



**CITIZEN ADVISORY COMMITTEE MEETING
EAST MAIN STATION AREA PLAN
Tuesday, April 28, 2015
4:00 P.M. to 4:45 P.M. – Room 1E - 113
Bellevue City Hall – 450 110th Avenue NE**

<u>Time</u>	<u>Item</u>
4:00	1. Call to order, approval of agenda, approval of April 14 meeting minutes (Attachment 1) – Scott Lampe, Chair
4:05	2. *Public comment
4:30	3. Review of Open House materials, questions & discussion by CAC about information – Mike Kattermann, PCD; Phil Harris & John Murphy, Transportation
4:45	4. Adjourn – dinner provided
5:00 to 7:00	OPEN HOUSE – room 1E-120, presentation at 5:30

Additional materials for information only:

- Attachment 2 – Redevelopment Guiding Principles as revised by CAC 4/14/2015
- Attachment 3 – 4/16/2015 Email from CAC member Bill Thurston RE: streetscapes including photos of 112th Avenue SE

Next meetings, Tuesday, May 12th (room 1E-112) and Tuesday, May 26th (room 1E-113), 4 pm to 6 pm.

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

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

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

April 14, 2015
4:00 p.m.

Bellevue City Hall
Room 1E-108

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

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

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

RECORDING SECRETARY: Gerry Lindsay

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

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

The agenda was approved by consensus.

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

2. PUBLIC COMMENT - None

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

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

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

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

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

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

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

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

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

4. TRANSPORTATION ITEMS FOR OPEN HOUSE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. ADJOURN

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

EAST MAIN STATION AREA PLAN

LAND USE REDEVELOPMENT GUIDING PRINCIPLES

Future development of the OLB properties east of 112th Avenue SE should:

- Be complementary to the community by:
 - Provide noise attenuation to the west from I-405
 - Providing services that are desired by/meet the needs of the community
 - Incorporating a significant amount of trees and green space into the development
 - Creating an engaging, pedestrian-oriented street frontage along the east side of 112th Avenue SE
 - Retaining to the extent practicable sunlight exposure and privacy of residential neighborhoods on the west side of 112th Avenue SE
- Be complementary to Downtown by:
 - Continuing to reflect the distinction between Downtown and adjoining areas
 - Focusing land use, economic development and urban form on a niche or niches not being met Downtown
- Draw people who work and live in the area to the redevelopment by:
 - Creating an active, people-oriented environment with trees and green spaces and smaller walkable blocks
 - Including a mix of uses and activities rather than big-box retail or a single-use corporate campus
 - Locating parking in structures away from the edges of 112th Avenue SE and Main Street
- Optimize use of the station with land uses that increase potential ridership
- Optimize access to the station by people who live and work in the area and apply the principles of universal design to street and sidewalks providing access to the station
- Put “eyes on the station” for better security
- *Encourage development of projects adjacent to light rail that exhibit following characteristics:
 - An emphasis on being “a place, not a project”
 - Includes housing as well as other uses
 - Higher urban scale densities
 - Pedestrian oriented
 - Density tapers down to adjacent lower density communities
 - Integrated into the station &/or neighborhood

**From Light Rail Permit CAC design advisory statement.*

Kattermann, Michael

From: S.W. Thurston <SWT@bellevueclub.com>
Sent: Thursday, April 16, 2015 3:38 PM
To: Kattermann, Michael
Cc: Scott Lampe
Subject: Street Perspective Google
Attachments: 112 th Street Elevations.pdf - Adobe Acrobat Pro.pdf

Gentleman

Where would we be absent Google and now the use of this took to support street side views.

You will see in this commencing at our own property views of the properties along 112th and moving north. Subsequently, I took a few shot of the same street and headed south.

What is apparent in all of these is that the "street scrape" and "as is" perspective of the present for pedestrian and vehicle traffic. For those that fear that higher rise properties will take away from that, when you have proper landscape and set suitable set back, the pedestrian view is more than not the landscape or the frontage which could be mixed use, rather retail, commercial, residential or hospitality space.

Related to our own property, the large pines show were planted on 112th 35 years ago and I think are in the area of thirty feet. We have pruned these over the years to support their well being and to allow folks to walk under. I also call to your attention that the City planed their own trees in the sidewalk. Something they did not do as these walkways moved north. I think that was good not to plant in the sidewalk but to keek those area more open for pedestrian and bike uses.

You will also note that commencing with our own property that grade of these properties vary. Our own sits below the grade of 112th and this was a primary reason we selected this. All the properties have grades that slope down from the west side to the lower east side. As the slope of these properties move east any building hight is by definition less.

Of coarse my purpose in sending this is because the concept drawings which are intended to show some perspective of possible development, in reality, provide views that are not seen. In the case of our own property, absent one straining to get a glimpse of tower, that view would not be seen as one moes along 112th. This would be different on 405 as one head into City going north.

The biggest mass on 112th is the Hilton. Passing by on the street "as is" one is likely not to take note unless they are directly coming into the entry.

Of course one always has their own prejudice and as Alfred Whitehead once said, "an educated man is judged by that". Well I don't claim to be educated but I firmly believe that absent density and the ability to take advantage of the vertical space, any plans to support the potential of this area for all, will be severely compromised.

It the ability to express these properties with added height that opens the space to livability. Plaza's, courtyards, and landscape. If the history of our own property serves as an example, since we began 35 years ago the facilities we have in place to day are nearly double what we began with. As this community has grown to support these adjutments we have had to make added commitments.

If the next few decades are anything like the past, the needs of this property to keep pace with our community can well be expected to double again. First and foremost we would need substantially more parking and this can only be built over our exiting parking area. With this in place added club uses, hotel or other residential and retail interest that could be appropriate for our members could come into play.

Like others we also share the same concerns for traffic or other renegade intruders. We currently monitor our own lots as we have found from time to time folks parking are not using these facilities. Opportunities for our guest to arrive or leave our property we always welcome providing the same do not jeopardize the use of the property.

In speaking with the other owners of the properties adjacent to us, they share our view that both density and height is a prerequisite to supporting quality and diversity. With any zoning adjustments the strength of these is more fully supported when these property are viewed as one. Each property might have some unique needs that could be considered to make an area be more effective.

In any event I hope this conveyance supports one to more effectively communicate on the possible impacts to improving the zoning. . (As to the yellow line on these map views, I have no idea where that come from.)

Enjoy

Bill Thurston
Bellevue Club – Hotel Bellevue



Google earth

feet 20
meters 6





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