

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

May 3, 2016
4:00 p.m.

Bellevue City Hall
Room 1E-112

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

MEMBERS ABSENT: None

OTHERS PRESENT: Mike Kattermann, Planning and Community Development Department; Phil Harris, John Murphy, Marie Jensen, Transportation Department

RECORDING SECRETARY: Gerry Lindsay

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

Chair Lampe called the meeting to order at 4:02 p.m.

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

A motion to approve the March 29, 2016, meeting minutes as submitted was made by Ms. Powell. The motion was seconded by Mr. Long and the motion carried unanimously.

2. PUBLIC COMMENT

Mr. Jack McCullough, 701 5th Avenue, Suite 6600, Seattle, spoke representing the owners of the Red Lion site. He noted that the view corridor issue was stumbled upon last fall and has been bouncing around between the Committee, the Planning Commission and the Council. There is no real legal basis in the code that supports the imposition of the view corridor. The Committee should recognize that fact and in the context of making a report to the Council it should be made clear that the corridor does not currently exist. The current language of the draft plan in item 3 on page 35 calls for reevaluating and reducing the Mt. Rainier view corridor, which implies that the corridor actually exists, but in fact it does not. The sentiment of the Committee to date has largely not been supportive of the view corridor concept. Proposed language for the Committee's report concerning the corridor were provided to the members. It would be good for the Committee to go on record as saying it does not support the view corridor.

Mr. Bill Pollard, 9031 NE 40th Place, Yarrow Point, spoke as owner of the Gateway One office building between SE 6th Street and SE 8th Street on 112th Avenue SE. He asked the Committee to consider an increase in both FAR and height for the site. Currently the site is limited to an FAR of 0.5 and it should be increased to 1.0 in keeping with the graduated FAR concept. The site is only a quarter of a mile from the East Main station and the requested increase in FAR is modest. The height should be increased from the current 75 feet to up to 120 feet to accommodate the additional FAR. There are storm water retention ponds on the site, and the FAR and height increases will allow for not disturbing those areas and locating a project adjacent to 112th Avenue SE.

Mr. Robert Levy, 11915 SE 245th Place, Kent, spoke representing the Hilton Bellevue. The Hilton is supportive of the work of the Committee. Any considerations or variances that might be given to the Red Lion site as well as any surrounding sites should include the Hilton site as well.

Mr. Harold Moniz with CollinsWoerman Architects, 710 2nd Avenue, Suite 1400, Seattle, spoke representing Gateway One. The site is situated just outside the quarter mile walk from the East Main light rail station. He said there are two viable options for redevelopment of the site. One option is to remove the existing office building and building a new structure on the site. Having a little more FAR and height would benefit the development. There is a 20-foot grade difference between the site and 112th Avenue SE, so allowing height to 120 feet would not be seen as a significant increase. The other option for the site involves keeping the existing office and constructing some multifamily up against 112th Avenue SE, with an underground parking structure to support the increase in parking, and a five-story multifamily building.

Ms. Leshya Wig with Wig Properties, 4811 134th Place, said without the view corridor imposed, there would be a shorter building along 112th Avenue SE and there would be more open space overall on the site. Taller buildings would be sited along the freeway. While it has been shown that redevelopment of the site is technically possible with the view corridor in place, the result would not be as good for the Surrey Downs neighborhood because there would be taller buildings closer to their homes, less open space, and less creative designs. The penultimate bullet under item 2 on page 35 of the draft plan calls for limiting building height to 65 feet within 50 feet of 112th Avenue SE, and encourages building design that steps back height above 65 feet in the area between 50 feet and 100 feet of 112th Avenue SE. She proposed adding ahead of the word “encourage” something to the effect of “if the view corridor is not imposed.” If the corridor is not imposed, building design that steps back is exactly the right thing to do. If the corridor is in place, however, buildings will be squished on 112th Avenue SE in a way that does not allow for quickly stepping them up, and the buildings on 114th Avenue SE will also be squished because of the corridor; including open space will be more difficult and may not achieve the goal of creating a place-making event.

Mr. Brian Franklin with PMF Investments, 15015 Main Street, Suite 203, said the family owned and operated company has been in the area for 30 years and recently purchased the Sheraton property off of 112th Avenue SE. The Sheraton site has amazing potential. Its location between the East Main and downtown light rail stations make it appropriate for transit-oriented development. The view corridor, however, debilitates the site. The view corridor does not actually exist. The mention of a view corridor came about from work done on the Metro 112

building in the core design district in a completely different district from where the Sheraton is located. The view corridor discussed for that building does not extend across the boundary. If it existed elsewhere, there would be something in the code that had been voted on by the Council. If the view corridor is imposed, the ability to effect a transit-oriented development will be debilitated on sites that are only a stone's throw from light rail. It should be stated in written form that the majority of the Committee is not in favor of any creation of a view corridor.

Ms. Renay Bennett, 826 108th Avenue SE, said she hoped that all of the neighborhoods would be treated equally by the Committee, and that the Committee would be inclusive rather than exclusive in helping to mitigate the impacts of light rail. She proposed changing the first sentence of the fourth paragraph on page 13 of the draft plan to replace "residential" with "neighborhood." With regard to section 3.1 on page 17, she proposed adding reference to both Bellecrest and Surrey Downs at the end of the last sentence of the first paragraph. With respect to section 3.4 on page 19, she proposed including a reference to Bellecrest in the first sentence of the second paragraph given that both neighborhoods will be impacted by the loss of direct access. The same change should be made to the first paragraph on page 29 where only Surrey Downs is mentioned. She proposed changing "continue to explore new technologies" as used in item 7 on page 30 to read "implement new technologies." With regard to item 8 on the same page, "residential streets" should be revised to read "neighborhood streets." The Committee was asked to add "and evaluate concurrently" to item 10 on page 30.

Senior Planner Mike Kattermann called attention to copies of an email from Mr. Franklin in the desk packet, as well as copies of an email from Rusty Duchene and the accompanying staff reply.

3. REVIEW OPEN HOUSE MATERIALS

Senior Planner Phil Harris reviewed with the Committee the open house materials. He noted that the open house will be live online from May 9 to May 25, and an in-person open house is slated for May 18. The materials included general information about the station area planning process, the study area, the work of the Committee, and the remaining project timeline. The materials included comments received from the Committee and the public that served as the starting point for the discussion of the vision, the strategies and the recommendations on the four main topics of ped/bike access, traffic, character and redevelopment.

Mr. Harris said the online open house will include pages showing the Committee's vision, recommended strategies, maps, and specific questions to be answered. The in-person open house will have the same materials on display boards, and the attendees will be handed comment cards to fill out and submit.

Ms. Powell asked if people will be encouraged to make suggestions on any of the topics. Mr. Harris said the idea behind the "tell us more" button in the online open house is to garner additional information for the Committee to review at its June 15 meeting. Open-ended comments made by those who attend the May 18 in-person open house will also be up for discussion at the June meeting. It will be up to the Committee to determine what to include in the final report.

Chair Lampe asked if the online open house technology will prohibit persons from taking the survey over and over again. Mr. Kattermann said he did not believe so. Transportation Planner John Murphy added, however, that there may be a way to determine if a single person were essentially stuffing the ballot box.

Mr. Kattermann commented that because of space limitations the online materials have been paraphrased. There will, however, be a link included for anyone wanting to see the full list. Copies of the full list will also be available at the in-person open house.

Ms. Unger said “tell us more” could be interpreted as meaning more information is available rather than meaning the viewer is being asked to share more of their thoughts. Mr. Kattermann agreed to work on language that would make that clearer.

With regard to the graphic relative to redevelopment, Ms. Hammond suggested that as drawn it implies the only area that will see redevelopment activity is the Red Lion site. She said those who see the materials should be made to know that what applies to the Red Lion site could also apply to the Sheraton site and other sites. Mr. Kattermann agreed that a map should be included showing all of the areas that are included. He pointed out, however, that the Sheraton site is not part of the Committee’s purview.

Mr. Rogers observed that the graphic shows development with an FAR of 4.0, whereas the Committee has discussed allowing up to 5.0 provided certain conditions are met. Mr. Kattermann said that approach will be described in the strategies.

Mr. Breiland said if the Red Lion site is to be highlighted, some depiction of height up to 300 feet and development up to an FAR of 5.0 should be included to avoid creating confusion.

Mr. Thurston stressed the need to include with the graphics language indicating that the drawings are intended to be representative rather than literal.

Ms. Hammond noted that recent information regarding Sound Transit Phase 3 indicates the possibility of additional ridership coming to the East Main station. She asked if any of that information will be shared at the open house. Mr. Kattermann said he had not intended to include that. Ms. Hammond suggested that it should be given that people will view the materials and make comment based on their understanding of what the impacts will be when in fact the impacts could be much bigger.

Chair Lampe said the big change for the area will be the coming of light rail, which is still seven years out. The Committee is not charged with designing the rail line itself or the station, so the additional information could only serve to confuse. ST-3 is still 25 years out and it has not even reached the ballot yet. He said he would be inclined to stay away from the issue at the open house.

Mr. Breiland agreed. He said Sound Transit has not yet designed anything and cannot even say for sure if their trains will stop at the East Main station. The Committee is tasked with looking at

the surrounding land uses and access issues and the number of tracks or trains on them will not affect that. It is too early to worry about what may or may not happen with ST-3.

Ms. Unger asked staff to clarify the view corridor issue. Mr. Kattermann said it is in the Comprehensive Plan and there are also references in code. Whether or not that means the corridor exists will be left to the attorneys and the policymakers. The issue is before the Council and the Council will have to make the ultimate decision. Ms. Unger asked if the Committee could be provided with some direction from the legal department at the next meeting. Mr. Kattermann said no one knows yet what the Council will do with the issue. The recommendation of the Committee covers both having the corridor and not having the corridor. Any wording changes to the draft recommendations are within the prerogative of the Committee.

Mr. Thurston commented that the Committee's discussion has progressed on the assumption that the view corridor does in fact exist. He said he would support including language in the recommendation to the effect of "...assuming the view corridor exists..." Mr. Kattermann said the Committee is free to include language to that effect.

Mr. Kattermann reminded the Committee members that the online open house would go live on May 9. He said any substantive changes to the draft materials will be incorporated into the documents. Time should not be spent re-debating things that have already been discussed, but if something has been missed entirely, or if an issue has been mischaracterized, the Committee should say so.

Ms. Hammond said she was in favor of including very direct language relative to the view corridor. If the majority of the Committee is not in favor of the view corridor, a statement should be included that the Committee recommends doing away with the view corridor.

Mr. Rogers pointed out that the specific language proposed by Mr. McCullough does that. Mr. Kattermann clarified that the proposed language read "Minimize or eliminate the Mt. Rainier view corridor to prevent undermining redevelopment and transit-oriented development goals, and the CAC desire to locate taller buildings farther from 112th Avenue SE." He said the language would appear in item 3 on page 35 of the draft plan.

Ms. Unger supported including the language as proposed.

Ms. Powell did not agree to include the language. She said the view corridor is an important public asset that needs to be protected. While there are valid points on both sides of the issue, someone should speak up for retaining the view from City Hall.

Mr. Breiland asked Ms. Powell if she could agree to including language calling for the view corridor to be minimized. Ms. Powell said she could not.

Mr. Kattermann proposed adding the proposed language to item 3 on page 35 of the draft plan but acknowledging in the transmittal memo that there was a majority but not unanimity.

Mr. Thurston commented that the fact that the individual Committee members have been willing to express their opinions is what has made the Committee so constructive. He said he personally loves City Hall and the vistas from it, but to tag the entire area of the transit-oriented development district to a view of Mt. Rainier would be tantamount to the tail wagging the dog.

There was agreement to make the change to item 3 as proposed but not to highlight the minority opinion.

Mr. Rogers pointed out that Mr. McCullough had also proposed revising the fourth bullet of item 2 on page 35 of the draft plan to add “if any” following “subject to view corridor height provisions.” Mr. Kattermann pointed out that in the discussion with the Committee the conclusion reached was that the FAR of 5.0 and the 300-foot height limit is not subject to the view corridor. Mr. Rogers said the issue is that if there is a view corridor, the height of the buildings along 114th Avenue SE will be affected, and if the corridor is not there, the height restrictions will not come into play. By adding “if any,” carte blanche is not given to ignore the view corridor. Mr. Kattermann clarified that if the view corridor goes away, the Committee will still want to limit the greater FAR and taller buildings to along Main Street and I-405. That is what the fourth bullet is saying. Adding the “if any” does not really come into play and the recommendation of the Committee will hold whether the corridor is in place or not.

Ms. Hammond suggested moving “subject to view corridor height provisions” to the end of the fourth bullet rather than including it in the middle. Mr. Breiland said the phrase could simply be eliminated. If the view corridor goes away, the height should be pushed back regardless. Mr. Kattermann agreed that when paired with the revised language, it becomes clear where the Committee wants to see the taller buildings.

There was agreement to eliminate the phrase.

Mr. Rogers agreed with the comment made by Ms. Wig concerning the fifth bullet of item 2 on page 35. He said the proposed language is confusing as drafted and when penciled out makes the 200-foot limit extremely narrow. The suggestion was to call for the stair stepped approach if the view corridor is removed; if it is not removed, the ability of the developer to achieve the full FAR will be minimized. Mr. Kattermann said the intent of the Committee was not to squish the development but rather to move it back as much as possible, with or without the view corridor. If language is included about the view corridor going away, however, that would open it up to allowing taller buildings along 112th Avenue SE. Mr. Rogers said if that is the case, the bullet as drafted is too restrictive. The setback should simply be 50 feet.

Mr. Kattermann explained that as drafted, within the first 50 feet of 112th Avenue SE, building height of up to 65 feet is allowed. Then between 50 feet and 100 feet, building height can exceed 65 feet but only in graduations that are not specified. Beyond 100 feet, the full building height is allowed, subject to the view corridor restrictions, which hits at about the mid-point of the southern boundary of the site.

Mr. Breiland said his interpretation was that the edges should be treated much the same way the A and B districts are treated.

Mr. Rogers pointed out that what the Committee wants to see is a development with a courtyard in the middle. As worded, the setback could mean there will be a building situated where the courtyard should be. The restriction will make it difficult to achieve an FAR of 4.0 or 5.0 on the site. Mr. Kattermann said getting to the full density allowed is achievable, but flexibility in how to get there would be impacted by the approach. Mr. Rogers said the proposed language has only triggered confusion about what can be done. What is needed is clear and simple language that will allow a developer to work out with the city a development agreement that will work for all concerned. Mr. Kattermann agreed the language should be reworked to make it clearer.

There was agreement to direct staff to be on hand at the open house to answer questions, and to confirm the language of the paragraph at the June meeting. Mr. Kattermann agreed to include a diagram as well. He clarified that buildings are allowed to begin at the edge of the sidewalk and that is the mark from which to measure the 50 feet in which buildings are allowed up to 65 feet in height. Building height can increase in steps in the area between 50 feet and 100 feet, with full building height allowed beyond 100 feet.

Mr. Breiland commented that the design review process would be used to work out with the developer how to effect the stepping up. Chair Lampe said the challenge would be in accommodating both the steps and the allowed density on the site without filling in the middle section. Mr. Kattermann agreed the approach will to some degree affect the flexibility of what can be done on the site. He said the approach was included based on input from the Committee, but if so directed the approach can be removed.

Mr. Thurston said from the streetscape point of view, the trees and the retail uses will be the most visible. A tall building just beyond that would not be out of place.

Ms. Hammond reminded the Committee that the issues for the adjacent neighborhoods are shadow and privacy. Limiting buildings to 65 feet in the area closest to the sidewalk is an important way of addressing those issues. The group has been very clear about not wanting to see tall buildings right up against 112th Avenue SE. The step-up approach achieves the goal while leaving flexibility for what happens back from the street.

Mr. Rogers said his preference was to temper the verbiage by removing the specificity. As drafted, achieving an FAR of 5.0 may not be possible unless a building is located in the middle of the site. He agreed limiting building height to 65 feet within the first 50 feet makes sense, but the design should be left open after that.

Ms. Unger said she would take a building in the middle over tall buildings on 112th Avenue SE creating shadows and privacy issues for the neighborhoods. She added, however, that she could agree to removing the specificity, provided building height within the first 50 feet is limited to 65 feet.

There was consensus to revise the bullet to read “Limit building height to 65 feet within 50 feet of 112th Avenue SE for buildings outside of the additional FAR/Height (5.0, 300 feet) area; utilize building design that steps back height above 65 feet.”

Referring back to Section 5.2 of the draft plan on page 26, Ms. Unger suggested adding to the discussion that there will be no access to Surrey Downs Park by car, so people will be walking through the neighborhoods to get to the park, which is one of the reasons sidewalks are needed. Ms. Powell pointed out that there will in fact be a few parking spots provided at the park.

Ms. Hammond said the discussion about residential parking zones and permits was in part focused on people parking on neighborhood streets to access the park. Chair Lampe added that the park will be downgraded from being a community park to being a neighborhood park, and the expectation is that fewer people will be using it.

There was agreement to add language to the discussion of Section 5.2 but not to change the associated strategy.

With regard to item 5 on page 35, Mr. Kattermann noted that the Committee had previously agreed to make no changes to the FAR and allowed height for the OLB zone in the area between 112th Avenue SE, SE 6th Street, SE 8th Street and 114th Avenue SE. He said staff recently met with Mr. Moniz to talk about the request to increase FAR to 1.0. The discussion included Development Services staff to determine the feasibility of achieving 1.0 on the site because of the environmental constraints. The conclusion was that there are ways to get there provided height was increased, though the effective FAR would be less than 1.0 because of the environmental constraints. He said staff would support increasing the FAR to 1.0 and height to 120 feet.

Chair Lampe said if the approach is viable, the increases should be allowed, particularly given how close the site is to the East Main station. There was consensus to recommend FAR at 1.0 and height between 100 feet and 120 feet.

Ms. Powell called attention to item 8 on page 27 and suggested that if the corner is redesigned to make it a fully functioning intersection, the call for installation of a crosswalk on Main Street for the east side of the intersection with 110th Avenue NE may be premature. Mr. Kattermann said the recommendation to include a crosswalk would be considered as part of the redesign effort. If the redesign does not come about, the crosswalk may still be needed.

Ms. Powell asked if item 1 on page 29 should include the notion of establishing a residential parking zone area specifically for the Bellevue High School area. Currently, Zone 3 permit high schoolers are coming to the neighborhood, posting their permits, and walking off to high school, triggering a need for enforcement. Mr. Kattermann said that notion is included in items 1 and/or 2.

Chair Lampe pointed out that the high school is in Bellecrest, which is Zone 3. Ms. Powell suggested creating an entirely new zone just for the area around the high school, and reducing the area of the current Zone 3. Mr. Murphy said the phenomenon is an existing issue and is not something that is necessarily tied to the station. Ms. Powell suggested that people will choose to drive and park within their zone and use their parking permits just to get closer to the station. Mr.

Kattermann said the city will not be able to prevent someone with a valid Zone 3 parking permit from parking in Zone 3.

Mr. Breiland agreed that the answer may be to change the boundaries of Zone 3, but also agreed that it is not a light rail issue.

Calling attention to item 7 on page 30, Ms. Powell proposed using the word “implement” in place of “continue to explore.” Ms. Hammond pointed out that it is not possible to be specific about what the new technologies are. She voiced concern over using “implement” given that it may be applied to an as-yet unknown technology that the city may not necessarily want. Mr. Kattermann added that new technologies would not be implemented without first seeking input from the neighborhoods.

Mr. Breiland proposed “Continue to explore and implement as appropriate new technologies....” There was agreement to make that change.

Ms. Powell said she would like to see “residential local streets” change to read “residential neighborhood streets” in item 8 on page 30. Mr. Breiland suggested the better option would be to have it read simply “residential streets.” Mr. Murphy said “residential” would cover it, even though 108th Avenue SE is considered to be a collector/arterial.

Ms. Powell asked to have item 10 on page 30 revised to include the notion of evaluating concurrently with street traffic mitigation. Ms. Hammond asked what the benefit of making that change would be and Ms. Powell said the street would be treated concurrently with other streets, especially 110th Avenue SE, and that people would not disproportionately be encouraged to use 108th Avenue SE because of the left-turn arrow.

Ms. Unger disagreed. She suggested the issue is adequately addressed in item 9 on page 30.

Mr. Kattermann said his understanding of the proposal was that if the configuration of the traffic signal at 108th Avenue SE is changed to include left-turn signals, an evaluation should be done to determine if the change will add traffic to 108th Avenue SE, and if so mitigation should be implemented concurrently. He said evaluations of that sort are always done in conjunction with signal changes.

Ms. Powell said the mitigations discussed by the Committee have included lowering the speed limit in the area of the high school, installing additional speed bumps and using other technologies. Ms. Hammond suggested those options would not be eliminated by leaving item 10 as worded in the draft plan. The fact is 108th Avenue SE is already a through street but 110th Avenue SE is not. The language of item 9 on page 30 regarding 110th Avenue SE very likely will change the character and quality of the neighborhood, particularly if it is made a through street. Any call to consider 108th Avenue SE and 110th Avenue SE concurrently could lead to changing the function of 110th Avenue SE.

Mr. Kattermann clarified that the issue is not concurrency, rather it is looking at mitigation concurrent with evaluating left-turn signals at 108th Avenue SE. As drafted, there is no specific

connection with 110th Avenue SE. Items 9 and 10 are two separate recommendations. While they may be looked at together in how they function, one does not have to happen with the other.

There was agreement to add to the end of item 10 on page 30 a sentence reading “Evaluate concurrently with street traffic mitigation.”

Ms. Hammond called attention to item 5 on page 33 and suggested the word “development” is used too often in the first sentence. There was agreement to eliminate the second one. She also highlighted the need to make sure the item is consistent with what was decided relative to item 2 on page 35 relative to limiting height in the first 50 feet from 112th Avenue SE. Mr. Kattermann said that could be done by revising the fourth bullet from “...above three stories...” to “...above 65 feet...” There was consensus to make that change as well.

Chair Lampe said he was not sure the second bullet would actually buy anything. He pointed out that the proposed front stoops would be facing the busy thoroughfare of 112th Avenue SE. Mr. Thurston agreed that the bullet suggests something that may or may not occur. He said he would prefer to see the developer allowed to decide if the uses there will be retail or residential. He agreed it was somewhat questionable that people would want to live on 112th Avenue SE. Mr. Kattermann said the bullet does not dictate residential, it only indicates that if the use is residential, some additional setback should be provided to yield more of a residential feel. Mr. Thurston proposed adding language to indicate the bullet applies if residential is developed there. Mr. Kattermann agreed to do that.

A motion to extend the meeting by ten minutes was made by Mr. Breiland. The motion was seconded by Mr. Thurston and the motion carried unanimously.

Mr. Kattermann called attention to page 13 and noted that everything in italics is the actual vision statement.

Ms. Powell proposed changing “residential streets” to “neighborhood streets” in the first sentence of the last paragraph on page 13. Mr. Kattermann pointed out that the word “residential” was used in the strategy. Ms. Powell suggested adding the word “neighborhood” ahead of the word “residents” at the end of the first sentence. There was agreement to make that change.

Mr. King called attention to the last sentence of the first paragraph of the vision statement and asked what the genesis is of the notion of a grade-separated crossing of the light rail tracks. Mr. Kattermann said the idea came from the first open house and has been discussed by the Committee as well. Mr. King said he was not aware the Committee had reached a conclusion that such a crossing would be a good idea. Mr. Kattermann said the conclusion reached was that it would be a good idea to study it as a means of providing better access. Mr. King said the crossing seems contrary to the notion of Surrey Downs Park as a neighborhood park.

Mr. Breiland pointed out that the crossing would improve pedestrian access to the park from the new neighborhood to the east of 112th Avenue SE. Chair Lampe commented that it would also provide the neighborhood with better access to the station.

There was agreement to leave in the reference to a grade-separated crossing.

Mr. King referred to the third paragraph of the vision statement and the reference to prohibiting non-residents from using neighborhood streets for parking, pick-up and drop-off for the light rail station from cutting through on the neighborhood streets and asked if the city can by law prohibit people from using public streets. Mr. Kattermann allowed that it cannot. Mr. King proposed substituting “discourage” for “prohibit” in the sentence. Mr. Kattermann pointed out that the word “discourage” was originally used and the Committee elected to change it to “prohibit.” He suggested the intent could be met by using the phrase “effectively prohibit” instead. There was consensus to do that.

Chair Lampe called attention to the third sentence of the first paragraph on page 14 and noted that it is supposed to be only the east side of 112th Avenue SE that is characterized by a wide landscape buffer between the street and the sidewalk. Mr. Kattermann said he could add language to clarify that point. He added that there will be some of the same treatment on the west side of the street.

Following discussion regarding whether or not the second sentence of the second paragraph on page 15 was intended to refer to both residential and commercial towers, there was agreement that the intent was to locate the taller towers closer to the downtown. The consensus of the group was to eliminate the word “residential” from the second sentence.

Ms. Hammond said she was okay with the suggestion made by Ms. Bennett relative to Section 3.1 on page 17 to add to the end of the first paragraph “in Surrey Downs and Bellecrest.” There was agreement to make the change.

With regard to the second paragraph in Section 3.4 on page 19, Ms. Powell proposed revising the first sentence to read “...into the Surrey Downs and Bellecrest neighborhoods...” and the second sentence to read “...walking from Surrey Downs and Bellecrest....”

Ms. Hammond said she was not in agreement with the change because the Bellecrest properties do not open up into Surrey Downs. As previously pointed out by a Bellecrest resident, one should not advocate for cut-through traffic in one neighborhood and then complain about it in another. The proposed language advocates for cut-through traffic through Surrey Downs.

Mr. Kattermann pointed out that in the first sentence the focus is not on Surrey Downs residents but rather it is on direct access into the Surrey Downs neighborhood. Adding Bellecrest there would not make sense.

Ms. Unger said she could agree to change the second sentence as proposed because one point of having light rail is to encourage people to walk to the station. Chair Lampe said Bellevue High School could also be added. Ms. Unger said the other option would be to word the sentence to be more general and not specify any specific groups of people.

A motion to extend the meeting by ten minutes was made by Ms. Hammond. The motion was seconded by Mr. Breiland and the motion carried unanimously.

Mr. Kattermann proposed having the sentence read “People walking from the neighborhoods west of 112th Avenue SE will be able to access the East Main station.” There was consensus to make that change.

With respect to the next steps, Mr. Kattermann said a revised version of the draft plan for review by the public will be pulled together for the online and live open house events. The public feedback will be compiled for the June 15 meeting for the Committee to review and sign off on. He said an appendix will also be added to the document.

Ms. Hammond said if a graphic is developed to share with the public showing a building in the center of the site, another graphic should be displayed that does not show a building in the center. Mr. Kattermann said he would try to do that.

5. PUBLIC COMMENT

Mr. David Slight, 227 110th Avenue SE, suggested the Committee should clarify for the public what is meant by the view corridor. He also suggested there should be some clarification with regard to how traffic issues for the entire area should be approached, and the role of buses in as a form of transit serving the area.

A motion to extend the meeting by four minutes was made by Ms. Hammond. The motion was seconded by Ms. Unger and the motion carried unanimously.

Mr. Robert Levy, 11915 SE 245th Place, Kent, thanked the majority of the Committee for approving opposition to the view corridor. He also commented that the notion of stepping up building height will work very well for the Red Lion site but not for the Hilton site, which will not be completely redeveloped. In moving back from the street, development will be impacted.

Ms. Leshya Wig, 4811 134th Place, clarified for the Committee that the drawing she submitted represents an FAR of 4.8 and utilizes only 125-foot buildings on the south corner of the site. It is one potential design that could be used if the view corridor were not imposed.

6. ADJOURN

Chair Lampe adjourned the meeting at 6:51 p.m.

Jensen, Marie

From: eastmainCAC
Sent: Wednesday, June 01, 2016 7:51 AM
To: 'Brian Franklin'
Subject: RE: East Main Station Area

Dear Mr. Franklin,

Thank you for your email to the East Main Citizen Advisory Committee (CAC). It will be included in the CAC's packet for its June 15 meeting which will be held from 4 to 6 p.m., Bellevue City Hall, Rm 1E-113.

Sincerely,
Marie Jensen

From: Brian Franklin [mailto:brian@pmfinvestments.com]
Sent: Wednesday, May 18, 2016 5:43 PM
To: eastmainCAC <eastmainCAC@bellevuewa.gov>
Subject: East Main Station Area

Dear East Main Citizen Advisory Committee Members and Staff,

First, I would like to thank you all for your considerable donation of time and energy to ensuring the future livability of this community. Without citizens like you and our city's wonderful staff, Bellevue would not be the world class city that it is today.

As many of you will remember, my company, PMF Investments, came to the last East Main CAC meeting to introduce ourselves as the new owners of the Bellevue Sheraton site. We are a locally owned company started by my father, Nat Franklin, back in 1978. PMF completed the restoration and revitalization of the Kelsey Creek Neighborhood Shopping Center in 2011 which has been a great success for the Lake Hills community. With the acquisition of the Sheraton property we are excited for another chance to work with the community and staff towards a project we can all be proud of.

As noted during our project we would ask that you continue to consider the following:

- The view corridor does not currently exist for the OLB zoning. Based on the Land Use Code and the Comprehensive Plan, we encourage the CAC to clearly state that there is no view corridor currently existing for the OLB zoning. Any CAC recommendation to establish any view corridor would be a recommendation to create a new corridor, not to protect an existing corridor established for this area. We believe the creation of a new view corridor is contrary to the CAC's goals for transit-oriented development.
- We appreciate the CAC's suggestion to eliminate or severely reduce any future view corridor. In light of the CAC's bold goals to achieve TOD density and active pedestrian streetscapes along 112th and the significant adverse impacts that a view corridor would have on achieving those goals, we would encourage the CAC's recommendation to plainly state that it does not support the creation of a view corridor. Even a small view corridor would adversely impact the viability of future transit oriented development.
- We appreciate your suggested heights of 300 feet and a FAR of 5. We would encourage you to make sure you speak with councilmembers so they get to hear firsthand what your group of highly participatory citizens suggests should be done with FAR and height in this area.

Again, thank you for your dedication to the city of Bellevue, We take your work and report with great consideration and we look forward to creating a project on the Sheraton site that incorporates the views we have heard from your committee.

Sincerely,

Brian Franklin



PMF INVESTMENTS

Brian Franklin President

brian@pmfinvestments.com www.pmfinvestments.com

15015 Main Street, Suite 203, Bellevue, WA 98007

P: 425-746-6066 F: 425-746-6595

Jensen, Marie

From: eastmainCAC
Sent: Wednesday, June 01, 2016 8:07 AM
To: 'Claudia Evans'
Subject: RE: Traffic

Dear Ms. Evans,

Thank you for your email to the East Main Citizen Advisory Committee (CAC). Your email and this response will be included in the June 15 CAC meeting packet. The June 15 meeting will be held from 4 to 6 p.m., Bellevue City Hall, Rm 1E-113. The CAC will consider public feedback it has received on its Draft Station Area Plan for the East Main light rail station.

The draft East Main Station Area Plan addresses how to better integrate the station within surrounding neighborhoods. The CAC studied current and future neighborhood character; neighborhood access, traffic and parking; pedestrian, bicycle and transit connections to the station, and zoning to allow for mixed-used development on the east side of 112th Ave SE. To view the draft Plan, its Appendices, and display materials from a recent Open House, go to <http://bellevuewa.gov/east-main-station.htm>.

Many residents have raised your same concern about the potential for increased neighborhood traffic in the South Bellevue neighborhoods as a result of construction of the East Link light rail. To help address these concerns, a Neighborhood Traffic Mitigation Committee (NTMC) has been formed with residents from the neighborhoods of Bellecrest, Enatai and Surrey Downs and from Beaux Arts Village. This committee is working with staff to identify mitigation tools that could lessen the impacts resulting from East Link construction along Bellevue Way and 112th Ave SE. To keep track of the Committee's efforts, please visit <http://bellevuewa.gov/12292.htm>.

Sincerely,

Marie Jensen
East Link Outreach and Community Relations Lead City of Bellevue Transportation Department
425-452-2064

-----Original Message-----

From: Claudia Evans [mailto:nnjejo1830@gmail.com]
Sent: Monday, May 23, 2016 6:12 AM
To: eastmainCAC <eastmainCAC@bellevuewa.gov>
Subject: Traffic

The need for traffic control in the South Bellevue neighborhood during construction of the light rail is paramount. Please listen to concerns of our already congested neighborhood and plan accordingly.

C. Evans

Sent from my iPhone

City of Bellevue – East Main Station Area Plan May 2016 Outreach and Comment Summary Updated: June 6, 2016

BACKGROUND

To share information and receive public feedback on draft transportation and land use strategies for the East Main Station Area, the City of Bellevue (City) created an online open house, at eastmainstationareaplan.publicmeeting.info.

Visitors to the online open house could:

- Learn more about the purpose and objectives of the East Main Station Area Plan project
- Learn about the role of the East Main Station Area Plan Citizen Advisory Committee (CAC)
- View a high-level summary of previous public feedback received on the project
- Learn about and provide feedback on draft CAC recommendations relating to an overall vision for the East Main Station Area, pedestrian and bicycle access, traffic, neighborhood character and redevelopment scenarios

The interactive online open house went live on May 10 and was closed to public comments on May 26, 2016. During this time period, 156 unique visitors viewed the online open house. The City also held an in-person open house on Wednesday, May 18, at which twenty-three members of the public signed in...

An online survey included in the online open house sought feedback on the draft CAC recommendations. A total of 31 people submitted responses to the online survey and six attendees at the in-person open house submitted written responses to the same questions. All responses are incorporated in the survey summary below. In total, these 37 people provided a total of 64 narrative comments.

TARGET AUDIENCES FOR PUBLIC OUTREACH

- Members of the public who are already engaged in the East Main Station planning process (e.g. attending open houses, visiting the City of Bellevue East Main Station Area Plan website)
- Businesses and property owners in the neighborhood near the future East Main Station
- Commuters in the area surrounding the future East Main Station

HOW THE ONLINE OPEN HOUSE WAS DISTRIBUTED

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

- Postcard notification mailed to 3,374 addresses in the area surrounding the station area
- [News release](#) published May 11, which was linked from front page of the [City website](#)
- Posted on the City's [East Link in Bellevue](#) webpage for two weeks
- Posted on the City's [East Main Station Area Plan](#) project web page
- Sent an email notification to the City's East Link list serv (1,400+ email subscribers)
- Twitter post on the City's Twitter page (@bellevuewa)
- Three Twitter posts on the City of Bellevue Transportation Department Twitter page (@BvueTrans)

Additional information about the East Main Station Area planning process was also shared in the following ways:

- Documents with information on the CAC draft recommendations were posted to the [East Main Station Area Plan](#) project web page
- Notification of the in-person open house was published in the May 2016 issue of the City of Bellevue's [Neighborhood News](#) (electronic)

MAJOR COMMENT THEMES

The online survey embedded within the online open house received 31 responses. When adding in the six (6) questionnaires submitted at the in-person open house, 37 people responded to the survey in total. In the survey, each of the four key topic areas had one multiple choice question and one open-ended question. A total of 64 open-ended narrative comments were submitted.

Key comment themes that emerged included:

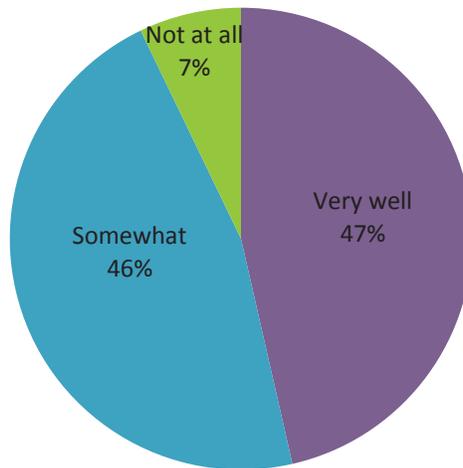
- Agreement that bike and pedestrian safety is important, along with some suggestions for potential related safety improvements
- Concerns related to traffic were primarily focused on impacts to nearby neighborhoods, with residents hoping more can be done to keep non-local traffic out of local neighborhoods
- Mix of opinions between support for high density development with taller buildings, versus concerns about the impacts to the nearby neighborhoods related to taller buildings
- Support for wider sidewalks and open/green spaces in new development
- Desire for the draft recommendations to be more action-oriented and less focused on evaluation
- Concerns about impacts to wetlands and trees

SURVEY RESPONSES

CAC Recommended Vision and Strategies: Pedestrian/Bicycle

Q1: How well do the PEDESTRIAN/BICYCLE ACCESS strategies improve the safety and ability to walk and bike to and from surrounding neighborhoods and the light rail station? (Multiple choice)

- Received 28 total responses:
 - 47% answered *Very well*
 - 46% answered *Somewhat*
 - 7% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Seventeen (17) narrative comments were received in response to this question. Comments indicated general agreement that bike and pedestrian safety is important and that there should be pedestrian access to the neighborhoods and to Surrey Downs Park. Some comments expressed concern that the draft recommendations do not adequately ensure a safe environment for pedestrians crossing 112th Avenue SE and 108th Avenue SE. Comments showed agreement that more sidewalks are needed for pedestrians, but there were concerns that adding bike lanes or sidewalks in the neighborhoods would increase noise for homeowners and further reduce the amount of on-street parking. Comments expressed concerns that the draft recommendations do not do enough to ensure the safety of cyclists.

Sample Responses:

- *“With all the increased traffic, I believe we need more sidewalks in the neighborhood.”*
- *“Establish a fully functioning intersection at 110th NE and Main Street with all ways crosswalks, traffic lights, all way access into and out of Surrey Downs neighborhood to replace SE 1st and SE 4th street closures and to relieve traffic on 108th. This will help reduce traffic time for Surrey Downs residents, reduce traffic on 108th Ave SE and reduce traffic volumes on 108th for the*

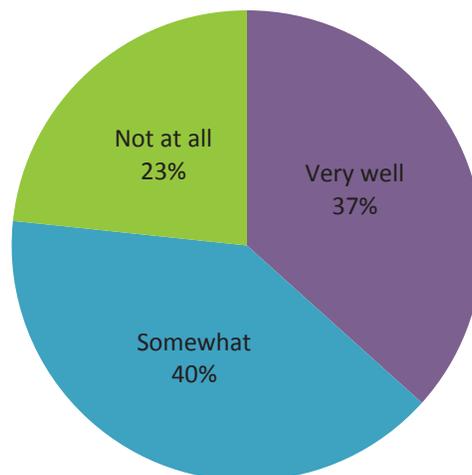
Bellecrest Neighborhood too. Getting easy usable information as to best ways into and around East Main station will be helpful.”

- *“When the city put in sidewalks on the west side, we all lost almost all of our street parking, and many neighbors were very upset about it. Our driveways can be steep and curvy, making the building of sidewalks difficult, as well as many of us have rockeries directly east of road. Additionally, there are many homes who will be less than 20 feet from the sidewalk if this is done. We already deal with massive street noise, this will be a detriment to homeowners and will reflect in lower property values and lessened quality of life.”*
- *“The problem for bikes, besides the fact that Bellevue has not provided for them, is not that they have to ride with traffic, if there is room, but that they have to shift back and forth from "automobile behavior" to "pedestrian behavior." You can't just throw in some sidewalks across some driveways, add a crosswalk, and think that bike commuters will use the route. What you will have created is a set of hazards. Free right turns, driveways, and being forced into crosswalks are the three most hazardous situations for bikes. Even more than drivers who hate bikes. Bikes need lanes that allow them to act like cars all the time.”*
- *“Perhaps a more specific call out for bicycle lanes separate from sidewalks and auto traffic. I do agree strongly with a pedestrian access to the park around 6th. This is critical given the length of the new barrier created by the train starting at main street and extending south along 116th.”*

CAC Recommended Vision and Strategies: Traffic

Q1: How well do the TRAFFIC strategies provide access for residents, and address neighborhood traffic and parking concerns? (Multiple choice)

- Received 32 total responses:
 - 37% answered *Very well*
 - 40% answered *Somewhat*
 - 23% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Twenty (20) narrative comments were received in response to this question. Comments primarily addressed neighborhood concerns about cut-through traffic. Comments noted concerns about users of the light rail station parking in the neighborhood and noted that residents would like to see more action to restrict non-local/cut-through traffic and more enforcement of speed restrictions in the area. 108th Avenue SE and 109th Avenue SE were both mentioned as streets that should be restricted or closed to traffic. Comments indicated opposition to a left turn signal at Main Street onto 108th Avenue SE.

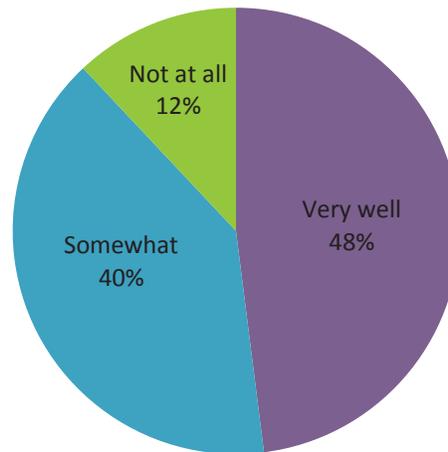
Sample Responses:

- *“RPZ in the Surrey Downs neighborhood will be essential. The neighborhood has already seen workers in the downtown area parking in Surrey Downs. Also, the traffic calming will be needed on 109th as it's already used as an alternate route. The volume and speed of traffic is unsafe for a residential neighborhood.”*
- *“I do not think we should make it any easier to access 108th from downtown via Main Street. Do not add a protected left turn. Make people wait to turn to discourage cut through traffic. Enforce no direct access from 108th traveling south. Consider additional measures to discourage cut through traffic, including closing the street entirely so traffic is not able to travel from Main to Bellevue Way on 108th.”*
- *“Under ‘Strategies’, there seems to be a lot of uncommitted ideas with words like monitor, evaluate, explore. 108th is not an arterial. There are so many kids walking, waiting for school buses and access to a lot of residential streets. I am concerned every day that there will be a horrible accident involving cars and people. The words that should be under Strategies should be install, implement, action words that hopefully lead to action.”*
- *“Coordinating is not a strategy. You'll spend your entire time and a significant amount of money coordinating. Propose a real plan and follow through. What's the plan to enforce the 20 MPH zone around Bellevue High School? Right now it's 25 MPH and I see people every day moving down 108th Ave SE faster than 25 and even at times when elementary school children are waiting for their bus. I don't see a lot of enforcement of the 25 MPH what good is lower the speed limit if it's not enforced? What's the plan?”*
- *“Generally, I like what is being proposed, but hope pedestrian crossing times are considered in new signal configurations. This is a downtown after all.”*

CAC Recommended Vision and Strategies: Character

Q1: How well do the CHARACTER strategies achieve the objective for a safe, inviting neighborhood with signature street improvements to Main Street and 112th Avenue SE? (Multiple choice)

- Received 26 total responses:
 - 48% answered *Very well*
 - 40% answered *Somewhat*
 - 12% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Ten (10) narrative comments were received in response to this question. Comments expressed general concern that the character of Old Main cannot be maintained given future changes to the area. Some commenters wanted to see trees and views of Mt. Rainier preserved. Comments received were generally supportive of wider sidewalks but expressed mixed opinions on building heights.

Sample Responses:

- *“Character needs to specifically include cycling in addition to pedestrian and automotive. The image of the cars and trees below shows this need, as cyclists are not even included in the diagram. ... For example, safe place to store bicycles while in retail that fits into the character (avoiding a mess of strewn bicycles without limiting cycling). This needs to be included and not an afterthought.”*
- *“Not sure that you need height limited to 65' within 50' of property line. With wider sidewalks, landscape strips, trees, pedestrian-oriented storefronts, etc. you could definitely have taller buildings and still get the pedestrian feel you are looking for.”*
- *“Put Main Street on a road diet, reduce the lanes so that we can have wider sidewalks/active areas/ bike lanes/ more trees!!!! Yes bring back more trees!! Reduce traffic on Main street too. Put taller building near 405 but do not block the view corridor to Mt. Rainier - the iconic*

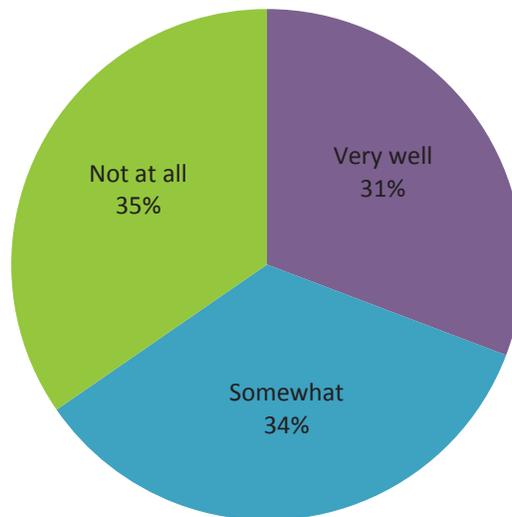
mountain the 5th National Park created and we should keep the view from City Hall and other buildings in our city too. The Mt. Rainer view - Yes - it should be kept and valued."

- *"The city planners have ruined Old Main. It is a smog trench just like downtown. Wide sidewalks, street parking, two lanes on Main street, stepbacks for upper floors starting at the first floor."*
- *"Old Main St is a local street. 112th is a main through route with lots of traffic. You can't turn 112th into a non-through route."*

CAC Recommended Vision and Strategies: Redevelopment

Q1: How well do the REDEVELOPMENT strategies establish standards and expectations for new development that complements the area in terms of goods and services, residential opportunities, size and placement of buildings, public amenities and livability? (Multiple choice)

- Received 28 total responses:
 - 31% answered *Very well*
 - 34% answered *Somewhat*
 - 35% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Seventeen (17) narrative comments were received in response to this question. Some comments showed strong support for high density development near the station with zoning for taller buildings. Other comments expressed concern about the impacts to nearby neighborhoods from taller buildings and increased density. Comments indicated support for requirements for green/open space in new development to make it more inviting for pedestrians. Comments also expressed concerns about redevelopment impacts to wetlands, views and traffic.

Sample Responses:

- *“It's astounding that a light rail station would be put directly adjacent to land zoned R-3.5. The area within the East Main Station walkshed should be aggressively up-zoned as soon as possible. The policies described in Strategy 2 need to be applied to the Surrey Downs neighborhood. It's understandably difficult to make this change in the face of neighborhood opposition, but that was the site chosen for a station and it's a recklessly wasteful use of this mass transit resource to develop densely in only a small corner of the station's walkshed.”*
- *“No mention of retaining and protecting the wetlands that currently exist in this area. These wetlands buffer both Kelsey Creek and Lake Washington.”*
- *“Still going to have a 300 ft tower at the junction (230 + credits). The high buildings should be next to 405. The idea of placing an "iconic" tower across the road (112th) from Surrey Downs residential is ridiculous. ALL of the east side of 112th should be limited to 65 feet.”*
- *“No more concrete Plazas that are cheap to maintain but do nothing for relief of concrete jungle fatigue. Open spaces and parks and public places should have plants/trees/flowers/ beauty not concrete or slabs of rocks called open space that no one likes really. Make the developer create green open spaces and maintain them accordingly.”*
- *“The high rise of up to 30 stories building is going to affect view and cause shadow on the Surrey Downs neighborhood. Really want the height to be limited and have larger setbacks.”*

Other survey responses

At the in-person open house, attendees were asked about their interest in the project. These questions were not included in the online version of the survey.

Q1: I have an interest in Bellevue because (check all that apply)

- Received 6 total responses:
 - 100% answered *I live here*
 - 17% answered *I work here*

Q2: If you live in Bellevue, which neighborhood do you live in?

- Received 6 total responses:
 - 50% answered *Surrey Downs*
 - 17% answered *Somerset*
 - 17% answered *Downtown Bellevue*
 - 17% answered *Bellecrest/Surrey Downs*

Q3: How did you hear about this Open House? (check all that apply)

- Received 6 total responses:
 - 50% answered *Mail*
 - 33% answered *Word of mouth*
 - 17% answered *Email*
 - 17% answered *City's website*

Appendix A: Verbatim Comments Received

How well do the PEDESTRIAN/BICYCLE ACCESS strategies improve the safety and ability to walk and bike to and from surrounding neighborhoods and the light rail station?

How well?	Please use the space below to explain your answer or provide additional comments.
Somewhat	The pedestrian crossing from Surrey Downs Park across 112th at SE 4th/SE 6th or in that vicinity is needed.
Somewhat	Perhaps a more specific call out for bicycle lanes separate from sidewalks and auto traffic. I do agree strongly with a pedestrian access to the park around 6th. This is critical given the length of the new barrier created by the train starting at main street and extending south along 116th.
Somewhat	Re 5,7,8: which strategy has priority? bicycle through route or local pedestrian safety? Pedestrian safety must be top priority
Somewhat	the green bike lanes in Seattle are a disaster and in my opinion more dangerous for bikers
Somewhat	Need to install a light at the intersection of 110th and Main, making through access into Surrey Downs between NE 2nd and SE 2nd on 110th.
Very well	it is good
Somewhat	No more signs, we have enough visual blight without adding more. Adding sidewalks and bike lanes can be a good thing, but homes along the east side of 108th from SE 17th to SE 2nd may be very problematic. When the city put in sidewalks on the west side, we all lost almost all of our street parking, and many neighbors were very upset about it. Our driveways can be steep and curvy, making the building of sidewalks difficult, as well as many of us have rockeries directly east of road. Additionally, there are many homes who will be less than 20 feet from the sidewalk if this is done. We already deal with massive street noise, this will be a detriment to homeowners and will reflect in lower property values and lessened quality of life. These should not be done without homeowners who live along this stretch approval.
Very well	Item 8; Establish a fully functioning intersection at 110th NE and Main Street with all ways crosswalks, traffic lights, all way access into and out of Surrey Downs neighborhood to replace SE 1st and SE 4th street closures and to relieve traffic on 108th. This will help reduce traffic time for Surrey Downs residents, reduce traffic on 108th Ave SE and reduce traffic volumes on 108th for the Bellecrest Neighborhood too. Getting easy usable information as to best ways into and around East Main station will be helpful.
Somewhat	There is always room for improvement.
Not at all	Point 9 "Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail line in the vicinity of Surrey Downs Park and SE 6th Street." is not satisfactory. We have kids walking to Bellevue Club and they need to have safe way to cross 112. Crossing the street on 108th is already not safe for kids crossing the street in the morning to get to High school or school buses, and I do not think #4 "Evaluate the potential for marked crosswalks to better highlight pedestrian crossings along 108th Avenue SE at SE 2nd Street and SE 11th Street." will be enough

Not at all	With all the increased traffic, I believe we need more sidewalks in the neighborhood.
Somewhat	<p>Pedestrian Strategies PDF 1. *B-127 E&W Good if done well *B-135 N I bike commuted this route for years to avoid having to go through downtown Bellevue. So I suppose you recognize that you plan to do nothing substantive to help bikes in town. Boy Redmond sure is a nice city. You have to realize that details like the crosswalk at the S-bound 405 entrance is more of a hazard than a help: free-right-turning cars will not stop for a bike. This fact alone pushed me onto the street and into the left lane so as not to confront turners. The problem for bikes, besides the fact that Bellevue has not provided for them, is not that they have to ride with traffic, if there is room, but that they have to shift back and forth from "automobile behavior" to "pedestrian behavior." You can't just throw in some sidewalks across some driveways, add a crosswalk, and think that bike commuters will use the route. What you will have created is a set of hazards. Free right turns, driveways, and being forced into crosswalks are the three most hazardous situations for bikes. Even more than drivers who hate bikes. Bikes need lanes that allow them to act like cars all the time. Otherwise you are wasting money (and maybe lives). Besides, very few people walk this particular route. *O-121 S "Off street path" may or may not support bike commuters depending on design. Pedestrian paths are not necessarily good for bikes unless wide enough and marked for both. If commuting bikes are slowed on the path, they will not use it. Please see above. *O-123 N see O-121S above. *O-130 S see above 2. Wayfinding is for tourists and in this time of phones, unnecessary. Maybe the station could have a notice for an app or site that give the info. We have plenty of signs. Don't waste the money. Residents need the help. 3. See 2. 4. Evaluate "potential"?!! Are you doubling or quadrupling the traffic on 108SE and thinking that crosswalks are "potential"? I guess having to accommodate pedestrians WOULD slow traffic flow. Kemper Freeman's mom would have had a word about this, I suspect. 5. What does this mean? A sign that says "Watch Out"? 6. Good idea 7. All good ideas 8. Probably good. 9. "Conduct a planning level engineering study." You are supporting the termination of all access into Surry from 112 and you have the gall to say you will STUDY pedestrian access? And what about bike access to the lovely off-street improvements on SE 8th? The city is getting everything it wants: 19 acres of slough, hundreds of homes, a tunnel. What about the people who actually live here? 10. "walkways, sidewalks, and/or signage" Sounds nice, but why at this late date? Maybe some more of those "danger" signs would be nice.</p>
Somewhat	There is a need for more walking areas and sidewalks that would be pleasant, with Old Bellevue aspect. There are no such places to take a walk around Bellevue downtown.
Very well	The biggest impediments to walking downtown are: 1) signal timing - you wait forever as a pedestrian, and pedestrian phases should be automatic 2) sidewalk availability and connectivity
Very well	Really prefer walkway through SE 1st to station to be closed.
Somewhat	The very limited parking along 108th needs to be maintained or improved, not lost.
Somewhat	need better crosswalk to across 108th in front of BHS. Cars do not stop for pedestrians. Prefer closing 108th off totally for cars.

How well do the TRAFFIC strategies provide access for residents, and address neighborhood traffic and parking concerns?

How well?	Please use the space below to explain your answer or provide additional comments.
Very well	RPZ in the Surrey Downs neighborhood will be essential. The neighborhood has already seen workers in the downtown area parking in Surrey Downs. Also, the traffic calming will be needed on 109th as it's already used as an alternate route. The volume and speed of traffic is unsafe for a residential neighborhood.
Somewhat	1 and 2 need to be focused on discouraging local workers using the neighborhood as daytime parking or as park and ride facilities for the East Main Station. However, this should not impinge on the resident's use of street parking for guests. 109th street is already a cut through for 108th, with many of these drivers exceeding the maximum speed limit and making the neighborhood unsafe for pedestrians and cyclists, especially children. Traffic calming is desperately needed on 109th.
Somewhat	I do not think we should make it any easier to access 108th from downtown via Main Street. Do not add a protected left turn. Make people wait to turn to discourage cut through traffic. Enforce no direct access from 108th traveling south. Consider additional measures to discourage cut through traffic, including closing the street entirely so traffic is not able to travel from Main to Bellevue Way on 108th.
Not at all	(9) should not be an explicit strategy but part of an overall traffic management plan. 108th is the main road and we do not want NON-LOCAL traffic on 110th which has no sidewalks etc. See comments submitted during CAC meetings. We do not want a war between 110th and 108th but a sensible plan.
Somewhat	Not sure... most of the strategies are "evaluate" and "monitor" - unclear what this exactly means
Somewhat	ADAMANTLY OPPOSED TO A LEFT TURN SIGNAL AT MAIN, HEADING SOUTH ONTO 108TH AVE SE (#10). THAT WILL ONLY ENCOURAGE MORE TRAFFIC THROUGH THIS RESIDENTIAL NEIGHBORHOOD, WHICH IS ALREADY BURDENED WITH EXCESS COMMUTER TRAFFIC. Agree with # 11, #7, #8. 110th should be expanded as a lighted throughway into Surrey Downs from 2nd NE through 2nd SE (#9).
Somewhat	Re Strategy 10 - The protected left turn will serve as an encouragement of downtown traffic to use 108th Avenue as a cut through and negate the benefits of the no straight on 108th and Main.
Not at all	The problem is traffic to and from downtown using our neighborhoods as a cut through. This CAC was heavy with one neighborhood that did not address other areas sufficiently or fairly. Do not allow unrestricted turning movements at Main Street without providing traffic mitigation on 108th AVE SE. Allowing free access into our neighborhood is contradictory to the massive neighborhood opposition to massive amounts of cut through traffic we endure. The Bellecrest neighborhood, at the request of City of Bellevue staff, has voted overwhelmingly (85%!) to support closure (cul de sac or bollards) to address the problem. The time for 'discourage' is over. The city knows that our neighborhood is doomed without these traffic mitigation treatments. We hope they will do the right thing and protect the taxpayers who live here.

Somewhat	Please implement all of these ideas -EXCEPT item 10- 10 is NOT NEEDED. Currently cars turn south (left-from Main Street on to 108th Ave SE) just fine. The rules of the road are working well. Cars turn left/south when it is safe to do so by waiting your turn to turn. This will keep the traffic moving better then a timed - protected left turn arrow. Item 9 is the first and most important solution to make real for the residents of Surrey Downs to have better access into their neighborhood and to keep car traffic numbers down on 108th. Try to get Sound Transit to pay for a fully functioning - lighted access point here - because ST closed of SE 1 and 4th. Traffic numbers on 108th Ave SE are unacceptable and City of Bellevue we ask you to think out side the traffic solution box and consider new, different and useful ideas to reducing traffic volumes on 108th. Full closure or timed - removable- Bollards that move up and down as needed to reduce cut through traffic would be most helpful to reducing cut through traffic. Let Bellecrest be a pilot study for this idea - do some research as to how this works in cities in Europe and elsewhere.
Not at all	What does this mean? Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE. Coordinating is not a strategy. You'll spend your entire time and a significant amount of money coordinating. Propose a real plan and follow through. What's the plan to enforce the 20 MPH zone around Bellevue High School? Right now it's 25 MPH and I see people every day moving down 108th Ave SE faster then 25 and even at times when elementary school children are waiting for their bus. I don't see a lot of enforcement of the 25 MPH what good is lower the speed limit if it's not enforced? What's the plan?
Somewhat	20 mile speed zone is good idea but need strict enforcement to be effective.
Not at all	#7 and #8 does not provide adequate details of what exactly is going to be done to reduce non-residential traffic on 108th and 109th. How to access Surrey Downs Park via car?
Somewhat	Under Strategies, there seems to be a lot of uncommitted ideas with words like monitor, evaluate, explore. 108th is not an arterial. There are so many kids walking, waiting for school buses and access to a lot of residential streets. I am concerned every day that there will be a horrible accident involving cars and people. The words that should be under Strategies should be install, implement, action words that hopefully lead to action.
Not at all	The traffic on 108th is already pretty heavy. Sometimes I could not even drive my car from drive way to 108th. A lot of cars are speeding over limit.
Somewhat	I'm worried this will increase traffic to 108th. Please keep the current signage that prevents traffic from going straight from downtown onto 108th.
Very well	Generally, I like what is being proposed, but hope pedestrian crossing times are considered in new signal configurations. This is a downtown after all.

Not at all	Such vague and slight proposals don't even rate "somewhat" CAC Recommended vision... 1, 2, 3, 4. Trivial, considering the traffic volumes. Only a small percent of traffic wants to park. 5. Meaningless to me. 6. I am not aware of what this means. No thru traffic from 108NE across main st. has been a help. But what about the huge rise in cut-through while B-way is under construction? Just monitor and ticket restriction violators? Do you know there is going to be a much bigger problem with traffic than there is now on 108th? Apparently not. 7. "continue to explore" means you will do nothing substantive. 8. Meaningless as presented 9. "Evaluate feasibility" means nothing to me. Probably not to you either. 10. With the high traffic to come, you would be fools not to do this. 11. "Around"? You mean 108th, SE 10th, Wolverine Way and Bellevue way? Or just inside the high school? That would be "in" not "around". This sounds like a meaningless scrap of bull.
Somewhat	Needs to be better police enforcement.
NA	Have not seen any plans for traffic other than closing SE 1st and SE 4th.
Not at all	108th ave should be closed off to cars TOTALLY!!

How well do the CHARACTER strategies achieve the objective for a safe, inviting neighborhood with signature street improvements to Main Street and 112th Avenue SE?

How well?	Please use the space below to explain your answer or provide additional comments.
Somewhat	The access to the station from the Surrey Downs Park/neighborhood is unclear. Is there access from the park or must one in Surrey Downs go to Main Street and walk to 112th to access the station?
Somewhat	Character needs to specifically include cycling in addition to pedestrian and automotive. The image of the cars and trees below shows this need, as cyclists are not even included in the diagram. #4 is also an example, as storefronts and activities need to be oriented to cyclists in addition to pedestrians. For example, safe place to store bicycles while in retail that fits into the character (avoiding a mess of strewn bicycles without limiting cycling). This needs to be included and not an afterthought.
Not at all	Will never happen. Old Main St is a local street. 112th is a main through route with lots of traffic. You can't turn 112th into a non-through route.
Somewhat	Not sure that you need height limited to 65' within 50' of property line. With wider sidewalks, landscape strips, trees, pedestrian-oriented storefronts, etc. you could definitely have taller buildings and still get the pedestrian feel you are looking for
Not at all	The city planners have ruined Old Main. It is a smog trench just like downtown. Wide sidewalks, street parking, two lanes on Main street, stepbacks for upper floors starting at the first floor.

Somewhat	Put Main Street on a road diet, reduce the lanes so that we can have wider sidewalks/active areas/ bike lanes/ more trees!!!! Yes bring back more trees!! Reduce traffic on Main street too. Put taller building near 405 but do not block the view corridor to Mt. Rainier - the iconic mountain the 5th National Park created and we should keep the view from City Hall and other buildings in our city too. The Mt. Rainer view - Yes - it should be kept and valued. Maybe we do not allow this ambitious (tallest) development - maybe we choose the lower development heights. Maybe we honor the Comp Plan language of keeping view corridors this time- unlike the destruction of the view areas of the Mercer Slough Treed street that will be destroyed for ST light rail facility at South Bellevue Park and Ride and 1 mile long Bellevue Way. It's going to be a shame to loose 1,300 tall/large and very old trees for this.
Somewhat	Are there height restriction from zoning for properties on the South side of Main Street between 112th and 108th?
Somewhat	112th needs to move a great deal of traffic so that cars don't use 108th.
NA	Glad trees saved on east of 112th. I remember seeing them planted years ?? ago.
Not at all	All so lame: East Main CAC recommended vision "New mixed-use development and adjacent street enhancements encourage walking, bicycling and transit use to reduce the need for automobile trips in and around the redevelopment area." Mixed use peds and bikes will not likely provide adult commuting use or safety. "Concerns about additional traffic and safety are addressed by ensuring residential streets serve access and parking needs of neighborhood residents." Needs of residents sounds good, but does not address concerns about additional traffic and safety. But you probably hope that it would. "It emulates the feel of Old Bellevue to a degree," The only aspect of old bellevue that remains today is the two-lane road. Other than that it looks like Bellevue way at NE 8th. Your statement is bull unless you plan to make Main two lane all the way to 116th. "Block lengths are much shorter than downtown with wide sidewalks that are bustling with activity..." This is pretty concrete. Are you guaranteeing this "bustling with activity"? "New residential development is especially welcoming" More welcoming than the residences you condemned? Yes, I suppose so to those who will profit. (Don't forget to send Claudia a check!)

How well do the REDEVELOPMENT strategies establish standards and expectations for new development that complements the area in terms of goods and services, residential opportunities, size and placement of buildings, public amenities and livability?

How well?	Please use the space below to explain your answer or provide additional comments.
Very well	I am in support of high density next to light rail and taller buildings to create more density.
Somewhat	It's astounding that a light rail station would be put directly adjacent to land zoned R-3.5. The area within the East Main Station walkshed should be aggressively upzoned as soon as possible. The policies described in Strategy 2 need to be applied to the Surrey Downs neighborhood. It's understandably difficult to make this change in the face of neighborhood opposition, but that was the site chosen for a station and it's a recklessly wasteful use of this mass transit resource to develop densely in only a small corner of the station's walkshed.

Somewhat	Not sure the shadow of the 230' building would be appreciated by the residents of Surrey Downs in the morning. Need to be very careful with height increases in this area to avoid building a visual wall for the neighborhoods. Agree with #4 and #6.
Not at all	Still going to have a 300ft tower at the junction (230 + credits). The high buildings should be next to the 405. The idea of placing an "iconic" tower across the road (112th) from Surrey Downs residential is ridiculous. ALL of the east side of 112th should be limited to 65 feet.
Somewhat	Option B creates a more inviting feel for pedestrians to come to the interior plaza
Not at all	Scenario A is best. IT IS FRANKLY, OUTRAGEOUS, THAT THE TRANSIT STATION IS TO BE SITUATED ON THE RESIDENTIAL (WEST) SIDE OF 112TH, RATHER THAN ON THE COMMERCIAL SIDE (EAST). BUT THEN, IT IS MORE THAN OUTRAGEOUS THAT SOUND TRANSIT WAS PERMITTED TO DISRUPT RESIDENTIAL AREAS AND THE FRAGILE WETLANDS ALONG BELLEVUE WAY RATHER THAN SENSIBLY UTILIZING ALREADY PREPARED BN RAILWAY LINE EAST OF SR 405. THE CITY CERTAINLY IS NOT LOOKING OUT FOR ITS RESIDENTS...WHERE IS THE TAX BENEFIT IN THAT?
Not at all	No low income housing mandates. Tall buildings by SR 405, no 300 foot buildings along 112th. No additional square footage for buildings in wetland areas.
Somewhat	No more concrete Plazas that are cheap to maintain but do nothing for relief of concrete jungle fatigue. Open spaces and parks and public places should have plants/trees/flowers/beauty not concrete or slabs of rocks called open space that no one likes really. Make the developer create green open spaces and maintain them accordingly. "A" is better then "B" but I do wonder if this is still too big for the area. No to item 3. Keep Mt. Rainier view and the views of Mt. Rainier from downtown and city hall. YES Keep and Honor the Comp Plan to maintain views. item 6 should read require parking underground, no or very little on street level parking. Again it this project too big? Not allow "B" and allow "A" would be better.
Not at all	We are strongly against the redevelopment plan, which is have huge negative impact on the neighborhood.
Not at all	Really, we want to turn Bellevue into downtown Seattle? Taller buildings and Increase the height of commercial buildings.
Somewhat	No mention of retaining and protecting the wetlands that currently exist in this area. These wetlands buffer both Kelsey Creek and Lake Washington.
Not at all	There are plenty redevelopment sites available in downtown Bellevue north of Main Street. The East Main Light Rail Station only provides one mode of mass transit while Bellevue Transit Center has buses and will have light rail. Therefore, Bellevue Transit Center is a better option for transit oriented development.
Somewhat	The high rise of up to 30 stories building is going to effect view and cause shadow on the Surrey Downs neighborhood. Really want the height to be limited and have larger setbacks.
Somewhat	Traffic capacity needs to be increased to accommodate this development. ADD LANES FOR CARS!
Not at all	No value to residents of Surrey Downs. More traffic congestion.

Not at all	You have finally worn me down with the vague and weak. I get it that "we" will have wide sidewalks and buffers and bustle and businesses. What could be more important than the beauty of wide sidewalks and buffers? And money.
Not at all	too high!!! it should be much lower buildings!