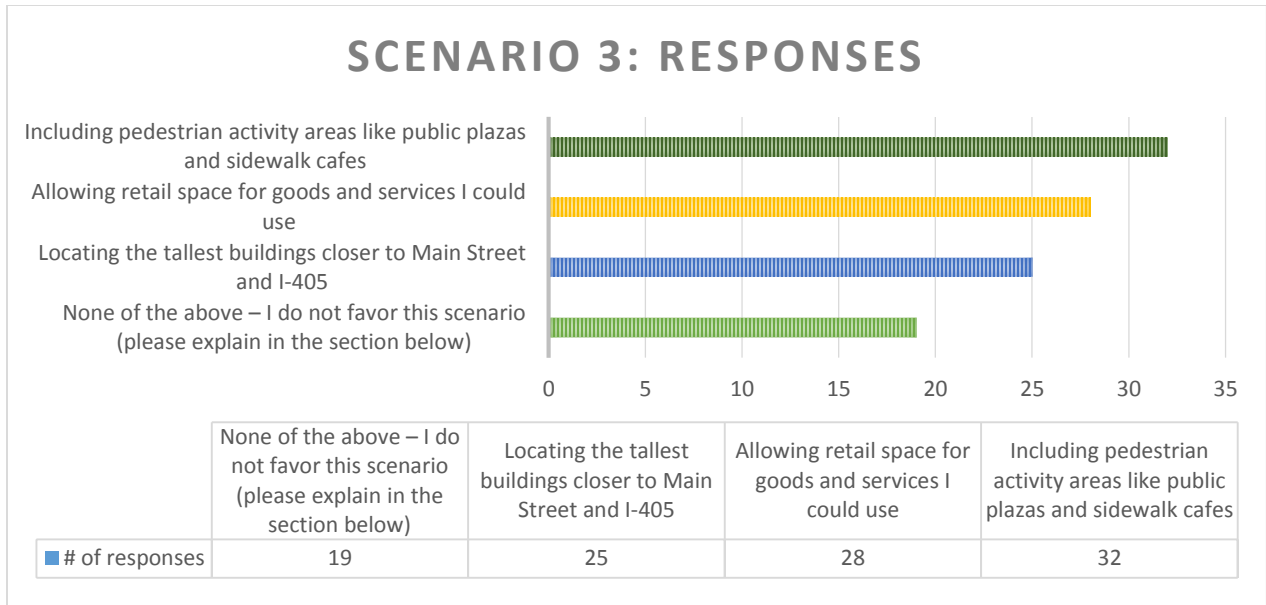


- Received 59 total responses:
 - 66% selected “Restaurants, cafes and coffee shops”
 - 49% selected “Apartments”
 - 35% selected “Groceries and pharmacies”
 - 32% selected “Brew pubs and sports bars”
 - 32% selected “Personal services”
 - 19% selected “Other”
 - “None”
 - “I do not want to see this area developed”
 - “No new developments”
 - “less density, less traffic”
 - “not any higher than existing”
 - “existing hotels ok”
 - “fine as is”
 - “Entertaining center for kids, families”
 - 14% selected “Big box stores”
 - 12% selected “Clothing, shoes, etc.”

Additionally, respondents commented that they would like to see medical services, centers for kids, less traffic on the east side of 112th Ave SE and that the East Main area is fine as is.

Scenario 3 Station:

Q1: I like the following features of Scenario 3.



- Received 61 total responses:
 - 52% selected “Including pedestrian activity areas like public plazas and sidewalk cafes”
 - 45% selected “Allowing retail space for goods and services I could use”
 - 41% selected “locating the tallest buildings closer to Main Street and I-405”
 - 31% selected “None of the above”

Q2: I do not favor this scenario because...

Overall: Respondents who did not favor Scenario 3 frequently stated that the buildings were too tall and that they felt Bellevue would need more office space close to the freeway.

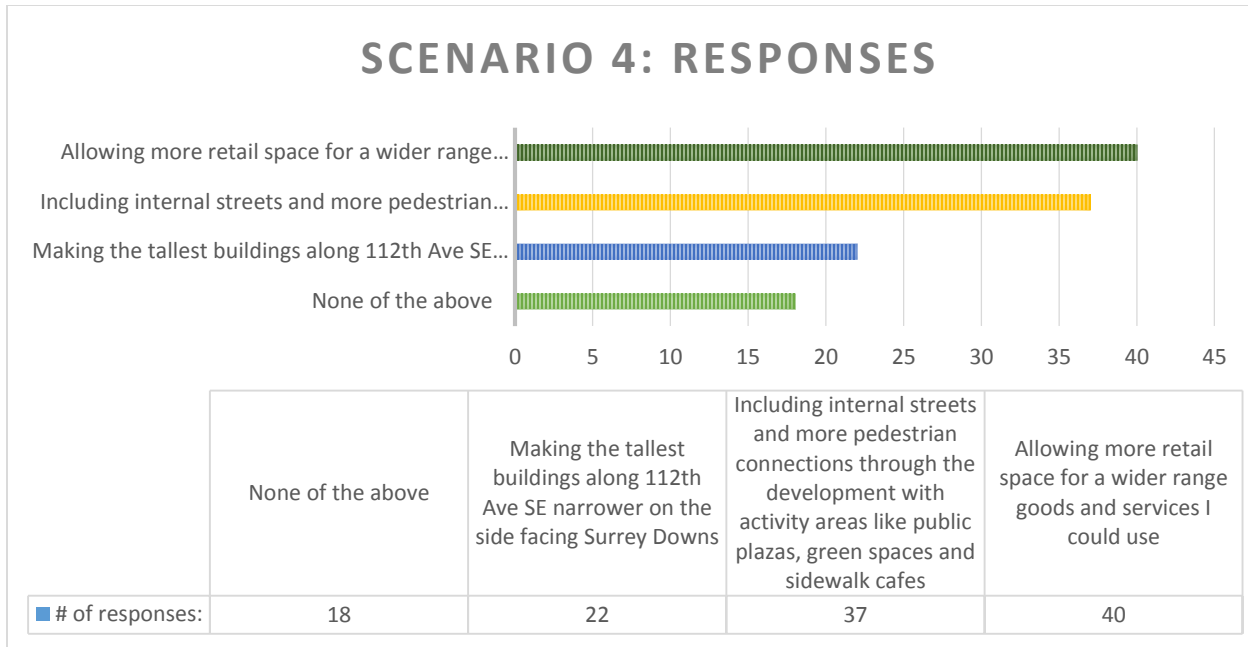
All responses: (21 total responses)

- “The buildings are too tall.”
- “Not enough room for great retail”
- “I feel the buildings are way too big of a leap from the existing zoning to place right next to an established residential neighborhood. That size of buildings belong between NE 8th and NE 4th.”
- “No need for density increase.”
- “I believe that Bellevue will need more office space close to the freeway - like in scenario 4
- It is too tall to be adjacent to the neighborhood, and will cause a major traffic impact on the 116th.”
- “It is too tall to be adjacent to the neighborhood, and will cause a major traffic impact on the 112th.”
- “Because it brings commerce and traffic closer proximate to my residence.”
- “This Alternative is far too intense, and totally unjustified; it will harm nearby residential neighborhoods.”
- “I do not want to see development in that area”

- *"I favor Scenario #4, but I do appreciate the setback of buildings on the higher levels of buildings along 112th"*
- *"I don't want to any tall buildings there - I feel our community are tighten up surrounded by tall buildings"*
- *"less density, less traffic"*
- *"The privacy of our neighborhood will be affected. Our current views of Mt Rainier will be obstructed."*
- *"Density is too great... will lead to too much traffic. Also cuts off the territorial view from this part of town. Concerned about taller buildings possibly impacting the character of existing parks and open space (i.e. tall buildings could be seen from the Botanical Garden, which would change the character of that facility)."*
- *"Bellevue doesn't need more growth"*
- *"Too many tall and imposing buildings."*
- *"Buildings are too tall and imposing"*
- *"Again I have all those in downtown Bellevue. Taller buildings will obstruct my view and affect my quality of life. With growth in that area it brings more traffic and noise. The neighborhood really does not gain anything we do not already have."*
- *"same as 4, too much density"*
- *"This development is way too intense for its location adjoining a single family neighborhood. 230 ft buildings would dwarf the surrounding neighborhood. It eliminates a transition zone between single family and high rise. Height restrictions along 112th should not be removed. Setbacks and height restrictions on 112th provide the transition necessary to protect the single family neighborhood. Tall buildings crammed right up to the sidewalk are unsightly and would block views, shade other properties, and eliminate privacy. Taller buildings should be allowed on east border of property only near 405 to the max height of the current Hilton 110 ft. This intense development will bring traffic impacts regardless of the light rail station. A small percentage of the trips from the development will access light rail. This is type of zoning change ignores the single family neighborhood right across the street and completely changes the complexion of the area in a negative way."*

Scenario 4 Station:

Q1: *I like the following features of Scenario 4.*



- Received 61 total responses:
 - 66% selected “Allowing more retail space for a wider range of goods and services”
 - 60% selected “Including internal streets and more pedestrian connections”
 - 36% selected “Making the tallest buildings along 112th Ave SE narrower on the side facing Surrey Downs”
 - 30% selected “None of the above”

Q2: I do not favor this scenario because...

- Respondents who did not favor Scenario 4 gave a variety of answers ranging from criticizing the height of the buildings to complementing the increase in office and retail spaces.

All Responses: (23 total responses)

- *“Way, way, way too big. Surrey Downs residents were told we had zoning to protect our neighborhood for encroaching big downtown buildings. Is it fair to make such a drastic change? Do we need to look at the top 20 stories of buildings from our back yard? We are already losing 2 of our 4.5 access roads to the rail line. Should we have to sacrifice our quality of life because the rail needs extra riders?”*
- *“No need for increased density. Any increase in density will only negatively impact single family neighborhoods.”*
- *“I’d push this plan even further by allowing taller buildings and additional square footage. With such excellent transportation infrastructure this site should be used to its fullest potential.”*
- *“More density around the transit node makes sense. It should be this dense within 1/4 miles of the station.”*
- *“It is way too tall to be adjacent to the neighborhood, and will cause a major traffic impact on the 112th.”*
- *“Totally unjustified and not necessary.”*

- *"I do not want to see development in this area"*
- *"Like scenario 3, would concentrate taller buildings closer to Main Street, and reduce height in area near Bellevue Club/SE 4th St."*
- *"This is terrible! We don't need all these tall building in the area - we are not even utilizing all buildings in Bellevue - why creating more housing that we are not going to use and create more traffic? Also, Tall building creates such a narrow contained feeling to our community- we like open feeling that we have right now"*
- *"Too Dense"*
- *" Tall Bldgs Too close to 112 Ave"*
- *"Too much traffic"*
- *"Too Dense"*
- *"Too much traffic"*
- *"Too congested"*
- *"Less density; less traffic; finish the chaos of building Sound Transit first; the tearing apart of neighborhoods and putting them back together."*
- *"This is even worse than option 3"*
- *"Too much city feel in old town Bellevue."*
- *"Parking is farther away"*
- *"This density is too much. See previous comment about concerns of detracting from existing parks and open space. With the density would come additional traffic, and the 112th corridor is already too busy. Light rail will offset a few of the new vehicle trips generated by the new construction, but not all... and the transportation infrastructure can barely handle the existing strain."*
- *"Again, too tall and imposing"*
- *"Again, buildings are too tall and imposing"*
- *"There is plenty of amenities downtown already. From south surrey it won't be convenient to use these new amenities anyway"*
- *"Please do not rezone for this height!"*
- *"Too Much - So the west side of 112th is going to be what? 35 feet, and east side is going to be 275 feet. Really?"*
- *"This reminds me of the stuff they did in Houston when I lived there - an office building next to a pig farm, a housing development next to a refinery. I am playing catch up on this, but is this part of a master plan rezone for central and south Bellevue or is this a spot rezone proposal?"*
- *"This scenario is obscene. It totally ignores the surrounding community. This is nothing but developers grabbing the most potential profit by purchasing land and upzoning the property. This is high rise next to single family. Has all the problems mentioned in scenario three only worst. No transition to neighborhood, dwarfs surrounding neighborhood, Massive structures along 112th with no setbacks, blocks views, eliminates privacy, creates shade, and brings huge traffic impacts. This is the worst kind of development that uses light rail as the excuse and ignores years of development principles that makes this downtown unique with single family neighborhoods in harmony surrounding a downtown core. No way the city should allow this to happen. Maintain a transition area single family as provided in existing zoning. The siting of this light rail station should not be an excuse to ruin our current balance and*

abandon long held planning principles represented in our current zoning of this development.”

- *“I like this scenario because it would provide the most housing, office space and retail space for Bellevue, This scenario would maximally fill the need in Bellevue to attract more jobs, residents and retailers to create a critical mass right next to the Link Station, connecting the area to the city of Seattle. The denser layout helps sustainable development by promoting pedestrian traffic and combating excessive sprawl.”*

Streetscapes Station:

Q1: Would you favor changes to Main Street between Bellevue Way and 112th that included something like the examples shown above?

- Received 61 total responses:
 - 74% favored wider sidewalks on both sides of 112th Ave SE
 - 66% favored having more pedestrian activities
 - 64% favored special paving treatment at pedestrian crossings
 - 8% Other

In addition to the options provided, respondents indicated support for bicycle friendly facilities, elevated crosswalks and not changing Main Street at all.

Q2: Would you favor allowing buildings closer to 112th Ave SE on the east side of the street if they included...

- Received 56 total responses:
 - 68% selected storefronts at the sidewalk with room for café tables, benches etc.
 - 64% selected landscaping with large trees between the street and sidewalk
 - 16% selected residential buildings with front stoops
 - 9% indicated that they were not in favor of allowing buildings closer to 112th Ave SE
 - 2% indicated general support for allowing buildings closer to 112th Ave SE

Bike & Ped 1 Station:

Q1: When using light rail in the future, how will you get to the East Main station?

- Received 60 total responses:
 - 70% responded that they would walk
 - 12% responded that they would bicycle
 - 13% responded that they would be dropped off
 - 5% responded that they would take the bus

Bike & Ped 2 Station:

Q1: What types of pedestrian improvements would you like to see to improve safety and station access from within the Surrey Downs neighborhood?

- Received 40 total responses:
 - 85% would like to see improved sidewalks
 - 55% would like lighting improvements
 - 43% would like directional signage
 - 43% would like a change in street paving material or texture showing walking areas
 - 8% selected other

Those who chose “other” suggested including larger strips of vegetation between sidewalks, reducing the widths of car lanes, additional parking, and letting the residents of Surrey Downs decide.

Q2: Pedestrian access from Surrey Downs to 112th Ave SE will only be possible at the site of the future park at Main St/112th Ave. The CAC has considered the idea of a pedestrian bridge to get walkers across the tracks and connect with 112th Ave SE and the wider station area around Surrey Downs Park (~SE 6th St). Do you support further exploration of a pedestrian bridge in this area?

- Received 45 total responses:
 - 77% Yes
 - 16% Uncertain
 - 6% No

Q3: The East Main station area planning project will analyze options for improving pedestrian and bicycle facilities in the station area as well improving and creating new connections from the station to adjacent districts outside the core station area. Are there other areas in addition to the options shown that you would like to see studied?

Overall: Respondents said that they would like to see more thought around how the Surrey Downs neighborhood will be connected to the future East Main station. Respondents suggested improving bicycle access and building a bridge to connect the neighborhoods. Respondents were also concerned with disability access.

All Responses: (15 total)

- *“Pedestrian and bicycle access from Surrey Downs to the East side of 112th, which is at, or South of SE 6th Street is critical. Many residents of Surrey Downs use the Bellevue Club, and enjoy walks or bike rides on the East side of 112th Ave., including traveling Eastward on SE 8th and then South on 118th to the East side of Mercer Slough. Restricting access to only the most Northern point of the neighborhood essentially eliminates easy access to these activities.”*
- *“Those of us living at the south end of Surrey Downs would really appreciate a pedestrian bridge to access 112th Ave. With the new plan we would have to walk north to Main St. (10 blocks) and then south 8 blocks just to get to our bank at SE 8th and 112th.”*
- *“Improving bicycling on 108th Ave SE. Could 108th become a major bicycling road with one way north for cars and one lane for both north and south lanes for bicycles. Create a mini trail system for bikes, walkers on the sidewalks and one way north or south for cars/buses/service vehicles. 108th Ave SE between Bellevue Way and Main St. would be one*

- way for cars. Make more north and south accesses on 112th to get to the Bel-Red road systems."*
- *"I think it is important to visually connect Surrey Downs to the station and across the street so that access is not denied, but pedestrian activity won't be predominantly to or from Surrey Downs due to its low density - it will be to and from the transit station to nearby office and residential."*
 - *"No bike path on Main Street. Bikes represent so few people that impeding the flow of traffic on arterials is a big loss for the people of Bellevue. Keep bikes off arterials and take them East-West through lesser streets."*
 - *"Road closures on 108th SE"*
 - *"Bicycle connections need to be end-to-end. You can't just look at the last 1/4 mile. Downtown Bellevue is NOT a place where people want to walk or bike. Fix the city, not the station."*
 - *"This entire region is a bicycle DEATH ZONE. Bellevue needs to create multiple East/West and North/South All Ages and Abilities bicycle routes into and through downtown and the new Spring District."*
 - *"I am not talking about wide sidewalks that Bellevue tries to call multi-use trails. I am talking about physically protected bicycle lanes with bicycle signal heads and prioritized timing for bicyclist safety. If you wouldn't ride your bike with your 7 year old kid or 77 year old grandmother along the route (without riding on the sidewalk, that is not an acceptable solution for anyone), then the design is not acceptable."*
 - *"Please plan to create dedicated bike lane in downtown Bellevue and make smooth connection with other trails like 520 trail"*
 - *"First, if you are going to have an off-street path on the east side south of SE 8th, don't switch it over to the west side. at 8th."*
 - *"Very few people from the neighborhood will be using this transportation. It really makes very little difference what options you will use our hard earned tax dollars for."*
 - *"Parking options -- my husband and I both work in downtown Bellevue and commute together. I drop him off and park at the Wilburton P&R, busing up to the transit center where my work is located. Will this be an option using the east main station, especially if we are limiting buses to that area?"*
 - *"There needs to be real attention paid to easy of disability access, especially as the Baby Boomer population ages. I see no drop off pick up areas. We need short distances from car to station, no stairs, and lots of seating."*
 - *"Obviously distinct bike lanes on Main St and 112th and to new NE4th extension to Home Depot/BestBuy, not shown on map. NB: Connection to trail is not possible as shown on projection of Main St."*
 - *"Wildlife path/tunnel somewhere along the line."*

Vehicular 1 Station:

Q1: Closure of access to and from 112th Ave SE will mean that more traffic will likely use streets such as 109th and 110th Avenues SE in the Surrey Downs neighborhood, would you support traffic calming measures to slow traffic and discourage cut-through traffic on neighborhood streets?

- Received 52 total responses:
 - 63% Yes
 - 21% Uncertain

- 15% No

Vehicular 2 Station:

Q1: Currently, cars cannot travel south on 108th Ave SE across Main St; cars must make a left or right onto Main St. Would you favor removing this restriction knowing that while this allows more access for residents the trade-off could be increased traffic for residents and non-residents alike?

- Received 77 total responses:
 - 68% No
 - 26% Yes
 - 6% Uncertain

Q2: Currently, vehicular access in and out of Surrey Downs at 110th Ave SE and Main St is allowed only for right-in/right-out turns (i.e. access to/from westbound traffic on Main St is restricted). Would you favor allowing left turns to and from Main St at 110th Ave SE knowing that the trade-off could be increased traffic for residents and non-residents alike?

- Received 58 total responses:
 - 56% No
 - 33% Yes
 - 11% Uncertain

Q3: Residential Parking Zones (RPZs) are in effect for the portion of Surrey Downs near the future light rail station. Would you support additional RPZs south of SE 4th St to discourage “hide and ride” parking if it becomes an issue after light rail opens?

- Received 56 total responses:
 - 78% Yes
 - 16% Uncertain
 - 7% No

Thank You Station:

Overall: Respondents who shared comments on the Thank You Station page were primarily concerned that congestion in the area be controlled and supported a partial closure of 108th Ave SE during peak traffic hours. Respondents also strongly suggested better planning for bicycles and pedestrians by creating protected bicycle lanes and building a pedestrian bridge connecting Surrey downs to the east side of 112th Ave SE.

All Responses: (35 total comments)

- A pedestrian bridge connecting Surrey Downs to the east side of 112th similar the bridge north of the library is a must to restore some of the neighborhood access to the current and future businesses east of 112th. My preferred bridge location would be between SE 4th St and SE 6th St. This bridge could also serve BHS students/ faculty that would like to access the business east of 112th

- What types of traffic calming features are being proposed within and entering the Surrey Downs neighborhood? I extremely dislike speed bumps that run the width of a street and think additional speed bumps would be more of a nuisance to the families in the neighborhood vs calming traffic through the neighborhood. Tight Corner Curbs and Rumble Strips could be good alternatives.
- My concern regarding rezoning of the area east of 112th is that structures taller than the Hilton could darken the neighborhood by the shadow they would cast in the morning and block the view to the east. At this time views east from a 2nd story level is the wooded hill top east of 405 and the top few stories of the Hilton. It seems that we should mimic the building heights south of NE 12th St between Bellevue Way and 112th. In doing so it would give a more consistent feeling of the boundary between "Downtown" Bellevue and the surrounding residential neighborhoods.
- Hi
- I think getting rid of the sprawling parking lots in this area would do a lot of good for the area.
- See you at the Open House
- These plans could be very thorough, but they take too much time to evaluate. It is an unreasonable burden to expect the average taxpayer resident to evaluate the pros and cons of the plans and scenarios, so I'd like to just bring up a couple of the issues that matter to me most.
- My house is in Bellecrest (108th SE). There has been a huge influx of non-residential traffic. It is extremely detrimental to the quality of the neighborhood. The traffic and noise from traffic and construction are unacceptable. I would like to see 108th SE CLOSED TO PASS THRU traffic. Leave any current street use restrictions in place AND go further: CLOSE the street -- cul de sac or one way the street. Secondly do not change the zoning nearby to encourage low income housing. This is not the way to make Bellevue a better place. The longevity of low income housing is brief and it will ultimately fail benefiting only the builders while leaving Bellevue with an eyesore and undesirable area.
- I was born in Bellevue and have lived here for 59 years. I am unbelievably disappointed in the vested interests (Sound Transit conflicts of interest) that occur within the City Council & Mayor of Bellevue. Bellevue has become a dark tunnel of a city. The sign Old Bellevue is a laugh...there is NOTHING old about Old Bellevue any more. Congratulations. You have ruined my city.
- I would like to keep our community Surrey down as calm as right now - do not wish for cut through traffic, increase noise, increase, crimes, decrease light exposure.
- Should upzone all of Surrey Downs.
- Your lack of planning for bicycle access to/from the stations and throughout what will hopefully be a high density area is appalling.
- Providing safe, comfortable access (protected bicycle lanes, not wide sidewalks) for bicycles is an absolute requirement for LRT stations. This also is proven to have a large positive impact on retail businesses, restaurants, etc.
- The East Main Station is not located in a pedestrian or bicycle-friendly destination. 112th Ave SE serves mainly as an extended on-ramp to I-405 at SE 8th and I-90 via Bellevue Way. The backup extends along Main St. to the west, sometimes as far down as 108th Ave. There is a highway bordering the station to the east, and a set of actual I-405 on-ramps to the north. The east end of Main St. in Downtown Bellevue is only an attractive destination for people driving cars. We can and should fix this problem.

- I propose that we create a pedestrian-friendly corridor that encourages people to walk to and from the East Main Station. We should strongly consider extending the current Old Bellevue; retail district at the west end of Main St. all the way eastward to the East Main Station. Street-level retail shops would provide an attractive destination for pedestrians on their way to and from the train. And if we put Main St. on a road diet, reducing the traffic lanes from the current five to three, we could provide on-street parking (potentially with meters!) that would act as a pedestrian buffer and provide much-needed parking for the Old Bellevue retail district.
- Main St. should be a people-focused street, not a car-focused street. We have seven east-west arterials in Bellevue downtown. Four of those are already primarily used for highway access (4th, 8th, 10th, and 6th). With the upcoming light rail construction we have a unique opportunity to change the character of Main St.
- Businesses and developers are already extending the character of Old Main eastward. They need the support of the city to make the street truly walkable and eliminate the need for every business to have a little parking lot in front. The whole downtown mile of Main St. already shares much of its profile with Old Bellevue:
- The west-most third of Main St. & the current Old Bellevue isn't There are a few small surface parking lots at Pagliacci, Chevron, and Belle Pastry.
- The middle third between Bellevue Way and 108th Ave already very similar in character. It's commercial on both sides of the street and has four multifamily housing over retail establishments (Masins, Soma, Alamo Manhattan, and soon 10625 Main St.) There are long-standing proposals for more multifamily housing over retail such as at the complex where Pete's Wines is located.
- The east-most third currently contains no multifamily housing over retail but it's prime for redevelopment. The stores on the north side of the street are an underutilization of valuable downtown space and there is already street-level retail on the south side of the street. The proximity of hotels; the Sheraton, the new Marriot, and the hotels on 112th Ave as well as the East Main Link Station strengthen the argument for a pedestrian-friendly corridor.
- We have the opportunity to create a truly pedestrian-friendly retail corridor along Main St. We need to have a bold commitment towards making Bellevue a place people want to be. Having one pedestrian-focused train station; at 6th St. stretching between the malls isn't sufficient for a city of our density. Put Main St. on a road diet— one lane each direction with a center turn lane and on-street parking— and make Bellevue a lively, vital busy sidewalks filled with small businesses, restaurants, and shoppers.
- I prefer Scenario 4 with the following comments; I appreciate the stepbacks on upper levels of higher rise development on 112th. I feel this will provide some spatial separation from the adjacent Single Family neighborhood.
- Maximum building heights of 23 stories.
- I like the idea of providing a new neighborhood hub of offices, apartments and some retail/restaurant spaces in the buildings along 112th Ave SE.
- Flexibility is a good thing, especially when it provides for a better outcome for plazas, walkways and pedestrian areas within the new development
- Anonymous:
- I do not think I will use light rail much if at all. But if I do I would walk to the station

- It would seem that the Sound Transit project would be enough to plan and execute at this time. The close neighborhoods should hold off on development until you see what you have created with the Sound Transit.
- I have been to many meetings over the 50 years that I have lived here that have pretty pictures of the wide sidewalks and many trees. What we wind up with is many apartment buildings going up in downtown Bellevue/ Old Main street while NOT addressing the additional traffic the apartment dwellers bring. That is NOT planning.
- I live on 108th Ave SE across from BHS. I support a partial closure of 108th Ave SE during peak traffic times (i.e. bollards from 4-7 pm to cut all traffic off). This is a neighborhood road with many driveways/homes right on 108th and MANY children in the area. Anything we can do to minimize further traffic on 108th and in the Surrey Downs neighborhood will allow residents to maintain a safe neighborhood and pleasant atmosphere.
- Thank you for killing our beautiful city little by little.
- Traffic circles with greenery in the centre and speed bumps, please! We could already use these along 109th.
- Thank you.
- Overall, while I applaud the efforts of the team to reach out for input. I feel many of the decisions have already been made and this is an after-the-fact exercise. Apart from the fact that there will be no ridership for light-rail in 2023, certainly not enough to justify the expense, I wonder why the Red Lion site has been selected for development away from Old Main St and the downtown core. I feel some of the questions were pejorative in that they assume certain outcomes. For example: Q6: bundles Main and 112th - these are very different options. Main Street is a sharp hill unsuited to side walk cafes etc. Q10: makes more sense to improve the south side of Main St rather than build a route through the new park over the tunnel. Q12: MORE TRAFFIC? There are only the residents of Surrey Downs - as long as no through routes are available, people will soon work out there is no point in driving through SD Q13: why would the 108th junction imply more traffic? I feel the whole traffic numbers is using Fear Uncertainty and Doubt to drive an agenda. The numbers presented do not add up - were these not
- How does wildlife cross the rail line? Access to the 550 bus is now easier for us to access than it will be to get to light rail. Public transit will be harder for Surrey Downs, Bellecrest and Enatai neighborhoods to access. You have planned a transit line that is more difficult for current residents to use but you now want to build residential high rises to get ridership for the train. I support keeping the left turn only at Main and 108th Ave to prevent increased cut through traffic on 108th Ave SE heading South.



MEMORANDUM

DATE: May 19, 2015

TO: East Main Citizen Advisory Committee (CAC) members

FROM: Philip Harris, Senior Planner, 425-452-7680; Shuming Yan, Traffic Forecasting Manager, 425-452-7858; John Murphy, Associate Planner, 425-452-6967
Transportation Department

SUBJECT: East Main traffic modeling and analysis

Purpose:

To provide CAC members with information on traffic modeling for redevelopment scenarios and traffic circulation in the station area. This is to provide the CAC with context and background information to assist them as they develop recommendations for the East Main Station Area Plan

Background:

At the March 10th CAC meeting staff presented a review of existing transportation facilities and discussed the implications of the East Link light rail project on the vehicular and the pedestrian and bicycle networks in the station area.

At the February 24th meeting, staff and consultants presented a series of potential redevelopment scenarios for the area east of 112th Ave SE bordered by Main St, SE 6th St and by 114th Ave SE and I-405. Each of the four redevelopment scenarios anticipated more intensive land uses than those that currently occupy the area.

At the CAC meetings mentioned above and at open houses in October, 2014 and last month, members of the CAC and the public have commented on the impact of light rail and potential redevelopment in the station area. The main areas of concern are summarized below.

- Neighborhood access – the closure of SE 1st Place and SE 4th St at 112th Ave SE forcing drivers to use Main St, 108th Ave SE and 110th Ave SE to enter and exit the residential neighborhood
- Increased traffic resulting from street closures as well as potential redevelopment in the area east of 112th Ave SE that could lead to additional cut-through traffic
- Traffic safety – more traffic on some residential streets that may not have sidewalks
- Hide & ride parking in residential areas by people using the future light rail station

Outline

To develop the vehicle traffic analysis, city staff used the BKR (Bellevue Kirkland Redmond) Model for forecasting trip generation and distribution, the model forecasts traffic volumes for the PM Peak hour. To provide some context the modeling process included a count of existing traffic volumes in the station area and the use of a baseline 2035 traffic forecast that reflects the city's growth and provides the base against which the traffic volume forecasts can be compared; figure 1 shows a comparison of existing mid-block traffic volumes with the baseline 2035 traffic forecast. The traffic modeling process assumes

that transportation network projects in or near the station area that are currently in the planning or construction phases will be complete; in addition to East Link light rail these include the NE 4th St extension to 120th Ave NE, the widening of 120th Ave NE, and the I-405 express toll lanes. The traffic model also assumes that current prohibition to southbound through traffic from Downtown Bellevue at 108th Ave and Main St and the westbound no left turn restriction at 110th Ave SE Main St remain in place.

The BKR model will be reconciled with the city’s Dynamic Traffic Assignment model that develops intersection turning movement volumes. Staff will be providing detailed analysis of key intersections in the station area to assist the CAC as they develop transportation recommendations.

Figure 1 – Comparison of existing traffic volumes with 2035 baseline traffic forecast.



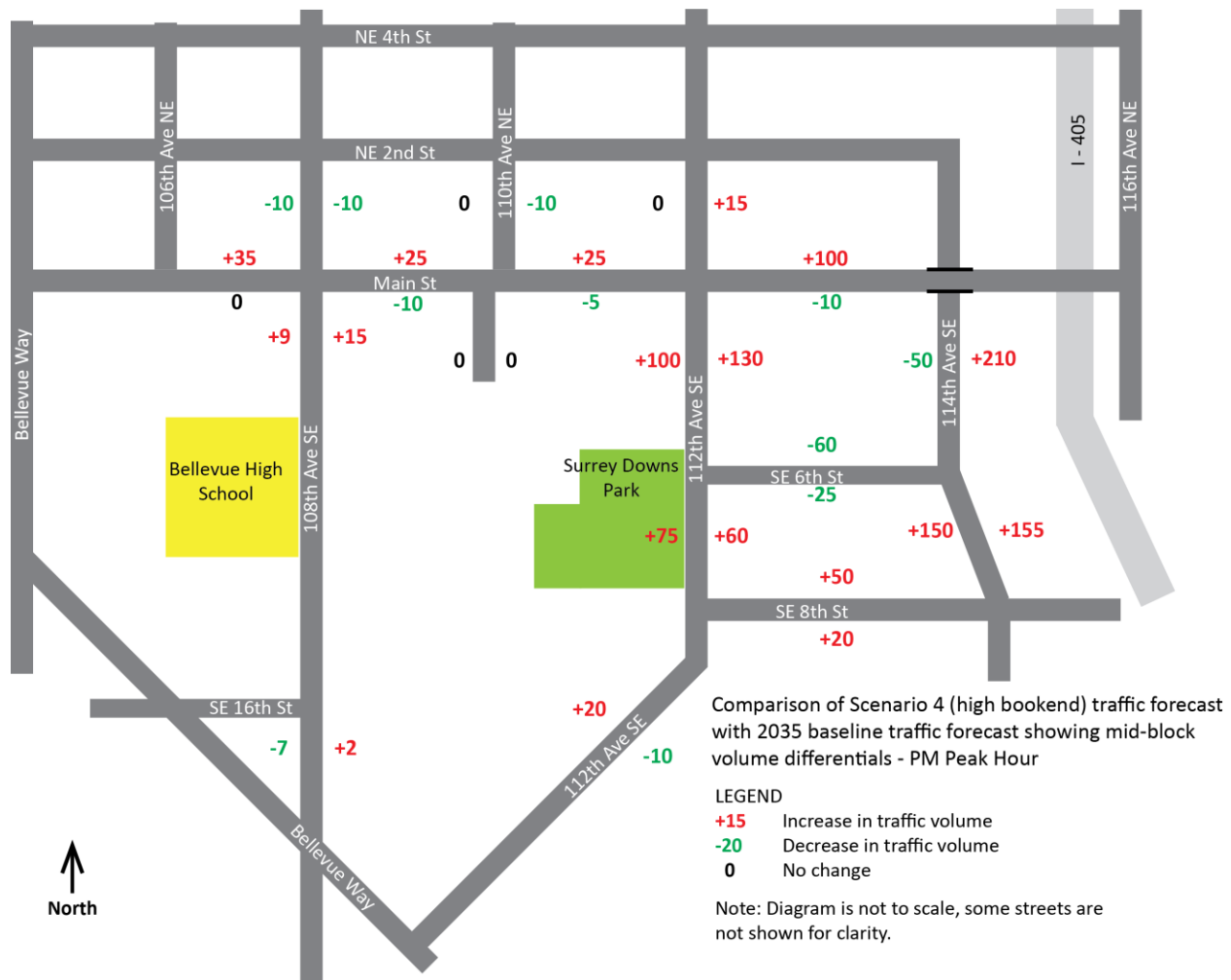
Figures 2 and 3 are examples of the traffic forecast for the two of the four redevelopment scenarios; in these examples the numbers shown are the differential between the 2035 baseline traffic forecast and the particular redevelopment scenario traffic forecast rather than the total traffic volume, this allows a simple relative comparison of traffic volume between the

different scenarios. As the diagrams show, the changes in traffic patterns can result in lower traffic volumes on some street segments than those traffic volumes forecast by 2035 baseline.

Figure 2 – Comparison of Scenario 1 (low bookend) traffic forecast with 2035 baseline traffic forecast



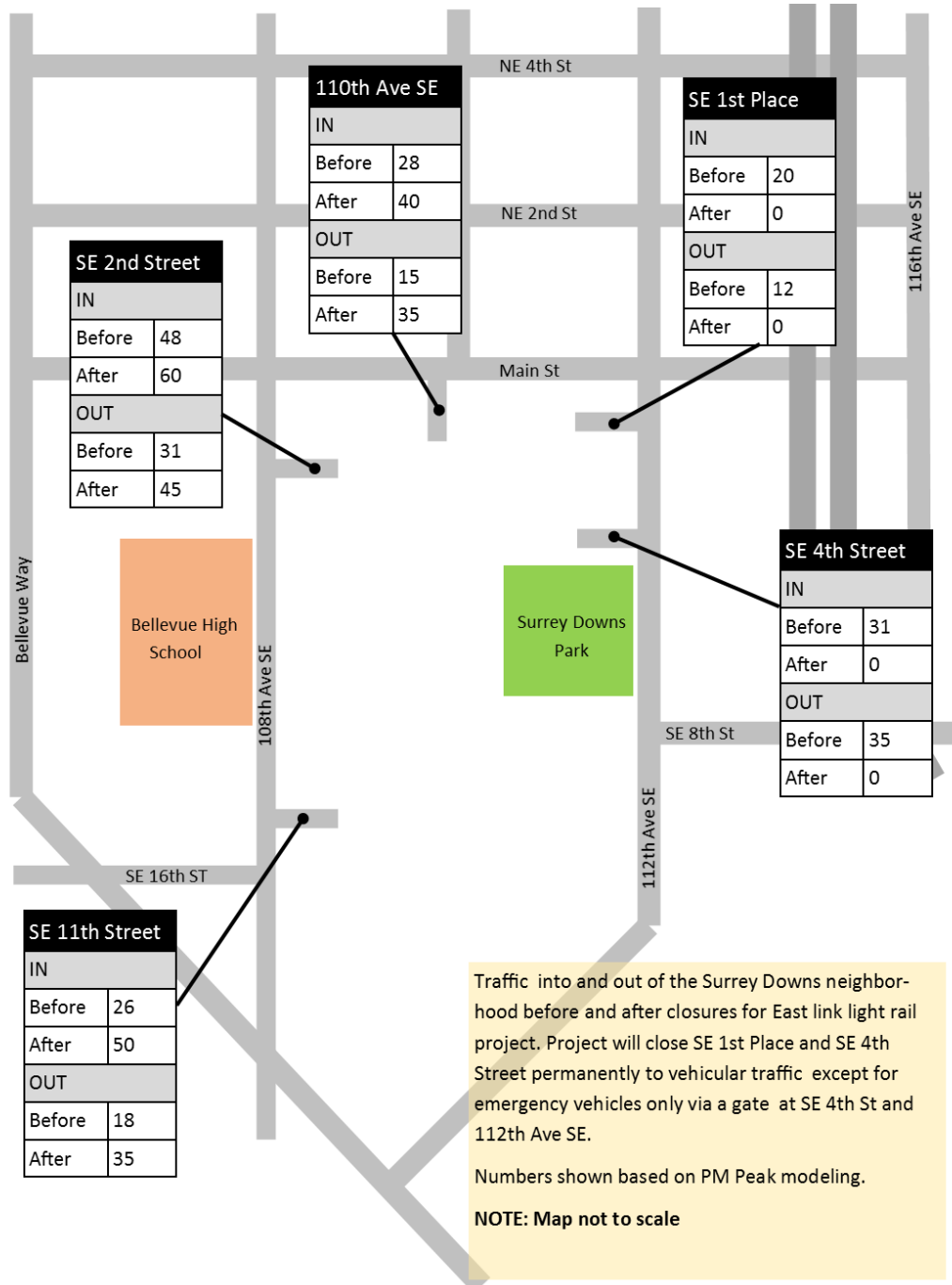
Figure 3 – Comparison of Scenario 4 (high bookend) traffic forecast with 2035 baseline forecast



Traffic impact of streets closures for light rail

One question that has been asked by the CAC and the public was about the potential traffic impact of the closure of SE 1st Place and SE 4th St at 112th Ave SE. To analyze this issue, staff used similar PM Peak Hour modeling methods to the redevelopment scenario traffic analysis but separated the redevelopment portion to ensure greater accuracy in predicting traffic volumes entering and exiting the residential neighborhoods. In figure 4 the number of vehicles travelling into and out of the Surrey Downs residential neighborhood is listed as well as which neighborhood entrances those trips that have been displaced by the closures are likely to go to. In figure 5, the changes in traffic volume on the streets around the Surrey Downs and Bellecrest neighborhoods are shown.

Figure 4 – Distribution of traffic into and out of the Surrey Downs neighborhood before and after closures of access to 112th Ave SE

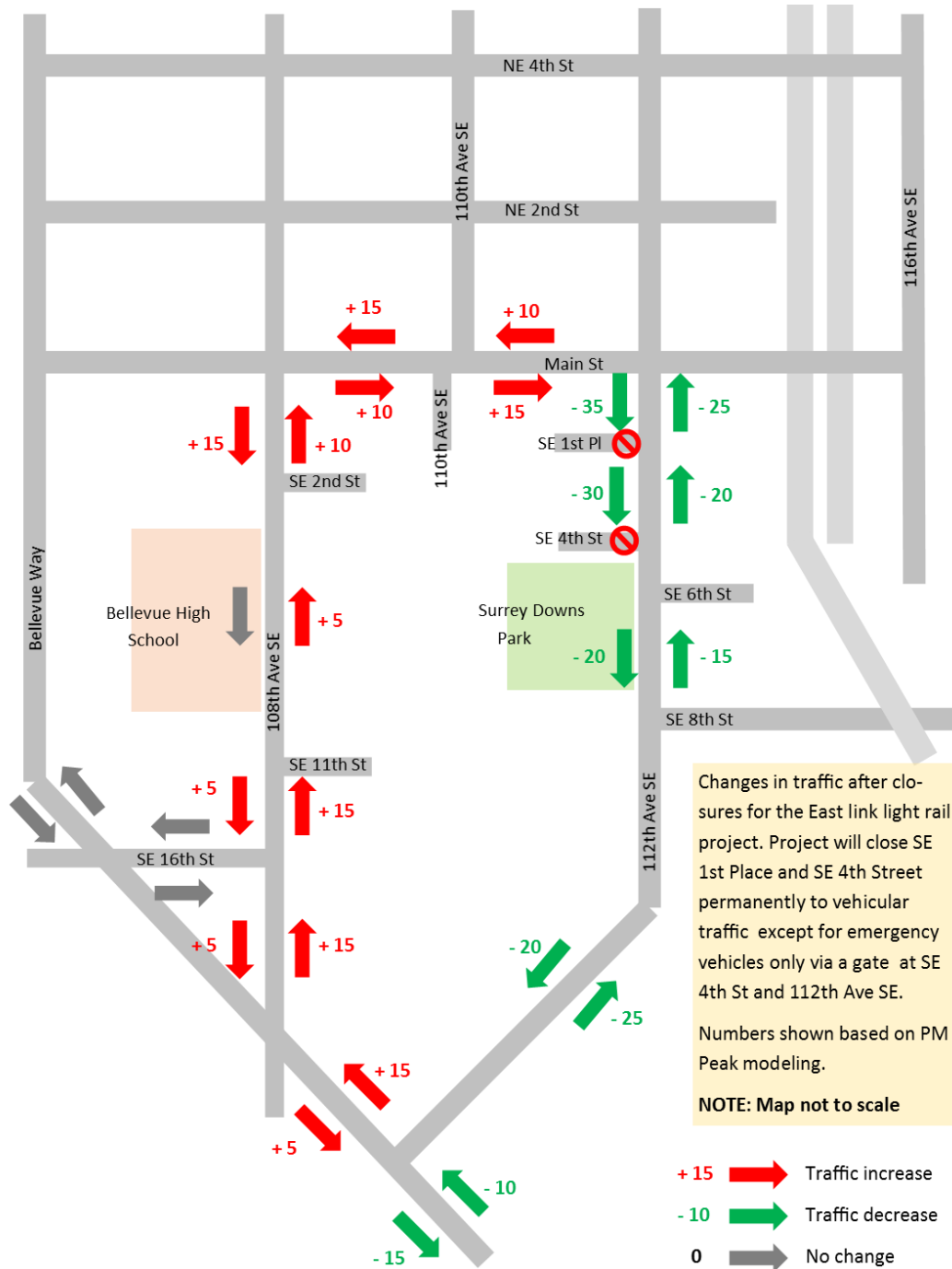


Traffic into and out of the Surrey Downs neighborhood before and after closures for East link light rail project. Project will close SE 1st Place and SE 4th Street permanently to vehicular traffic except for emergency vehicles only via a gate at SE 4th St and 112th Ave SE.

Numbers shown based on PM Peak modeling.

NOTE: Map not to scale

Figure 5 – Changes in traffic volume on streets serving Surrey Downs and Bellecrest Neighborhoods after closure of direct vehicular access to 112th Ave SE



Next Steps

At the June 9th CAC meeting, time will be provided for feedback on the traffic analysis items that will be discussed at the May 26th CAC meeting. There will also be additional presentations on the pedestrian and bicycle connectivity analysis and on the findings of the review of traffic calming techniques and policies to address cut-through traffic



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.

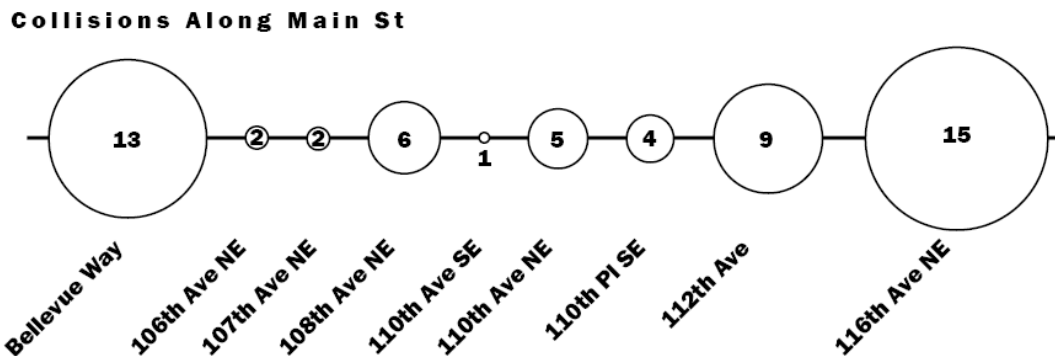
- Main Street from Bellevue Way to 116th (0.7 miles); minor arterial (speed limit 30 mph)
- 108th Ave SE from Main St to Bellevue Way (1.1 miles); collector arterial (speed limit 25 mph)
- 112th Ave SE from Main St to Bellevue Way (1.4 miles); major arterial (speed limit 35 mph)
- SE 16th St from Bellevue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

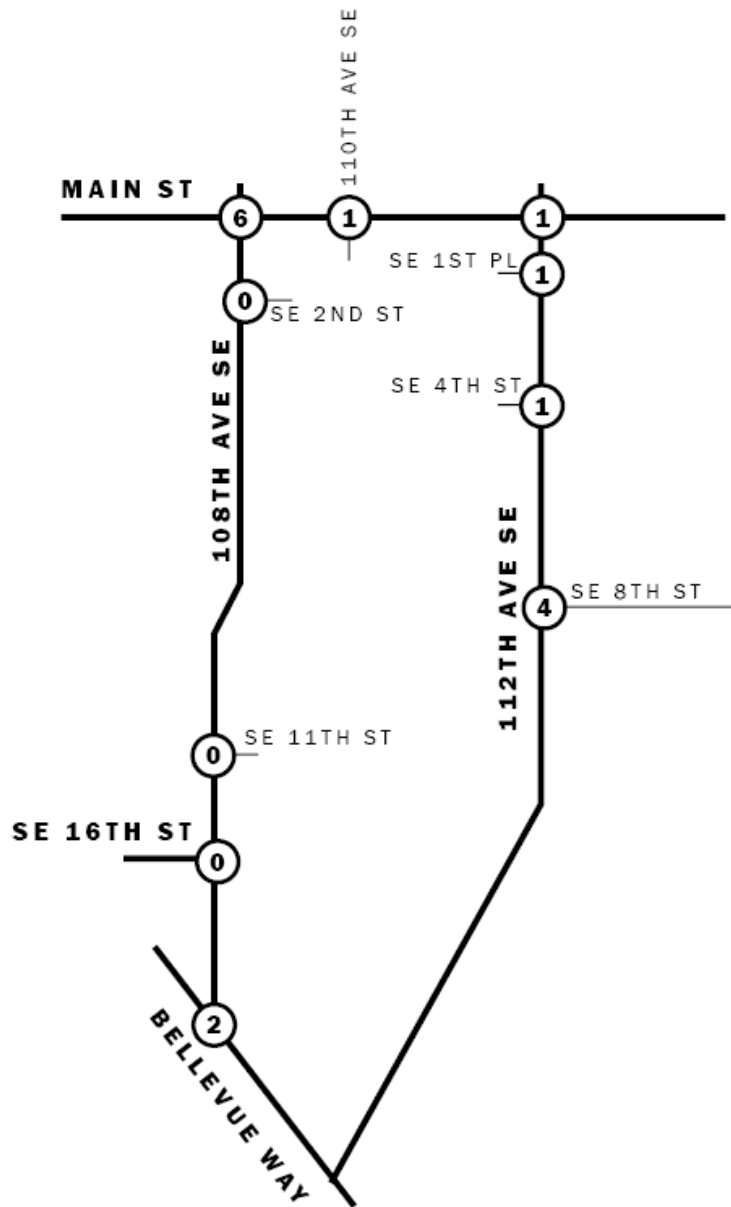
Corridor	Collisions
Main St	66
108th Ave SE	4
112th Ave SE	27
SE 16th St	6
Total	103

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.

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).



Shadow Studies: 9 a.m. Winter Solstice



Shadow Studies: 10 a.m. Winter Solstice



Shadow Studies: 3 p.m. Winter Solstice



Shadow Studies: 8 a.m. Equinox



Shadow Studies: 10 a.m. Equinox



Shadow Studies: 3 p.m. Equinox



Shadow Studies: 7 a.m. Summer Solstice



Shadow Studies: 10 a.m. Summer Solstice



Shadow Studies: 3 p.m. Summer Solstice





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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 your 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 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.

DRAFT RECOMMENDATIONS OUTLINE

CAC 20 YEAR VISION FOR EAST MAIN STATION AREA

The following draft outline is intended to provide the CAC and staff with a list of items that are anticipated to be in the draft recommendations and report from the CAC. Staff is developing a discussion guide for the CAC to assist them in framing the questions and arriving at a draft recommendation by the end of June that will be presented for public review and comment in early September. Many of the questions overlap and inform multiple recommendations. For example, the type and mix of uses is a consideration for overall land use, character and urban design, and creating a pedestrian environment and streetscape.

Some recommendations may be more specific or quantifiable than others (e.g. building height) while most will be more qualitative (e.g. describing characteristics of CAC's desired "pedestrian environment"). In most cases, it will be helpful for the recommendation to include an explanation about the objective (i.e. the intended outcome) and why the CAC believes the recommendation is important.

REDEVELOPMENT

Character/Urban Design

- Transit-oriented
 - Walkability – which areas are important to connect – residential, station, retail, employment, other?
 - Mix of uses – location relative to station (eyes-on-station) and other uses, residential v. retail v. office in terms of activation; density?
 - Location and visibility of parking?
- Public spaces/amenities
 - What types – size; hard v. soft scape; passive or active; public art; users; programming?
 - Location – associated with streets, public areas, retail or residential, scattered or clustered?
 - How important are the amenities (not important; nice to have; highly desired; required)?
 - Trees – where are the priority locations – street character, public spaces?
 - Sturtevant Creek and wetlands as potential amenity – type and timing?
- Character of Streets (internal, 112th, Main)
 - Pedestrian scale/experience – users; type of experience; block length; landscape strip; sidewalk widths?
 - Street setbacks – how much, where, purpose?

DRAFT RECOMMENDATIONS OUTLINE

CAC 20 YEAR VISION FOR EAST MAIN STATION AREA

- Street level uses and activities – users; how to differentiate among streets and blocks?
- Importance of internal streets?
- Overall scale – complementary to residential and downtown
 - Placement of uses & buildings
 - Same intensity throughout or vary by location – e.g. along I-405, 112th, north and south of SE 6th?
 - Noise
 - Station security – eyes-on-station
 - Shadows and privacy – setbacks and heights along 112th
 - Building height and setback (112th between Main and SE 8th; I-405, Main Street)
 - Use
 - Scale
 - Design

Land Use

- Type, mix and relative location of uses
 - Existing uses – any deletions of what's currently allowed?
 - Housing, including affordable housing – mix and location
 - Retail - types
 - Office – types
 - Height and scale/floor area ratio (FAR)
 - Placement of uses and buildings
- North of SE 6th v. South of SE 6th – different types and mix of uses?

NEIGHBORHOOD TRAFFIC & ACCESS

Vehicular – Main Street/108th Ave and 110th Ave; Bellevue Way/108th Ave SE and SE 16th St

- Any additional techniques for discouraging cut-through traffic on 108th – which techniques and where?
- Enhance access from Main Street, 108th or 16th for residents?
- Need to address (ped, vehicle, bike) safety concerns at specific intersections?
- Expand RPZ?
 - Where?
 - When?

STATION ACCESS

Pedestrian

DRAFT RECOMMENDATIONS OUTLINE
CAC 20 YEAR VISION FOR EAST MAIN STATION AREA

- Where – linking to station and other?
- Type – specific to route (e.g. ped bridge, sidewalk, painted ped route, signage)?
- Other enhancements (e.g. weather refuge at 112th/Main)?

Bicycle

- Where – linking to station and other?
- Type – specific to route (e.g. bridge, multi-purpose path, sharrow, ped/bike plan)?

DRAFT

Wig Properties Presentation

Feedback and Thoughts:

1. Surrey Downs has paid a very high price by having Light Rail forced upon us. How can we be expected to give up even more of our peace and quiet for such development?

We recognize that not everyone is excited about Light Rail and that the Surrey Downs neighborhood will be impacted by it more than other neighborhoods in Bellevue. Hopefully, once the project is complete, it will be a wonderful benefit to have nearby access to light rail which will provide residents with frequent connections to downtown Seattle and the Puget Sound region.

We intend to collaborate closely with Surrey Downs so that our neighbors have the opportunity to contribute their ideas to what eventually gets built on the Red Lion site. We want to create a shared vision for a high quality mixed-use development that includes open space, retail, great design and a wonderful pedestrian environment. We also hope that we can get the necessary approvals in time so that redevelopment can occur at the same time as the light rail is being built, so that we do not have to introduce noise during any additional time periods to the neighborhood.

In addition, as you may already be aware, there will be sound walls built between Surrey Downs and our property. And finally, if we are able to develop buildings next to I-405 as we prefer, that should help reduce any freeway noise that you may be hearing today, since buildings along I-405 would act as an additional sound barrier.

2. Would love to see uses that will benefit from the adjacent rail station-mix of uses including retail employment & multifamily residential. Would be great to include options for a mix of incomes, including some affordable housing. Please provide an appealing environment for peds along 112th and Main.

We would also love to see a vibrant mix of uses on our property (if the zoning ultimately allows it), and to create as appealing an environment for pedestrians as possible along 112th and Main. The ultimate mix of uses on the site will depend on what the new zoning allows, what the market allows, and what the City and community would like to see.

3. We are worried about high buildings towering over the neighborhood, overshadowing issues & privacy issues (people looking in our backyards.)
 - a. Privacy. We have taken this concern seriously and have mapped out the potential redevelopment scenarios that the City has drawn on site plans which show the location of homes in Surrey Downs across 112th. We found that

the majority of our property does not face homes in Surrey Downs – in fact, most of our property is across the street from the new park at the corner of 112th and Main St. It appears that about 3 houses will be directly across 112th from our property, and those would be ~300' to 700' away from any new buildings that might be built on our property - far enough away to maintain privacy. In addition, the matured trees in Surrey Downs and on 112th and the elevation of Surrey Downs (because it is on a hill) will help improve privacy as well.

- b. Shadows. In order to fully understand potential shadow impacts, the City of Bellevue is conducting a shadow study now and we will be eager to get the results. Because the Surrey Downs neighborhood is on a hill, the shadows should be less impactful than if the topography was flat. In addition, because the neighborhood is to the west of Red Lion property, the shadows should fall during most of the day to the north and east (onto the freeway). The shadow study should further clarify this issue.
 - c. Buildings Heights. Since the elevation of most houses in Surrey Downs is significantly higher than the elevation of the Red Lion site, high buildings should not seem as tall. In addition, mature trees and tall shrubbery in Surrey Downs will help. And finally, one of the ideas being considered for our site is to locate the tallest buildings on the eastern portion of the property along I-405 and step heights down as the buildings come closer to 112th.
4. You are asking for extraordinary/huge changes to the height restrictions, to get our support you need an extraordinary plan and vision, you need to get us excited or we can't support it.

We absolutely agree. We want to create a shared vision with the community so that we can create an extraordinary plan that our neighbors will be excited about. We would like to invite our neighbors to participate in the planning process for the project so we can create a reasonable plan that reflects the amenities, benefits and values of our entire community.

- 5. They would like allowance for 300-foot buildings near the freeway: very tall.
- 6. They appear to want allowance for buildings averaging 200 feet: seems very tall as an average.
- 7. They appear to see allowances for tall buildings as an offset for unspecified amenities and ambiance.
- 8. They appear to want a variety of uses in acknowledgment that distance precludes easy to downtown Bellevue.

Taller buildings will allow more open spaces on the ground floor for public amenities. The height of buildings directly affects the economic viability of a project to incorporate amenities and build public benefits into a project. Lower heights often create shorter, wider buildings that are built to the edge of the lot,

leaving little or no room for open public areas. By building up instead of out, owners can afford to provide more open areas such as public plazas, open space, interesting streetscapes, and a more vibrant environment. We believe our property has the potential to create a wonderful new amenity for Surrey Downs and we would like to work with our neighbors to bring that vision to life. At the same time, we need to ensure that the redevelopment of our property is economically feasible for our company.

- a. I love the whole idea and am excited that the Wigs are interested in including our neighborhood. Thank you Wigs.
- b. It would be great to have some amenities closer to SD than downtown. I support the idea.

Thank you very much! We greatly appreciate your support and are excited and honored to be your neighbor. We would love to see a zoning change that will allow us to bring amenities closer to Surrey Downs.

Questions:

1. Traffic already very heavy on Main St. and 112th. How much traffic would be added on those 2 streets?

The City of Bellevue is currently completing a traffic study to analyze traffic impacts. The results of that study should be available at the next CAC meeting. Wig Properties will fully comply with any necessary traffic mitigation associated with our development.

2. What is an example of our vision that you have done in the area? What is an example that someone has done anywhere?

I will give Betsy an image to share that shows an example of how our vision could look.

3. Is the Red Lion development aimed at Surrey Downs residents or the new TOD residents located by the Main Street station? Or both?

We want to create a project that appeals to the entire community including Surrey Downs residents. We envision an attractive, high quality, pedestrian-oriented location where people can shop, live, work and enjoy.

4. Do you have examples of other developments of similar nature that can give us an idea of the quality bar of the development?

Yes, I will give Betsy an image that she can share which provides an idea of the quality of the potential development. We envision a high-quality, well-designed

mixed-use development that offers live-work-shop opportunities in a pedestrian-oriented environment with a vibrant public realm.

5. Your proposal negatively affects Surrey Downs in so many ways (traffic, noise, privacy, shadows, safety), what can you do to help enhance the neighborhood area?

The City of Bellevue is conducting a very thorough and careful review of potential impacts related to development. We believe that such a development will bring many new retail amenities to the neighborhood that are not currently available in the immediate vicinity (which could include coffee shops, restaurants, a high-end grocery store, daycare, etc.). Further, any development will need to be properly secured, and such security should dramatically increase safety at the Light Rail station. It will also decrease noise from I-405 by placing buildings along the freeway to block sound, set a high-quality bar and tone for other future development in the vicinity, create an icon to celebrate the distinct character of this area separate from the CBD, increase retail employment, and build public gathering spaces for the community to enjoy. All of these factors should increase property values in Surrey Downs.

6. Will you take measures to improve the walkability of the area? More pedestrian access and safe access?

We are very supportive of measures to improve the walkability of the area, and would love to see additional safe pedestrian crossings be developed across 112th. We believe this is an important feature of any high quality development. We have suggested to the City of Bellevue several ideas around how to make the area more walkable.

7. Is it possible to get an electronic version of the presentation deck? We would appreciate the opportunity to review the points presented.

Of course, I have already sent this to Betsy to distribute.

8. What zoning devices are used to assure that the tallest buildings are limited to the eastern edge of the property?
9. What zoning devices are used to limit average heights of buildings on a property?
10. How would a “wedding cake” approach to building heights fit this property?
11. How do the Wig’s desires comport with nearby zoning immediately to the north of Main Street, both east and west of 112th Ave NE?

The City of Bellevue is working with the CAC to carefully study the station area zoning and any potential increases in height. Once new regulations are in place, Wig Properties will comply with new zoning, including any potential requirements to situate taller buildings to the eastern portion of the property.

The City of Bellevue would be able to better advise you as to particular zoning methods that could be used here. The “wedding cake” idea is to have the tallest buildings in the center of the “cake” and then progressively decrease heights as buildings get further from the city core. In a way, the wedding cake concept is naturally built into Bellevue’s CBD because the CBD is built on a hill. One of the ideas being considered for our site is to locate the tallest buildings on the eastern portion of the property along I-405 and step heights down as the buildings come closer to 112th.

The City of Bellevue also formed a CAC to undertake the Downtown Livability Initiative, which re-examined the zoning (including building height and form) and amenity system for all of downtown. You can find the CAC’s final report here [http://www.ci.bellevue.wa.us/pdf/PCD/CAC_Final_Report\(1\).pdf](http://www.ci.bellevue.wa.us/pdf/PCD/CAC_Final_Report(1).pdf) to see how heights may change near Main Street and 112th.

12. What do the Wigs need from us in Surrey Downs who are excited about their project?

We would love and appreciate your support, and we thank you in advance for it! Please speak to your neighbors about why you are excited, and please voice your support to the City Council as well. Without a zoning change, we can’t provide the amenities and services and gathering places to the neighborhood that we have heard many residents request.