



**CITIZEN ADVISORY COMMITTEE MEETING  
EAST MAIN STATION AREA PLAN**

Tuesday, **November 18, 2014**

4:00 P.M. to 6:00 P.M. – **Room 1E - 112**

Bellevue City Hall – 450 110<sup>th</sup> Avenue NE

**NOTE: Change in meeting date and room.**

| <u>Time</u> | <u>Item</u>  |
|-------------|--|
| 4:00        | 1. Call to order, approval of agenda, approval of October 28 meeting minutes – Scott Lampe, Chair  |
| 4:10        | 2. *Public comment   |
| 4:20        | 3. Debrief from October 28 <sup>th</sup> workshop – observations of CAC members, summary report from consultant – Kate March, Transportation |
| 4:40        | 4. Review draft scope of work for consultants – clarifications and additions – Mike Kattermann, PCD  |
| 5:00        | 5. Neighborhood parking – John Murphy, Transportation  |
| 5:20        | 6. Land Use – potential changes, transit-oriented development (TOD) – Mike Kattermann, PCD   |
| 5:50        | 7. *Public comment   |
| 6:00        | 8. Adjourn – <b>Next meeting, Tuesday, January 27, 2015</b>  |

*\*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  
ADVISORY COMMITTEE  
MEETING MINUTES

October 28, 2014  
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, Pamela Unger

MEMBERS ABSENT: Alexander Strunkin, Bill Thurston

OTHERS PRESENT: Mike Kattermann, Department of Planning and  
Community Development; Andrew Kidde,  
Mediation Program Manager

RECORDING SECRETARY: Gerry Lindsay

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

Chair Lampe called the meeting to order at 4:03 p.m.

There was agreement to reverse agenda items 3 and 4.

A motion to approve the agenda as amended was made by Mr. Breiland. The motion was seconded by Mr. Long and it carried unanimously.

A motion to approve the September 23, 2014, meeting minutes was made by Mr. Long. The motion was seconded by Ms. Hammond and it carried unanimously.

2. PUBLIC COMMENT - None

Chair Lampe took a moment to make sure everyone was aware of the fact that he also serves as chair of the Transportation Commission. He said he was not aware of any conflict of interest.

Senior Planner Mike Kattermann disclosed that he is a member and an officer of the Bellevue First Congregational Church which recently sold its property at NE 8th Street and 108th Avenue NE and will be moving to 11061 NE 2nd Street. He said nothing the Committee will deal with should directly affect the church's new property.

3. "POSITIONS v. INTERESTS"

Mediation program manager Andrew Kidde explained that his team of volunteers mediate neighbor-to-neighbor disputes. He said he does a lot of training and a certain amount of facilitation. The program is evidence of the commitment the city of Bellevue

puts into its neighborhoods.

Mr. Kidde explained that "positions" are the solutions people come up with when first approaching a problem, while "interests" are the reasons people want what they believe will solve a problem. By focusing on interests rather than positions, people are much more likely to be able to reconcile with the interests of someone else. A focus on positions has each person saying what will solve the problem for them personally. Positions make people feel powerful because they involve apparent solutions and self-advocating. Interests, on the other hand, can make people feel like they are revealing too much about themselves. While that may be true in negotiating with a car salesman, it is not true when talking about designing a solution to a problem.

Neighbor A comes up to Neighbor B and he is annoyed with a history of things. He tells Neighbor B in no uncertain terms to cut down an offending tree. Neighbor B, however, likes the tree and does not want to cut it down. Their positions are at odds, but what their interests are is unknown. Neighbor A may want more light in his yard, may be tired of raking the leaves that fall from the tree, may be thinking the tree is a hazard to his family, or may be bemoaning the loss of a view he used to have before the tree grew tall. Neighbor B may have several interests both related and unrelated to the tree that could be helpful. He may want to keep the tree healthy and may see the benefits of keeping it pruned, which may dovetail nicely with allowing more light into the yard of Neighbor A. Neighbor B may have a teenage son willing to rake the leaves for a fee. Neighbor B may want to avoid a conflict with Neighbor A, and most certainly he would be interested in avoiding any liability from a falling branch. At the interests level are all sorts of things that dovetail, none of which are apparent at the positions level.

In tying the principles of mediation to planning, Mr. Kidde offered the Committee a fictional scenario that he said was loosely based on situations he has encountered over the years. In the scenario a commercial area called Cedar Glen can be termed neighborhood blight. There is an abandoned gas station, a vacant strip mall that rival gangs have been tagging, and a patch of swampy forest behind it. The residents of the charming single family neighborhood that borders the area drive by the area quickly. A development company recently bought the property and announced its intention to develop it; their spokesman came to a neighborhood meeting with glossy photos of other mixed use developments they had done that included stores, offices, open space and apartments. A neighborhood coalition formed, however, upset about the proposed level of density and claimed that the development would bring traffic, crime and declining property values.

Mr. Kidde explained that the stakeholder is the residents, and their position is "Don't do it, it will ruin the neighborhood." Their interest is safety, property values, and maintaining and enhancing the livability of their community. Interests are almost always framed as positive things people want; rather than "free from crime," the interest is "safety."

Continuing to explain the scenario, Mr. Kidde said the local branch of the Sierra Club steps forward with a claim that the soggy ground behind the development is actually

prime wetland and habitat for endangered migratory birds. They demand that the city consider the fate of the species in its Environmental Impact Statement. The stakeholder there is actually the environmentalists, and their position is "study." Their interests lie in protecting the birds and the wetland.

The city has been getting pressure from housing advocacy groups. The planning director has stated that the city may require the developer to build 15 percent of the new housing units as "low-income." The stakeholders involve a complex layer of groups, including the city, the housing advocacy groups, and those actually in need of low-income housing. Their collective position is "include housing in this project," and their interest is the need to provide housing for those in the community.

The developer now states he may back out. Given the long list of requirements, the developer is concerned the development may not be profitable, and the property may need to be sold. The residents are concerned that the eyesore will remain. The stakeholder is the developer. The position is "We'll pull out and you can live with your blight." The interest is reasonable profit, though developers also often look to produce good products that will enhance their reputation.

In all there are multiple stakeholders, multiple positions, and multiple interests. The discussion could, however, begin with a problem statement: "Can the property be developed in a way that will enhance the livability of the adjacent neighborhood, preserve the wetland, include affordable housing, provide a wholesome activity center for teens, and returns an acceptable level of profit for the development?"

Mr. Kidde suggested that while ambitious, planning should begin by asking big questions like that. The implementation of best practices would suggest that all stakeholders should be included, not just those who could do an end run around the project and stop it at the end but those who are not able to represent themselves, including future generations, homeless persons, and teenagers. The main job of the Committee is to represent the interests of the people who appointed the Committee members.

Mr. D'Agnone said the station area planning process is unique in that the stakeholders are in fact those who will live there in the future. The project will hopefully be in place for a hundred years. Mr. Kidde agreed and said it is the job of every Committee member to represent a broad set of interests.

Ms. Hammond commented that some in the community believe the light rail project and the stations it will require will create blight, not take it away. Some believe the system will greatly enhance the city, and others believe it will degrade the city. She stressed the need to get to a full understanding of what the interests are, including the interests of those who believe the project was forced on the city.

Mr. Kidde said at the heart of it is all is the need of human beings to feel they are being listened to and that their positions are appreciated and respected. It may be that there are people in the community who believe they have not gotten that.

Chair Lampe said one step toward that end will be to make it clear to those who offer comments during the open house that they will be taken seriously.

Mr. Kattermann said what will be a long process is just beginning. The Committee members will be hearing from a lot of different stakeholders, and what most likely will be stated will be positions as opposed to interests. He urged the Committee members to zero in on the interests so that a plan can be developed to address as many of those interests as possible through the process.

#### 4. DEBRIEF FROM TOUR

Mr. Long said he has been following the light rail issue for some time. He said from a property operations standpoint, he is pleased a plan has been formulated for getting light rail in Bellevue. The project, however, will clearly impact many along the route. He said it was truly helpful to see firsthand the lay of the land and how some will be impacted.

Mr. King said he was struck by how many indirect implications there might be, from lighting to sidewalks and trails to parking in the neighborhoods. It must be acknowledged that Surrey Downs residents have a much different perspective that will need to be considered and accommodated to the extent possible.

Mr. Breiland said the tour helped him better understand the size of the parcels on either side of 112th Avenue SE and the general lay of the land.

Ms. Hammond said she is a Surrey Downs resident but her property is on the west side toward the north end of the neighborhood, a location that will not see as many impacts. She said she has been concerned about those living along 111th Avenue SE. The tour and the conversations about what the Committee can and cannot influence have been helpful.

Chair Lampe said he also is a Surrey Downs resident and found the tour very helpful in understanding the limited access there will be to the station under the current plans. It will be important to try to answer the question of what is appropriate. He said it was eye opening to learn there are buildings along 114th Avenue SE that are literally constructed across Sturtevant Creek.

Ms. Powell said she lives in the Bellecrest neighborhood which has 108th Avenue SE as its western border. She said hopefully the high school kids will be using light rail to get to and from school, or to and from Seattle to participate in programs, classes or activities. The tour did not touch much on the ADA requirements. As Surrey Downs residents age in place, ADA access within the neighborhood will be important.

Mr. King commented that access to the station from Surrey Downs will either be from the little park on the corner or from going around 110th Avenue SE to Main Street to SE 3rd Street and 112th Avenue SE. Good access through the park will require good lighting

and security. The park itself will need to be integrated into the issue of access to the station.

Ms. Hammond said she absolutely agreed but pointed out the need to keep the homes by the park from having light shine into them, keeping the residents awake at night.

Chair Lampe commented that there are always unintended consequences. The redevelopment of Bellevue High School has yielded a great facility, but the lighting there is very bright and it impacts the local neighborhood.

Mr. King asked if the question of access from 112th Avenue SE to the station is within the purview of the Committee. Mr. Kattermann said the kiss and ride area is part of the station design itself, but in terms of getting across 112th Avenue SE there will be a crosswalk and a light at the south end of the station; the crosswalk will line up roughly with the main driveway to the Hilton. The closest crossing at the other end will be at Main Street and 112th Avenue SE. Access to the station from the surrounding area is definitely within the purview of the Committee.

Ms. Hammond suggested the Committee should be familiarized with what will be going on between stations that may impact the neighborhood.

Ms. Powell commented that the transit-oriented development area is geographically very large compared to Surrey Downs. The density to be realized should be better understood.

Ms. Hammond said she would like to have a condensed version of what the process is for developing a site like where the Red Lion is. She pointed out that most members of the Committee are not builders and developers. Mr. Kattermann said he would be happy to invite staff from Development Services to address the development and design review processes. He added that the Committee could decide to recommend design standards for what occurs on the site.

Ms. Powell asked what kind of pressure the city is likely to see to upzone Surrey Downs after the East Link project is completed and the transit-oriented development is in place. Mr. Kattermann said there are policies in place that were reinforced through the best practices process. The policies clearly state that the city will not have redevelopment in those single family areas. The caveat is that policies can be changed, though the process is not an easy one and involves Comprehensive Plan review and amendment, which in turn is followed by the rezone process. In all likelihood to realize an upzone of Surrey Downs would require a request from the neighborhood itself.

Mr. Brieland suggested the Committee would also benefit from a debrief on the Downtown Transportation Plan and how it relates to the study area.

**\*\*BREAK\*\***

## 5. REVIEW OF CAC WORK PROGRAM

Mr. Kattermann said the final Committee meeting of 2014 will occur on November 18. He said the agenda for that meeting includes reviewing feedback from the workshop, identifying additional issues for the scope, an initial discussion of the potential land use changes to the east of 112th Avenue SE, and an initial discussion regarding "hide and ride" parking in the neighborhood.

Mr. Kattermann explained that while the vision for the East Main station area planning involves reviewing everything everyone would like to see occur over the long term, the scope is the actual work program that will be undertaken to move things toward addressing the vision. The scope will be finalized at the November 18 meeting. The scope will need to be approved by the Council before it can be handed to the consultant; the hope is the consultant will be on board in January. The approved budget for the entire study totals approximately \$150,000.

The Committee members were told that going forward a single meeting per month is planned. There may be, however, occasions when an extra meeting will need to be scheduled. There will be no meeting in December. The range of the land use parameters will be set at the January meeting, and the discussion regarding parking will continue. The group will also be updated regarding land use and transportation issues that were addressed as part of the Downtown Livability Initiative process, provided that by then the Council will have acted on those recommendations. The Committee will also start its discussion of neighborhood traffic and access, both vehicular and pedestrian/bicycle access.

Mr. Kattermann said a draft report and recommendation from the Committee will be completed in June and will be made the subject of a public hearing. The draft will then be forwarded to the Council for review in July, and will be back before the Committee in September to be finalized.

Answering a question asked by Chair Lampe, Mr. Kattermann said the Committee will identify several concepts and ideas and will put them out at an open house for the public to react to before being refined by the Committee. The public hearing will be more of a formal event where the public will comment on the draft report and recommendations.

Ms. Hammond asked what the process is in the unlikely event that the Council disapproves of the draft report. Mr. Kattermann said that would be completely up to the Council. The Council could send the report back to the Committee with some specific direction; could decide to shelve the report; or could decide to send it to some other body to work out details. Certain elements, such as rezones and land use changes, will by law be carried to the Planning Commission, and some items may need to be reviewed by the Transportation Commission.

Ms. Powell asked if the Committee will in any way integrate with the East Link permitting CAC. Mr. Kattermann said the two groups are moving forward on different time tables and are dealing with different issues. There may be some areas of overlap

and if there are staff will make the connections.

6. OPEN HOUSE OVERVIEW- PURPOSE AND ROLE

Mr. Kattermann said the focus of the open house is on the vision and scope. The idea is to hear what the public has to say. He encouraged the Committee members to mingle, to answer questions when asked, and to not be afraid to direct the public to staff to have specific questions answered. There will be a welcome table where the attendees will receive information about the purpose of the meeting; a table with information about the East Link project generally as well as the station area planning process; and a table at which the public can voice their particular ideas and concerns. Transportation staff will attend to talk about access to the station by pedestrians and vehicles, including what will be changing as a result of the closures on 112th Avenue SE. Mr. Kattermann said at his table the focus will be on the redevelopment potential on the east side of 112th Avenue SE.

7. PUBLIC COMMENT - None

8. ADJOURN

Chair Lampe adjourned the meeting at 5:24 p.m.





The City of Bellevue

## East Main Station Area Planning Visioning Open House Summary

October 28, 2014 Bellevue City Hall

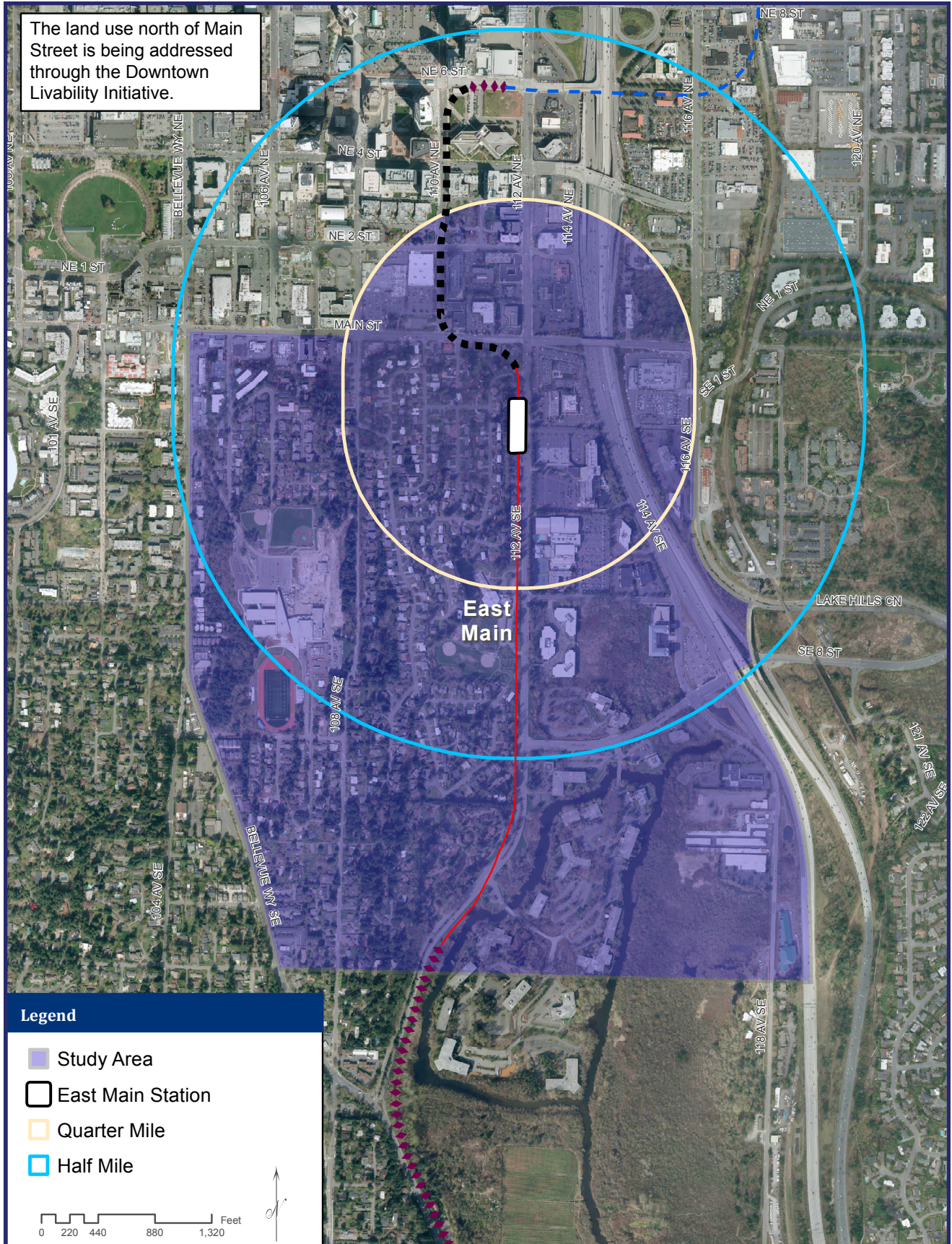


### Introduction

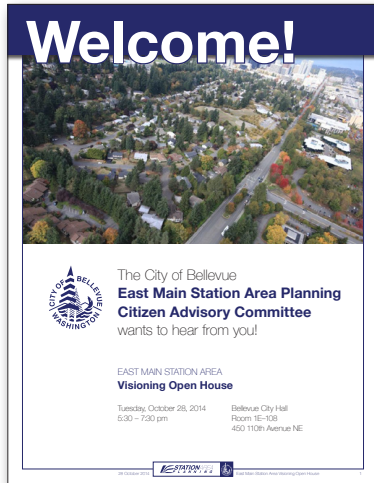
The City of Bellevue East Main Station Area Planning Citizen Advisory Committee (CAC) hosted a visioning open house the evening of October 28 at Bellevue City Hall. The purpose of the open house was to initiate the station area planning process for neighborhoods in the vicinity of the future East Main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

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

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



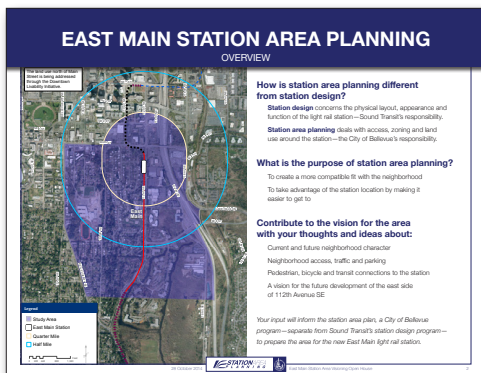
## 1. Overview Station



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

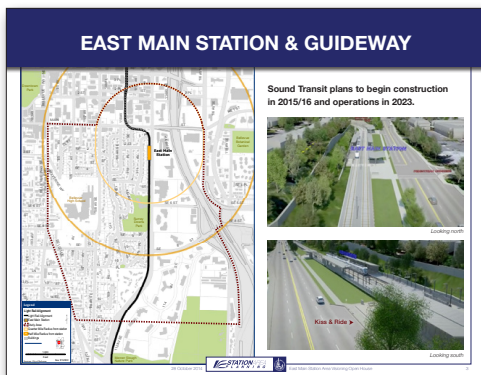
Exhibits identified the study area around the future light rail station and described the purpose of station area planning. A Sound Transit animation of the light rail train running through the Eastside alignment provided a clear view of the relationship between the future train infrastructure and the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

## 2. Neighborhood Character & Key Considerations



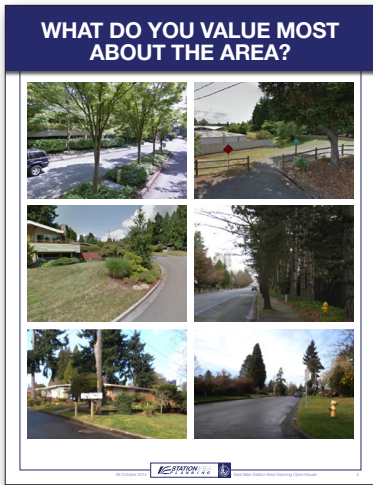
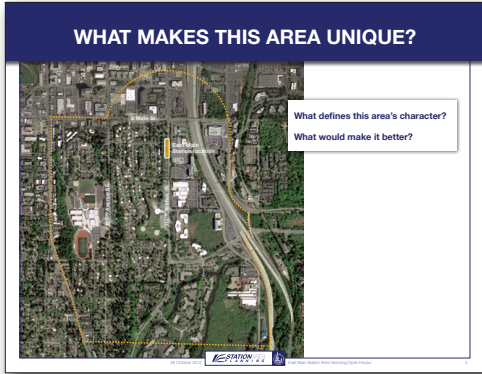
**Purpose** To seek feedback about the character of the study area—with particular focus on which aspects are valued—and to identify concerns for the future.

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



### Uniqueness & Character

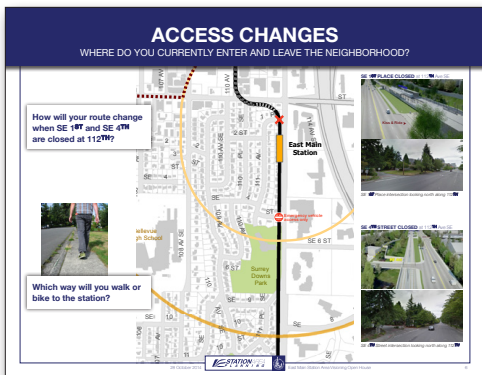
- Walkability
- Natural beauty — trees and wildlife — must be protected
- Single family housing
- Architecture of homes
- No/low through-traffic
- Quiet
- Connected neighbors
- Single family adjacent to downtown
- Lots of style
- Modest sized homes
- Access to unique shops and restaurants (Old Bellevue)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



**Concerns & Suggestions**

- Extend the character of old Main from 100th to 112th (right now, Main & 112th is an on-ramp for I-90). Expanding on the idea, create a walkable district of unique shops and restaurants the entire length with 2 lanes of traffic and on-street parking. Concern was expressed that the city is looking to Main Street to support commuter traffic when it should support a quieter Main Street with small, neighborhood serving businesses.
- Extend on-street parking north and south from 104th to 112th leaving one lane of traffic east and west.
- Encourage mixed-use development with a retail base and walkable street level.
- Connect 110th north of Main with 110th south of Main, including a traffic light to facilitate westbound access into Surrey Downs.
- Create a good bike path along light rail or through the neighborhood.
- For traffic congestion during construction of light rail, a suggestion was made to delineate a ring around downtown Bellevue and charge people for driving into the downtown area and parking their cars. London was offered as an example.
- Move all office development east of I-405 so that residents could enjoy the retail without all the congestion.
- High-rise development along I-405 would provide a good buffer from freeway noise. Residences could be located along 112th, perhaps mixed with a retail pedestrian corridor down the middle.
- The unique character of Surrey Down homes is an asset residents want to preserve and protect – numerous homes were designed in the 1950’s by the architecture firm Mithun & Nelund. Residents view the neighborhood as an historic district.
- Distribute job growth east of I-405.

**3. Access Changes**



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

Exhibits at this station included a basemap showing the East Main Station area walkshed with photos providing detail about the light rail alignment, planned street closures and station location. Meeting participants were asked: 1) Where do you currently enter and leave the neighborhood? 2) How will your route change when SE 1st and SE 4th are closed at 112th? and 3) Which way will you walk or bike to the station? Some attendees added sticky notes and annotations to the base maps but most feedback came through conversations with the staff facilitating the station.

### **Pedestrian Access**

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

### **Vehicular Access**

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

### **Other Ideas & Observations**

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

## 4. Development Vision

**POTENTIAL REDEVELOPMENT AREA**



**Current Zoning: Office Limited Business (OLB)**

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

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

**Current Use**

- Hotels and supporting surface parking
- Red Lion Hotel: 2 stories on 6 acres
- Hilton Hotel: 11 stories on 6.6 acres
- Various office buildings: 2-6 stories

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

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

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

**WHAT SHOULD NEW DEVELOPMENT LOOK LIKE?**  
WHAT DO YOU PREFER — OR NOT PREFER — ABOUT THESE EXAMPLES?



- Avalon Bellevue**  
- 5-story mid-rise  
- Mixed use: apartments over retail
- Pinnacle Bellcentre**  
- 5-story mid-rise  
- Mixed use: apartments over retail
- City University**  
- 3-story low-rise  
- Mixed use: offices over parking (to merit)
- Civica**  
- 6-story high-rise mixed use  
- Mixed use: office over retail
- Carriage Place Condos**  
- Low-rise residential  
- 24 units on 1.28 acres (~15 units/acre)
- Watermark Apartments**  
- 4-story low- to mid-rise  
- Residential: 60 units over parking (to merit)
- Library Square Condos**  
- 4-story mid-rise  
- Mixed use: residential over retail
- Lexus Nexus**  
- 2-story low-rise  
- Office
- 112th @ 12th**  
- Office over small amount of retail
- Low-rise residential**
- Low-rise retail**
- First Mutual Bank**  
- 6-story mid-rise (high-rises behind)  
- Commercial: office with some retail

**WHAT SHOULD NEW DEVELOPMENT LOOK LIKE?**  
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- 2-story low-rise  
- Office
- 112th @ 12th**  
- 6 stories mid-rise  
- Office over small amount of retail
- Low-rise residential**
- Low-rise retail**
- First Mutual Bank**  
- 6-story mid-rise (high-rises behind)  
- Commercial: office with some retail

28 October 2014

### Observations and Ideas

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

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

## Thoughts Submitted on Comment Forms

### Respondent 1

- Lives on 108th Ave SE, when the construction starts, how do we get in and out to get to 405 or I-90?
- Make sure not to increase the traffic on 108th Ave.
- Wants to see the old Main Street shops extended and pass through Bellevue Way, all the way to 112th with pathways. Shops would be only unique shops you can't find elsewhere, not the franchise shops or big store names.

### Respondent 2

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

### Respondent 3

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

### Respondent 4

- Redevelopment should NOT be redundant to downtown. To maintain the neighborhood feel but to allow filling in perhaps service/retail gaps, a European feeling... bistro, cafes, low-rise, plenty of trees, etc... this sort of development should be encouraged.
- Light-rail is perfect for people coming into the hotels from the airport and the introduction of a couple of cafe-like, coffee-shop options, would be perfect.
- REDUCE status-quo noise, cars, etc. Thanks for this opportunity!

**Respondent 5**

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

**Respondent 6**

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

**Respondent 7**

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



**Attachment 1: Meeting Handout**



# STATION AREA PLANNING

## EAST MAIN STATION

The City of Bellevue

### **East Main Station Area Planning Citizen Advisory Committee**

wants to hear from you!



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

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

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

**For more information, visit**

[www.bellevuewa.gov/east-main-station.htm](http://www.bellevuewa.gov/east-main-station.htm)

# STATION AREA PLANNING

## How is station area planning different from station design?

- » **Station design** concerns the physical layout, appearance and function of the light rail station—Sound Transit’s responsibility.
- » **Station area planning** deals with access, zoning and land use around the station—the City of Bellevue’s responsibility.

## What is the purpose of station area planning?

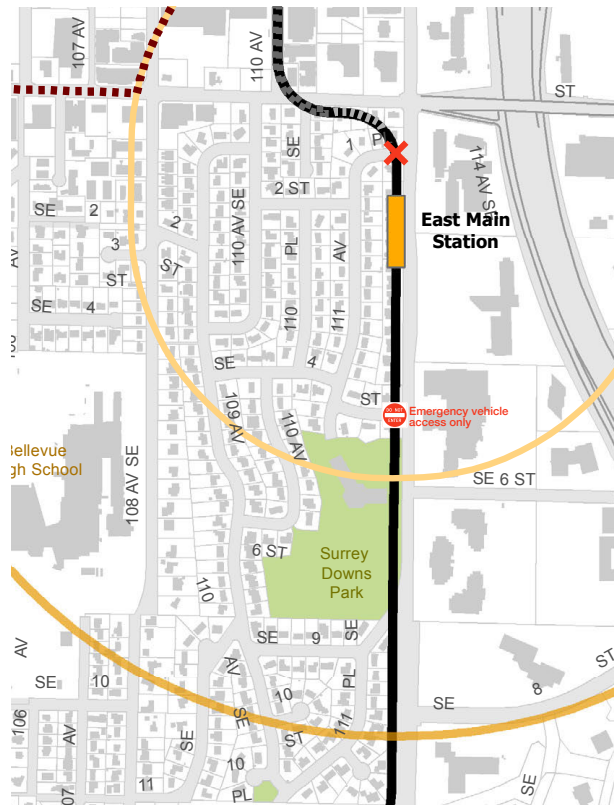
- » to create a more compatible fit with the neighborhood
- » to take advantage of the station location by making it easier to get to

## REDEVELOPMENT POTENTIAL

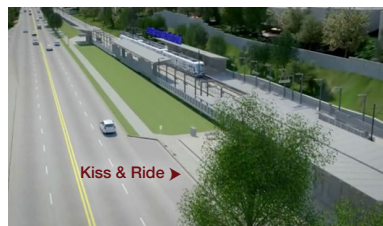


What kinds of businesses, activities and features would appeal to you in this area?

## ACCESS CHANGES



Access to Surrey Downs neighborhood from 112TH will be closed at SE 1ST Place and 4TH Street.

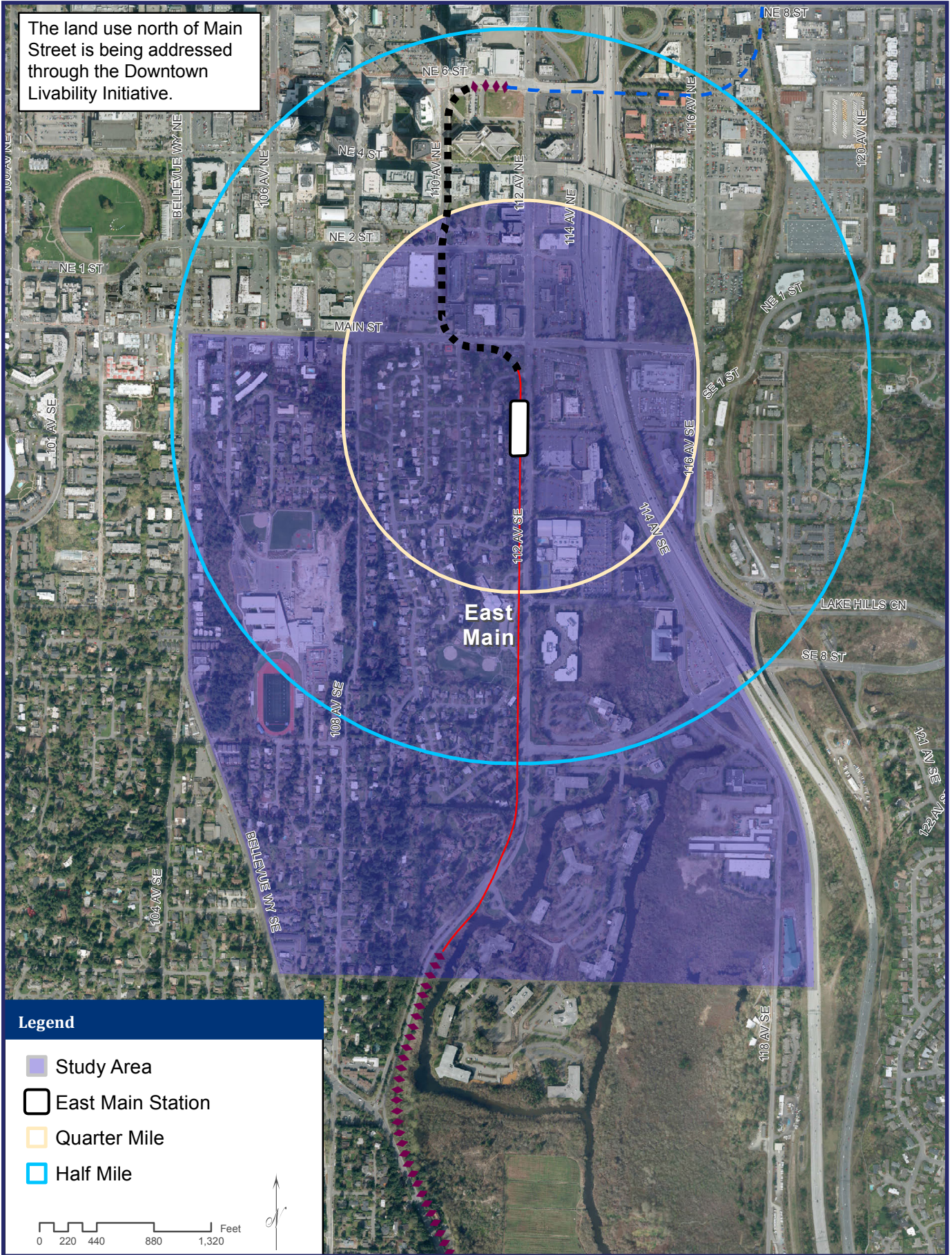


SE 1ST PLACE CLOSED at 112TH Ave SE



SE 4TH STREET CLOSED at 112TH Ave SE

The land use north of Main Street is being addressed through the Downtown Livability Initiative.



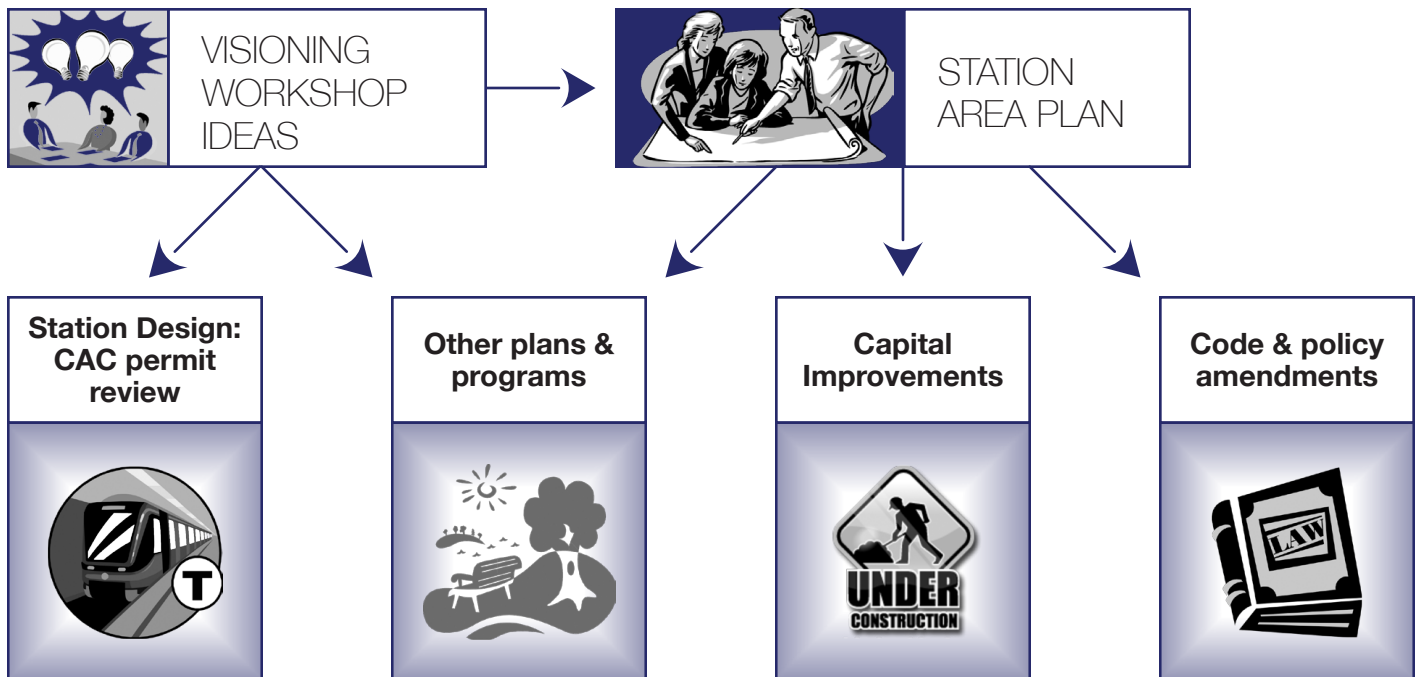
**Legend**

- Study Area
- East Main Station
- Quarter Mile
- Half Mile

0 220 440 880 1,320 Feet



# NEXT STEPS



## East Main Station Area Planning CITIZEN ADVISORY COMMITTEE

The East Main Station Area Planning Citizen Advisory Committee (East Main CAC)—a group of 11 residents and business owners from the study area—was appointed by the City Council in August 2014.

The group will work with city staff and the community to identify opportunities and concerns to be studied and addressed in the East Main Station Area Plan. At the end of an approximately year-long process, the East Main CAC will make recommendations to the City Council about which strategies in the plan to pursue. The East Main CAC will not be addressing the East Main station or the Sound Transit light rail system itself.

East Main CAC meetings are public and occur the fourth Tuesday of each month in room 1E-113 of City Hall from 4:00–6:00 p.m. Public comment is available at the start and end of each meeting.

## Follow-up & Contact Information

### CITY OF BELLEVUE

**Kate March** • (425) 452-2055  
 kmarch@bellevuewa.gov  
 www.bellevuewa.gov/light-rail.htm

*For questions about Bellevue's work on light rail including station area planning, permitting, etc.*

### SOUND TRANSIT

**Luke Lamon** • (206) 903-7469  
 Luke.Lamon@soundtransit.org  
 www.soundtransit.org/Projects-and-Plans/East-Link-Extension

*For questions about Sound Transit's work on light rail.*



**DATE:** November 18, 2014

**TO:** East Main CAC Members

**FROM:** Michael Kattermann, AICP, Senior Planner, 452-2042  
*Department of Planning & Community Development*

**SUBJECT:** Draft Consultant Scope of Work for East Main Station Area Plan

This draft project scope represents an initial outline of the primary tasks that are anticipated to require consultant assistance. Staff is seeking feedback from the CAC on these specific tasks to determine if there are additions or clarifications needed. The full scope and request for proposals will be refined and issued in December with a consultant team expected to be under contract in January.

**Land Use/Urban Design**

The purpose of these tasks is to create a range of redevelopment scenarios for consideration by the CAC and for environmental analysis. The products are intended to provide the CAC with information about what the market could support in terms of redevelopment, what that development could look like, codes and design standards that would achieve the CAC's vision, and other streetscape ideas that would help to reinforce the character of the area.

- Analyze development potential under existing zoning and transition overlay zones
- Analyze potential markets (e.g. residential, retail, office) and regulatory needs for redevelopment of OLB properties
- Develop conceptual site plans and building elevations for alternative mixed use scenarios
- Develop design guidelines and land use code amendments for CAC recommended scenario
- Prepare a palette of potential streetscape and gateway improvements for neighborhood entries

**Transportation/Station Access**

The purpose of these tasks is to inform the CAC discussion and recommendations for future access to the neighborhood by pedestrians and vehicles and future access to the station primarily by pedestrians and cyclists from the surrounding area. The products will provide a basis for comparison between what exists today and what is modeled to occur under future land use and access scenarios.

- Establish a baseline of information about existing traffic volumes and patterns in the study area
- Model revised neighborhood vehicular access patterns resulting from the East Link project
- Develop and model options for neighborhood vehicular access modifications
- Model pedestrian and bicycle network modifications to improve station access
- Research additional techniques from other jurisdictions related to traffic calming, cut-through traffic and “hide-and-ride” parking
- Prepare a list of potential projects (e.g. routes, sidewalks, pathways, signage, ADA access, lighting and safety improvements) and planning level cost estimates

### **Environmental Review**

The purpose of these tasks is to provide the CAC with additional information about environmental impacts of the options they are considering for their recommendations and to provide a basis for the environmental review needed to implement those recommendations.

- Analyze noise attenuation effectiveness of alternative scenarios in terms of building height and placement
- Analyze land use changes on adjacent development and natural areas (e.g. Sturtevant Creek and associated wetlands)
- Analyze traffic impacts based on OLB redevelopment scenarios and neighborhood access modifications

# Residential Permit Parking Zones (RPZ) around East Main Station

A Residential Permit Parking Zone is an area established by a city ordinance to restrict non-residential parking on neighborhood streets. Residents and their guests are exempt from the restrictions if they are parking legally and displaying a RPZ permit. Residents are permitted to have one permit per registered vehicle and up to 4 guest passes. There is no fee associated with procuring a permit. There are currently 15 RPZ in Bellevue.

## Enforcement of RPZs

Currently there is only one officer that conducts enforcement of RPZs. Enforcement is conducted on a complaint-only basis meaning that officers do not regularly patrol RPZs.

## Implementing RPZs

65% or residents in a proposed RPZ must support the restriction for the zone to move forward.

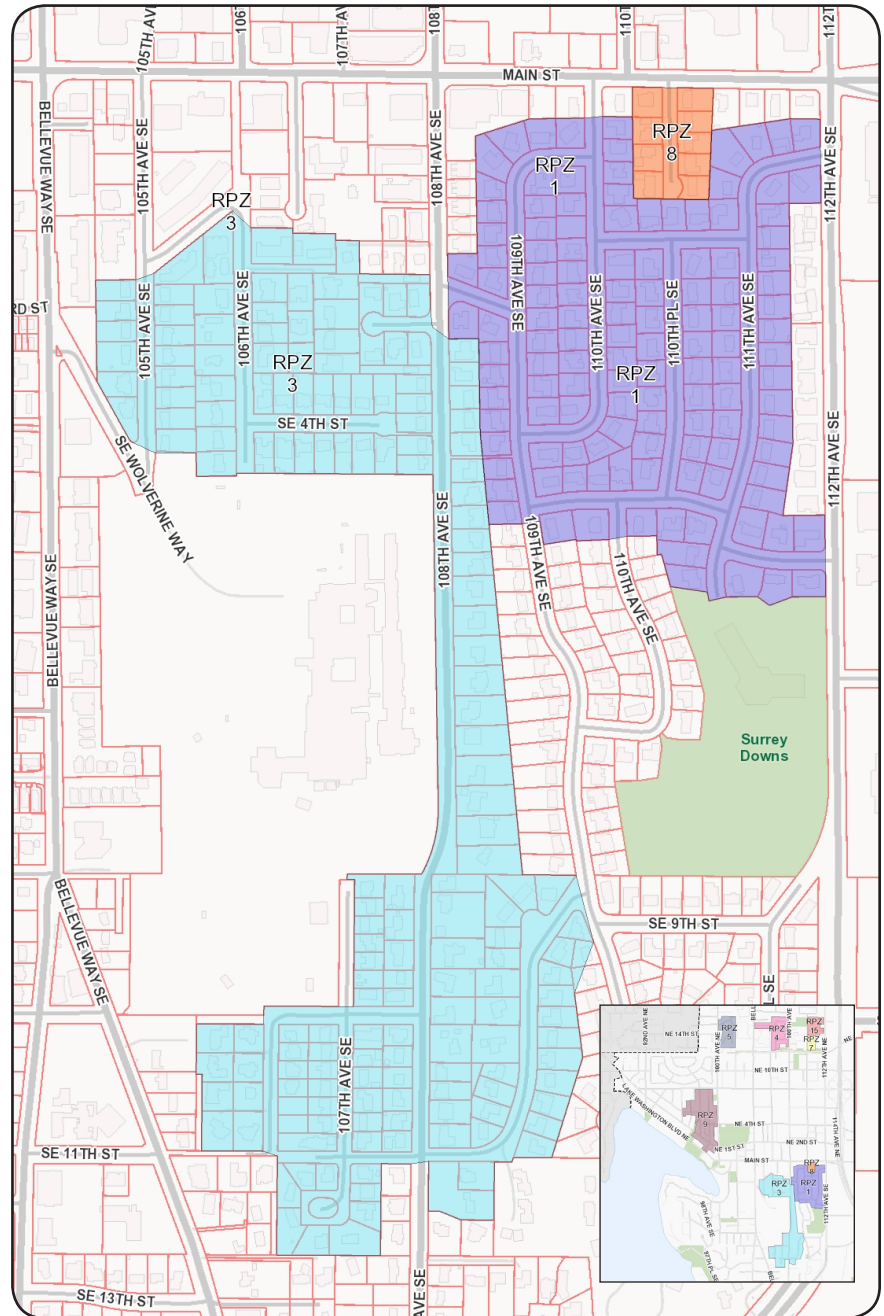
## RPZs in Surrey Downs and Bellecrest

**Zone 1**, implemented in 1985 to address concerns about downtown spillover parking; this was the first RPZ in Bellevue

- 126 parcels (113 registered citizens)
- No parking 8am to 6pm except Saturday, Sunday and Holidays
- Expiration: August 2013

**Zone 3**, implemented in 1988 to reduce student parking around BHS

- 172 parcels (118 registered citizens)
- No parking 7am to 4pm except Saturday, Sunday and Holidays
- Expiration: December 2016



*There are currently three RPZs in the East Main station area*

**Zone 8**, implemented in 1993 to address concerns about downtown spillover parking

- 8 parcels (8 registered citizens)
- No parking 7am-8pm except Saturday, Sunday and Holidays
- Expiration: November 2016
- Zone 8 is not part of Zone 1 to ensure that Zone 1 permit holders wouldn't travel to the north end of the neighborhood and park on 110th PI SE