



# AGENDA

**CITIZEN ADVISORY COMMITTEE MEETING  
EAST MAIN STATION AREA PLAN  
Tuesday, February 24, 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 January 27 meeting minutes (Attachment 1) – Scott Lampe, Chair
4:10	2. *Public comment
4:20	3. Project Update, CAC Info Requests (Attachment 2), Revised Schedule (Attachment 3), Introduction of Consultants (Attachment 4) – Mike Kattermann, PCD
4:30	4. Visioning for redevelopment area and street corridors – CAC & VIA
5:30	5. Presentation of “bookend” site plans – VIA
5:50	6. *Public comment
6:00	7. Adjourn – <b>Next meetings, Tuesday, March 10<sup>th</sup> (room 1E-120) and Tuesday, March 24<sup>th</sup> (room 1E-113), 4 pm to 6 pm.</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

Attachment 1

January 27, 2015  
4:00 p.m.

Bellevue City Hall  
Room 1E-113

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

MEMBERS ABSENT: Pamela Unger

OTHERS PRESENT: Mike Kattermann, Patti Wilma, Emil King,  
Department of Planning and Community  
Development; Phil Harris, Kate March, Kevin  
McDonald, John Murphy, Department of  
Transportation

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 4:05 p.m. by Chair Lampe who presided. All Committee members were present with the exception of Mr. Thurston and Ms. Unger. Mr. Thurston arrived a few minutes later.

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

Chair Lampe noted the reference in the minutes to "Ms. Breiland" should be changed to "Mr. Breiland."

A motion to approve the November 18, 2014, as amended was made by Ms. Hammond. The motion was seconded by Mr. Breiland and it carried unanimously.

2. PUBLIC COMMENT - None

3. PROJECT UPDATE

Senior Planner Mike Kattermann said the requested tour of existing light rail facilities in Seattle would be scheduled in the next few weeks. He also reported that progress has been made toward making a consultant selection; hopefully the City Council will approve the contract on February 9.

4. BRIEFING ON DOWNTOWN LIVABILITY INITIATIVE

Strategic Planning Manager Emil King informed the Committee that the citizen advisory committee's work on the Downtown Livability Initiative, which began in 2013, wrapped up in the summer of 2014. The focus has since changed to refining the document in preparation for adoption by the Council. The 14-member Downtown CAC worked to update the downtown Land Use Code, develop a vision for the Office/Limited Business (OLB) district, and focus on the light rail interface.

Mr. E. King noted that the downtown is bordered on the east by I-405, on the west by 100th Avenue NE, on the north by NE 12th Street, and on the south by a meandering line that roughly follows Main Street. The Downtown CAC was not tasked with looking at any area outside of the downtown subarea. They learned that in 1980 when the first downtown code was adopted there were some 10,000 people working in the downtown and about 1000 people living there. By 2012 there were 43,000 jobs and 10,000 residents, and by 2030 the forecast is for 70,000 jobs and 19,000 residents. Much of the construction activity currently under way in the downtown involves residential units, though a couple of office towers are just coming out of the ground.

The Downtown CAC understood that the downtown Land Use Code is only a part of the city's broader strategy on livability. While the committee was focused on just the downtown, the issue of livability extends far beyond the downtown's boundaries and includes a safe and clean environment, safe and excellent schools, a safe pedestrian system, good ADA access, and having good traffic capacity.

Specifically, the Downtown CAC focused on the downtown zoning code and the design guidelines, which are what permit reviewers rely on in making development permitting decisions. The importance of setting forth the vision in the codes was not lost on the Downtown CAC, nor was the fact that the codes had not really been updated since 1981. One major element the work was to sync the Downtown Livability Initiative with the Downtown Transportation Plan update and the East Link work.

The Downtown CAC methodically worked its way through every element of the existing downtown Land Use Code to determine what was working, what was not working, and where there was room for improvement. The narrative and policy direction from the 2004 downtown design charrette helped to inform the work of the CAC, as did the input received from the focus group discussions that were conducted. The group progressed to developing strategies and alternatives relative to fixing what was identifying as not working and taking advantage of opportunities. In a series of meetings the Downtown CAC worked through each topical area and formalized recommendations that were then melded into a cohesive package.

Mr. E. King said on January 20, 2015, staff along with Downtown CAC co-chairs Aaron Laing of the Planning Commission and Ernie Simas of the Transportation Commission formally presented the Downtown CAC's work to the Council. The Council requested at least one more meeting to delve into the facets of the package.

Project Development Manager Patti Wilma said the project was kicked off in September

2012 with an open house that was attended by more than a hundred. The public outreach continued throughout the process with additional open house events, focus groups, walking tours, an email list and a website. During the project the Downtown Bellevue Residents Association was established. She said she happily would arrange for a walking tour of the area for the Committee as well.

Mr. E. King said the final document includes specific Land Use Code recommendations and a number of non-code recommendations, which are issues that arose during the process the Downtown CAC felt were important enough to include. The report is broken down into specific categories and topics.

The Downtown CAC concluded that the Great Place strategy, which is basically the vision for the downtown in the Comprehensive Plan, is still working and needed only a few refinements. A great deal of time was spent focused on integrating land use and transportation. Walkability was held up as a clear contributor to livability in the downtown; support for that notion was given by downtown businesses, workers, and residents.

Mr. E. King suggested the recommendations of the Downtown CAC sync up with station area planning in the areas of design guidelines, an updated vision for the Downtown OLB district, the pedestrian corridor, and the idea of creating a non-motorized connection between the downtown and the Wilburton area.

Ms. Wilma said the design guidelines will be reformatted to make sure the content is user friendly, understandable and easily readable. Changes along 110th Avenue NE and 112th Avenue NE will be specifically mentioned in light of the East Main station area. Neither of those streets is pedestrian friendly and with the coming of the East Main station and redevelopment of the area there is a need to make sure the design guidelines are future thinking and focused on livability. The Downtown CAC looked at the specific needs of mixed use streets, perimeter streets and commercial streets with an eye on better defining them in line with their intent. The design guidelines also take into account the need to plan the how and where of through-block connections, the pathways that cut through the superblocks.

With regard to the updated vision for the DT- OLB district, Mr. E. King informed the Committee that the Downtown CAC discussed a new vision for heights and densities for the area between NE 4th Street and NE 8th Street just east of City Hall. Their conclusion was that the current suburban zoning pattern with 75- to 90-foot height limits and 3.0 FAR will not fully optimize the area once light rail comes in. Consideration was given to increasing density up to 6.0 FAR and height up to 350 feet on the thinking that there are fewer transition issues facing the area. More analysis is needed on things like tower spacing and the possible impacts on traffic. The Downtown CAC also recommended more analysis of the area between Main Street and NE 4th Street in consideration of allowing building height to exceed 200 feet and density of up to 5.0 FAR, which is essentially what is allowed in the MU zoning on the other side of NE 12th Street.

Mr. E. King explained that to the west of 112th Avenue NE the zoning is primarily DT-MU. The Downtown CAC recommended that residential buildings should be allowed up to 300 feet in that area but did not recommend increasing the FAR. The Downtown CAC also recommended equalizing residential and non-residential development. Currently, the DT-MU zone allows more density for residential projects than is allowed for commercial or office projects, and the Downtown CAC concluded there should be no difference between the two.

Mr. E. King reminded the Committee that the downtown light rail station will be located at the eastern terminus of the pedestrian corridor. The Downtown CAC recommended extending the pedestrian corridor eastward to 112th Avenue NE to take in the full light rail station. The Downtown CAC also wanted to ensure mostly continuous weather protection as new development review takes place. A recommendation was also made to consider code provisions to identify major and minor activation points along the pedestrian corridor. Adding more landscaping and green element to the corridor was also recommended, along with making sure the corridor will accommodate both pedestrians and bicycles. The Downtown CAC also favored having the pedestrian corridor wed to a lid across the freeway connecting the downtown with the Wilburton area.

Ms. Powell said serving on the Downtown CAC was both interesting and fascinating. She noted that the neighborhoods surrounding the downtown pushed back against allowing more building height. The Downtown CAC recognized that the area may not be actually built out for another 30 years. She added that the Downtown CAC fully supported having more places for people to enjoy in the downtown, including pocket parks and cafés. The lid over I-405 could truly be an asset.

Answering a question asked by Chair Lampe, Mr. E. King allowed that the Downtown CAC recommended consideration be given to increasing building height in the O-1 district in the core of the downtown from 450 feet to 600 feet, but without increasing the FAR for office. Residential already has no FAR limit in that district.

## 5. BRIEFING ON DOWNTOWN TRANSPORTATION UPDATE AND STATION ACCESS

Senior Transportation Planner Kevin McDonald said the Downtown Transportation Plan defaulted to serving as the station access plan for both the downtown station and the walkshed for the East Main station. The Council appointed the Transportation Commission to serve as the advisory body rather than electing to appoint a separate citizen advisory committee. The policies and projects heralded in the final recommendation are currently being implemented.

In the guiding principles, the Council recognized it will take a strategy involving all modes of travel into and out of the downtown to make the area viable as growth continues to occur through 2030. Many changes have occurred both regionally and locally since 2004 when the Downtown Transportation Plan was last adopted, not the least of which is the coming of East Link light rail.

Walking tours were part of the early public outreach for the plan update. A couple of bicycle tours were set up as well with an eye on finding the best and safest routes to get to major destinations in the downtown. Routes and corridors between the downtown and major regional designations were studied as well. A number of open house events were held, and outreach was conducted with groups having a stake in the outcome of mobility for the downtown. Presentations were made to professional organizations as well, including the Chamber of Commerce and the Bellevue Downtown Association, and the Council was kept apprised as the work progressed.

Mr. McDonald shared with the Committee colored maps depicting the density of population and employment for each block from 2010 to 2030. The map showed the central core developing with residential and office buildings but also showed the spread of downtown growth to just about every block. The information will be used to plan for an overall mobility strategy.

The Committee was shown a pie chart representing the growth in the number of person trips regardless of mode. Mr. McDonald pointed out that the total number of trips is expected to almost double by 2030. The all-of-the-above strategy directed by the Council led to dealing with vehicle mobility, transit, pedestrians and bicycles.

Mr. McDonald said vehicle mobility can be broken into different components, including access within the downtown, to and from the regional system, and intersection capacity and operation.

The Committee members were informed that the level of service (LOS) metric measures the average seconds of vehicle delay per intersection. They were shown a color-coded chart indicating the 2010 LOS score for each of the downtown intersections and the same chart showing the projected 2030 scores. Most planned capacity projects are on the east side of and outside of the downtown. Projects outside the downtown can benefit the downtown by adding capacity to the overall system. There is very limited right-of-way in the downtown and it is very unlikely that the curb-to-curb width will change much given the existing development patterns. There will, however, be much more demand for the space. The Downtown Livability Initiative and the Downtown Transportation Plan heard a great deal about the need for curbside loading/unloading space, short-term taxi stands, and electric vehicle charging stations. A bike share feasibility study is in the works for 2015 that may increase the demand for right-of-way space.

Transit is a big part of mobility, and improved coverage, speed and reliability by transit vehicles make transit a more attractive option. To make transit work efficiently, there must be capacity not only on the streets but also at the transit center. Additionally, there is much the city can do to address comfort, access and information about transit for potential riders.

Mr. McDonald shared with the Committee a map showing the density of land uses overlaid with the Frequent Transit Network, which are routes with 15-minute service or

better. The map indicated that about 86 percent of the downtown population and employment is within 600 feet of a transit stop. With some reconfiguring of the transit service routes, and by increasing the density in the core area where the transit service is best, by 2030 coverage could be improved to 97 percent. Over the last 20 years or so the transit network in the downtown has been fairly stable even as the downtown has grown and changed. It will be necessary to work with the transit providers to adjust how growth in the downtown is served.

The outreach efforts turned up the fact that people would like to see bicycle mobility improved. Bicycle commuters would like to be able to travel comfortably and safely between Point A and Point B in the downtown, and are in need of places to park their bicycles once they get to their destination. They also want to be able to access regional bicycle systems. The Transportation Commission has recommended a series of bicycle improvements in the downtown, including new bike lanes, shared-use lanes, and multipurpose paths.

Pedestrian mobility is an important part of getting around the downtown. A large percentage of the daily person trips in the downtown are on foot. The Transportation Commission recognizes the need for pedestrians to have a comfortable and safe environment in which to walk. To achieve that goal will require improvements to crosswalks, midblock crossings, sidewalks and through-block connections. Currently there is essentially only one type of intersection improvement in the downtown involving white lines painted on the pavement. Pedestrians know, however, that that is not adequate for all situations. The Transportation Commission recommended designating different types of intersection treatments depending on the surrounding land use, access to transit, along the pedestrian corridor and through the downtown area.

The Transportation Commission took its final recommendation to the City Council in 2014. The Council provided \$800,000 over a two-year period beginning in 2011 to implement some projects. The current CIP budget includes \$5 million over seven years to implement more of the Downtown Transportation Plan projects. The funds will largely go toward pedestrian/bicycle infrastructure improvements. To date 25 spaces of on-street parking have been provided, primarily to serve Old Bellevue businesses and residents. A northbound bicycle lane will be added soon on 112th Avenue NE at NE 8th Street to help get bicycles through the congested intersection. Improvements on 108th Avenue NE at Main Street and NE 4th Street will be brought online soon. The narrow section of the pedestrian corridor to the west of the transit center will be widened and lengthened to reduce the slope and accommodate more pedestrians and bicycle riders.

Ms. Powell asked if consideration has been given to installing a red light camera at Main Street and 108th Avenue NE to address those who simply cut through going southbound. Mr. Kattermann said he would check to see if there are any plans to do that.

Mr. McDonald said the Transportation Commission's recommendation includes revisions to the downtown subarea plan to reflect the strategies developed in the Downtown Transportation Plan. The revision places an emphasis on pedestrians, bicycles and transit

while recognizing that driving is part of the overall mobility strategy.

With regard to the pedestrian/bicycle access issues connecting with the East Main station, Mr. McDonald pointed out that the Transportation Commission identified the intersection of 112th Avenue NE and Main Street for enhanced treatment. The recommendation is for wider crosswalks, wayfinding, weather protection, and special paving or striping to call the intersection out as an important pedestrian space.

Chair Lampe asked if there will be crossings on 112th Avenue NE at both the north and south ends of the East Main station. Mr. Kattermann said there will be a pedestrian crossing with a signal at the south end of the station aligning roughly with the entrance to the Hilton Hotel, but no crossing at the north end of the station. The nearest crossing for the north end of the station will be the intersection of Main Street and 112<sup>th</sup> Avenue SE.

Ms. Hammond suggested particular attention should be paid to the time allowed for pedestrians to cross at the intersection. There are frequently large crowds walking from the hotel to Meydenbauer Center. She also commented that with more hotel development along 116th Avenue NE, there is increasingly more pedestrian traffic from 116th Avenue NE across I-405 to Main Street.

Ms. Powell noted that the trail is a popular jogging route. The little hillside on the south side of Main Street will be home to a small park. Mr. McDonald said a multipurpose path will be implemented in conjunction with the park and will connect 112th Avenue NE with 110th Avenue NE on the south side of Main Street.

Mr. Breiland pointed out the need for weather protection on the northwest and southwest corners of Main Street and 112<sup>th</sup> Avenue SE.

Mr. McDonald said the one midblock crossing recommended by the Transportation Commission that is within the walkshed of the East Main station is on 110th Avenue NE between NE 2nd Street and Main Street.

Ms. Hammond observed that there is no sidewalk on the west side of 110th Avenue NE at that location. Mr. McDonald said the city will require the construction of standard sidewalks there as a condition of development approval. Development would also be required to contribute to the development of the midblock crossing.

Answering a question from Ms. Hammond, Mr. McDonald said the intent is to reconstruct NE 2nd Street in stages as development occurs and as a condition of development approval. The long-term strategy is aimed at providing capacity on NE 2nd Street in conjunction with access ramps to and from the south on I-405 at NE 2nd Street. Until the new interchange is constructed, the capacity on NE 2nd Street will be available for on-street parking.

Mr. Breiland called attention to the intersection at 110th Avenue NE and Main Street and pointed out that there is currently no crosswalk on the east side. Once the multiuse path



is in place people are going to want to cross there.

Mr. McDonald said the Land Use Code includes standards for sidewalk widths and landscaping treatments. Along 112th Avenue NE and Main Street the standard sidewalk width is eight feet, but the Transportation Commission has recommended two different kinds of landscape treatments. On the north side of Main Street the recommendation is for a continuous planter with street trees, and on 112th Avenue NE the recommendation is for street trees in tree grates. For the south side of the street, the recommendation is for a 12- to 14-foot multipurpose path and planters. The Transportation Commission has recommended a 12- to 14-foot multipurpose path along both sides of Main Street. The slip ramp on the north side of Main Street can hardly be seen because it has grown over, but it is there and offers a good shortcut to 114th Avenue NE.

Ms. Powell said she would like to see identified a way to encourage cycling and pedestrians on 108th Avenue NE, and to allow buses and service vehicles to the degree needed, while discouraging cut-through traffic both northbound and southbound.

Mr. Strunkin said he worked for four years in the Surrey Building at the corner of 108th Avenue NE and Main Street. He said crossing the intersection at dusk was always dangerous. Something should be done to improve safety there. Mr. Breiland agreed and said the LED lights at 106th Avenue NE and Main Street have improved safety at the intersection dramatically.

Mr. McDonald said the city has plans to engage in a corridor study of Main Street between 108th Avenue NE and NE 12th Street. The focus will be on trying to accommodate all those who use the roadway without widening the road.

## 6. TRAFFIC DATA

Associate planner John Murphy shared with the Committee a map indicating existing conditions in Surrey Downs and Bellecrest. The map indicated the traffic calming elements constructed in the area over the past 30 years, where speed and volume studies have been conducted over that same period of time, and the location of the speed and volume studies that were started in April 2014. In addition, the map indicated the residential parking zones existing in the area, and the traffic volumes for each of the five entrances into Surrey Downs as of June 2012.

Ms. Hammond commented that the collector/arterial designation given to 108th Avenue SE seems to imply that the cut-through traffic that so often uses the roadway belongs there. Mr. Murphy said the roadway is unique. It is designated as a collector/arterial but also has a 25 mile per hour speed limit. There has for a long time been interest on the part of the neighborhood toward having things like speed humps on 108th Avenue SE. The city, however, must balance the desires of the neighborhood against the need to provide for emergency access. There is no through movement from north of Main Street to 108th Avenue SE southbound, and that restriction will remain even with the addition of a new bicycle facility.

Mr. Murphy said there is a median across the center of the roadway at 110th Avenue NE to restrict movement into the neighborhood for those traveling toward Old Bellevue on Main Street, and to maintain right turns only for those coming out of the neighborhood onto Main Street. The restriction was imposed in part due to concerns about cut-through traffic into Surrey Downs.

A motion to extend the meeting to 6:15 p.m. was made by Ms. Powell. The motion was seconded by Ms. Hammond and it carried unanimously.

Answering a question asked by Ms. Powell, Mr. Murphy said the work program includes taking a look at what will happen to 108th Avenue SE once SE 1st Place and SE 4th Street get closed off.

The Committee was reminded that on 108th Avenue SE there are medians and entry treatments located at the entrances to the neighborhood off of Bellevue Way. Those were done in the 1980s. Some of the landscape medians were created through the Neighborhood Enhancement Program in the 2000s. There are five speed humps along 108th Avenue SE and a series of pavement markings that denote the 25 miles per hour speed limit. There are no speed humps within the Surrey Downs neighborhood itself, nor are there any sidewalks.

Speed and volume studies have been done all along 108th Avenue SE. Mr. Murphy indicated his willingness to share the specific numbers with the Committee upon request.

Ms. Powell noted that it has been eight years since the study was done in the northern part of Surrey Downs. The primary speeding problems on 109th Avenue SE are occurring between SE 4th Street and SE 1st Street. Mr. Murphy said the studies that have been done have been focused on areas raised as concerns by the neighborhoods. The presence of the East Main station will attract people, including those from the neighborhoods. While there remain avenues that can be explored to keep speeding and cut-through traffic to a minimum, there is little else that can be done relative to physical measures based on the city's current guidelines. Mr. Kattermann added that the consultant's scope of work includes researching what other jurisdictions have done.

Mr. Murphy said there are currently three points along 108th Avenue SE for which speed and volume data is being collected during the months of April and October. Relative to the streets into and out of the neighborhoods, SE 2nd Street currently has the highest volume, and SE 1st Place has the lowest. Both 110th Avenue SE and SE 11th Street have roughly similar counts.

Answering a question asked by Ms. Hammond, Mr. Murphy said the best way to determine the amount of cut-through traffic is through the use of cameras. Ms. Hammond commented that the count of 632 on SE 2nd Street represents more than two cars per day per household for every home in Surrey Downs, which would seem to indicate some level of cut-through traffic.

Mr. J. King observed that the kiss and ride facility associated with the East Main station could trigger some traffic backups on 112th Avenue SE, and drivers may choose the easy alternative of 111th Avenue SE. If that can be regulated in some way, it would be in the interest of the Surrey Downs neighborhood.

7. PUBLIC COMMENT - None

8. ADJOURN

Chair Lampe adjourned the meeting at 6:15 p.m.



## Bellevue

---

**MEMORANDUM**

---

**DATE:** February 24, 2015

**TO:** East Main CAC Members

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

**SUBJECT:** CAC Information Requests

At the January CAC meeting members had questions which required additional research. The question about “*the community vote on the turn restrictions at Main St/110<sup>th</sup> Ave SE*” is still being researched and staff plans to have that information for the next CAC meeting. The other two questions and follow-up information are summarized below.

**How many people drive and take the bus to Bellevue High School?**

The city and the school do not have actual counts of students driving or using transit. However, one way to get a sense of approximate proportions of the numbers is through related data. For the 2014-2015 school year, there are 1,505 students enrolled at Bellevue High School. Of those students, 621 possess ORCA passes which are available to all students—free of charge—living outside of a one-mile radius from the high school. Regardless of the number of students eligible for the passes, this number of ORCA cards issued represents 41% of the student population. This is a significant number of potential bus and/or light rail transit riders. The school has 300 parking stalls available for student use and all stalls are occupied during the school year. Unfortunately, without knowing how many students on average are in each vehicle, it is not possible to estimate the proportion with any confidence. For example, assuming one student per car represents about 20% of the student population; two per car would represent about 40% of the student population, and so on. The proportions are significantly different depending on passengers per car.

**Can camera enforcement be used to enforce the no-through restriction at Main St/108th Ave?**

The brief answer is that state law does not allow cities to use cameras for this type of enforcement. According to Washington State law (RCW 46.63.170), automated traffic safety cameras for purposes beyond vehicles failing “to stop when facing a steady red traffic control signal or an activated railroad grade crossing control signal, or exceeds a speed limit in a school speed zone as detected by a speed measuring device” are not permitted.

## EAST MAIN CAC MEETING SCHEDULE

MEETING	AGENDA TOPICS
FEB 24 <sup>th</sup> CAC	<ul style="list-style-type: none"> <li>• Visioning for redevelopment area with CAC (VIA).</li> <li>• Visioning of corridor treatments along Main Street and 112<sup>th</sup> Avenue SE (VIA).</li> <li>• Presentation of “bookend” site plans for redevelopment area (VIA).</li> </ul>
MAR 10 <sup>th</sup> CAC	<ul style="list-style-type: none"> <li>• Presentation of existing ped/bike projects in study area.</li> <li>• Brainstorm new or enhancement ped/bike projects with CAC.</li> <li>• Discussion of preliminary strategies for traffic calming, cut through traffic and parking for public comment.</li> </ul>
MAR 24 <sup>th</sup> CAC	<ul style="list-style-type: none"> <li>• Presentation of 2 redevelopment scenarios for review and feedback from CAC (VIA).</li> <li>• Presentation and CAC feedback on corridor treatment concept.</li> <li>• Presentation of market and land analysis (Heartland).</li> <li>• Presentation on Red Lion site redevelopment (Mon Wig).</li> <li>• Identify initial (one) scenario to take forward for public comment (CoB, VIA).</li> </ul>
APR 14 <sup>th</sup> CAC	<ul style="list-style-type: none"> <li>• Review and refine ped/bike connections to station for public comment.</li> <li>• Presentation of research on additional techniques for traffic calming, cut through traffic and hide-and-ride parking. (Transpo)</li> <li>• Discussion and refinement of strategies for traffic calming, cut through traffic and parking for public comment.</li> </ul>
APR 16 <sup>th</sup> (tentative)	<ul style="list-style-type: none"> <li>• Public Open House – live and online (15<sup>th</sup>-25<sup>th</sup>), initial redevelopment and corridor concepts (3-5), market analysis, ped/bike, traffic and transportation analyses and concepts.</li> </ul>
APR 28 <sup>th</sup> CAC	<ul style="list-style-type: none"> <li>• Review public comments on redevelopment and corridor treatments.</li> <li>• Refine scenario with CAC for draft report.</li> </ul>
MAY 12 <sup>th</sup> CAC	<ul style="list-style-type: none"> <li>• Review public input and develop draft recommendations on ped/bike connections, neighborhood access changes and related traffic/parking issues.</li> </ul>
MAY 26 <sup>th</sup> CAC	<ul style="list-style-type: none"> <li>• Presentation of draft report &amp; recommendation for CAC to review and refine for public comment.</li> </ul>
JUN 9 <sup>th</sup> (tentative)	<ul style="list-style-type: none"> <li>• Public Open House – live and online (2<sup>nd</sup> – 16<sup>th</sup>) to solicit comments on draft report and CAC recommendations.</li> </ul>
JUN 23 <sup>rd</sup> CAC	<ul style="list-style-type: none"> <li>• Review comments from public and make final comments and revisions to draft report.</li> </ul>
JUL 28 <sup>th</sup> CAC	<ul style="list-style-type: none"> <li>• Finalize and approve report and CAC recommendations to City Council.</li> </ul>
AUG or SEP	<ul style="list-style-type: none"> <li>• Present recommendations to City Council.</li> </ul>

Land use/redevelopment/urban design/street corridor-gateway treatment

Traffic/neighborhood access/ped-bike station access/parking

# TEAM CAPABILITIES + EXPERTISE

## VIA

VIA Architecture has 30 years of experience leading complex planning projects that integrate land use and transportation. Our practice focuses on urban, mixed-use communities in complex, transit-rich environments, and our fully integrated staff includes urban designers, land use planners and architects with expertise in both mixed-use buildings and transit facilities. VIA's 54 employees are split between offices in Seattle, San Francisco, and Vancouver BC.

VIA's mission is the creation of livable, connected communities. We have a deep understanding of the role that the built environment plays in the economy, community, and environment, and these values form the foundation for our approach to station area planning. Our approach is also thoroughly grounded in real estate development economics and the realities of implementation: VIA has planned and designed dozens of transit-oriented developments throughout the United States and Canada.

VIA excels in the role of "integrator" for multidisciplinary planning projects, assembling multiple disparate project components into a coherent whole guided by the overarching goals of the client. As the team lead, we will deliver the necessary broad range of skills to engage with the public, stakeholders and our clients, integrate technical input from numerous disciplines, and build consensus on achievable outcomes. VIA's capacity to lead this station area planning effort has been demonstrated in a long list of successful relevant projects, including work in the following municipalities:

- Bellevue (Bellevue Village and 130th St Station)
- Redmond (Overlake Station)
- Issaquah (66-acre master plan for Rowley Properties)
- Federal Way ("Symphony" project on six acres adjacent to a transit center)
- Seattle (Northgate and Rainier Beach station areas, South Lake Union rezone)
- Portland (Employment TOD planning for the Portland-Milwaukee light rail)
- Honolulu (rezone in the Kaka'ako District to accommodate light rail)
- Vancouver, BC (station area planning for Metrotown and Burquitlam, and the Evergreen Line)

VIA recently completed a Subarea Plan and EIS for South Downtown Tacoma that was funded through the Puget Sound Regional Council's Growing Transit Communities Partnership. This project was intended to serve as a national example for planning around transit investments, and was the recipient of a 2014 Governor's Smart Communities Award, as well as a 2014 Joint Planning Award from the Planning Association of Washington and the Washington chapter of the American Planning Association. VIA led a large team of consultants, including transportation, environmental, and public outreach (EnviroIssues), and the project was managed by Dan Bertolet, VIA's proposed project manager for the East Main Station Area Plan project.

VIA's versatility as team lead is further demonstrated by the King County Right Size Parking Project. Dan Bertolet also managed this project and led the consultant team consisting of transportation and real estate economics firms. The overall goal of the project was to promote efficient use of parking resources in multifamily buildings, and it involved a stakeholder engagement process, policy and code development, parking demand modeling, and market analysis. The success of this three-year project led to VIA's retention as team lead for a follow-on project investigating the potential for underutilized multifamily parking to be monetized as park & ride facilities.

VIA has carefully assembled a team with both the expertise and local experience to interpret the complex relationships between the East Main Station area and surrounding neighborhoods, as well as the role that high-capacity transit plays within the greater region. Team member qualifications are described below, and further details on their roles are provided in the Approach and Team sections.



## Transpo Group

Transpo has assisted local, regional, and state agencies in Washington with transportation planning and traffic engineering services since 1975. For over 35 years, Transpo has specialized in the successful support of public transportation investments, development projects, environmental review, and effective mitigation strategies. Transpo's staff of over 50 planners, engineers, and technical professionals includes experts specializing in all areas of transportation planning and engineering. They plan and design transportation systems for people including people on foot, bike, transit, or in a car.

Transpo Group specializes in identifying, assessing and prioritizing pedestrian and bike network improvements to High Capacity Transit such as the proposed East Main Station using their ViaCity tool. They've helped the City of Bellevue conduct similar station access planning work at both the South Bellevue Station and the Eastgate Park & Ride. In coordination with community outreach and review these projects identified a host of pedestrian and bicycle access improvements including sidewalks, bike lanes, crossings, and trails. This assessment provided easy-to-understand connectivity maps, as well as solid numbers to directly compare projects. The benefits, including new buildings within the station area and number of buildings with improved connectivity, were quantifiably measured for each project.

Both of these studies have used Transpo Group's proprietary, leading edge tool called ViaCity, which clearly measures and illustrates the benefit of pedestrian and bicycle projects to the public and decision makers. This tool complements their approach to creating pragmatic and measurable plans and designs that are deeply integrated with each community's unique challenges and goals.

Transpo Group also brings long and unparalleled experience with subarea planning, transportation impact analysis and other site-specific issues like vehicular circulation in compact suburban and urban areas such as Bellevue. They have niche expertise in addressing neighborhood and business concerns including traffic calming, parking safety, pedestrian, bicycle and transit integration and have worked to develop customized neighborhood traffic management plans that address the issues of many stakeholders.

## Heartland

Heartland, LLC is a Seattle-based real estate advisory and investment firm with 30 years of experience designing, analyzing, and implementing strategies to manage risk and optimize value in all aspects of both the built and natural environment. Their five business lines include public-sector advisory, private-sector advisory, capital markets, brokerage services, and investment.

Since forming the firm in 1984, Heartland's practice has been rooted in a deep understanding of the fundamental drivers of real estate economics. With experience across both the public and private realm, they offer a unique ability to blend the needs of the private sector developer/user with public sector processes and initiatives. Additionally, the expertise derived from work on their own investments and developments enhances and leverages their ability to advise others in all aspects of real estate-related activities.

Heartland's private and public advisory and brokerage work is as diverse as the rest of their business lines. There are however, several common themes to the way they approach our work:

- *Objectives come first.* No two organizations have the same objectives, so for every project, Heartland designs an approach that is tailored to the clients' goals.
- *Real estate must work in the context of the organization.* A successful real estate strategy should integrate with-and be prioritized according to-the organization's mission, vision, goals and objectives.
- *Methodology transcends scale.* Their wide range of project sizes share a common focus on consistently applying a methodology based on rigorous analytics, thoughtful presentation and alignment-based negotiation.

Over the years Heartland has completed a number of studies in stations areas that have focused on market assessment, feasibility economics, and redevelopment strategies. They have a strong track record collaborating with VIA on these types of projects with Heartland's role focusing on assessing market realities and helping the client understand measures that may be taken to help bridge financial gaps or create attractive environments for redevelopment.



### Envirolssues

Envirolssues was founded in 1990 to provide public outreach and communications support on a range of sensitive and often controversial projects. Since that time, they have been privileged to work on many of the most interesting and challenging issues that have faced the Northwest. Their foundation is built on bringing communities, agencies and decision-makers together to move projects forward, and their years of experience have strengthened their ability to help clients tackle challenging issues. Envirolssues is a certified Disadvantaged Business Enterprise (DBE) and a Women's Business Enterprise (WBE) in Washington in compliance with federal requirements.

Recently, Sound Transit has made a large push toward extending Light Rail service throughout the Puget Sound region. To support this undertaking, Envirolssues has worked for local jurisdictions including the City of Shoreline and the City of SeaTac and with area stakeholders to create community-supported plans centered on viable transit-oriented and pedestrian-friendly station areas. These Station Area Plans have brought about changes to the surrounding communities, specifically to Angle Lake in SeaTac and Shoreline's 145th and 185th subareas. Envirolssues has kept these communities aware of project milestones by facilitating community design workshops, coordinating walking tours and developing numerous outreach materials including multi-lingual fact sheets and meeting postcards.

Envirolssues bring a local knowledge to the services they provide and have worked throughout the Northwest. The SR-520 Bridge Replacement and HOV Project is a massive undertaking and has put them in close coordination with the City of Bellevue since 1998. But apart from major infrastructure projects, Envirolssues has Bellevue-related experience on a more localized scale, having worked with the City on their 2014 Comprehensive Plan Update, a Multifamily Recycling Program Assessment, as well as Surface Water and Multi-Modal Corridor projects. These projects have put them in touch with numerous stakeholders and residents throughout the Bellevue area.

Another new and innovative way Envirolssues engages communities is through Online Open Houses. While not intended to replace in-person open houses altogether, their open house websites (demo template at [demo.publicmeeting.info/](http://demo.publicmeeting.info/)) are designed to simulate, while improving upon, the traditional in-person open house experience. They have implemented this sought-after tool for high-interest projects to great success. Recent examples include an online open house for Puget Sound Energy's Energize Eastside project, as well as for the

Oregon Department of Transportation, Sound Transit, the Department of Interior's Landscape Conservation Cooperative and the Washington State Department of Ecology.

### ESA

Serving Pacific Northwest clients for over 25 years, Environmental Science Associates (ESA) has provided recognized expertise in land use and environmental planning to clients across the region. Regulatory compliance; best available science reviews; archaeological/ historic resource identification and preservation; habitat restoration; and sustainable strategies highlight some of ESA's services.

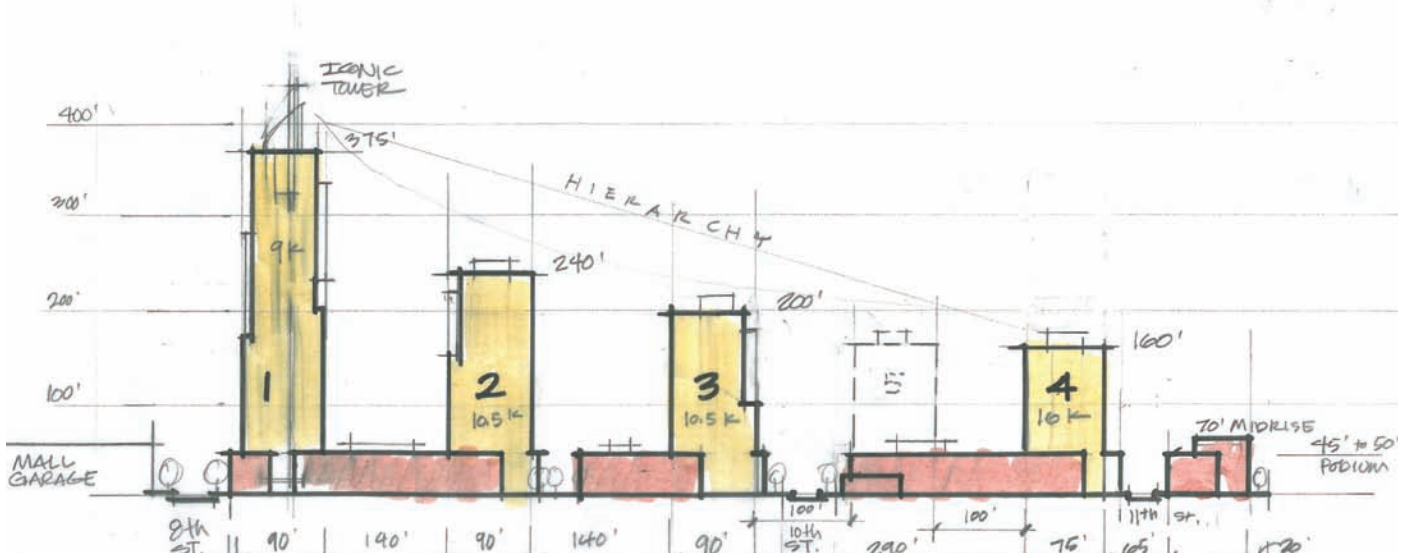
Within 14 offices ESA employs over 360 scientists and planners nationwide; the firm understands the importance of integrating science and policy issues related to comprehensive planning. Since the early days of the Growth Management Act (GMA), ESA has been engaged in developing and updating comprehensive plans, critical areas regulations, and shoreline master programs and brings a wealth of experience to meeting the challenges of regulating land and shoreline use.



North Rainier Neighborhood Plan Update Charette



# RELEVANT FIRM PROJECT EXPERIENCE



## Bellevue Village Redevelopment

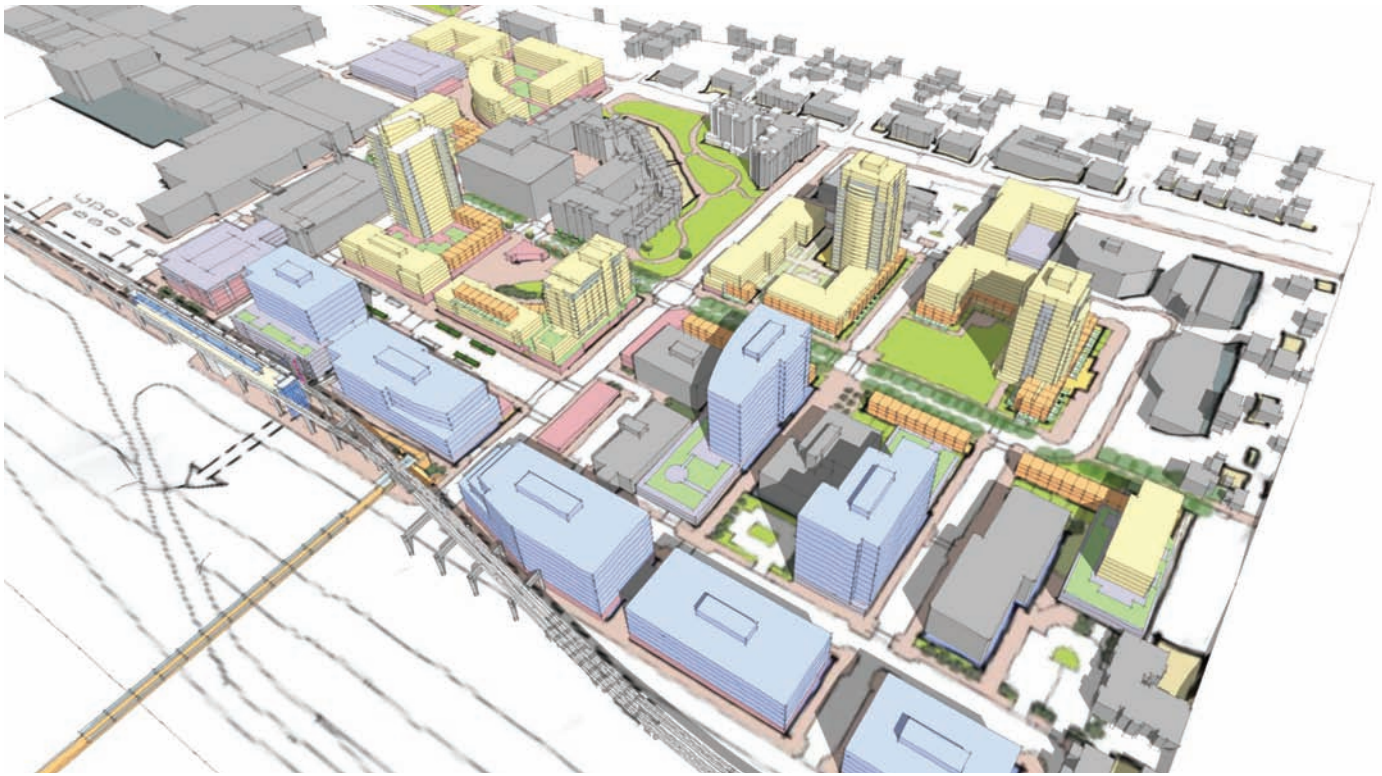
Bellevue, WA

Bellevue Village is an 11-acre redevelopment site located in Bellevue's Northwest Downtown District.

VIA was hired to test future development opportunities as part of the City's "Downtown Livability" program. The property owner, The Fortin Group, engaged VIA to create an exemplary and context-sensitive master plan for a 2.3 million square foot phased development on several large downtown blocks. The proposed urban mix of uses includes major retail (grocery with symbiotic sub-tenants), local boutique retail, office, services and significant residential. The focus of the planning effort tested and refined options that is informing the new city zoning modifications.

VIA has forged inroads with the City and the surrounding stakeholders to help establish a direction for new downtown development standards and start the process of establishing a development agreement that leverages this large site to meet multiple city and community goals. VIA re-balanced the development capacity with additional height in slender, well-spaced towers that open up the ground plane for significant public amenities and public realm enhancements such as through-block connections, a civic plaza, landscaped public courtyards, pocket parks, new privately funded streets and new streetscapes.

**Reference:** Fortin Group, Brittany Barker, 425.723.6791, [bbarker@fortin-group.com](mailto:bbarker@fortin-group.com)



### Northgate Transit Center + Urban Development Seattle, WA

City of Seattle has designated 6 “Urban Centers” in its Comprehensive Plan as part of a regional growth management strategy. Northgate, being one of those areas, has seen significant planning efforts and public investments in recent years that promote urban densities and supporting public infrastructure. The most recent of these efforts is the future light rail station expected to open for service by 2021. This presents an opportunity to transform an area currently dominated by parking lots into a vibrant dense neighborhood.

VIA is working with DPD and KC Metro Transit to design alternatives for a new bus transit interchange, evaluate existing policies and regulations, and develop an urban design and development framework that will encourage transit-oriented development in the area. Part of this effort has evaluated parking management strategies to support the LRT station while providing a neighborhood resource for the future residential, office and retail development. The planning process has engaged extensive public input on how to best realize objectives and priorities to help the community grow in a manner that balances the many public/private needs toward the creation of a healthy urban community.

**Reference:** King County Metro Transit Division, Gary Prince, 206.263.6039, gary.prince@kingcounty.gov



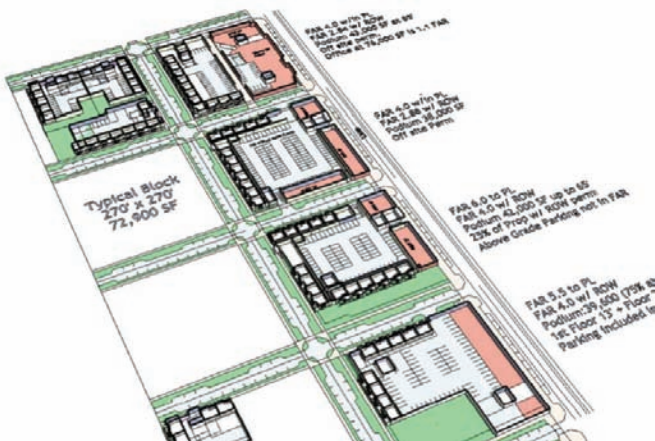


## Bellevue 130th Ave NE Station Area Planning Bellevue, WA

VIA collaborated with the City of Bellevue to craft the first Station Area Plan for the Bel-Red corridor. 130<sup>th</sup> Ave NE is currently a low vacancy, auto-oriented retail and light industrial area bookended by low density residential. The implementation of this neighborhood plan requires policy and implementation tools that encourage adaptive re-use and a public/private partnership to achieve a set of new local streets.

The VIA team initiated a series of workshops with Bellevue staff to stimulate internal discussion to adjust policies and encourage the area's incremental urbanization. The goal for the project is to balance the limited dollars on priorities between open space, high quality compact redevelopment and mobility.

**Reference:** City of Bellevue, Paul Inghram, 425.452.4070, [pingham@bellevuewa.gov](mailto:pingham@bellevuewa.gov)





**Dan Bertolet** LEED AP BD+C  
Project Manager, Urban Designer

Dan Bertolet is an urban planner with nine years of experience working with both private and public sector clients. His passion is to create cities equipped to thrive amidst the challenges of the 21st century, with a focus on advancing sustainability at the neighborhood scale. Dan has worked throughout the greater Seattle region on projects that integrate land use and transportation, and co-authored the comprehensive 2009 report, “Transit-oriented Communities: A Blueprint for Washington State.”

Most recently he has been leading a multiyear planning effort in downtown Tacoma to promote transit-oriented development, and collaborating with King County Metro on a project to optimize parking resources for multifamily residential buildings. Dan holds a Masters Degree in Urban Design and Planning, and recently served on the Seattle Carbon Neutral Technical Advisory Committee. Prior to pursuing urban planning, Dan earned a Ph.D. in Electrical Engineering and spent 10 years working in electronics research and development.

**PROFESSIONAL QUALIFICATIONS**

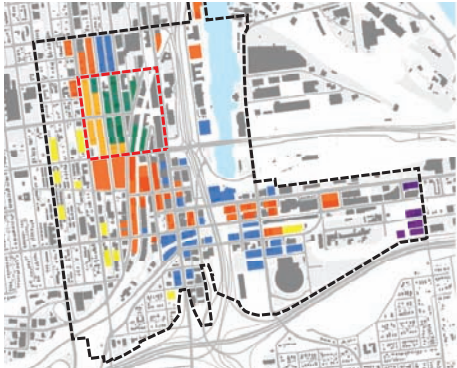
- Carbon Neutral Seattle Technical Advisory Committee 2011
- American Planning Association 2007
- Congress for the New Urbanism 2007
- LEED Accredited Professional 2006
- Master of Urban Design and Planning with Urban Design Certificate 2005
- Ph.D. Electrical Engineering 1991
- B.S. Electrical Engineering 1985

**SELECTED PROJECTS**

Redmond Parking Study	present	Capitol Hill Station EcoDistrict Study*	2011	Park Lake Homes Master Planning*	2008
Tacoma Downtown Subarea Plan + EIS	present	Environmental Benefits Statement for	2011	Mountlake Terrace Town Center*	2008
King County Right Size Parking	present	South Lake Union EIS*	2010	Ecovillage at Angwin*	2008
South Lake Union Rezone Development	present	Mount Baker Station Area Planning*	2010		
Tacoma Hilltop Subarea Plan/EIS	2014	Environmental Benefits Statement for		* Projects completed while with other firms	
Tacoma S. Downtown Subarea Plan/EIS	2013	Roosevelt Station Area*	2010		
Rainier Beach Station Area Plan	2013	Blueprint for Transit Oriented			
Northgate Urban Design + TOD	2012	Communities*	2009		
Yesler Terrace Master Planning*	2011	Building Performance Evaluation*	2009		



## PROJECT DESCRIPTIONS

**Tacoma Downtown Subarea Plan + EIS****Tacoma, WA**

VIA worked with the City of Tacoma on a multiyear planning process for their downtown regional growth center, the location one of the Pacific Northwest's largest transit hubs. Dan led a team of consultants to produce Plans and accompanying Environmental Impact Statements for the three Subareas that comprise downtown. The goal of these efforts is promote sustainable development at both the local and regional scales by prioritizing public investment and preapproving a high intensity of new development in downtown Tacoma.

**Right Size Parking Project****Seattle, WA**

VIA collaborated with King County Metro in a multi-faceted planning effort to promote "right size" parking in multifamily developments. Working with jurisdictional and developer stakeholder groups, the project will review best practices, develop policy recommendations, and implement demonstration projects in four cities. VIA led the production of an in-depth model code document to serve as tool for municipalities to achieve right sized parking. Dan is managing a project team that includes transportation and real estate economics consultants.

**Rainier Beach Station Area Urban Design Framework****Seattle, WA**

VIA worked with the City of Seattle and community representatives to envision circulation and development scenarios for the Rainier Beach light rail station on Sound Transit's Central Link line in support of a future station area rezone. The vision focuses on leveraging the neighborhood's location along a thriving industrial corridor to propose an employment-based zoning strategy that would support the creation of an innovation district adjacent to the station.

**Northgate Urban Design + Transit-Oriented Development****Seattle, WA**

In collaboration with the City of Seattle and King County Metro, VIA developed a transit oriented development vision plan for area around the future Northgate Light Rail station. The analysis included an evaluation of street, pedestrian and bicycle facilities, public amenities and development uses and patterns. The process incorporated extensive public comments about the future of their community. Building on this work, VIA worked with the City to develop an Urban Design Framework for the entire Northgate Urban Center.



**Matt Roewe** AIA, LEED AP  
Development Planner

Matt is an innovative, collaborative, and visionary architect and strategic planner with 27 years of experience on complex mixed-use, commercial, residential, and urban design projects. Matt brings a deep understanding of the nuances and complexities of creating livable and economically viable communities that integrate transit, land-use development, and community goals.

Matt’s expertise balances programming, design concepts, coordination and project execution with marketable, sustainable and economically viable solutions. He has also been extensively involved in volunteer civic activities that directly complement his professional passion of creating livable, walk-able and spirited urban places. Matt currently serves as a member of the City of Seattle Planning Commission and has served as the former Chair of the South Lake Union design review board. Matt also serves on the Board of Directors for affordable housing provider Capitol Hill Housing.

**PROFESSIONAL QUALIFICATIONS**

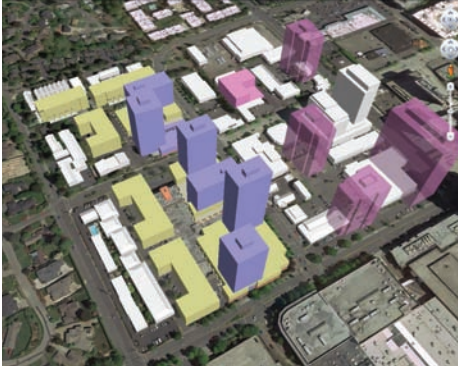
- Seattle Planning Commission 2009 - present
- Capitol Hill Housing Board of Directors 2010 - present
- Urban Land Institute since 2005
- LEED Accredited Professional since 2004
- Registered Architect, Washington since 1991
- Washington State University (BArch) 1985

**SELECTED PROJECTS**

Bellevue Village Redevelopment	present	SR-520 Urban Corridor Planning	2012	Plaza 88 Mixed Use/TOD	2007
Issaquah Gateway Masterplan	present	Rowley Properties Vision and Plan	2012	Le Quartier, Montreal Master Plan	2007
Kaka'ako TOD Overlay Plan	present	Redmond Overlake Triangle TOD Plan	2012	Bremerton Downtown Sub Area Plan	2007
427 9th Tower, Seattle	present			2200 Westlake Mixed Use*	2005
South Lake Union Rezone Dev't	2014	130th AVE NE Bellevue SAP	2011	New Columbia Hope VI*	2004
Northgate Urban Design Framework	2013	Bremerton Towers TOD	2011	Puget Sound Energy Headquarters	2003
Rainier Beach Innovation District	2013	Hurontario Station Area Plan	2011	LaVida Real, Resort, CA*	2003
Kelowna Mixed-Use Urban Resort	2013	Hesperia Master Plan	2009	Multiple Communities for Sunrise	2003
Aegis on Madison	2013	Downtown Tacoma Plan/Dome	2009	Assisted Living, California*	
Aegis Queen Anne on Galer	2013	District/Brewery District Dev't Plan			
Bremerton Towers	2013	Kelowna Urban Village	2008		
UBC Gage Area Campus Planning	2012	Symphony Mixed-Use/TOD	2007		

\* Projects completed while with other firms

## PROJECT DESCRIPTIONS



### **Bellevue Village Redevelopment Bellevue, WA**

Matt is leading this project, an 11-acre redevelopment site located in Bellevue's Northwest Downtown District. VIA was hired to test future development opportunities as part of the City's "Downtown Livability" program. The property owner engaged VIA to create an exemplary and context-sensitive master plan for a 2.3 million square foot phased development on several large downtown blocks. The proposed urban mix of uses includes major retail (grocery with symbiotic sub tenants), local boutique retail, office, services and significant residential. The focus of the planning effort tested and refined options that is informing the new city zoning modifications.



### **Rowley Properties Development Issaquah, WA**

Matt Roewe was lead visioning architect and urban designer for this privately developed 90-acre sustainable urban village. The project included development scenario analysis and options through 3D modeling, ongoing tenancy and use studies, collaborative consultant site and sustainability integration, renderings, phasing and parking strategies, facilitation of design charrettes, pursuit of LEED ND Gold status, and analysis of comp plan and development standards amendments.



### **Kaka'ako TOD Plan Honolulu, HI**

VIA is leading the development of an urban design framework for a 600 acre district in downtown Honolulu with three light rail stations. This work will set development and regulatory standards for an up and coming district with high redevelopment potential, and several major, consolidated properties. VIA is responsible for the TOD Land Use Alternatives to inform the EIS analysis, station integration concepts and an urban form and aesthetic analysis. Our recommendations are particularly focused on integrating a complete streets network.



### **South Lake Union Urban Form Studies Seattle, WA**

Vulcan Real Estate engaged VIA, led by Matt Roewe, for the last four years to establish new zoning legislation in the South Lake Union neighborhood. The work included extensive EIS process and 3D district modeling with future development propensity and a complex public stakeholder process. VIA established rationale, justifications, and merits of additional height, capacity, and incentive programs and tested multiple sites for feasibility. VIA is currently working on several high-rise towers as follow-up work to this effort.



## Teaming Qualifications City of Bellevue East Main Station Area Plan RFQ



### Resumes



**Adam Bejan Parast, PE,  
Senior Transportation Planner**

*Role on project: ViaCity/Connectivity Specialist*

**Adam** is a transportation planner focused on non-motorized access and connectivity, GIS analysis, land use integration, transit planning, and ADA transition planning.

Adam and the Transpo team have developed a unique planning methodology using ViaCity that helps quantify the mobility benefits of improvements for travel to destinations such as transit stations, parks, schools, and employment centers. This methodology utilizes ViaCity, Transpo's GIS-based tool, to assess the detailed, yet citywide impacts of non-motorized improvement projects.

Adam also brings solid parking management experience with boots on the ground as well as policy-level experience in the greater Puget Sound region. Adam has been an integral part of the SDOT Paid Parking Performance Management program for the last four years where he has helped the City of Seattle pioneer some of the nation's most forward-thinking parking policies and management practices.

Adam has contributed to the Seattle Transit Blog since 2009, where he writes about non-motorized transportation, transit-oriented development, and transit planning. Adam is the outreach chair of the Seattle Chapter of Young Professionals in Transportation, a group focused on professional development and networking for young transportation professionals. He is also a member of the Central Seattle Greenways group, which advocates for family-friendly pedestrian and bike facilities such as cycle tracks in Seattle.

#### EDUCATION

MS, Transportation Engineering, **University of Washington**  
BS, Community, Environment and Planning,  
**University of Washington**  
BS, Civil Engineering, **University of Washington**

#### LICENSURE

Engineer in Training, Washington

AVAILABILITY: 50%

#### AREAS OF EXPERTISE

- GIS Mapping and ViaCity Analysis
- Non-Motorized Transportation Planning
- ADA Title II Transition Planning
- Parking Management and Circulation Analysis
- Transit Planning

#### REPRESENTATIVE PROJECTS

- South Bellevue Station Pedestrian and Bicycle Access Study, Bellevue
- Eastgate / I-90 Corridor Connectivity Study, Bellevue
- Commuter Rail Station Area Access Study, Sound Transit
- Paid Parking Performance Management (2010-2015), Seattle
- Transit Master Plan, Bellevue
- RapidRide F-Line Parking Study, King County Metro
- Transit Speed & Reliability Program, King County Metro
- Non-Motorized Connectivity Analysis, Skagit County
- Non-Motorized Connectivity Plan, Bellingham
- Non-Motorized Transportation Plan Update, Lakewood
- Non-Motorized Transportation Plan, Maple Valley
- Statewide Human Services Transportation Plan, WSDOT
- Coordinated Public Transit - Human Services Transportation Plan, Pierce County
- Coordinated Public Transit - Human Services Transportation Plan, Skagit/Island Counties
- ADA Transition Plan, Lakewood
- ADA Transition Plan, West Richland





## Matt Hoffman

### Market Analysis + Feasibility Modeling

#### SUMMARY OF PROFESSIONAL EXPERIENCE

As a key member of Heartland's Project Management team, Matt is at the leading edge of the effort to leverage spatial and economic data to uncover opportunities and constraints in complex real estate markets. Matt's technical dexterity and background in environmental sciences are instrumental to his work on predevelopment feasibility and alternatives analysis, property and portfolio valuation, market analysis and due diligence projects. His practice regularly touches on a wide range of product types including office, retail, and multi-family residential and industrial. Prior to joining Heartland, Matt worked at a real estate economics consulting firm and served as a project manager for an environmental engineering and consulting firm based in Southeast Michigan.

#### EDUCATION

Master of Urban and  
Regional Planning, Concentration  
in Real Estate Finance and  
Development  
University of Washington

B.A. Finance  
Michigan State University

B.S. Environmental Studies and  
Applications  
Michigan State University

#### CERTIFICATIONS/AFFILIATIONS

Licensed Real Estate Broker  
Washington State

Urban Land Institute  
Member, Center for Sustainable  
Leadership

NAIOP  
Member

#### RELEVANT PROJECT EXPERIENCE

##### **City of Bellevue Newport Hills**

Evaluated market dynamics and redevelopment feasibility for land in the Newport Hills neighborhood.

##### **Burien Ambaum Boulevard Corridor**

Evaluated market dynamics, redevelopment economics for commercial property along the Ambaum Boulevard.

##### **City of Spokane University District**

Conducted a market assessment and identified potential redevelopment scenarios for land around a future pedestrian bridge in Spokane's University District. A key part of this assessment was the modeling of the redevelopment economics and identifying the extent of the feasibility gap.

AVAILABILITY: 40%

# HEARTLAND



enviroissues

## Justin McCaffree

associate II

Justin has over seven years experience planning and implementing public involvement and communications programs for various organizations, groups and governmental agencies. Justin's background is diverse, working with clients on a broad range of topics, including transportation and land use planning, government relations and legislative coordination permitting, and natural resources mitigation. coordinating an inter-agency environmental working group, planning and staffing a series of public scoping meetings across two states, or clearly and concisely summarizing thousands of public comments, Justin is highly skilled in communicating key messages, concepts and information to a variety of audiences.

### Education

**University of Washington** | B.A., Community, Environment and Planning, 2006

### Certifications

**International Association of Public Participation** | Certificate in Public Participation, 2010

### Key Project Experience

#### Angle Lake Station Area plan

City of SeaTac, 2013 – 2014

Supported the city of SeaTac as it engaged the community in a conversation about the future of the neighborhood around the new Angle Lake light rail station, which is scheduled to open in 2016. To effectively reach out to a highly diverse community, numerous tools were used, including a questionnaire, translated materials, interpreters at public events, briefings to community groups, and an online survey targeted to local businesses and stakeholder organizations. The City also partnered with a local community organization to administer the questionnaire to local Hispanic and East African residents. At the conclusion of the outreach process, feedback from over 200 people had been received, which will be used to inform the final plan for the station area. The station area plan is anticipated to be adopted by the SeaTac City Council in early 2015.

#### Kirkland Transportation Master Plan

City of Kirkland, 2013 – Present

As the public involvement lead, designed strategies to reach out to a diverse audience such as online surveys that allow for participant discussion and interaction. Also plans outreach with more standard tools, such as stakeholder interviews, briefings to local community organizations and project informational materials.

#### Fauntleroy Way Green Boulevard Design

Seattle Department of Transportation, April 2014 – Present

Supporting SDOT by developing a plan for how to reach out to businesses along the corridor, key stakeholder organizations and the general public in order to share information and seek input to help inform the ultimate design of the project. As design work begins on improvements to Fauntleroy Way in West Seattle, engaging the community will be an important part of the design

Justin McCaffree

process. A variety of outreach tools will be used during the design process, including fact sheets, briefing presentations, web content, and public outreach events.

**Elliott Bay Seawall Project**

Seattle Department of Transportation, 2012 – Present

Environmental communications lead in support of the Seattle Department of Transportation’s (SDOT) project to replace the Elliott Bay Seawall, located along Seattle’s central waterfront. Works closely with project technical and policy staff to develop strategies and plans for coordinating with regulatory and permitting agencies and tribes, other City of Seattle departments, and outside groups and organizations. Oversees communications efforts in support of numerous local, state and federal permitting and regulatory processes.

**67th Avenue Phase III Reconstruction Project**

City of Arlington, 2009 – 2012

Deputy communications manager for the 67th Avenue Phase III Reconstruction Project in Arlington, WA. The proposed design for 67th Avenue includes widening of the roadway to accommodate safety improvements, the addition of gateway features leading to Arlington’s downtown core, and the extension and completion of the Centennial Trail within the City of Arlington.

**SR 520 Bridge Replacement and HOV Program – City of Seattle Permitting**

Washington State Department of Transportation, June 2011 – December 2011

Served as communications lead for the SR 520, I-5 to Medina project permitting process. In order to replace the structurally deficient SR 520 bridge, permits and authorizations are required from numerous local, state and federal jurisdictions, including: the City of Seattle, City of Medina, King County, Washington Department of Fish and Wildlife, Washington Department of Ecology, U.S. Coast Guard, and U.S. Army Corps of Engineers. Planned and held a public meeting to discuss SR 520 permit applications, including the development of a permitting and mitigation fact sheet, presentation and talking points, and display boards. Worked with WSDOT web staff to develop and interactive web tool that provides information on the proposed mitigation sites and on the overall permitting process.





# Chris Sanchez

## Noise & Air Quality Analyst

### EDUCATION

B.S., Environmental Science, University of California, Berkeley

U.C. Berkeley Extension; Toxic Air Contaminants

### 18 YEARS EXPERIENCE

Chris has over 18 years of experience conducting and monitoring air quality, noise and energy investigations and surveys for urban development, transportation, and infrastructure projects. He has prepared greenhouse gas emission inventories for five years since the passing of Assembly Bill 32. His professional training and experience have augmented an academic background in air quality, noise, meteorology, and energy. He is trained and proficient in the CalEEMod air quality emissions model as well as in air dispersion modeling using the AERMOD dispersion model. He has been involved in dozens of major projects including commercial airport master plans, mining projects and reclamation plans, rail transit extension projects, and stadium construction projects.

### Relevant Experience

**Seattle City Light Denny Substation – Discipline Studies and DEIS.** *Air Quality, Greenhouse Gas and Noise Analyst.* Prepared technical analysis pursuant to the State of Washington's State Environmental Policy Act (SEPA) for the construction and operation of a proposed new electrical substation, transmission lines and distribution network in the South Lake Union District of Seattle Washington. Discipline reports were prepared from which the DEIS was developed. Three dimensional noise modeling conducted for the substation site was used to assess noise impacts both in terms of compliance with the City's Noise Ordinance standards as well as to estimate the increase in noise levels over existing conditions. Air pollution emissions were estimated using a variety of models and compare to thresholds for conformity with the federal Clean Air Act. quality Greenhouse gas emissions were estimated from construction and operation including fugitive emissions of sulfur hexafluoride, a potent greenhouse gas. Mitigation measures were identified to maintain Seattle City Light policy of maintaining a net zero increases in operational greenhouse gas emissions.

**University of Washington Toxic Air Contaminant Modeling Study.** *Project Manager.* Project Manager for toxic air contaminant modeling study at the University of Washington. Performed stationary source modeling for toxic air contaminants at the University's science wing, including the potential for entrainment into air supply intakes of adjacent buildings.

**Caltrans Doyle Drive Study, San Francisco. Noise Analyst.** Managed a noise study for Caltrans of traffic noise impacts associated with improvements to Doyle Drive in San Francisco, the elevated roadway at the southern anchorage of the Golden Gate Bridge. Noise impacts examined in the study included those associated with new roadway geometries for six different alternatives, some of which included tunnels. The Traffic Noise Model of the Federal Highway Authority was used to predict future noise levels. The model was calibrated using noise monitoring data collected by ESA at eleven locations along the corridor. An area of acoustic turbulence around proposed tunnel portals was identified based on noise monitoring of existing tunnel portals. Noise and vibration impacts of construction activities were also assessed.

**DEIS for Extension of F-Line Streetcar Service to Fort Mason, San Francisco CA. Noise Analyst.** Prepared a noise and vibration impact analysis for the proposed extension of historic streetcars along San Francisco Municipal Railway's F-line. Historic railcars of the F-line come from around the world and are from diverse manufacturers and eras of railcar development. A custom methodology was developed to address the unique circumstances of the project. Rather than rely on FTA data for baseline railcar noise, monitoring of the sound exposure level (SEL) of the F-line railcar fleet on both straitaways and on turns was conducted. A composite SEL for the fleet was developed and, as worst case analysis with consultation of the lead agency, a composite SEL of the noisiest 6 cars was calculated to predict noise impacts to receptors along the proposed alignment.

**Treasure Island Development Plan EIR, San Francisco, CA. Air Quality, Greenhouse Gas and Noise Analyst.** Prepared the criteria air pollutant analysis and greenhouse gas impact analysis for 8,000 residential unit development on Treasure Island. Analysis included calculation of emissions from ferries, diesel bus trips, alternative-fueled shuttle buses, natural gas and grid electricity, credits for photovoltaic systems, water and wastewater treatment and conveyance, solid waste generation and the beneficial impact of carbon sequestration from trees. Air Quality impacts and analysis were prepared consistent with new guidance published by the Bay Area Air Quality Management District.

**Europa Village EIR. Temecula, CA. Air Quality Analyst.** Calculated criteria pollutant emissions from construction and operations of this resort winery including on-site fermentation processes of the winery. Emissions of greenhouse gasses resulting from the project were calculated and compared to relevant reporting standards at that time. The calculated emissions were compared to relevant thresholds of the South Coast Air Quality Management District. A menu of feasible mitigation measures was identified, predominantly to reduce fugitive dust emissions during construction activities.

**Catellus Mixed-Use Development SEIR, Alameda, CA. Air Quality / Noise Analyst.** Prepared the air quality and noise impact analysis for a Subsequent EIR (SEIR) that describes the environmental consequences of revising the previously-approved Catellus Mixed Use Development Master Plan (also referred to as the Alameda Landing Mixed Use Development) that was analyzed in the 2002 Catellus Mixed Use Development EIR and 2005 addendum to the EIR. Key topics of in-depth analyses include impacts associated with traffic and circulation, traffic-related air quality and noise impacts, and biological resources impacts associated with in-water construction.