



**CITIZEN ADVISORY COMMITTEE MEETING  
EAST MAIN STATION AREA PLAN  
Tuesday, January 27, 2015  
4:00 P.M. to 6:00 P.M. – Room 1E - 113  
Bellevue City Hall – 450 110<sup>th</sup> Avenue NE**

<u>Time</u>	<u>Item</u>
4:00	1. Call to order, approval of agenda, approval of November 18 meeting minutes (Attachment 1) – Scott Lampe, Chair
4:10	2. *Public comment
4:20	3. Project Update – Mike Kattermann, PCD (Attachment 2)
4:30	4. Briefing on Downtown Livability Initiative – Patti Wilma and Emil King, PCD (Attachment 3)
5:00	5. Briefing on Downtown Transportation Update and station access – Kevin McDonald, Transportation (Attachment 4)
5:30	6. Traffic Data – John Murphy, Transportation
5:50	7. *Public comment
6:00	8. Adjourn – <b>Next meeting, Tuesday, February 24, 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  
CITIZEN ADVISORY COMMITTEE  
MEETING MINUTES

November 18, 2014  
4:00 p.m.

Bellevue City Hall  
Room 1E-112

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

MEMBERS ABSENT: Alexander Strunkin

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

RECORDING SECRETARY: Gerry Lindsay

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

A motion to approve the agenda was made by Mr. Thurston. The motion was seconded by Mr. D'Agnone and it carried unanimously.

A motion to approve the minutes of the October 28, 2014, meeting was made by Mr. Long. The motion was seconded by Mr. Thurston and it carried unanimously.

2. PUBLIC COMMENT - None

3. DEBRIEF FROM OCTOBER 28 WORKSHOP

Transportation outreach coordinator Kate March thanked the Committee members for attending the workshop.

Mr. Rogers said asked about the commercial redevelopment to the west of 112th Avenue SE. Senior Planner Mike Kattermann said the examples on display at the workshop were intended to give people an idea of what transit-oriented development looks like. He said the Committee will be asked to weigh in on an upper and lower density limit for the site. Mr. Rogers asked if the consultants will get into possible traffic flows and the tax base. Mr. Kattermann said that will be part of their work.

Chair Lampe said he was struck by the apparent broad consensus for street-level retail.

Ms. Unger said many of the people she talked to were under the impression the workshop was intended to give them information, not focused on getting their ideas about what should happen.

Ms. Powell agreed but pointed out that the materials on display gave many the impression that things have already been decided.

Ms. March asked if the people were looking for information on the East Link project itself rather than the East Main station area. Ms. Unger said they were more focused on the rail project than the station area.

Ms. Hammond commented that the people she spoke with were generally concerned about how the project will affect the neighborhood and them personally. She said she got the impression from some that it is all a done deal and that no one will listen to them anyway. Mr. Thurston said he had the same impression.

Ms. March noted that the report breaks down the comments received at each of the stations, each of which was focused on a different issue. She said the report also includes the concerns and suggestions voiced by the public at the workshop. The comments highlighted the unique features of the neighborhood, including the architecture, village aspects, and walkability. There were suggestions made about how to maintain the character of the neighborhood. With regard to access changes, concerns were voiced regarding how to get in and out of the neighborhood and how the neighborhood will be impacted generally. It was noted that there is no way for pedestrians to get across 112th Avenue SE. At the development vision station there was a clear emphasis favoring street-level retail.

Answering a question asked by Ms. Hammond, Ms. March said there is often confusion between station area planning and station design. She allowed that having the word "station" in station area planning can be misleading. Ms. Hammond commented that the local neighborhood has been involved with the issue for many years, feels that the station is a feat accompli, and have the general impression that even what will happen in the area surrounding the station has already been decided.

Mr. Thurston said he spoke with people who were concerned about noise and the need to have it mitigated. There were others who were concerned about traffic and the disruption in the flow that will occur because of the three-car kiss-and-stop pullout. Others were concerned that some will try to find places to park their vehicles close to the station rather than at a park and ride. Still others voiced concerns about aesthetics and suggested preserving as much of the streetscape as possible. Chair Lampe pointed out that those concerns are largely being addressed by the East Link permitting CAC.

Ms. Hammond said it was pointed out to her by someone at the workshop that currently drivers going east on Main Street down the hill toward 112th Avenue SE see the right-hand lane frequently backed up almost all the way to 108th Avenue SE. The concern is that the drop-off will exacerbate the backup.

Mr. King said he heard several people talking about redevelopment along Main Street from Bellevue Way up towards 112th Avenue SE. Mr. Kattermann said the idea is intriguing but is a bit beyond the scope of the Committee's work. From a land use

standpoint, everything along Main Street is part of the downtown, and the area from Main Street to 110th Place will become part of the park, precluding redevelopment. Redevelopment is already being seen farther west on Main Street between Bellevue Way and 106th Avenue SE. The idea of creating a consistent visual connection from Old Bellevue to the station is a good one that should be given consideration.

Ms. Powell said she was surprised to hear people say they felt all decisions had already been made. She said she clarified at every opportunity that in fact it is not too late to provide ideas and suggestions. The Bellecrest Neighborhood Association is currently struggling with cut-through traffic. Some ideas are circulating but nothing is yet set in concrete.

Mr. D'Agnone said he did not come away from the workshop with the idea that people think it is all a done deal. He said he did hear concerns voiced about the construction process and the prospect of shutting down the south Bellevue park and ride lot to accommodate construction. Some voiced concerns about negative impacts to property values.

Ms. Hammond said she did not hear anyone saying they simply do not want the train, rather the discussions were focused more on the unforeseen ripple effects.

Mr. King commented that two of the five major access points to the neighborhood are going to be cut off, the two on 112th Avenue SE. He said it is hard to imagine what that will do to the traffic patterns and volumes. With all the development that will be going on on Main Street, the idea of accessing Surrey Downs from Main Street and Bellevue Way will be complicated. Some clear thought will need to be put into how people are going to be able to get into and out of the neighborhood.

Ms. Hammond agreed and suggested it is time to move beyond mere angst to some real data that Committee can work with.

Mr. Thurston asked if suggestions can be made relative to the alignment of the light rail line. Ms. March said Committee members in their capacity as citizens can make suggestions, but the Committee itself is not charged with addressing the East Link project, the light rail alignment or the design of the station. The Committee is charged with helping to steer the conversation around neighborhood access and how to alleviate traffic conditions, and as part of that discussion staff will be presenting the Committee with some hard data relative to digest, including traffic counts.

Ms. Powell suggested that having the data sooner rather than later would help guide the work on 108th Avenue SE where there will be much more traffic once construction begins and the South Bellevue park and ride is closed.

Mr. Breiland suggested the Committee's focus should be on what the area around the

station should look like once the East Link project is completed and is fully operating. He said the neighborhood likely will look exactly as it does currently, with the same number of houses and people living there. The Committee should trust in the process that has other groups considering the other issues.

Ms. Hammond agreed and said the issue for many is the scope of the project and how far it goes into the future. She said she will be a senior citizen by the time the system is up and running, and allowed that she has no idea now what she will need then. Part of the problem is that people are short-sighted and can only see things in light of current conditions.

Ms. Unger commented that during the tour there was talk of alternatives to sidewalks. She pointed out that while some of the options could be deemed extravagant, the fact is the local neighborhood residents will be bearing the brunt for the entire city and may be deserving of a little extravagance as a result.

Ms. Hammond said she recently had a conversation with a city staffer who has heard from every single neighborhood that will be affected by light rail that they feel they are bearing the brunt of the impacts. The fact is every neighborhood believes the impacts they will face are worthy of being treated in an extravagant manner. She reiterated the need to get beyond the angst and realize that there will be impacts. Only then will some real work get done.

Ms. Hammond said there are all manner of transportation elements that must function in order for a neighborhood to thrive, including access by emergency vehicles, school buses, Metro buses, delivery vans, mail delivery and garbage collection. All of those functions need to have access to the neighborhood. Somebody working in downtown Bellevue who decides to take a shortcut through the neighborhood using 108th Avenue SE to get to Bellevue Way does not have a legitimate need to access the neighborhood, and it is those trips that are truly impactful.

Answering a question asked by Ms. Hammond, Mr. Kattermann explained that 108th Avenue SE is labeled a collector/arterial, which is a higher classification than a traditional residential street. Bellevue Way and 112th Avenue SE are classified as arterials. The classification given to 108th Avenue SE is a reflection of the fact that the roadway is intended to carry more traffic, but of course that creates challenges for the neighborhood. The first step needs to be bringing out the traffic count data to see where things stand currently and what the projections are for the future before developing any recommendations.

Mr. Kattermann reminded the Committee members about the presentation regarding the difference between positions and interests. He stressed the need to focus on the interests that need to be addressed. The specific traffic issues relative to the functions of emergency vehicles, school buses, Metro buses, delivery vans, mail delivery and garbage trucks are specific examples of interests. Ms. Hammond said pedestrian safety is another important interest.

Mr. Thurston asked if a specific traffic study has been done in regard to the East Main station. Mr. Kattermann said there were traffic studies done as part of the Environmental Impact Statement. He said he did not know if specific consideration was given to the kiss-and-ride turnout element of the station.

Ms. Powell asked staff what their take was on the workshop. Ms. March said she thought it was a good event. The various stations were well visited and there were many engaged in conversations and in offering comments. Mr. Kattermann concurred. He said the feedback garnered was useful.

#### 4. REVIEW DRAFT SCOPE OF WORK FOR CONSULTANTS

Mr. Kattermann said there are three areas that will require help from a consultant: land use/urban design, transportation/station access, and environmental review. The land use/urban design element will include looking at the existing zoning and the transition overlays to compare what is currently allowed with what might be allowed in the future. It is one thing to zone property in a certain way, but if there really is no market potential for a particular zoning it will not thrive. Part of the scope of work should include an analysis of realistic expectations for the area, and the type of regulations that would need to be in place to allow that to happen.

Answering a question asked by Ms. Hammond, Mr. Kattermann stated that mixed use is not a fad. It has in fact been around for centuries and is the way most cities developed initially. Once parameters are set a few different scenarios will be drafted to portray the range of possibilities. Much will depend on the development standards in terms of uses, height, setback, landscaping and the like. Streetscape and gateway improvements usually go along with urban design, so that is why that has been included in the mix.

Mr. Kattermann said a review of the current zoning will unveil what can be done without making any changes, and will show what the limitations are. One option the Committee might consider is keeping the zoning essentially as it is while making a few tweaks to allow a little more or a different type of design. The current zoning technically allows for some of the things being considered, but it is not practical to do so for a variety of reasons.

Ms. Powell asked if the Committee will address the issue of apodments. Mr. Kattermann said that topic can be brought to the table if the Committee is concerned about it. Typically, talking about density does not include unit size, but it certainly could be added to the table.

Chair Lampe suggested affordable housing needs to be added to the mix of topics as well.

Answering a question asked by Ms. Unger, Mr. Kattermann explained that the city must be able to demonstrate that it can accommodate the level of growth the projections show the city will have. With the zoning that is in place citywide, the growth targets can all be

met. While not absolutely necessary to allow for more residential density across from the station, it makes sense to consider an increase in density that can easily access light rail. The Council has designated the site as appropriate for transit-oriented development, but what that will translate into is largely up to the Committee.

Ms. Powell said the angst and uncertainty held by area residents would seem to argue in favor of having a design review board focused on the areas around each of the six light rail stations. Light rail is a unique use coming to the city and will have ripple effects around the stations. It would not be a bad thing to have a body charged with reviewing exactly what the neighborhoods will look like. Mr. Kattermann said the Committee is free to make just such a recommendation as part of its final report.

Mr. Breiland commented that the task to analyze the development potential under the existing zoning should include a look at what the market would build on the site if there were no real restrictions. That approach would help to frame how the zoning can either help or not help certain types of development.

Turning to the transportation/station access task, Mr. Kattermann said establishing a baseline for traffic volumes at all key entrances and reviewing the existing patterns in the study area, and then modeling how things will change with the closures, will be very important. He agreed to include in the mix how the kiss-and-ride drop-off will impact traffic flow. Because improving access to the station is one of the stated goals, consideration needs to be given to what would need to be done and what it would look like.

Responding to a question asked by Ms. Unger, Mr. Kattermann said while he has not seen a breakdown, the general assumption is that most who use the station will either walk to it or be dropped off. The transit service will be limited and there will be no parking associated with the station.

Mr. Kattermann said the consultant will also be asked to consider techniques related to traffic calming, discouraging cut-through traffic, and addressing hide-and-ride parking in the neighborhood. The consultant will also be tasked with preparing a list of potential projects and include with them planning level cost estimates.

Ms. Breiland highlighted the need to have a travel forecast of the redevelopment area. It would also be worthwhile to know how many transit riders redevelopment would net, and to see what some of the potential projects might look like.

Ms. Hammond said the concern she has for the Surrey Downs area is the notion that after access on 112th Avenue SE is closed anyone can come on 110th Avenue SE, drive down SE 2nd Street and stop at 111th Avenue SE and SE 2nd Street, drop off, turn right on 111th Avenue SE, then right on SE 4th Street, and exit back onto 108th Avenue SE. The nature of the interior neighborhood streets creates an opportunity for a round-robin drop-off. More than a hide and ride, that is a de facto neighborhood kiss and ride.

With regard to environmental review, Mr. Kattermann noted that noise attenuation had been previously highlighted by the Committee.

Ms. Hammond commented that noise attenuation in terms of building height and placement is all about the transit-oriented development on 112th Avenue SE. It does not speak specifically to noise impacts of rail operations on the residences or noise absorption, both of which should be given consideration. Mr. Kattermann clarified that the focus is actually on traffic noise from 112th Avenue SE and I-405, not from the train. Ms. March said the issue of noise from rail operations is the purview of the permitting CAC.

Mr. Breiland said for the Bellecrest neighbors there should be some reference made to the noise analysis on 108th Avenue SE.

Mr. Kattermann said the environmental review will include looking at the land use changes on adjacent development and natural areas, and the traffic impacts based on the Office/Limited Business redevelopment scenarios and neighborhood access modifications.

Ms. Hammond allowed that zoning and environmental regulations are put in place for specific purposes, but if the city wants to change things it can. She asked where the original intent to provide protections ends up when changes are made. She voiced concern that the original intent may be lost. Mr. Kattermann said that is all part of the planning process. An important part of the Committee's work will be to establish the intent. The narrative that will go along with the Committee's final report will be the opportunity to make clear the intent so things do not get lost.

Answering a question asked by Ms. Powell, Mr. Kattermann said the narrative that goes along with code language is not itself code but helps to inform the interpretation of the code. The final recommendations will cover a number of important items, including preferred uses, the level of development, and the types of design guidelines.

There was agreement to move agenda item 6 ahead of agenda item 5.

## 6. LAND USE

Mr. Kattermann said when planners refer to land use they are talking about fairly broad categories such as residential, single family, multifamily, commercial, retail and office. Zoning, however, involves specific regulations and detailed uses such as veterinary office, doctors office, convenience store or auto repair. Development standards go along with the zoning and detail things like the allowed density, height and setbacks.

The station area is currently zoned Office/Limited Business (OLB). There are two transition zones that apply to the area. First is a multifamily transition zone that relates to the R-20 zoning on the west side of 112th Avenue SE south of SE 1st Place and which involves height restrictions within 150 feet. Second is a single family transition zone that



relates to the R-4 zoning west of 112th Avenue SE to the north of SE 1st Place which entails a 300-foot zone. So while the OLB zone allows buildings up to 75 feet, the transition overlays scale that back. Both the multifamily and the single family uses fronting 112th Avenue SE will be going away, but because they are tied to the zoning not the uses, the transition zones will not be going away. The Committee will be asked to weigh in on whether or not the transition zones should remain as they are or should be changed in acknowledgement of the fact that the uses they are intended to protect will no longer be there.

Answering a question asked by Mr. Long, Mr. Kattermann allowed that the single family transition zone is more restrictive than the multifamily transition zone, and where there is overlap the more restrictive always applies.

The OLB zone allows multifamily, hotels and motels, vehicle sales, restaurants, movie theaters, and professional and business services. Height in the zone ranges from 30 to 75 feet, with 30 feet as the minimum and the higher limit achievable through bonuses. Multifamily constructed in the OLB zone can be at a density of up to 30 units per acre. An FAR of up to 0.5 is allowed in the OLB zone. The zone requires 50-foot front and back setbacks and 30-foot side setbacks. The maximum lot coverage is 35 percent, not including parking lots.

Answering a question asked by Mr. Thurston, Mr. Kattermann explained that to the north of Main Street the zoning is Downtown OLB, which has different standards. Currently residential heights can go up to 90 feet, and non-residential can go up to 75 feet. The FAR is 3.0, and the setbacks range from zero to 20 feet. The maximum lot coverage is between 60 and 75 percent. The recommendations of the Downtown Livability Initiative CAC will be before the Council in the near future and they include increasing the height in the Downtown OLB to 200 feet, and an increase in the FAR to 5.0.

Mr. Kattermann suggested that in considering changes for the station area, the current OLB requirements could form the low end, and the current Downtown OLB requirements could form the high end.

Ms. Hammond asked what regulations are in place to preserve the tree canopy. Mr. Kattermann said tree preservation regulations vary by area in the city, but there are few such regulations applicable to commercial areas. There are, however, landscape requirements that include trees of a certain size in the parking and open space areas. The requirements certainly are stricter in critical areas. Ms. Hammond said she would like to receive specifics with regard to the station area as the study progresses.

Mr. Kattermann suggested that for purposes of the environmental review the maximum height, density and FAR should be as high as possible to fully understand the potential impacts.

Ms. Hammond agreed that the worst possible scenario should be held up to see what it might look like.

Ms. Unger pointed out that there were two distinct thoughts expressed at the public meeting. One was to keep heights low because of the proximity to residential uses, and the other was to allow more height to block noise from the trains. She agreed the environmental review should include more height.

Mr. Thurston said he also would like to see a full range of heights analyzed. Depending on the massing and how parking is built, the site could be home to a very attractive building with uses that support the East Link project.

Ms. Powell said the Downtown Livability Initiative CAC did not recommend maxing height out to 200 feet in consideration of the neighborhood. Taller buildings also result in more traffic and congestion. The wedding cake approach to building height that is in place in the downtown has been very successful, and the CAC concluded that height in the OLB zone should not be substantially increased. Mr. Kattermann pointed out that the study area for the Downtown Livability Initiative CAC did not extend to the south of Main Street on the east side of 112<sup>th</sup>.

Mr. King pointed out that more height is not necessarily what will block noise. He suggested that a shorter but bulkier building may do the job better than several skinny but tall buildings.

Mr. Kattermann said there are many ways the site could end up being configured. By analyzing the upper limits of height and density, the door is opened to exploring the full range of options.

Ms. Hammond asked if there are any wetlands in the station study area. Mr. Kattermann allowed that there are. Ms. Hammond asked how the Residence Inn and the hotel on the old Midlakes post office site were allowed to be built on wetlands. Mr. Kattermann said he would answer that question offline as it is outside the bounds of the Committee's focus.

Mr. Kattermann said the largest single expense for household budgets is housing, and the second largest is transportation. Transit-oriented development is defined as compact higher-density mixed use development within a half mile of a fixed transit station. Transit-oriented development is not just a building, it can also be an entire development in a planned layout. The group was shown a number of drawings and photos of developments depicting low- and mid-rise mixed-use buildings.

The Committee was informed that the next steps will involve completing a market analysis; working on a conceptual site analysis and alternative scenarios; refining the concepts based on feedback from the public; and conducting a zoning analysis and developing design guidelines aimed at accomplishing the desired outcome.

Ms. Powell asked if in addition to open house events consideration has been given to doing a survey and developing an email list aimed at garnering additional public input.

Ms. March said open house events are a good way to start off and finish a study conversation, but in trying to get detailed feedback on options there are many other ways to proceed. Throughout the process there will be times when the Committee will say it wants input from the public and a variety of means will be used to obtain it.

## 5. NEIGHBORHOOD PARKING

John Murphy with the Neighborhood Traffic Safety Services in the transportation department explained that neighborhood parking in Bellevue is usually addressed through what are called Residential Parking Zones (RPZs). Residents of Bellecrest and Surrey Downs have the program in operation in their neighborhoods and have placards in their cars allowing them to park on the street. RPZs are intended to restrict non-resident parking in residential areas adjacent to destination sites, such as transit stations and high schools. The RPZ policies have been embedded in the Comprehensive Plan for a long time, and the program is managed by the Neighborhood Traffic Safety Services group.

RPZs are established by city ordinance. Once approved by the City Council, implementation restricts all parking to those with the appropriate placard. Cars parked in the neighborhood without a placard are subject to citation. Each vehicle registered to an address within an RPZ is entitled to a placard, and individual households are entitled to four guest permits. There is no fee for the permits. There are currently 15 RPZs scattered throughout the city and each is subject to a cycle of renewal.

Mr. Murphy noted that the area in which the East Main station will be sited is generally but not completely covered by permit parking. He said the Committee may want to consider whether or not to recommend extending the boundary of RPZ 1. There are no plans to remove any of the permit parking areas with the construction or operation of the East Link line.

Ms. Unger asked if the consultant will take a look at the areas in which hide-and-park drivers might be expected to use. Mr. Kattermann said the issue was not on the list of issues for the consultant to review but it could easily be added.

Looking at the map of RPZs in the vicinity of the station site, Mr. King suggested it would be an easy thing for someone to park just outside of a current parking boundary and walk to the station. He agreed the consultant should look at the issue.

Mr. Breiland noted that it had been mentioned earlier that many who seek to hide and ride actually live fairly close by. He suggested that rather than extending Zone 1 it might be better to add another zone so folks from the southern end of the neighborhood do not try parking in the northern end.

Mr. Murphy said RPZs are formed on the basis of complaints made by residents. The city works with the residents in drawing a proposed boundary, and once that is done it is put out to ballot. In order to be approved, 65 percent of the households within the proposed zone must vote in favor.

RPZs are only as good as the enforcement behind them. The city has only a single RPZ enforcement officer.

7. PUBLIC COMMENT - None

8. ADJOURN

Mr. Kattermann noted that the group was slated to meet next on January 27, 2015. He also said he was willing to set up a tour of Central Link for those who are interested.

Chair Lampe adjourned the meeting at 6:12 p.m.



# MEMORANDUM

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**DATE:** January 23, 2015

**TO:** East Main CAC Members

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

**SUBJECT:** East Main Station Area Plan Project Update

The purpose of this memo is to provide the CAC with a status report on key project tasks. Staff will be available to answer any additional questions you have about the status of the project. Overall, the project has fallen behind schedule primarily because of the delay in contracting with a consultant team that will do the bulk of the work over the next several months. The project is still in the information stage and poised to move into the task of analyzing the issues to develop and test concepts and potential strategies once the consultant is under contract. This will be an iterative process in that additional information will be identified and added to the analysis as the concepts and strategies are developed and refined. Following is a summary of the status of key tasks on the current work program schedule.

## Central Link tour

At the November meeting the CAC requested that staff schedule a tour of the existing light rail system in Seattle to experience the train and visit neighborhoods around some of the stations. My apologies for not yet getting this scheduled. I will get this on the CAC calendar in the next few weeks.

## Consultant selection

The CAC reviewed and revised the draft scope in November. PCD and Transportation staff refined the scope and budget. The procurement process was initiated in December and the RFP was issued December 30<sup>th</sup>. Proposals were required to be submitted by 4 pm on Thursday, January 15<sup>th</sup> and four proposals were received. Staff from PCD and Transportation interviewed the four teams on January 21<sup>st</sup> and 22<sup>nd</sup> and made a selection on January 23<sup>rd</sup>. We are in the process of negotiating and finalizing the contract for Council approval on or before February 9<sup>th</sup>. Once the contract is approved by Council we will begin work immediately and will push to have initial information on redevelopment at the CAC's February 24<sup>th</sup> meeting. This will have implications for the overall schedule and staff will work with the consultant to prepare an updated project schedule for the February 24<sup>th</sup> CAC meeting.

### Council update

When the station area planning program was approved by City Council it included provisions for periodic updates to the Council. Now that the East Main Station Area Plan is underway, staff will be providing a written brief on the project status in the February 23<sup>rd</sup> Council packet. There is no presentation planned at this time. However, if there is a request for a presentation, CAC Chair Lampe will be invited to participate.











### Data requests

At the November meeting the CAC requested that staff provide traffic data related to volumes, neighborhood access and traffic calming. John Murphy from Transportation will present information on the history of neighborhood traffic concerns, traffic data (see attached map) and what it means, and past projects. This information will provide “baseline data” and lay the groundwork for future discussions about access to the neighborhoods. Over nearly three decades, the City of Bellevue has worked extensively to address neighborhood traffic concerns in Surrey Downs and Bellecrest. From implementing the city’s first residential parking zone to installing speed humps on 108<sup>th</sup> Avenue SE, there is a lot of neighborhood traffic history around the East Main station area. Specifically, John will provide information on the following:

- Volumes in and out of Surrey Downs at 110<sup>th</sup> Avenue NE, SE 1<sup>st</sup> Place, SE 4<sup>th</sup> Street, SE 11<sup>th</sup> Street, and SE 2<sup>nd</sup> Street.
- History of the speed studies in the neighborhood.
- History of speed/volume studies on 108<sup>th</sup> Avenue SE.
- History of traffic calming in the neighborhood (i.e. how the projects came to be).
- Why and how the turn restrictions were put in place at Main Street/108<sup>th</sup> Avenue NE and Main Street/110<sup>th</sup> Avenue NE.
- Overview of annual traffic volume counts conducted on Main Street, 112<sup>th</sup> Avenue SE, and 108<sup>th</sup> Avenue SE.

# Existing Conditions in Bellecrest and Surrey Downs

## LEGEND

-  Speed hump
-  25 mph pavement marking
-  Brick neighborhood entry
-  Residential area sign
-  Median
-  Residential parking zone (RPZ)
-  Speed study locations
-  Semi-annual speed study locations along 108th Ave SE
-  1/4 mile radius
-  Volumes in/out of neighborhood\*

## NOTES

**Speed humps:** Speed humps are generally located on streets where the 85th percentile speeds exceed 35 mph.

**RPZs:** There are three RPZ in Surrey Downs/Bellecrest that have been in place since the 1980s/90s.

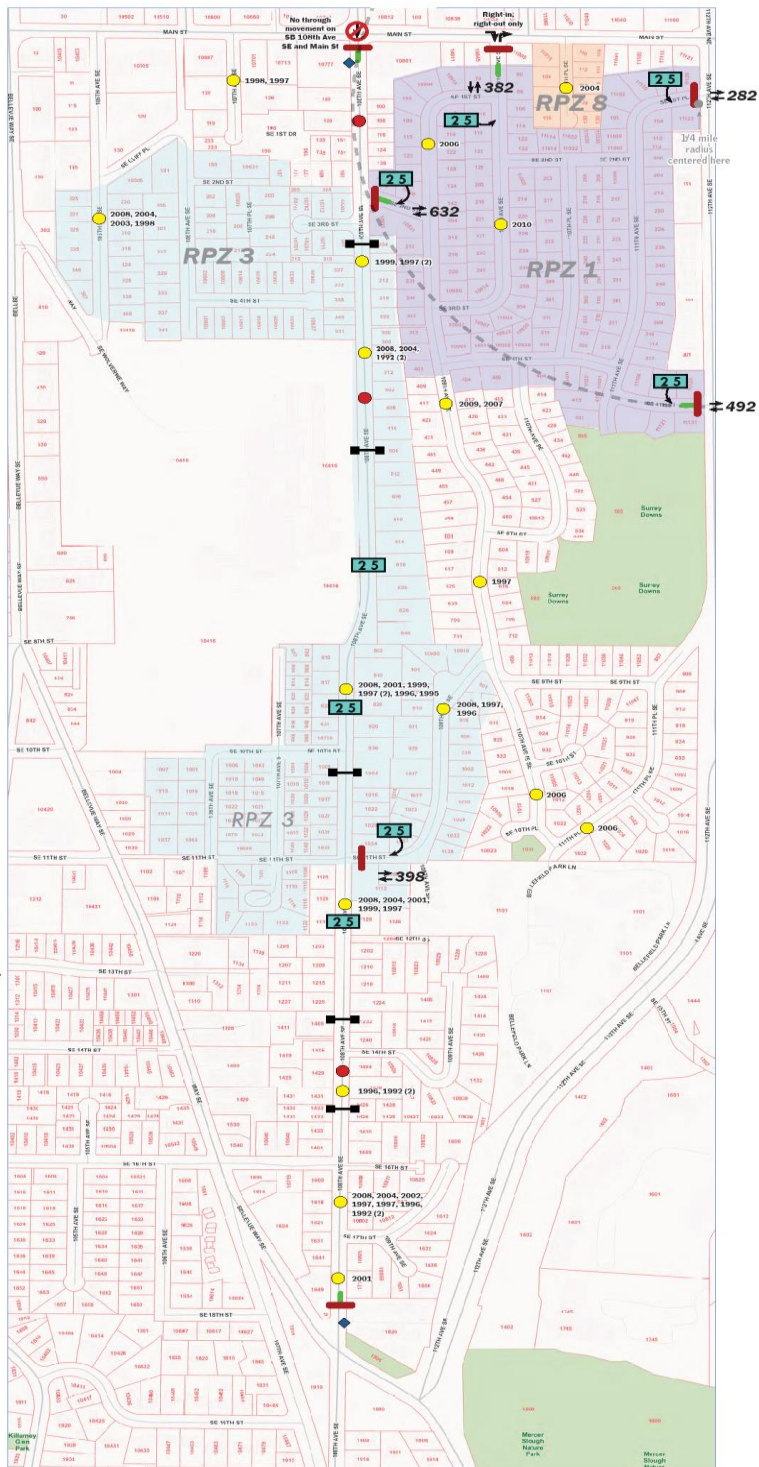
**Semi-annual speed study locations along 108th Ave SE:** There are three locations along 108th Ave SE where speed/volume counts are conducted twice yearly—once in the spring and once in the fall. These counts began in spring 2014 and will continue until indefinitely.

**Turn restrictions:** There are a few turn restrictions into the Surrey Downs and Bellecrest neighborhoods. Motorists traveling south on 108th Ave SE north of Main St must either turn left or right; there is no through-movement continuing south onto 108th Ave SE (bicyclists are permitted to travel straights). If traveling west on Main St, there is no access to Surrey Downs via 110th Ave SE. When exiting Surrey Downs to Main St via 110th Ave SE, there is no left turn to westbound Main St.

\*June 2012 data



Last updated: January 23, 2015  
City of Bellevue, Transportation Department





# MEMORANDUM

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**DATE:** January 23, 2015

**TO:** East Main CAC Members

**FROM:** Emil King AICP, Strategic Planning Manager, 452-7223  
Patti Wilma, Community Development Manager, 452-4114  
*Department of Planning & Community Development*

**SUBJECT:** Downtown Livability CAC Process; Focus on Station Area Planning  
Recommendations

## **Downtown Livability CAC Process**

The Bellevue City Council launched the Downtown Livability Initiative in 2013 to review specific regulations that guide development and land use activity in Downtown Bellevue. The Downtown Land Use Code has not been significantly updated since its inception in 1981 and does not reflect changes to the Downtown Subarea Plan that occurred in 2004.

A 14-member Citizen Advisory Committee (CAC) appointed by Council was co-chaired by Ernie Simas (from the Transportation Commission) and Aaron Laing (from the Planning Commission) and included representation from all City boards/commissions, the Bellevue Downtown Association, Bellevue Chamber of Commerce, small business, nearby neighborhoods, as well as an architect, a Downtown resident, and a City-wide representative.

The Downtown Livability CAC began its work in May 2013 and held 13 monthly meetings through June 2014. Land Use Code “audits” were used to understand what was working, what was not working, and where there was room for improvement relating to the Land Use Code. An “alternatives workshop” allowed the CAC to provide guidance to staff on alternative approaches and strategies to be evaluated. The specific topics covered by the CAC included: public open spaces, Pedestrian Corridor, design guidelines, amenity incentive system, building height and form, and parking.

The most recent milestone occurred on January 20, 2015 when the CAC co-chairs formally transmitted the committee’s final report and recommendations to Council at their study session. Time permitted Council to receive an overview of the process and community engagement, and partial review of the entire set of CAC recommendations, with additional study session time to be scheduled prior to Council direction on next steps to further process the recommendations. The CAC’s recommendations represent a mid-point in the overall



Downtown Livability process. There is still significant work needed to refine the recommendations, perform additional analysis, develop actual Code language and design guidelines, and continue to engage the public.

### **CAC Recommendations Relating to Station Area Planning**

The Downtown Livability Initiative was identified as an appropriate venue to address station area planning issues within the Downtown Subarea. Accordingly, the land use and design implications of the NE 6th Street and East Main light rail stations have been integrated into the CAC's recommendations, including:

- The character of streets should reflect their proximity to light rail stations. Recommendations for design guidelines call for activated areas and streetscape enhancements on both 110th Avenue and 112th Avenue.
- The importance of a strong connection between the Pedestrian Corridor and the NE 6th Street station is recognized in the Pedestrian Corridor recommendations, including extension of the corridor from 110th Avenue to 112th Avenue.
- The DT-OLB District is adjacent to two station areas. Optimization of density and uses for transit-oriented development is addressed in an updated vision for the DT-OLB District that lies between 112th Avenue NE and I-405, north of Main Street.
- The Public Open Space recommendations call for evaluating a nonmotorized connection from Downtown across I-405 to Wilburton, which would increase connectivity to the station from areas east of I-405.

On January 27, staff will provide the East Main CAC an overview of the Downtown Livability CAC process and review the pertinent Station Area Planning recommendations. The CAC's Final Report may be found at: <http://www.bellevuewa.gov/downtown-livability-reports.htm>



# MEMORANDUM

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**DATE:** January 23, 2015

**TO:** East Main Station Area Plan CAC Members

**FROM:** Kevin McDonald, AICP, Senior Planner, 452-4558  
*Transportation Department*

**SUBJECT:** Downtown Transportation Plan - East Main Station Access

Concluding with a recommendation to the City Council on October 7, 2013, the Transportation Commission developed a long-range transportation plan for Downtown Bellevue. Council accepted the Commission's recommendation and directed the Commission and staff to begin implementing it. Implementation since then has occurred in two ways, with projects on the ground and in design, and with an update to the transportation-related policies in the Downtown Subarea Plan.

This memo briefly describes the Transportation Commission multi-year process to develop the Downtown Transportation Plan and provides an overview of the significant policy amendments for the Downtown Subarea Plan.

The Commission's work relates to the work of the East Main Station Area CAC in that their recommendations for Downtown mobility considered access to the two light rail stations that will serve Downtown, the East Main Station and the Transit Center Station. Access recommendations to the East Main Station from within the Downtown walkshed, and from Wilburton across the Main Street bridge are embedded in the Downtown Subarea Plan recommendation.

A staff presentation to the East Main Station Area CAC on January 27, 2015 will conclude with an exercise to help fine-tune the Transportation Commission recommendations for pedestrian and bicycle facilities in the southeast portion of Downtown and across the Main Street bridge.

## **Downtown Transportation Plan – Transportation Commission Recommendation**

Through the 2011/12 budget, the City Council initiated the Downtown Transportation Plan, and directed the Transportation Commission to develop a comprehensive mobility strategy to support Downtown growth to 2030 and beyond. The Commission recommendations for transportation system improvements will accommodate the motorized and non-motorized trips generated by a forecast increase of 28,000 jobs and 12,000 residents – representing approximately 75 percent of the planned employment growth in the city, and over 50 percent of the planned residential growth between 2010 and 2030.

The Commission's task, as the City Council defined it, was to prepare a plan to provide mobility options for people to get around to, from and within Downtown Bellevue, including to and from planned light rail stations. With this direction the Commission prepared a suite of compatible travel options that, together, will support Downtown vitality and livability. As reflected in the Plan, improvements must be made across all modes. The economic engine of Downtown Bellevue will be strengthened with a transportation strategy that pays broader attention to pedestrians, bicycles and transit while acknowledging that efficient vehicle travel will continue to be critically important. Downtown will become even more attractive and accessible as a place to work, to shop and to call home as well-planned multi-modal transportation enhancements are implemented.

Staff and the Commission worked closely with the Downtown community to understand the issues and to develop responsive and forward-looking mobility strategies. The Commission met 24 times on the subject and developed a good understanding of the transportation modeling data, as well as the many qualitative measures of mobility, all of which helped inform their recommendation.

There are four modal components in the Commission's recommendation that are embedded in an overall theme of enhancing the options for Downtown mobility:

- **Roadways**  
Direction from Council was to accommodate the forecast vehicular travel demand based on anticipated land use and other available modes, and to analyze opportunities for on-street parking, loading and other curbside uses to support businesses and residents. The assumed 2030 transportation network includes roadway capacity projects within and outside of Downtown that support Downtown land use and mobility.
- **Transit**  
The Downtown Transportation Plan addresses Council direction with recommended policies and projects that provide transit coverage to serve the planned land use pattern, the transit capacity to support forecast transit demand, transit speed and reliability enhancements to help bus passengers move throughout Downtown, and transit passenger comfort, access and information to support and improve ridership.
- **Pedestrians**  
In a Downtown setting, the quality of the pedestrian environment affects mobility, economic development and quality of life. Breaking down the walk trip into its essential components enabled the Transportation Commission to recommend specific enhancements: crosswalks designed to accommodate increasing numbers of pedestrians; mid-block crossings to facilitate pedestrian crossings of wide arterials between signalized intersections; sidewalks and curbside landscaping that serve as the fundamental pedestrian

infrastructure, and through-block connections that provide walkable corridors through Downtown superblocks.

- Bicycles

Bicycle mobility and access is dependent on a comprehensive network of on-street bicycle facilities and wayfinding plus short-term on-street bicycle parking and long-term, secured commuter parking. For both commuting and recreation, recommended policies and projects will support connectivity within Downtown as well as connections to neighborhoods and regional facilities such as the I-90 Trail, the SR 520 Trail and the future Eastside Rail Corridor Trail.

### **Public Engagement**

Beginning in the summer of 2011, staff and the Transportation Commission worked with the community to understand the issues and opportunities related to Downtown mobility. Early in the process, walking and bicycling tours, and an open house provided forums for Downtown residents and employees to point out what works well and what could be improved. Staff regularly provided updates to the Bellevue Downtown Association and discussed issues, ideas and recommendations with other community organizations.

A project web site, <http://www.bellevuewa.gov/downtown-transportation-plan-update.htm> provides background materials, a project library, and up-to-date information, including each memo and presentation from the Transportation Commission meetings.

### **Downtown Subarea Plan – Transportation Commission Recommendation**

The current Downtown Subarea Plan was adopted in 2004. Its policies have guided the physical development of Downtown Bellevue, and the transportation project list is intended to provide adequate vehicle capacity through 2020.

The Transportation Commission prepared policy amendments to the Downtown Subarea Plan and a list and maps of transportation projects. The Downtown Transportation Plan acknowledges changed circumstances since 2004, and considers land use and transportation changes anticipated to 2030.

Downtown mobility considers that everyone should be able to get around in Downtown Bellevue safely and comfortably, a concept that requires a balancing of the needs of roadway users, transit riders, pedestrians and bicyclists. Roadway capacity projects in and around Downtown will provide an adequate vehicular level of service in 2030. Improvements are recommended to better accommodate the diverse needs of an increasing number of pedestrians and bicyclists. Modifications to transit service and facilities will help make riding transit an even more attractive option than it is today.

The multimodal strategy is not new, and prior investments have resulted in the vibrant and mobile Downtown Bellevue of today. Yet new policies and projects are needed to help shape the Downtown Bellevue of the future, a future in which walking is the logical option for short trips and longer trips can be made by car, transit or bicycle. Downtown traffic volume is not increasing, even as land continues to develop. People in greater numbers are choosing to walk, bicycle and ride the bus to get around to/from and within Downtown. Mobility options provide choices and help enhance Downtown livability.

Downtown Subarea Plan recommended policies retain the fundamental support for an integrated multimodal transportation system, and provide enhanced or new policy direction to achieve these mobility objectives:

- Transportation facilities and services provide mobility options to support a growing residential and employment population, as well as visitors for shopping and recreation
- Pedestrian and bicycle access is easy for short trips to and through the existing Downtown Bellevue Transit Center and to the planned light rail stations at the Transit Center and at East Main Street. Walking becomes one of the easiest ways to get around in Downtown Bellevue, and intersections and mid-block crossings are comfortable and safe places for people to cross the street.
- Transit on the frequent transit network will serve 97 percent of Downtown residents and employees by 2030, up from about 87 percent in 2010. Nearly everyone who lives or works in Downtown Bellevue will be within a 600-foot walk of a bus stop on the frequent transit network.
- Intelligent Transportation System investments provide efficiencies and transportation system capacity for vehicles of all types, as well as pedestrians.
- Curbside space is used for many purposes, including such things as parking, parcel loading/unloading, taxi-stands, and electric vehicle charging stations.

### **Downtown Transportation Plan Pedestrian and Bicycle Access Improvements**

While the Downtown Transportation Plan addressed all modes to travel, the Transportation Commission provided the most guidance with respect to improving mobility for non-motorized travel.

- Pedestrian Facilities

The public infrastructure facilities for pedestrians are sidewalks along the street and crosswalks at intersections and mid-block locations.

Sidewalks. The Downtown Land Use Code prescribes the width and landscape treatment for all of the sidewalks Downtown. These standards are over 30 years old, and the Commission

determined that circumstances have changed to warrant wider sidewalks along some streets, and different types of landscaping adjacent to the curb, either street trees in tree-grates or in a continuous landscape planter. The minimum “Downtown standard” sidewalk is 12-feet wide, with an 8-foot wide sidewalk plus 4 feet of landscaping. Considering anticipated pedestrian volume in high-density locations and proximate to light rail stations, the Commission recommends wider sidewalks or multipurpose paths.

Crosswalks. In Downtown Bellevue the standard crosswalk design consists of 2 parallel white bars spaced 8-feet apart. A standard crosswalk also has a pedestrian actuated signal that provides both audible and countdown indicators. Crosswalks at certain intersections warrant some enhancement beyond the standard. Enhanced crosswalks are designated for intersections where high numbers of both pedestrians and vehicles are expected, and where the urban design treatment along the street could be carried through the intersection. Exceptional crosswalks are “celebrated intersections” where the pedestrian is provided a very appealing place to walk across the street – treatments along the Pedestrian Corridor, for instance, are intended to be “Exceptional”.

Mid-block crossings. Mid-block crossings help reduce the scale of Downtown Bellevue “superblocks” to be more manageable for pedestrians. The Downtown Transportation Plan provides for mid-point crossings of streets along many superblocks, considering community input, and current and anticipated demand from land use and light rail stations. At-grade mid-block crossings may exhibit a variety of treatments, including full signalization, rectangular rapidly flashing beacons with supplemental warning signs, and median islands.

- **Bicycle Facilities**

The 2009 Pedestrian and Bicycle Transportation Plan guided the Commission’s discussions regarding bicycle access to/from and within Downtown Bellevue. The Commission’s recommendations are largely consistent with the adopted Plan, but added a “shared roadway” type – acknowledging that while an ideal situation would be to provide a dedicated space on the roadway for bicyclists, the reality of limited right-of-way significantly precludes allocating dedicated space without impacting other modes.

### **Downtown Transportation Plan Implementation – Current Projects**

Together with direction and resources needed to prepare a Downtown Transportation Plan, the City Council in 2010 also provided capital funds to implement some projects. Projects under construction or in the pipeline are the following:

- 112th Avenue NE northbound bike lane at NE 8th Street
- 108th Avenue NE at Main Street southbound bike lane and extended landscaped median
- 108th Avenue NE at NE 4th Street intersection and landscaping improvements

- Pedestrian Corridor ramp west of 108th Avenue NE, widening, grading, landscaping and lighting improvements
- 102nd Avenue NE at NE 1st Street intersection improvements for access to the Downtown Park

In the 2015/16 budget adopted on December 1, 2014, Council approved funding to continue implementing Downtown Transportation Plan projects, with an emphasis on providing exceptional pedestrian access to the Downtown light rail station. Projects on the list include:

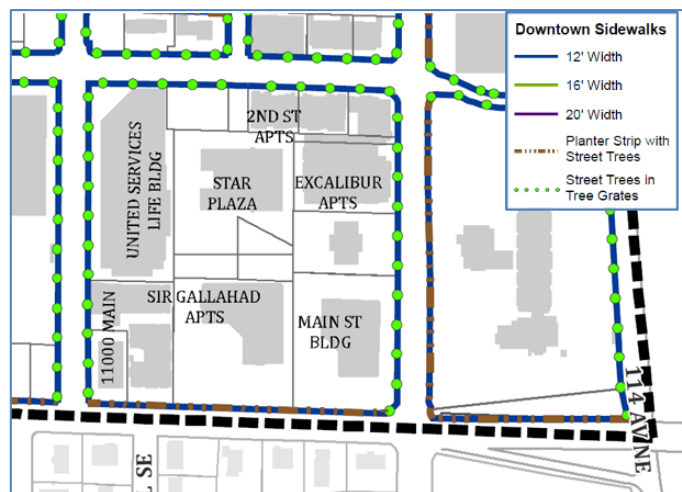
- Corridor studies for 106th Avenue NE, 108th Avenue NE and Main Street to integrate components of the Transit Master Plan, the Pedestrian and Bicycle Transportation Plan, intersection and mid-block crossing improvements identified in the Downtown Transportation Plan, and exceptional pedestrian access to the light rail station
- 106th Avenue NE at NE 6th Street Pedestrian Corridor intersection improvements
- 110th Avenue NE at NE 6th Street intersection improvements
- 110th Avenue NE at NE 7th Street mid-block crossing
- Bellevue Transit Center improvements to enhance transit rider comfort, access, and information

### **East Main Station Access**

The Downtown Transportation Plan provides for the following pedestrian and bicycle facilities to provide access to and from the Downtown walkshed for the East Main Station:

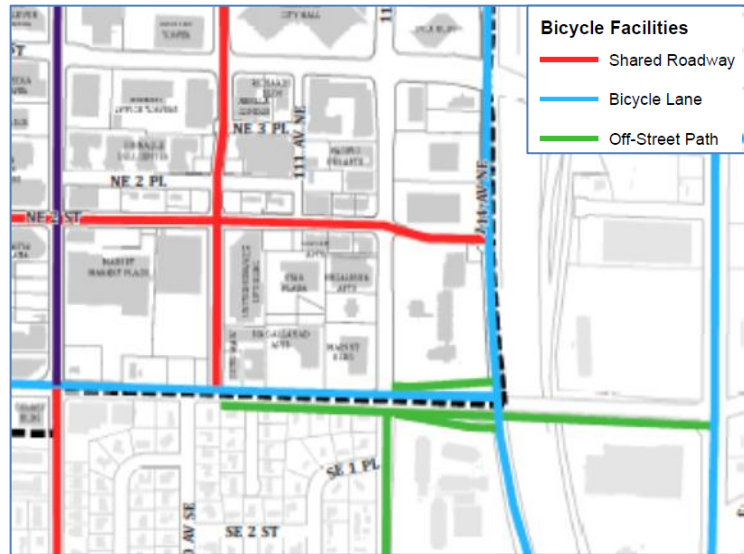
- **Sidewalks** (refer to Attachments A for Downtown scale map)

- Main Street south side: 12-14 foot wide multipurpose path between 110<sup>th</sup> Avenue SE and 112<sup>th</sup> Avenue SE
- Main Street north side: “Downtown standard” sidewalk dimension provides for an 8-foot wide sidewalk and 4-foot planter (total 12’ wide).
- 110<sup>th</sup> Avenue NE both sides north of Main Street: “Downtown standard” with street trees in tree grates
- 112<sup>th</sup> Avenue NE both sides north of Main Street: “Downtown standard” with street trees on the west side and planter on the east side



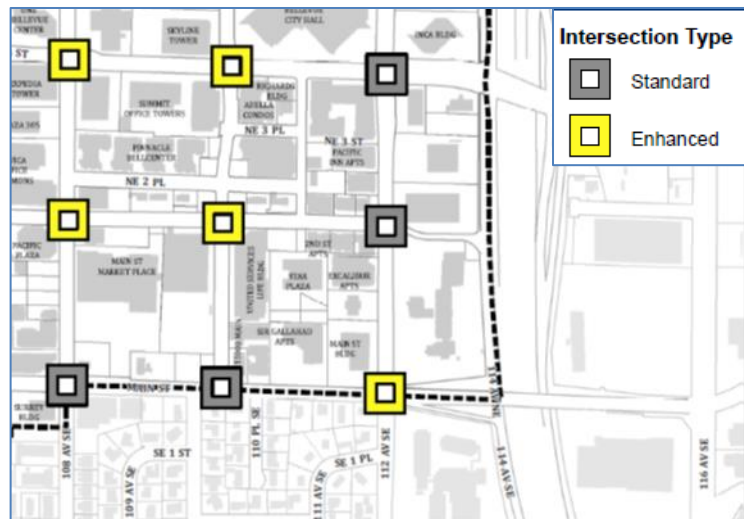
- **Bicycle Facilities** (refer to Attachment B for Downtown scale map)

- Main Street south side: 12-14 foot wide multipurpose path between 110<sup>th</sup> Avenue SE and 112<sup>th</sup> Avenue SE
- Main Street south side: 5-foot bicycle lane west of 110<sup>th</sup> Avenue intersection
- Main Street north side: 5-foot bicycle lane west of 114<sup>th</sup> Avenue NE (*\*probably should be changed to west of 112<sup>th</sup> Ave NE*)
- 114<sup>th</sup> Avenue: 5-foot bike lanes both directions, with connections to 112<sup>th</sup> Avenue NE via multipurpose paths on the north and south sides of the Main Street bridge
- Main Street bridge over I-405: 12-14 foot side multipurpose path on south side between 112<sup>th</sup> Avenue SE and 116<sup>th</sup> Avenue SE
- Main Street slip ramps: 12-14 foot wide multipurpose path both sides of Main Street between 112<sup>th</sup> Avenue and 114<sup>th</sup> Avenue



- **Intersections** (refer to Attachment C for Downtown scale map)

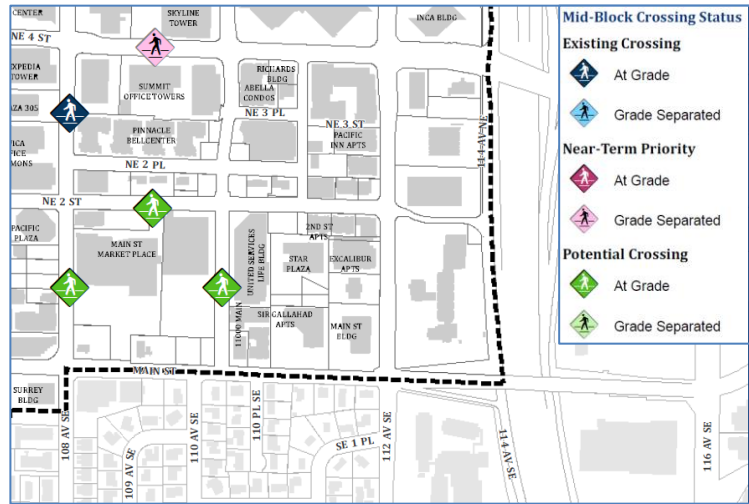
- 112<sup>th</sup> Avenue @ Main Street and other nearby locations in the East Main Station walkshed: Enhanced intersection, components to be determined. Will need to consider both bicycle and pedestrian access.
- 110<sup>th</sup> Avenue @ Main Street: Standard intersection components on all crossings





- **Mid-Block Crossings** (refer to Attachment D for Downtown scale map)

- 110<sup>th</sup> Avenue NE @ NE 1<sup>st</sup> Street: At-grade mid-block crossing – likely coordinated with Sound Transit and/or adjacent property redevelopment
- 108<sup>th</sup> Avenue NE @ NE 1<sup>st</sup> Street: At-grade mid-block crossing likely coordinated with adjacent property redevelopment
- NE 2<sup>nd</sup> Street @ 109<sup>th</sup> Avenue NE: At-grade mid-block crossing likely coordinated with adjacent property redevelopment



## NEXT STEPS

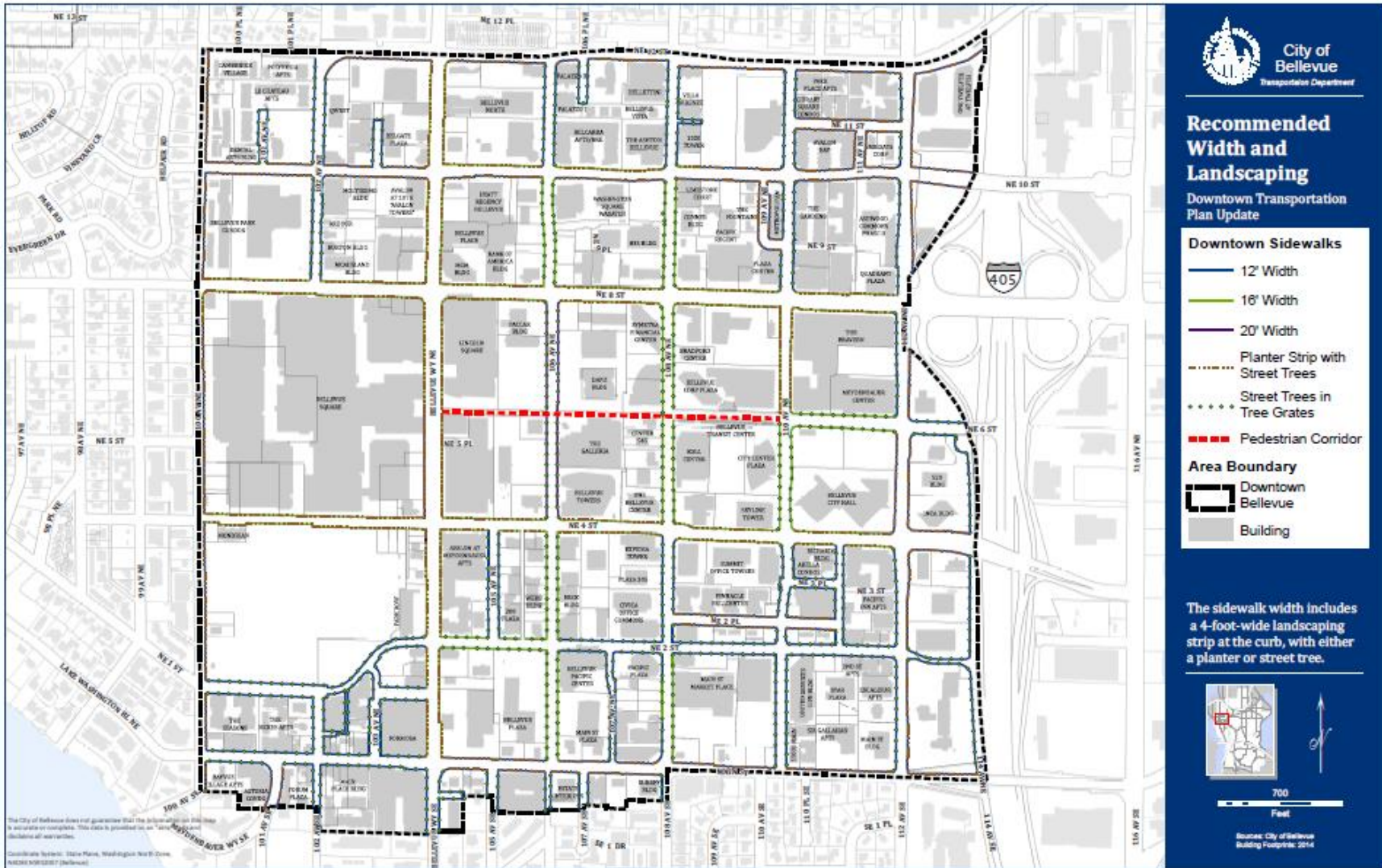
Downtown Transportation Plan mobility projects - including those that improve access to stations - are being implemented through the Capital Investment Program that provides \$5 million during a 7-year funding period beginning in 2015. Station access enhancements recommended by the East Main Station Area CAC may be developed as stand-alone city projects, or in conjunction with light rail construction.

The Downtown Subarea Plan transportation policy amendments are a component of the Comprehensive Plan Update, scheduled for Council adoption in late June, 2015.

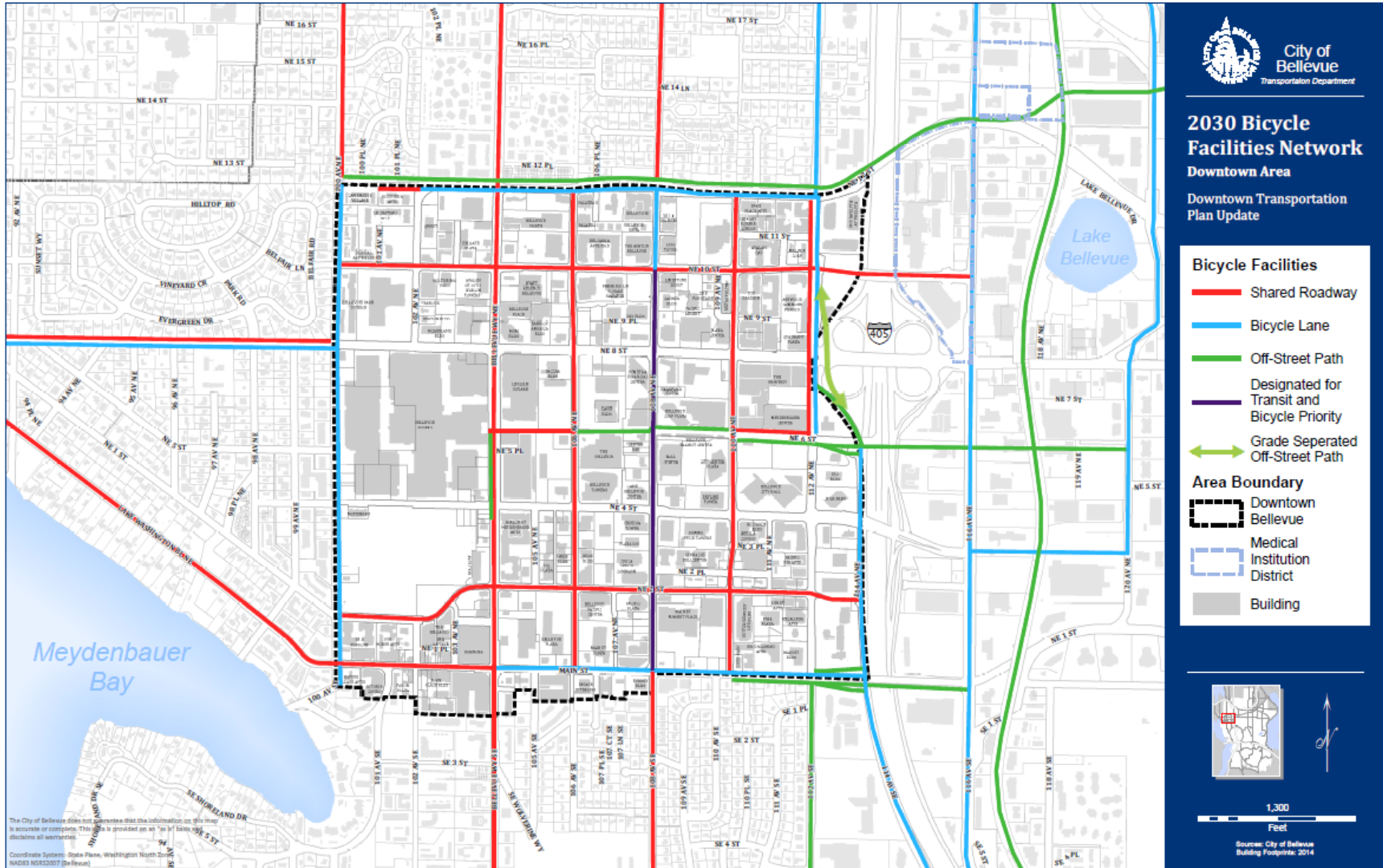
## ATTACHMENTS

- A. Downtown scale sidewalks map
- B. Downtown scale bicycle facilities map
- C. Downtown scale intersection map
- D. Downtown scale mid-block crossing map

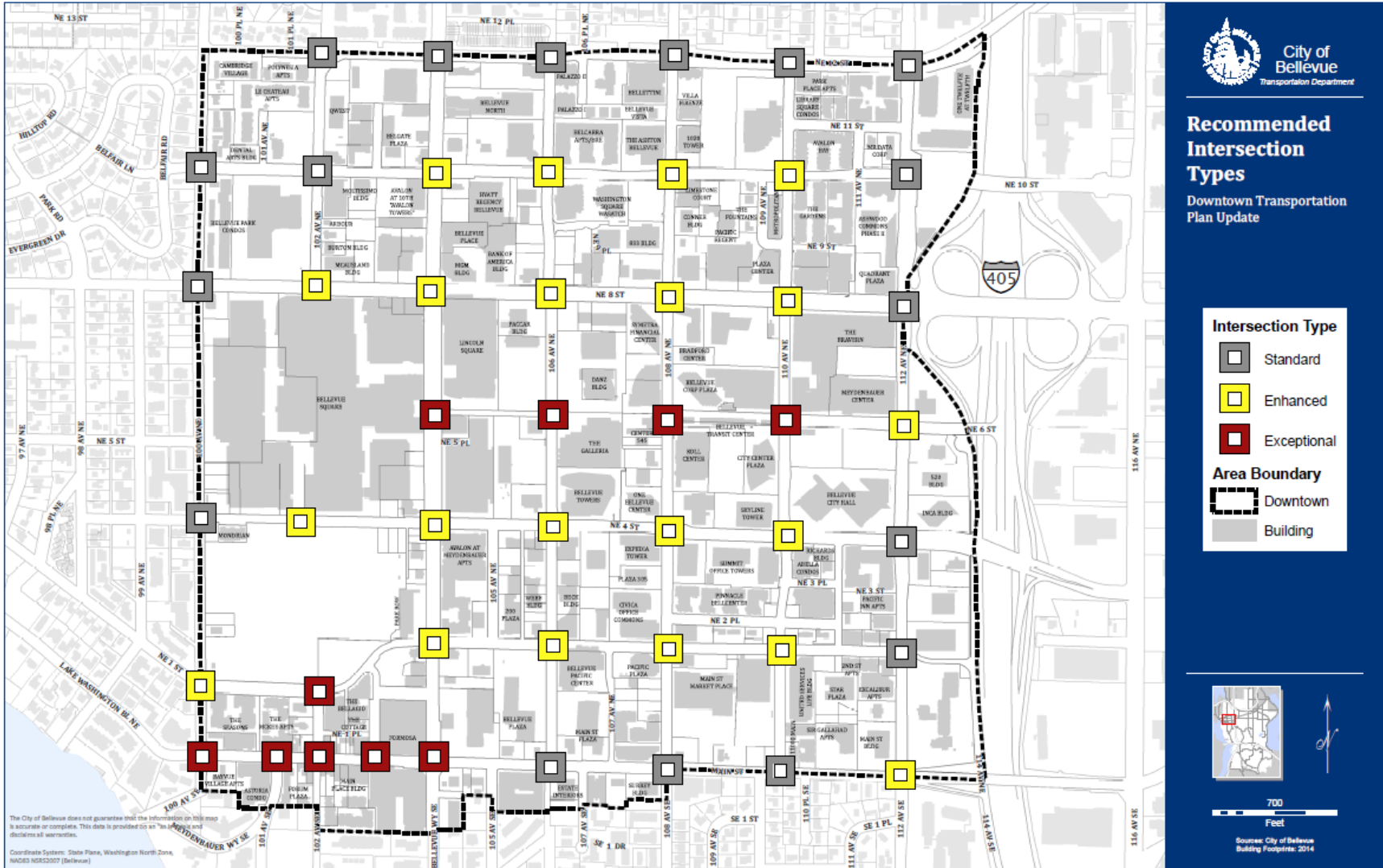
## Attachment A. Downtown scale sidewalks map



### Attachment B. Downtown scale bicycle facilities map



### Attachment C. Downtown scale intersection map



### Attachment D. Downtown scale mid-block crossing map

