



**CITIZEN ADVISORY COMMITTEE MEETING
EAST MAIN STATION AREA PLAN
Tuesday, January 26, 2016
4:00 P.M. to 6:00 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 minutes from December 1, 2015 meeting (Attachment 1) – Scott Lampe, Chair
4:05	2. *Public comment
4:15	3. Project update and next steps (Attachment 2) a. Packet materials, meeting objectives and remaining schedule b. Public open house objectives and materials
4:30	4. Continued discussion and approval of draft vision statements & strategies for public review (Attachments 3-5) – Mike Kattermann, PCD; Phil Harris and John Murphy, Transportation G. Neighborhood access – motorized and non-motorized H. Future land uses for redevelopment area I. Future look and feel of redevelopment area
5:50	5. *Public comment
6:00	6. Adjourn

Potential meeting dates:

- **February 23rd, (room 1E-113), regular meeting date**
- **March 3rd (room 1E-112), public open house (optional brief meeting just prior)**
- **March 22nd (room 1E-113), regular meeting date**
- **March 29th (room 1E-113), optional final meeting to approve report and recommendation**

**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

December 1, 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, Danny Rogers, Pamela Unger, Bill Thurston

MEMBERS ABSENT:

OTHERS PRESENT: Mike Kattermann, Department of Planning and Community Development; Phil Harris, John Murphy, Department of Transportation; Dan Bertolet, VIA; Mon Wig, Leshya Wig, Wig Properties

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF OCTOBER 27, 2015, MINUTES

The meeting was called to order at 4:03 p.m. by Chair Lampe who presided.

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

A motion to approve the October 27, 2015, meeting minutes as submitted was made by Mr. Rogers. The motion was seconded by Mr. Breiland and the motion carried unanimously.

2. PUBLIC COMMENT

Ms. Renay Bennett, 826 108th Avenue SE, brought to the attention of the Committee the comments made by Senior Planner Kevin McDonald at the October 27 Committee meeting about the margin of error when it comes to transportation modeling. She said the meeting minutes quote him as saying the model is based on an area geographically larger than the study area and takes into consideration land use and the transportation network citywide and regionally. He went on to say the more confined a study area, the more specific the information and the more accurate the model becomes, reducing the margin of error, but he also said the model tends to overestimate, creating some confusion. One of the things the city has done over the years to fudge the traffic numbers is change the levels of service. At first there were only the letter grades A, B, C and D. In time E was added, followed by pluses and minuses, then the city was broken up into Mobility Management Areas (MMA), and then a congestion allowance was created

allowing several intersections within an area to fail. In the downtown MMA, there are 13 intersections that can fail before the area is given a failing grade. The comments of how the city calculates traffic should be taken with a massive critical eye. At the October 27 meeting, Transportation Planner John Murphy talked about the modeling of increased traffic and said the talk about neighborhood improvements is all aimed at making sure people feel safe and comfortable in light of the increased traffic. The neighborhood has been led to believe the city is acting to keep the neighborhood safe from increased traffic, but it would appear that in fact the city wants the residents to feel safe and comfortable with more traffic. That will not be acceptable to the neighborhood and the Committee should take a strong stand against increased traffic in the neighborhood.

3. URBAN DESIGN FRAMEWORK

Senior Planner Mike Kattermann reminded the Committee members that the urban design framework is all about setting the context and vision for the area. The existing context for the area is the single family residential, the downtown, the hotels, clubs and offices that exist, and the freeway frontage. There are also emerging context issues to be considered, such as the light rail station, the changing nature of 112th Avenue, redevelopment interests, and potential zoning changes for the downtown. The discussions to date regarding the framework have been predicated on the principles the Committee has worked under from the start, including making sure redevelopment will complement the community and the downtown, and assuring it will draw people into the redevelopment area.

With regard to complementing the community, the principles include making sure uses will serve the adjacent neighborhoods. Additionally, noise from I-405 should be attenuated by building size and placement. Trees and green space have been identified repeatedly as being important for the redevelopment area as well as all public spaces, including the rights-of-way. Having an engaging pedestrian frontage along 112th Avenue SE is important, as is tapering density closer to the existing residential areas. Sunlight exposure and privacy are also important.

The single family residential areas, the park and the high school areas all have well-established characters that should not be changed. The existing office on the edge of the study area has its own character, and the Office/Limited Business district, which has been the focus of redevelopment, also has an existing character. The major edges that help to define the study area are Main Street, which separates the area from the downtown; 112th Avenue, particularly south of Main Street but to some extent north of Main Street; I-405 fronting the Office/Limited Business; Bellevue Way, which represents the western boundary of the study area; and SE 8th Street, which defines the southern border. The Committee has discussed the need to attenuate noise along the redevelopment area; retaining and creating opportunities for trees and green space along the two major corridors of Main Street and 112th Avenue SE; the new park that will be created on the corner by the portal; and opportunities for additional green space in association with redevelopment of the Red Lion and Hilton sites.

Mr. Kattermann said the plan being developed looks out over the next 20 years. The economic analysis suggests that during that time the only site likely to see a full redevelopment is the Red Lion site.

Mr. Kattermann said the redevelopment area includes transitional areas that are intended to buffer the residential areas. There are both multifamily and single family transition areas involved that include height and setback restrictions. He noted that the Committee had also considered shadow and privacy issues relative to various building heights and setbacks. The Committee has also discussed a mix of uses that will maintain a distinction between the downtown and the redevelopment area. The mix of uses discussed included residential, retail and office, all aimed at creating a steady amount of activity at different times of the day.

Currently, the Office/Limited Business district to the north of the redevelopment site has a height limit of 75 feet for non-residential uses, and 90 feet for residential uses. The FAR is 3.0 for either residential or non-residential. Currently, the redevelopment area is limited to an FAR of 0.5 and height ranging from 30 feet to 75 feet. The proposal made by the Downtown Livability Initiative CAC regarding the Office/Limited Business area to the north of Main Street is for an FAR of 5.0 and building heights up to 200 feet, but that will have to be considered in the context of the view corridor previously discussed by the Committee. The wedding cake approach that has been in place for the downtown for many years is designed precisely to provide a transition from the core area where the greatest intensity exists to the edges where there is existing residential. The redevelopment area is unique in that it is its own little district.

Dan Bertolet with the consulting firm VIA shared with the Committee a depiction of one possible buildout option for the redevelopment area. He stressed that it was not intended to represent a final design. As drawn, the spacing of the buildings allowed for solar access and pedestrian walkability, as well as a noise barrier created by locating office between the freeway and the residential areas, though in a way that breaks up the building massing. Mr. Kattermann said the goal was to see if an FAR of 4.0 could be achieved while keeping in mind the restrictions of the view corridor. He said the drawing depicted one way that could be achieved with a maximum height of 230 feet closer to the freeway.

Ms. Unger said she liked the way the buildings were placed on the site in the depiction but allowed that the buildings could in fact be sited in another configuration. Mr. Kattermann agreed and stressed that the Committee was not being asked to establish the final design, only to allow for enough flexibility to be able to mix and match in ways that will accomplish the things talked about in the urban design framework.

Mr. Thurston agreed that it should not be the Committee who decides how the redevelopment area will redevelop. He added that ultimately the city should have the flexibility needed to support a number of different options. What will come out of the redevelopment will in fact be an entirely new neighborhood and it should be very walkable. The Red Lion site will be the lynchpin as it will redevelop first.

Ms. Powell asked if the potential number of parking stalls was reduced in the depiction based on the fact that the redevelopment area is located across the street from the East Main light rail station. Mr. Bertolet said the number of stalls shown was in line with the number of residential units and the amount of commercial square footage as required by Bellevue code for the Bel-Red corridor.

Mr. Bertolet said the space along 112th Avenue SE was drawn showing a continuous and active street wall inviting to pedestrians. He noted that the setback shown was 30 feet from the property line, allowing for street trees and a wide sidewalk. The building types were varied as well with regard to building height, and they were placed to allow both visual and pedestrian access into the open space in the middle of the site, and to allow for maximum solar exposure.

Ms. Hammond said she understood the drawing was hypothetical but cautioned against saying that a particular tower will be for low-income housing. Mr. Kattermann said he could not emphasize enough that the drawings only represent possible outcomes. Redevelopment of the site as depicted will require a zoning change.

Mr. Kattermann said the principle of drawing people into the redevelopment area can be satisfied through the design of the development and the street frontage. Higher densities, either office or residential, lead to more people and more activity. People can also be drawn into the area by having it be walkable with smaller block patterns. Parking should primarily be in structures away from the pedestrian frontages. Access to the light rail station should be optimized to take full advantage of its location across the street. He stressed the need to have eyes on the development area and the station by having active uses and spaces along 112th Avenue SE. Emphasis should be given to creating a place rather than a project.

The blocks in downtown Bellevue are 600 feet long, which is about three times the norm. Portland has 200-foot blocks, which is far more typical, especially of older cities, yielding internal access that helps both in terms of traffic and pedestrian movement. The redevelopment area would benefit from having a smaller block pattern to improve access internal to the site.

Mr. Rogers noted that the drawing included parallel parking along 112th Avenue SE and he asked if another travel lane could be created there if the parallel parking was not included. Mr. Kattermann said in theory another lane could be created there, but whether it would be necessary or beneficial is unknown. The landscape strip, included to preserve the existing trees, would need to come out to have enough room for another travel lane, and that would change the pedestrian-scale nature of the street.

Senior Transportation Planner Phil Harris pointed out the off-street trail running along 112th Avenue SE and noted there is the potential for an off-street pathway along Main Street as well to get across I-405.

Mr. Kattermann pointed out that Sturtevant Creek is piped in places but will be daylighted on its run to Mercer Slough. It has a large wetland area associated with it and it is classified as a fish-bearing stream requiring buffers. To the south of SE 6th Street, the area is heavily constrained by sensitive areas, wetlands and stream buffers, limiting the development potential.

Mr. Kattermann reviewed with the Committee members the view corridor and how it would impact building heights in the redevelopment area.

Chair Lampe commented that the current restriction relative to the view corridor is something the Committee could weigh in on relative to future development. Mr. Thurston said he would not want to see the restriction compromise transit-oriented development just to preserve a view of Mount Rainier.

Ms. Unger said she values views of Mount Rainier. However, unlike the Space Needle or the Eiffel Tower, Mount Rainier is not something people come to City Hall specifically to see. The view is wonderful, but it is not necessarily something that should be preserved to the detriment of the redevelopment area. Mr. Kattermann said the Committee is free to weigh in on the issue, but the policy decision to preserve view corridors was made by the City Council.

4. RED LION REDEVELOPMENT

Mr. Mon Wig with Wig Properties said the work done by the city represents a great start. He said his motivation is to create and build a unique landmark neighborhood district on the Red Lion site, complementary to Surrey Downs, Bellecrest and the downtown. Density and height are needed to create the quality it will take to achieve the goal. Wig Properties purchased the property with an eye on developing it, but even as it is it yields a good return on the investment. It does not have to be redeveloped, but the company is motivated to redevelop it in order to create a unique district. Wig Properties invests in properties and retains them for the long run. What it comes down to is a balancing act between what the city needs, what the community needs, and what Wig Properties needs. In the end, all will benefit from quality and financial viability. Marginal developments do not survive the test of time.

Leshya Wig with Wig Properties said the staff recommendation represents a good start in the right direction. It involves an FAR of 4.0, building heights to 200 feet, and keeps the view corridor intact. One major thing that could be done to improve on the principles is the potential stacking of the buildings. One of the design principles focuses on being able to better provide local services, which could be interpreted to mean retail or restaurants. The ground floor retail shown in the staff presentation would not, however, be viable to lease because it does not have exposure to 112th Avenue SE. If the buildings were stacked, retail uses could be located around the edge of the central plaza and activate it at the ground floor level with shops, thus bringing in the public, not just those who work in the nearby buildings. Stacking would result in small building footprints, leaving more open space and vegetation. Where there is a central courtyard or plaza activated by retail on the ground floor, people will be more likely to come off the sidewalk into the development. Stacking could also result in an open view between the plaza and the East Main light rail station. The fact is that people in the first floors of the buildings will mostly be looking at the buildings in front of them; they will not be looking out to the station or the street. Creating an opening in the middle will put more eyes on the station.

Ms. Wig shared with the Committee an image showing the quality of open space they would like to see. She allowed that the drawing was conceptual but showed a central green courtyard and hardscape activated by surrounding retail uses and a lot of people. The fact that the plaza would be located entirely on property owned by a single owner, coordinating the overall development will be less complicated.

Turning to the line drawings of the view corridor, Ms. Wig noted that about two-thirds of the Red Lion site is impacted. If the C line were to be moved toward I-405, the taller building envisioned for the corner could be stepped back further from 112th Avenue SE. The Committee may want to consider developing two recommendations, one for if the City Council imposes the view corridor, and another for if the Council chooses not to.

Mr. Wig commented that the development hurdles relative to the Red Lion site are much greater than for the other properties in the district, primarily because of the view corridor. Additionally, it will be necessary to demolish the existing building before moving ahead with redevelopment, eliminating the existing income stream. He asked the Committee to consider increasing the FAR for the Red Lion site from 4.0 to 5.0 to accommodate for the view corridor impacts, and to increase the building heights sufficiently to achieve the density needed to provide the open space. The maximum height would depend on the extent to which the view corridor is imposed. He said he was willing to spend the money to earn the additional FAR by providing amenities desired by the community.

Mr. Long asked if under the stacking scenario, what would be done at the base, particularly if the building were pushed toward the east closer to I-405. Mr. Wig said the building could be tiered, getting slimmer on the upper floors. The first floor would house retail uses, and above that could be hotel or residential. Ms. Wig said there is a strong desire to see 112th Avenue SE activated in accord with the design principles. Having retail along the street will accomplish that goal. It would be better, however, if the taller buildings were set back from 112th Avenue SE.

Ms. Unger said it would be a good idea to have a lot of windows facing the open space. To not include windows would make it feel like a closed cement box. Mr. Wig agreed and said from an ambience point of view it would not make sense to block views toward a garden-like environment. Mr. Kattermann said the design guidelines may address that issue as well, but if they do not the Committee could make the recommendation.

Ms. Unger noted that privacy is another big concern and she asked at what height it will be possible to see into the back yards of people living along 111th Avenue SE and beyond. Mr. Kattermann said that has not been calculated, but it might be possible to do so on a very course level. The fact is what can be seen from a particular height will vary by parcel, the landscaping and trees present, and other factors. Mr. Wig added that most of the buildings will be facing south, though some will face west. Ms. Wig pointed out that the trees on the Red Lion property along 112th Avenue SE are quite tall and they are to be preserved.

Mr. Thurston spoke positively about the notion of creating a pedestrian-friendly and activated open space. He said the height tradeoffs are good. With regard to privacy concerns, most back yards in Surrey Downs will not be visible from the redevelopment area given the existing vegetation.

Ms. Unger pointed out that some residents will be losing existing landscaping to accommodate construction of the light rail line.

Ms. Powell voiced concern about the activity area. She said she is very familiar with downtown Seattle and those who hang out in the park in front of the courthouse. It is a beautiful park with big trees and benches, and there is a definite hang-out dynamic there. She said she would like to have more information about light rail stations and what steps are taken to prevent criminal activity from occurring at them. Mr. Kattermann said those are exactly the kinds of things the Light Rail Best Practices CAC looked at and covered in its final report.

Ms. Powell said she appreciates having the open space and activating the street and the area. However, open spaces are not always active in the right vein or with the wholesomeness anticipated. They can become something difficult to police given other people's sense of freedom of expression. Ms. Wig agreed that issue can be difficult to address. She pointed out that the open space will not be dedicated to the city; it will remain private property that can be addressed with private security. The likelihood that the office uses will have their own security is fairly high; the same is probably true of the retail uses. Mr. Wig added that tenants are not prone to simply tolerating vagrancy and illegal activities, which makes it all the more important to provide security.

Mr. Thurston said the concerns are valid. However, having an active neighborhood across the street will help to create a more secure environment for the station. Mr. Kattermann said it is the isolated stations that have the most problems. Where there are people around, it is far less likely for crime to occur, a fact that has been borne out by the research. Typically the crime around light rail stations mirrors the crime that exists in their neighborhoods already; they do not necessarily bring crime to the area.

Mr. Long noted his support for the preliminary work done by Wig Properties to design a development that includes an open space. He agreed that tenants will not be willing to pay top dollar rent for space adjacent to an area that is not secure and well policed.

Ms. Hammond asked Mr. Wig to explain how greater density translates into greater quality of development. He explained that with more density there is more square footage to rent, making it possible to borrow more money against the property for use in quality construction and creating amenities.

5. CONTINUED DISCUSSION AND APPROVAL OF DRAFT VISION STATEMENTS

Mr. Kattermann called attention to the draft vision statements included in the packet. He noted that everything builds off the principles. The vision statements represent a mixture of visionary and strategic statements. He said staff would incorporate the Committee's comments and then bring to the next meeting actual draft vision statements and strategies to be shared with the public early in 2016.

Transportation Planner John Murphy stressed that the task was not to necessarily fully populate all of the strategies. Staff will pull out things that could be strategies and present them at the next meeting.

With regard to pedestrian/bicycle connectivity to the station, Mr. Harris noted that the Committee had previously discussed connecting the station area to destinations both local and regional, so that was included as a vision statement. The Committee had also discussed providing weather protection where pedestrians wait, and the need for signage to destinations beyond the immediate station area for both pedestrians and bicyclists, both of which were also captured as vision statements.

Ms. Unger suggested that while which destinations should be signed could be fodder for discussion, the topic is probably not one for the Committee to address.

Ms. Hammond commented that there is a difference between signage for pedestrians and signage for drivers, and the placement of each type must be done thoughtfully. One place where something better could be done is at 108th Avenue SE and Main Street heading south; the sign for drivers is very small and is located right at the intersection. Mr. Murphy explained that every sign put up in the city is thoroughly reviewed to ensure that a dangerous situation will not be created as a result. Signs are movable and they do in fact get moved where it can be shown they should be moved.

There was consensus in favor of the draft vision statements.

Mr. Harris said the principles related to neighborhood access led to the creation of three draft vision statements: evaluating potential modifications to neighborhood entrances; identifying and monitoring key routes through the neighborhood before and after the closer of SE 4th Street and SE 1st Place; and updating the city's traffic calming guidelines to incorporate criteria and measures for high-pedestrian traffic areas around light rail stations.

Ms. Powell suggested that "discourage cut-through traffic" in the first statement should be changed to read "eliminate cut-through traffic." Persons who do not live in the neighborhoods have no valid reason for cutting through on 108th Avenue SE other than to avoid Bellevue Way and 112th Avenue SE. The development being proposed all around the neighborhood will only make things worse than they already are.

Ms. Unger commented that once access from 112th Avenue SE into Surrey Downs is eliminated it will be appropriate to emphasize identifying and monitoring key routes. It is anyone's guess what the result will really be; the only way to know for sure will be to watch closely. She asked if consideration has been given to installing a green light camera on 108th Avenue SE to identify and ticket those who drive straight through. Mr. Murphy said that possibility has been looked into. However, red light cameras and the like are driven by state law which is explicit about how they can be used, and currently they can only be used to monitor red light violations.

Ms. Hammond pointed out that the restriction against driving straight through the Main Street and 108th Avenue intersection has not stopped people from driving through.

Mr. Breiland said he generally supported the draft vision statements, but added that the devil is in the details. In terms of identifying and monitoring key routes it would be good to include "such

as” and an outline of the city’s thoughts as to particular routes. The statement regarding updating the city’s traffic calming guidelines could also use some “such as” considerations.

Ms. Hammond said she was not ready to give a thumbs up or thumbs down. The access issue will be key to overall success, both for the redevelopment area and the neighborhoods.

Ms. Powell said the access issue is also tied to neighborhood livability. Traffic calming is one element, but really it is the volume and frequency of cars on 108th Avenue SE that is disconcerting. The increased traffic resulting from new development will deteriorate the livability of the neighborhood along 108th Avenue SE. Traffic on that street will need to be managed and curtailed, not just addressed.

There was agreement to continue the discussion of the vision statements at the next Committee meeting. Mr. Kattermann said the next meeting would occur on January 26.

6. PUBLIC COMMENT – None

7. ADJOURN

Chair Lampe adjourned the meeting at 6:02 p.m.



MEMORANDUM

DATE: January 26, 2016

TO: East Main CAC Members

FROM: Mike Kattermann, Senior Planner, 452-2042
Planning & Community Development Department
Phil Harris, Senior Transportation Planner, 452-7680
Transportation Department

SUBJECT: Project Update and Next Steps

The purpose of this memorandum is to provide an overview of the materials in this meeting packet and describe the remaining schedule and tasks to prepare the CAC Final Report and Recommendations to City Council.

CAC Draft Vision and Draft Strategies (Attachments 3, 4 and 5)

The focus of the January meeting is discussion and direction from the CAC on the remaining *Draft Vision and Draft Strategies* for topics G, H and I – these discussion topics and drafts are located in the two right-hand columns on pages 9-16 of Attachment 3. The CAC previously reviewed and confirmed the draft vision and strategies for topics A through F – those are included in the packet for reference only. The track changes for topics A through F indicate edits and clarifications in response to CAC discussion at previous meetings. Staff is seeking direction from the CAC on only the 3 remaining topics at the January meeting:

- G. Neighborhood access (motorized and non-motorized): What changes, if any, should be made to remaining neighborhood access points?
- H. Future land uses for redevelopment area: What mix and scale of uses could best serve and complement the existing and future community?
- I. Future look and feel of redevelopment area: What design characteristics are important to include in the “new neighborhood?”

Neighborhood access (Topic G) addresses the closure of direct access to the residential neighborhoods from 112th Avenue SE and the overall growth in traffic. The draft vision statements are intended to express the concerns and aspirations of the CAC regarding neighborhood traffic issues. The draft strategies are intended to address those traffic issues. This topic complements the CAC’s previous discussion and direction on Topics A through F. Staff will provide additional context information to facilitate CAC discussion.

Vision and strategies to guide future redevelopment of the Office/Limited Business (OLB) district from Main Street to SE 8th Street are described in topics H and I. These two topics are interrelated and address the mix and scale of uses and the design characteristics that are important to creating a quality, walkable and livable transit-oriented neighborhood east of 112th Avenue SE. Staff is offering, for CAC discussion and direction, a recommendation on FAR and building height based on previous discussion by the CAC, relationship to adjoining uses and

citywide context. Additional information will be presented at the meeting to facilitate CAC discussion. For additional background and context, please review the presentation on urban design framework from the December 1, 2015 meeting (available on the project website, <http://www.bellevuewa.gov/east-main-station.htm>).

Attachments 4 and 5 are a compilation and consolidation of the draft vision and strategies from the two right-hand columns of Attachment 3 for all of the topics (A – I). The track changes indicate edits to simplify or consolidate language from combining related statements. Duplicate statements and strategies were also removed from these drafts. Attachment 3 was prepared to facilitate discussion of the CAC. Attachments 4 and 5 are intended to present the CAC’s draft recommendations, which will be the primary focus of the upcoming open houses (in-person and online) to solicit public review and comment. The draft vision statement and strategies for the open houses will reflect changes from the CAC discussion at the January meeting.

If the CAC completes its discussion and direction on the remaining 3 topics at the January meeting, staff will proceed with preparing and scheduling for live and online open houses. The purpose of the open houses will be to solicit public feedback on the overall CAC draft recommendations for the vision statement and strategies. A proposed schedule for completing the CAC’s tasks is as follows:

DATE	DESCRIPTION
January 26	CAC meeting – complete discussion of draft vision statements and strategies
February	Online open house goes live, send out notices for in-person open house
February 23	CAC meeting – review select sections of draft report and open house materials ahead of in-person open house
March	In-person open house held in first or 2 nd week (March 3?), online open house closes following week
March 29	CAC meeting – approval of draft report and recommendations for transmittal to City Council (regular meeting date would be March 22).

The draft CAC vision statements and recommendations that are the subject of the in-person and online open houses will form the basis for the final report and recommendations from the CAC to the City Council. Following is a draft outline of the basic components of the report. The report includes the additional background, context and technical analysis to support the vision and strategies. The report outline will be modified and expanded as the document is prepared and reviewed by the CAC.

East Main CAC Transmittal Letter

The CAC Transmittal Letter functions as an Executive Summary and the CAC recommendation.

Section 1 Bellevue's Program for Station Area Planning

Include Guiding Principles for Land Use Redevelopment and Transportation

Section 2 Community Process (*summary, more detail in appendix*)

Overview, Scoping & Visioning, Community Events

Section 3 Recommended 2035 Vision for East Main Station Area

Traffic, Pedestrian/Bicycle Access, Character and Land Use/Redevelopment

Section 4 Study Area Character (*summary, more detail in appendix*)

Existing neighborhoods, commercial areas, public facilities and transportation system

Section 5 Station Area Plan Implementation Strategies

Capital Investments, Code and Policy Amendments, Other Plans and Programs,

Appendices

Existing Conditions - Demographics, land use, character, transportation, natural environment, parks and public facilities

Land Use/Urban Design Analysis - Market analysis, land use scenarios, urban design analysis

Transportation/Station Access - Traffic modeling, access alternatives, traffic calming, potential projects

Environmental Review - Traffic, noise, aesthetics, visual and critical areas

Community Engagement – Public comments

Follow-up on Mount Rainier View Corridor

At the previous two meetings there was substantial discussion about the view corridor of Mount Rainier and its implications for the redevelopment area. As previously noted, the view corridor is based on Council policy within a citywide context and it is not within the charge of the CAC to make changes or recommend specific changes to the corridor. Information about the view corridor was presented to City Council on January 11 as part of the update on station area planning for East Main. Staff explained the issue and its potential implications for the CAC's recommendations regarding the redevelopment area. City Council requested that staff return with additional information and schedule time for the City Council to discuss the view corridor in more detail before they forward the CAC recommendation to the Planning Commission.

Council discussion of this issue does not affect the CAC's ability to complete the discussion and recommendations on redevelopment. There is a strategy in Topic I to *"Recommend that City Council review the Mount Rainier view corridor in the context of redevelopment goals and the CAC desire to locate taller buildings farther from 112th Avenue SE."* This strategy, along with the other recommendations of the CAC, will be part of the transmittal to City Council and will provide the context of the CAC's discussion as the City Council decides what direction to provide the Planning Commission for developing the code for this area.

Please contact me or Phil if you have any questions about these materials prior to the meeting. Thank you for your time and commitment to this project.

**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

A. ISSUE/TOPIC: Hide-and-ride parking in the neighborhood.			
Should the area subject to residential parking zone (RPZ) permit be increased?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>Balance vehicular access needs with traffic issues by addressing potential “hide-and-ride” parking concerns in residential areas.</p>	<ol style="list-style-type: none"> 1. Review parking to determine potential for extending existing (or creating new) Residential Parking Zone (RPZ) restriction south to cover a larger portion of the residential neighborhood to discourage “hide and ride” parking and increased traffic. 2. Monitor pick-up/drop-off patterns at SE 1st Pl near 111th Ave SE to evaluate for possible enhanced enforcement of parking infractions related to light rail operation. 	<p><i>Concerns about additional traffic and safety are addressed by ensuring residential streets serve access and parking needs of residents. Non-residents (e.g. transit riders, downtown employees) are effectively <u>discouraged-prohibited</u> from using neighborhood streets for parking, pick-up and drop-off for the light rail station.</i></p>	<ol style="list-style-type: none"> a. Evaluate whether existing <u>residential parking zone (RPZ)</u> areas should be expanded or if a new RPZ should be created to cover more of the neighborhoods to the south. b. Evaluate day and hour restrictions of all RPZ areas in the neighborhood to determine if they should be expanded. c. Monitor pick-up/drop-off activity in the residential area once light rail is operational and implement restrictions as needed/supported by the neighborhood. d. Enforce RPZ and other restrictions to ensure they are effective.

NOTE: For “Principles” and “Discussion Draft Vision Statements” columns, non-italicized draft statements are proposals based on previous discussion and/or direction from the CAC; *italicized draft statements are a starting point for discussion and consideration by the CAC.* For “CAC Draft Vision” and “CAC Draft Strategies” columns all of the language is draft and based on previous discussion and direction from the CAC.

**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

B. ISSUE/TOPIC: Pedestrian/bicycle improvements within the station area.			
What improvements are important for circulation and station access?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>Connect the station area to adjacent neighborhoods.</p> <p>Optimize access to the station by people who live and work in the area:</p> <ul style="list-style-type: none"> • and apply the principles of universal design to street and sidewalks providing access to the station. • by filling gaps in the pedestrian and bicycle network (including gaps in sidewalk routes or where new crosswalks might be needed). • by addressing the lack of access between residential neighborhoods and 112th Avenue SE and 	<ol style="list-style-type: none"> 1. Improve pedestrian and bicycle facilities within the station area, including: <ol style="list-style-type: none"> a. a new crosswalk on east side of Main St and 110th Ave NE intersection; b. a new sidewalk on west side of 110th Ave NE between Main St and NE 2nd Ave; and c. at neighborhood entrances. 2. Construct a pedestrian bridge over light rail in the area of Surrey Downs Park and SE 6th St. 3. <i>Implement recommendations of Downtown Transportation Plan and Main Street Corridor Study.</i> 4. <i>Design facilities within walk area for ease of access by all ages and abilities.</i> 5. <i>Enhance safety with improvements on pedestrian</i> 	<p><i>Pedestrian and bicycle access to the East Main Station is a safe and pleasant experience for all ages and abilities. Gaps in the network have been filled and the pedestrian environment in the neighborhood reflects the same level of planning and quality of design and materials described in the Downtown Transportation Plan.</i></p> <p><i>An accessible and attractive grade-separated crossing of the light rail tracks provides a way for pedestrians and bicyclists to move safely and easily between Surrey Downs Park and 112th Avenue SE near the intersection with SE 6th Street.</i></p>	<ol style="list-style-type: none"> a. <i>Install sidewalks to fill gaps and improve safety on:</i> <ul style="list-style-type: none"> • 110th Avenue NE from Main Street to NE 2nd Street • 110th Avenue SE from Main Street to SE 1st Street • SE 10th Street from 108th Avenue SE to Bellevue High School. b. <i>Install a crosswalk on Main Street for the east side of the intersection with 110th Avenue NE.</i> c. <i>Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail from the</i>

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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

<p>destinations to the east.</p> <ul style="list-style-type: none"> by addressing pedestrian safety concerns within the residential neighborhoods by considering a range of pedestrian facility improvements and traffic calming measures. <p><i>*Encourage development that is integrated into the station and/or neighborhood.</i></p>	<p><i>and bicycle routes to the station (e.g. well-defined and illuminated walkways/bikeways, directional signage, and traffic calming measures).</i></p>	<p><i>DRAFT</i></p>	<p><i>residential neighborhood to 112th Avenue SE in the vicinity of Surrey Downs Park and SE 6th Street. Follow-up with stakeholders on both sides of 112th Avenue SE to determine if there is sufficient support to include in the City's future capital projects budget.</i></p> <p><i>d. Develop and implement a design for the pedestrian and bicycle networks (<u>e.g. walkways, sidewalks, bike lanes, signage</u>) serving the East Main Station to provide a safe, attractive and consistent look and feel within the station area.</i></p>
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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

C. ISSUE/TOPIC: Future look and feel for Main Street.			
Should Main Street be more pedestrian-oriented?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>Be complementary to the Downtown by continuing to reflect the distinction between Downtown and adjoining areas.</p>	<ol style="list-style-type: none"> 1. <i>Create a distinctive look and feel for Main Street that helps to delineate the differences between the north and south sides of Main Street.</i> 2. <i>Make Main Street a key pedestrian and bicycle corridor for people living, working or visiting the area linking the station, Downtown, and Old Bellevue.</i> 3. <i>Include wide sidewalks, a landscape strip, street trees, and pedestrian lighting.</i> 	<p><i>The Main Street corridor is designed to be a safe and inviting east-west connection allowing pedestrians and bicyclists of all ages and abilities access to the East Main Station.</i></p> <p><i>The newly updated street has wider sidewalks, a landscape strip between the sidewalk and street with mature shade street trees and pedestrian-scale lighting. It emulates the feel of Old Bellevue to a degree, but it places a priority on safety improvements for pedestrians and bicyclists.</i></p> <p><u><i>The Main Street right-of-way accommodates people walking, biking, riding transit and driving and balances the needs of each mode in terms of safety and mobility.</i></u></p>	<ol style="list-style-type: none"> a. <i>Develop and implement a design for Main Street that emphasizes safety and incorporates aspects of the look and feel of Old Bellevue along with wider sidewalks, planting strips, shade trees and lighting that reinforce the distinct land use context on each side of the street from Old <u>between Bellevue Way to and 116th Avenue-SE.</u></i> b. <i>Develop and implement pedestrian and bicycle safety improvements along the entire corridor from <u>Old between Bellevue Way to and 116th Avenue-SE.</u></i> b-c. <u><i>Incorporate the recommendations of the East Main Station Area Plan into subsequent</i></u>

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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

		<p>The north and south sides of the street <u>provide continuity of function and</u> reflect the different character and function of the adjoining land uses with the south side being sensitive to its residential neighborhood context.</p>	<p><u>studies and programs (e.g. multi modal level-of-service, corridor studies) to achieve the vision for Main Street.</u></p>
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D. ISSUE/TOPIC: Future look and feel for 112th Avenue.			
Should 112 th Avenue be more pedestrian-oriented?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>Be complementary to the community by creating an engaging, pedestrian-oriented street frontage along the east side of 112th Avenue SE.</p> <p><i>*Encourage development that is pedestrian-oriented.</i></p>	<ol style="list-style-type: none"> 1. <i>Make 112th a key pedestrian corridor for people living, working or visiting the area linking the station, downtown, and redevelopment area.</i> 2. <i>Include wide sidewalks, a landscape strip, street trees, and pedestrian lighting.</i> 	<p><i>112th Avenue SE is characterized by a wide landscape buffer between the street and sidewalk. The corridor retains its green, vegetated feel and it is safe and inviting for pedestrians and bicyclists of all ages and abilities to access the East Main Station.</i></p>	<p><i>a. Develop and implement a design for 112th Avenue SE from Main Street to SE 8th Street that preserves the current “green boulevard” look and feel and creates a safe and inviting environment for pedestrians and bicyclists. This should be done in conjunction with strategy E.a.</i></p>

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EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES

January 26, 2016

ATTACHMENT 3

E. ISSUE/TOPIC: Redevelopment fronting along east side of 112th Avenue SE.			
How should new development fronting on east side of 112 th Avenue SE relate to the rest of the area?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>Be complementary to the community by creating an engaging, pedestrian-oriented street frontage along the east side of 112th Avenue SE.</p> <p><i>*Encourage development that is pedestrian-oriented.</i></p> <p>Retaining to the extent practicable sunlight exposure and privacy of residential neighborhoods on the west side of 112th Avenue SE.</p> <p><i>*Encourage development with density that tapers</i></p>	<ol style="list-style-type: none"> 1. <i>Place storefronts at back of sidewalk</i> 2. <i>Add landscaped setbacks for street-level residential.</i> 3. Reduce height of buildings closest to 112th to create a more pedestrian scale (e.g. stepped back on upper floors like buildings along south side of Main Street). 4. Reduce height of buildings closest to 112th to minimize shadows, reduce privacy concerns. 	<p><i>New commercial development along the east side of 112th Avenue SE is set at the back of a wide sidewalk to create space for a landscape strip with large shade trees and businesses that cater to pedestrians. There are sidewalk cafes that generate pedestrian activity and allow ample room for circulation.</i></p> <p><i>New residential development is especially welcoming with similar landscape strips along the street and front stoops or building entryways that extend the setback of the building façade from the sidewalk and possibly create additional pockets of landscaping.</i></p> <p><i>Taller buildings, especially offices, are sited closer to the freeway,</i></p>	<ol style="list-style-type: none"> a. <i>Develop and implement design guidelines for street frontage along 112th Avenue SE that allow and encourage an active pedestrian environment including:</i> <ul style="list-style-type: none"> • <i>Wide sidewalks</i> • <i>Landscape strips separating traffic from sidewalks</i> • <i>Large shade trees</i> • <i>Pedestrian-oriented storefronts and activities</i> b. <i>Develop and implement development regulations for new development with frontage along 112th Avenue SE that:</i> <ul style="list-style-type: none"> • <i>Establishes building setbacks at back of sidewalks</i>

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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

<p><i>down to adjacent lower density communities.</i></p>		<p><i>while shorter, pedestrian-scale buildings front the east side of 112th Avenue SE. There are no massive, blocky buildings fronting on 112th Avenue SE.</i></p>	<ul style="list-style-type: none"> • <i>Encourages front stoops for individual residential units fronting on the sidewalk</i> • <i>Creates attractive, well-defined entrances serving multiple residential units</i> • <i>Requires additional setbacks for upper floors above three stories</i> • <i>Requires taller buildings be located closer to I-405 and/or a minimum distance from 112th Avenue SE.</i> <p><i>These should be done in conjunction with strategy D.a.</i></p>
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EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES

January 26, 2016

ATTACHMENT 3

F. ISSUE/TOPIC: Pedestrian/bicycle connectivity to the station from the wider area.			
What additional connections to local and regional facilities should be provided?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>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.</p> <p>Facilitate bicycle access to the station by connecting to the city’s network of bicycle routes.</p> <p>Connect the station area to adjacent neighborhoods.</p> <p>*Encourage development that is integrated into the</p>	<ol style="list-style-type: none"> 1. Provide weather protection where pedestrians need to wait (e.g. 112th and Main, crosswalk to station). 2. Connect the station area to surrounding neighborhoods outside the immediate station area and to the regional trail system by providing links to the city’s pedestrian and bicycle network. 3. Provide signage to destinations beyond the immediate station area for pedestrians and bicyclists. 	<p><i>The East Main station and adjacent neighborhoods are connected to other parts of the city and to the regional trail system by a clear, continuous and complete network of pedestrian and bicycle facilities, including wayfinding, that accommodate users of all abilities.</i></p>	<ol style="list-style-type: none"> a. Complete projects identified as high priority in Pedestrian and Bicycle Plan in and near the station area, including: <ol style="list-style-type: none"> 1) 114th Avenue SE bike lanes (B-127 E&W) 2) SE 8th Street (114th Ave SE to east of I-405) bike lanes (B-135 N) 3) Main Street off-street path on south side, Bellevue Way to 116th Avenue (O-121 S) 4) Lake Hills Connector off-street path (O-123 N) 5) SE 8th Street (112th to 114th Avenue SE) off-street path on south side (O-130 S) b. Install wayfinding—with travel times and

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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

station and/or neighborhood.			<p><i>distance—for people walking and biking to the stations and other major destinations.</i></p> <p>c. <i>Coordinate with Sound Transit to ensure multi-use path that connects the South Bellevue station to the East Main station includes wayfinding</i></p>
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**From Light Rail Permit CAC Design Advisory Statement*

G. ISSUE/TOPIC: Neighborhood access (motorized and non-motorized). What changes, if any, should be made to remaining neighborhood access points?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
Balance vehicular access needs with traffic issues by: <ul style="list-style-type: none"> • discouraging cut-through traffic. • identifying residential streets that may support traffic calming measures. 	1. Evaluate potential modifications to neighborhood entrances in order to: <ol style="list-style-type: none"> a. Continue to discourage cut-through traffic; b. Improve safety for pedestrians, bicyclists and motorists; and c. Facilitate vehicular access for residents. 	<i>Neighborhood access points have been modified to facilitate vehicular access for residents, improve safety for pedestrians and bicyclists, and effectively eliminate non-residential traffic from cutting through on local streets.</i>	<ol style="list-style-type: none"> a. <i>Update the city’s traffic calming guidelines to lower the speed threshold for the implementation of traffic calming measures around light rail stations.</i> b. <i>Continue to monitor and enforce access restrictions from downtown to 108th Avenue SE.</i>

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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

<ul style="list-style-type: none"> • recognizing that vehicular access will be reduced by closure of direct access to 112th Avenue SE. 	<ol style="list-style-type: none"> 2. Identify and monitor key routes through the neighborhood before and after the closures of SE 4th Street and SE 1st Place to determine where additional traffic calming measures may be needed. 3. Update the city’s traffic calming guidelines to incorporate criteria and measures for high-pedestrian traffic areas around light rail stations. 	<p><i>The city continues to monitor and manage traffic on arterials and collector arterials.</i></p> <p><i>Sidewalks have been installed at all neighborhood access routes to improve pedestrian safety.</i></p>	<ol style="list-style-type: none"> c. <i>Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE to discourage cut-through traffic and maintain safety on local streets.</i> d. <i>Maintain the existing access restrictions at Main Street and 110th Avenue SE.</i> e. <i>Add a protected left turn signal phase for westbound Main Street to southbound 108th Avenue SE to facilitate residential neighborhood access.</i> f. <i>Evaluate the potential for marked crosswalks or other treatments to better highlight pedestrian crossings at SE 2nd Street and SE 11th Street from existing sidewalk that leads out of these streets to the existing sidewalk on the</i>
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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

			<p><i>west side of 108th Avenue SE.</i></p> <p><i>g. Install sidewalk on at least one side of SE 16th Street from Bellevue Way to 108th Avenue SE.</i></p> <p><i>h. Incorporate the recommendations of the East Main Station Area Plan into subsequent studies and programs (e.g. multi modal level-of-service, corridor studies) to achieve the vision for Main Street.</i></p>
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H. ISSUE/TOPIC: Future land uses for redevelopment area.			
What mix and scale of uses could best serve and complement the existing and future community?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
Be complementary to the community by providing services that are desired by/meet	1. Allow for flexibility that will provide a variety and mix of uses that predominantly serve the walk area:	<i>There is a standard for quality redevelopment on the east side of 112th Avenue SE that is scaled to be compatible with the surrounding area, uses good site</i>	<i>a. Continue to require new development to analyze and mitigate for project-related traffic impacts,</i>

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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

<p>the needs of the community.</p> <p>Be complementary to the Downtown by:</p> <ul style="list-style-type: none"> • continuing to reflect the distinction between Downtown and adjoining areas; • focusing on land use, economic development and urban form on a niche or niches not being met Downtown. <p>Draw people who live and work in the area to the redevelopment by including a mix of uses and activities rather than big-box retail or a single-use corporate campus.</p>	<ol style="list-style-type: none"> a. Encourage retail and service uses; b. <i>Allow for limited office uses that desire space close to but less expensive than Downtown; and</i> c. <i>Allow multi-family residential uses in a variety of types and levels of affordability.</i> <ol style="list-style-type: none"> 2. Create an active area during daytime and evening hours, including a community center and recreational uses. 3. Allow redevelopment of OLB north of SE 6th Street at a scale between current zoning and proposed DTN-OLB north of Main St: <ol style="list-style-type: none"> a. <i>Allow building heights of up to 200 feet with taller buildings generally located closer to Main Street or I-405.</i> b. <i>Allow sites to achieve a floor area ratio (FAR) of up</i> 	<p><i>and building design to create a pedestrian-oriented environment, provides ample public spaces and landscaping, and takes advantage of the nearby light rail station to create a new, unique, high-quality neighborhood next to downtown. Taller buildings are strategically located to provide more ground-level open space, a noise buffer along I-405, eyes on the station and other public areas, and maintain compatibility with nearby single-family residences.</i></p> <p><i>The Red Lion Hotel site has been transformed into a transit-oriented development with a mix of residential, office, retail and hotel uses that create an active area during daytime and evening hours. Retail and service uses cater primarily to the people who live and work in the new development and in the immediately surrounding community. Future TOD on sites</i></p>	<p><i>including pedestrian and bicycle access and safety.</i></p> <ol style="list-style-type: none"> b. <i>Incorporate recommendations of the East Main Station Area Plan into subsequent studies and programs (e.g. multi modal level-of-service, corridor studies) to achieve the vision for Main Street.</i> c. <i>Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE that includes, at a minimum, the following standards:</i> <ul style="list-style-type: none"> • <i>A mix of uses within a project and/or individual building</i> • <i>Housing for a variety of family sizes and income levels</i> • <i>Maximum square footage for building</i>
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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

<p>Optimize use of the station with land uses that increase potential ridership.</p> <p><i>*Encourage development that is integrated into the station and/or neighborhood and includes housing as well as other uses and higher urban scale densities.</i></p>	<p style="text-align: center;"><i>to 4.0 using a bonus/incentive system.</i></p> <p>4. <i>Allow redevelopment of OLB south of SE 6th Street at a scale greater than current zoning but less than new zoning in OLB between SE 6th and Main St:</i></p> <p style="margin-left: 20px;">a. <i>Allow building heights of up to 150 feet.</i></p> <p style="margin-left: 20px;">b. <i>Allow sites to achieve a FAR of up to 2.0 using a bonus/incentive system.</i></p> <p>5. <i>Design mixed-use development that emphasizes walking, bicycling and transit use as ways to maximize investment in light rail and reduce the number of automobile trips.</i></p> <p>6. <i>Analyze critical intersections near the redevelopment area for potential traffic impacts and design options to maximize safety and balance mobility of pedestrians, bicyclists, transit riders and motorists.</i></p>	<p><i>north of SE 6th Street are anticipated to accommodate similar redevelopment and include more community and recreational uses as well.</i></p> <p><i>New residential buildings are located along 112th Avenue SE and provide housing for a variety of family sizes and income levels located. Residential towers are located adjacent or close to Main Street. The upper floors of taller residential and non-residential buildings farther south of Main Street are stepped back from 112th Avenue SE to maintain a more pedestrian scale.</i></p> <p><i>New mixed use development and adjacent street enhancements encourage walking, bicycling and transit use to reduce the need for single-occupant vehicle trips in and around the redevelopment area.</i></p>	<p><i>footprints, floor plates and retail space</i></p> <ul style="list-style-type: none"> • <i>Retail and service uses scaled to primarily serve the immediate community and located within pedestrian areas to generate street-level activity</i> • <i>Maximum site FAR of 4.0 and building height of 200 feet – both of which can only be achieved through a bonus/incentive system that ensures quality development.</i> <p>d. <i>Revise the standards for the “OLB” zone between 112th Avenue SE, SE 6th Street, SE 8th Street and 114th Avenue SE to allow for a broader mix of uses and taller buildings to enhance the limited redevelopment potential, including:</i></p>
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**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

			<ul style="list-style-type: none"> • <i>The same quality and similar design standards as the new “East Main TOD” zone</i> • <i>Retain maximum site FAR of 0.5 and increase building height to 100 feet achievable through a bonus/incentive system that ensures quality development.</i>
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I. ISSUE/TOPIC: Future look and feel of redevelopment area.			
What design characteristics are important to include in the “new neighborhood?”			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
Be complementary to the community by: <ul style="list-style-type: none"> • providing noise attenuation to the west from I-405. • incorporating a significant amount of trees and green space into the development. 	<ol style="list-style-type: none"> 1. Employ site and building design and other techniques to reduce noise from I-405. 2. <i>Create an enhanced pedestrian experience within the redevelopment area using a variety of methods and facilities such as short, walkable blocks; storefronts and sidewalk cafes; landscaping, lighting and street</i> 	<p><i>Mid- and high-rise office buildings are sited closest to I-405 to provide a visual and noise buffer of the freeway.</i></p> <p><i>Redevelopment areas emphasize the pedestrian environment. Block lengths are much shorter than downtown and sidewalks and storefronts are active areas</i></p>	<ol style="list-style-type: none"> a. <i>Include the following minimum design standards in the new “East Main TOD” zone:</i> <ul style="list-style-type: none"> • <i>Site taller buildings closer to I-405 or adjacent to Main Street</i> • <i>Use landscaping and architectural design to minimize the appearance</i>

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EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES

January 26, 2016

ATTACHMENT 3

<p>Draw people who live and work in the area to the redevelopment by:</p> <ul style="list-style-type: none"> • creating an active, people-oriented environment with trees and green spaces and smaller walkable blocks. • locating parking structures away from the edges of 112th Avenue SE and Main Street. <p>Put “eyes on the station” for better security.</p> <p>Create a network of streets in the redevelopment area with smaller blocks that support pedestrian and bicycle use and are well</p>	<p><i>furniture; play areas; water features; and plazas.</i></p> <ol style="list-style-type: none"> 3. <i>Place parking predominantly in structures underground or internal to development and behind buildings with storefronts or building lobbies.</i> 4. <i>Evaluate current and TOD parking requirements to determine appropriate ratios for redevelopment.</i> 5. <i>Apply principles of safe environmental design that incorporate high visibility and appropriate lighting of public spaces.</i> 6. <i>Use trees and green space to “soften” the visual dominance of building facades and paved areas.</i> 	<p><i>with cafes, outdoor seating, good lighting and visibility for safety and security. Internal streets have wide sidewalks, on-street parking and narrow travel lanes, all of which help to lower traffic speeds.</i></p> <p><i>Public spaces are located throughout the redevelopment area to provide trees and green space, passive (e.g. seating) and active (e.g. play equipment) areas that are visually interesting and appealing (e.g. fountains, art work) for people to gather and interact in a community setting.</i></p>	<p><i>of the “wall effect” (i.e. a solid line of building facades) along 114th Avenue SE.</i></p> <ol style="list-style-type: none"> b. <i>Recommend that City Council review the Mount Rainier view corridor in the context of redevelopment goals and the CAC desire to locate taller buildings farther from 112th Avenue SE.</i> c. <i>Re-evaluate parking ratios for TOD and encourage parking to be structured underground or located internal to other structures.</i> d. <i>Incorporate design standards that create safe and secure environments (e.g. visibility, lighting) in and around the new development.</i>
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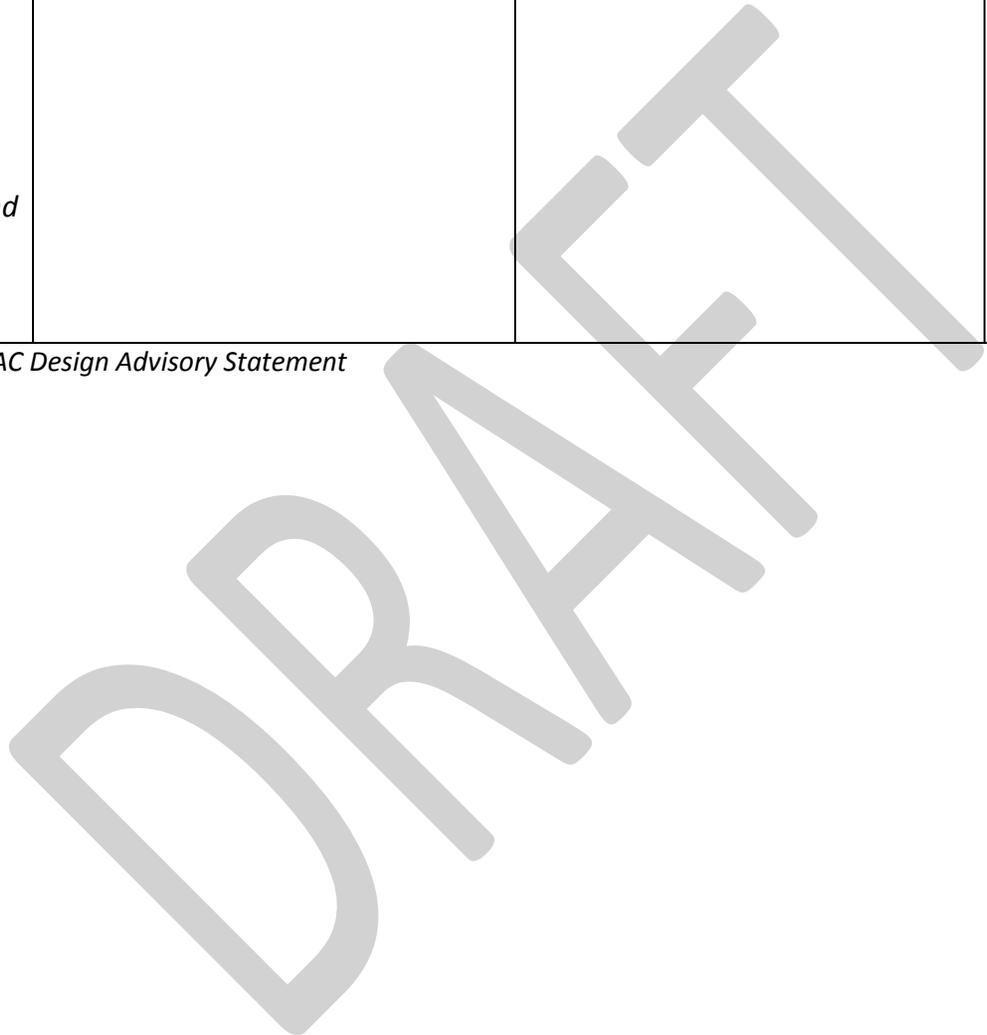
**EAST MAIN STATION AREA PLAN
CAC DRAFT VISION & DRAFT STRATEGIES**

January 26, 2016

ATTACHMENT 3

<p>connected to the non-motorized network.</p> <p><i>*Encourage development that is pedestrian-oriented and places an emphasis on being “a place, not a project.”</i></p>			
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**From Light Rail Permit CAC Design Advisory Statement*



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EAST MAIN CAC *DRAFT* VISION STATEMENT FOR PUBLIC COMMENT

ATTACHMENT 4

TRAFFIC

Concerns about additional traffic and safety are addressed by ensuring residential streets serve access and parking needs of residents. The city continues to monitor and manage traffic on arterials and collector arterials. ~~Non-residents (e.g. transit riders, downtown employees) are effectively prohibited from using neighborhood streets for parking, pick-up and drop-off for the light rail station.~~ Neighborhood access points have been modified to facilitate vehicular access for residents, improve safety for pedestrians and bicyclists, and effectively prohibit non-residents (e.g. transit riders, downtown employees) from using neighborhood streets for parking, pick-up and drop-off for the light rail station and ~~from cutting through~~ on the neighborhood ~~streets.~~

PEDESTRIAN/BICYCLE ACCESS

Pedestrian and bicycle access to the East Main Station is a safe and pleasant experience for all ages and abilities. Gaps in the network have been filled and the pedestrian environment in the neighborhood reflects the same level of planning and quality of design and materials described in the Downtown Transportation Plan. Sidewalks have been installed at all neighborhood access routes to improve pedestrian safety. New mixed use development and adjacent street enhancements encourage walking, bicycling and transit use to reduce the need for automobile trips in and around the redevelopment area. An accessible and attractive grade-separated crossing of the light rail tracks provides a way for pedestrians and bicyclists to move safely and easily between Surrey Downs Park and 112th Avenue SE near the intersection with SE 6th Street.

~~The~~ Main Street ~~corridor between Bellevue Way and 116th Avenue SE~~ is designed to be a safe and inviting east-west connection allowing pedestrians and bicyclists of all ages and abilities access to the East Main Station. The Main Street right-of-way accommodates people walking, biking, riding transit and driving and balances the needs of each mode in terms of safety and mobility.

CHARACTER

~~The newly~~ Main Street between Bellevue Way and 116th Avenue has been updated ~~street has~~ with wider sidewalks, a landscape strip between the sidewalk and street with mature shade street trees and pedestrian-scale lighting. It emulates the feel of Old Bellevue to a degree, but it places a priority on safety improvements for pedestrians and bicyclists. The north and south sides of the street provide continuity of function and reflect the different character and function of the adjoining land uses with the south side being sensitive to its residential neighborhood context.

112th Avenue SE is characterized by a wide landscape buffer between the street and sidewalk. The corridor retains its green, vegetated feel and it is safe and inviting for pedestrians and bicyclists of all ages and abilities to access the East Main Station.

EAST MAIN CAC *DRAFT* VISION STATEMENT FOR PUBLIC COMMENT

ATTACHMENT 4

LAND USE/REDEVELOPMENT

There is a standard for quality redevelopment on the east side of 112th Avenue SE that is scaled to be compatible with the surrounding area, uses good site and building design to create a pedestrian-oriented environment, provides ample public spaces and landscaping, and takes advantage of the nearby light rail station to create a new, unique, high-quality neighborhood next to downtown. Taller buildings are strategically located to provide more ground-level open space, a noise buffer along I-405, eyes on the station and other public areas, and maintain compatibility with nearby single-family residences.

The Red Lion Hotel site has been transformed into a transit-oriented development with a mix of residential, office, retail and hotel uses that create an active area during daytime and evening hours. Retail and service uses cater primarily to the people who live and work in the new development and in the immediately surrounding community. Future TOD on sites north of SE 6th Street are anticipated to accommodate similar redevelopment and include more community and recreational uses as well.

Redevelopment areas emphasize the pedestrian environment. Block lengths are much shorter than downtown and sidewalks and storefronts are active areas with cafes, outdoor seating, good lighting and visibility for safety and security. Internal streets have wide sidewalks, on-street parking and narrow travel lanes, all of which help to lower traffic speeds. Public spaces are located throughout the redevelopment area to provide trees and green space, passive (e.g. seating) and active (e.g. play equipment) areas that are visually interesting and appealing (e.g. fountains, art work) for people to gather and interact in a community setting.

New commercial development along the east side of 112th Avenue SE is set at the back of a wide sidewalk to create space for a landscape strip with large shade trees and businesses that cater to pedestrians. There are sidewalk cafes that generate pedestrian activity and allow ample room for circulation. New residential development is especially welcoming with similar landscape strips along the street and front stoops or building entryways that extend the setback of the building façade from the sidewalk and possibly create additional pockets of landscaping.

New residential buildings are located along 112th Avenue SE and provide housing for a variety of family sizes and income levels located. Residential towers are located adjacent or close to Main Street. The upper floors of taller residential and non-residential buildings farther south of Main Street are stepped back from 112th Avenue SE to maintain a more pedestrian scale. Mid- and high-rise office buildings are sited closest to I-405 to provide a visual and noise buffer of the freeway.

EAST MAIN CAC DRAFT STRATEGIES FOR PUBLIC COMMENT

ATTACHMENT 5

TRAFFIC

1. Evaluate whether existing residential parking zone (RPZ) areas should be expanded or if a new RPZ should be created to cover more of the neighborhoods to the south.
2. Evaluate day and hour restrictions of all RPZ areas in the neighborhood to determine if they should be expanded.
3. Monitor pick-up/drop-off activity in the residential area once light rail is operational and implement restrictions as needed/supported by the neighborhood.
4. Enforce RPZ and other restrictions to ensure they are effective.
5. Update the city's traffic calming guidelines to lower the speed threshold for the implementation of traffic calming measures around light rail stations.
6. Continue to monitor and enforce access restrictions from downtown to 108th Avenue SE.
7. Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE to discourage cut-through traffic and maintain safety on local streets.
8. Maintain the existing access restrictions at Main Street and 110th Avenue SE.
9. Add a protected left turn signal phase for westbound Main Street to southbound 108th Avenue SE to facilitate residential neighborhood access.

PEDESTRIAN/BICYCLE ACCESS

1. Complete projects identified as high priority in Pedestrian and Bicycle Plan in and near the station area, including:
 - 114th Avenue SE bike lanes (B-127 E&W)
 - SE 8th Street (114th Avenue SE to east of I-405) bike lanes (B-135 N)
 - Main Street off-street path on south side, Bellevue Way to 116th Avenue (O-121 S)
 - Lake Hills Connector off-street path (O-123 N)
 - SE 8th Street (112th to 114th Avenues SE) off-street path on south side (O-130 S).
2. Install wayfinding—with travel times and distance—for people walking and biking to the stations and other major destinations.
3. Coordinate with Sound Transit to ensure multi-use path that connects the South Bellevue station to the East Main station includes wayfinding.
4. Evaluate the potential for marked crosswalks or other treatments to better highlight pedestrian crossings at SE 2nd Street and SE 11th Street from existing sidewalk that leads out of these streets to the existing sidewalk on the west side of 108th Avenue SE.
5. Develop and implement pedestrian and bicycle safety improvements along the entire corridor between Bellevue Way and 116th Avenue.
6. Install sidewalk on at least one side of SE 16th Street from Bellevue Way to 108th Avenue SE.
7. Install sidewalks to fill gaps and improve safety on:
 - 110th Avenue NE from Main Street to NE 2nd Street
 - 110th Avenue SE from Main Street to SE 1st Street
 - SE 10th Street from 108th Avenue SE to Bellevue High School.

EAST MAIN CAC DRAFT STRATEGIES FOR PUBLIC COMMENT

ATTACHMENT 5

8. Install a crosswalk on Main Street for the east side of the intersection with 110th Avenue NE.
9. Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail from the residential neighborhood to 112th Avenue SE in the vicinity of Surrey Downs Park and SE 6th Street. Follow-up with stakeholders on both sides of 112th Avenue SE to determine if there is sufficient support to include in the City's future capital projects budget.
10. Develop and implement a design for the pedestrian and bicycle networks (e.g. walkways, sidewalks, bike lanes, signage) serving the East Main Station to provide a safe, attractive and consistent look and feel within the station area.

CHARACTER

1. Develop and implement a design for Main Street that emphasizes safety and incorporates aspects of the look and feel of Old Bellevue along with wider sidewalks, planting strips, shade trees and lighting that reinforce the distinct land use context on each side of the street between Bellevue Way and 116th Avenue.
2. Incorporate the recommendations of the East Main Station Area Plan into subsequent studies and programs (e.g. multi modal level-of-service, corridor studies) to achieve the vision for Main Street.
3. Develop and implement a design for 112th Avenue SE from Main Street to SE 8th Street that preserves the current "green boulevard" look and feel and creates a safe and inviting environment for pedestrians and bicyclists.
4. Develop and implement design guidelines for street frontage ~~along that complements the desired design character for~~ 112th Avenue SE ~~that by~~ allowing and ~~encourage~~ encouraging an active pedestrian environment including:
 - Wide sidewalks
 - Landscape strips separating traffic from sidewalks
 - Large shade trees
 - Pedestrian-oriented storefronts and activities
5. Develop and implement development regulations for new development with frontage along 112th Avenue SE that that complements the desired design character of the street by:
 - ~~Establishes~~ Establishing building setbacks at back of sidewalks
 - ~~Encourages~~ Encouraging front stoops for individual residential units fronting on the sidewalk
 - ~~Creates~~ Creating attractive, well-defined entrances serving multiple residential units
 - ~~Requires~~ Requiring additional setbacks for upper floors above three stories
 - ~~Requires~~ Requiring taller buildings be located closer to I-405 and/or a minimum distance from 112th Avenue SE.

LAND USE/REDEVELOPMENT

EAST MAIN CAC DRAFT STRATEGIES FOR PUBLIC COMMENT

ATTACHMENT 5

1. Continue to require new development to analyze and mitigate for project-related traffic impacts, including pedestrian and bicycle access and safety.
2. Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:
 - A mix of uses within a project and/or individual building
 - Housing for a variety of family sizes and income levels
 - Maximum square footage for building footprints, floor plates and retail space
 - Retail and service uses scaled to primarily serve the immediate community and located within pedestrian areas to generate street-level activity
 - Maximum site FAR of 4.0 and building height of 200 feet – both of which can only be achieved through a bonus/ incentive system that ensures quality development
 - Re-evaluate the Mount Rainier view corridor to allow the taller portions of buildings to be setback farther from 112th Avenue SE.
3. Revise the standards for the “OLB” zone between 112th Avenue SE, SE 6th Street, SE 8th Street and 114th Avenue SE to allow for a broader mix of uses and taller buildings to enhance the limited redevelopment potential, including:
 - The same quality and similar design standards as the new “East Main TOD” zone
 - Retain maximum site FAR of 0.5 and increase building height to 100 feet achievable through a bonus/ incentive system that ensures quality development.
4. Include the following minimum design standards in the new “East Main TOD” zone:
 - Site taller buildings closer to I-405 or adjacent to Main Street
 - Use landscaping and architectural design to minimize the appearance of the “wall effect” (i.e. a solid line of building facades) along 114th Avenue SE.
5. Recommend that City Council review the Mount Rainier view corridor in the context of redevelopment goals and the CAC desire to locate taller buildings farther from 112th Avenue SE.
6. Re-evaluate parking ratios for TOD and encourage parking to be structured underground or located internal to other structures.
7. Incorporate design standards that create safe and secure environments (e.g. visibility, lighting) in and around the new development.