



**CITIZEN ADVISORY COMMITTEE MEETING
EAST MAIN STATION AREA PLAN**

Tuesday, May 3, 2016

4:00 P.M. to 6:00 P.M. – Room 1E – 112 **[NOTE ROOM CHANGE]**

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 March 29, 2016 meeting (Attachment 1) – Scott Lampe, Chair
4:05	2. *Public comment (Attachment 2)
4:15	3. Review Open House Materials (Attachment 3) – Phil Harris
5:00	4. CAC Review Draft Report (Sent previously) – Mike Kattermann, Phil Harris, John Murphy
5:50	5. *Public comment
6:00	6. Adjourn

Meeting dates:

- **May 18th – (room 1E-108) open house, 5 – 7 p.m.**
- **June 15th – (room 1E-120) last CAC meeting, 4 – 6 p.m.**

**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

March 29, 2016
4:00 p.m.

Bellevue City Hall
Room 1E-113

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

MEMBERS ABSENT: Pamela Unger

OTHERS PRESENT: Mike Kattermann and Janet Lewine, Planning and Community Development Department; Phil Harris, John Murphy, and Marie Jensen, Transportation Department; Liz Stead, Development Services Department

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 4:01 p.m. by Chair Lampe who presided.

Chair Lampe noted that the Committee had been charged by the City Council with providing guidance to staff and consultants on the station area plan by engaging the community in a planning process that establishes a clear vision and community goals for the station area. The Committee has accomplished most of its charge over the last 18 months and is on the verge of seeing the fruits of its labor. It is important that the Committee finish its work on the draft strategies and vision statements to give the community an opportunity to say what they think so their comments can be included in the final recommendation to the Council. Through the work of the Committee, a consensus has been achieved on a majority of the traffic issues addressing pedestrian and bicycle access, and envisioning the future character of the area. He said the focus of the meeting would be on completing the discussion on the draft vision statement and strategies, specifically on building height and floor area ratio for redevelopment. The public open house will be held in mid-May, and the draft open house materials will be reviewed at the Committee's May 3 meeting.

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 minutes of the February 23, 2016, meeting was made by Ms. Powell. The motion was seconded by Mr. Breiland and the motion carried unanimously.

2. PUBLIC COMMENT

Ms. Leshya Wig, 4811 134th Place SE, asked the Committee to keep the wording of the vision statement consistent with the wording of the draft strategies by deleting “nearby” from the second sentence of the second paragraph in the Land Use/Redevelopment section of the draft vision statement. Doing so will align the language with the language of the fourth bullet in the second paragraph of the Land Use/Redevelopment section of the draft strategies. Additionally, she asked the Committee to consider revising the second bullet in the second paragraph of the Land Use/Redevelopment section of the draft strategies to read “Optimize square footage for building footprints, floor plates and retail space to support a placemaking event.” The change will tie the strategy in better with the vision statement that says sidewalks are bustling with activity from cafés, outdoor seating and shops. The bullet point as drafted could be interpreted as putting an upper limit on the amount of retail allowed in the project. Retail needs a certain critical mass to survive, particularly since the site is separated from the downtown and other retail. Capping the amount of retail allowed, particularly below the necessary critical mass, will mean no retail at all will be attracted to the site, which in turn would lead to not being able to provide services and amenities to the community.

Mr. Mon Wig, 4811 134th Place SE, thanked the Committee members for their thoughtful engagement over the past year. With regard to the view corridor, he stressed that it will impact the site by triggering a shift of the taller buildings closer to 112th Avenue SE. If the community would prefer to see the taller buildings located along I-405, the Committee may want to consider recommending either removing or modifying the view corridor. The intent is to redevelop the Red Lion site with a high quality development that lies adjacent to single family residences and that serves as a front door to the downtown.

Ms. Renay Bennett, 826 108th Avenue SE, noted that she previously had brought to the attention of the Committee a question quoted in the January 26, 2016, meeting minutes in which Chair Lampe asked about the potential for including a left-turn movement at 108th Avenue SE as proposed during public comments. She said she was the one who mentioned the left-turn movement but asked that the minutes reflect that she had not actually proposed including the left-turn movement. She said what she did propose was that any changes in the left-turn movement be concurrent with traffic mitigation on 108th Avenue NE. The Committee agreed with that as noted on page 7 of the February meeting minutes, but it was not reflected in the draft vision statement. Several members of the Committee raised the issue of changing the access at 110th Avenue SE on the thinking that it would allow for better access into the neighborhood. That is a good idea and a good start toward increasing access to all parts of the neighborhood. With regard to the first paragraph on the first page of the draft vision statement, she suggested the third sentence should be revised to read “Neighborhood access points and streetscapes have been modified...” Addressing both the access points and the streetscapes speaks to real traffic mitigation, not just access points. With regard to the seventh item under the Traffic section on page 1 of the draft strategies, she said the time for exploring is over and as such the sentence should be revised to read “Implement new technologies and best practices...” That is true for both Main Street and Bellevue Way where there is traffic going to and coming from the downtown. With regard to item 10, the unprotected left-turn signal, she said mention is made of it being for all legs. She said she could not remember hearing the Committee discuss that and

wondered where it came from. The Committee was encouraged not to include all legs because any unprotected access onto 108th Avenue SE will impact the traffic of both Bellecrest and Surrey Downs. Item 11 should use the word “implement” rather than “evaluate.” The neighborhoods need help. There are 5000 cars a day coming down 108th Avenue SE, a street that provides driveway access to single family homes.

Senior Planner Mike Kattermann called attention to a comment received in the form of a letter from Mr. Don Miles that had been included in the Committee packet along with the response from staff.

3. DESIGN REVIEW AND INCENTIVE SYSTEM

Urban Design Manager Liz Stead explained that her group is responsible for conducting design review work, conditional use applications and administrative conditional use applications. Most of the work done by the group is in the downtown and in the Bel-Red corridor. The approach contemplated by the Committee includes upzones which would then put projects into the design review category.

Ms. Stead said the city has a process called administrative design review that involves a team of urban planners, landscape architects and building architects. When projects are first envisioned, a pre-application meeting is held to discuss the options for the site and to learn about the development proposal. The group seeks at that meeting to identify any fatal flaws. The review groups involved in the pre-application meeting then submit a letter to the applicant with their findings. The group then works one-on-one with the applicant on getting everything together prior to a submittal for design review. Once a design review application is submitted, it is reviewed for compliance with all development codes and guidelines, as well as design aesthetics and any transportation impacts. An environmental review is also conducted, and white signs are posted on the development site in line with the requirement for noticing projects. A public meeting is held for all large projects where the community is invited to comment.

A notice of decision is ultimately released. The voluminous report documents how the project has met all applicable design guidelines as well as the dimensional standards. The notice of decision can be appealed before the hearing examiner. Where no appeals are filed, the project is considered complete relative to land use approval within 14 days of the notice of decision.

Ms. Stead said the dimensional standards represent a small portion of the Land Use Code. The review takes into consideration building type, residential or commercial; the required setbacks; the maximum building floor area per floor; and a variety of other issues that define the envelope of the building, such as the sidewalks, required street trees, and throughblock connections through the site. The group looks at the base, middle and top of proposed buildings seeking distinctive features and design intent for each section.

Questions are often asked about the difference between a setback and a stepback. A setback is measured from the property line, where as a stepback occurs above a certain height. In the downtown there is no required setback from the property line, except in some of the outer regions. Both setbacks and stepbacks may end up being required for the East Main area.

The design review group essentially looks at new projects as if it had a blank slate. From there the different elements are layered on, such as connectivity within the block, lot coverage, required open space, podium height and how it relates to the pedestrian space, building ingress and egress, maximum building height, below-grade parking, and the required number of parking stalls based on use and their size. Attention then turns to the finer grain to include street trees and the building/sidewalk relationship, as well as building articulation, mechanical screening, weather protection for pedestrians, the uses fronting the pedestrian environment, public space, and utilities and equipment integration. Signage is addressed through the city's sign code.

Ms. Stead explained that floor area ratio (FAR) is a measurement of development intensity. An FAR of 1.0 on a small site can actually feel pretty big; the same FAR on a large site would not feel as big. In the downtown, FAR is paid for through the amenity incentive system, which means developers buy additional height and mass by providing certain amenities, such as below-grade parking and residential uses.

There are design guidelines in place that are based on neighborhood identity. As new neighborhoods are planned, it is important to determine what their identity should be so that design guidelines can be established that will ensure the identity of the neighborhood.

The downtown has very specific requirements that address the relationship between buildings and sidewalks. There are requirements that are applicable per street that determine things such as sidewalk width, the width of planting strips, and throughblock connections.

Ms. Powell asked if there is a maximum FAR in place for the downtown. Ms. Stead explained that the allowed FAR is different for each zone. The highest allowed FAR is in the core of the downtown, and moving toward the edges of the downtown the FAR numbers are reduced. Currently, some zones in the downtown allow unlimited FAR for residential uses only, and the limiting factors are the maximum building height and floor plate size; the approach was put in place at a time when there was a desire to incentivize residential in the downtown. For commercial buildings in the downtown core, FAR is capped at 8.0.

Chair Lampe commented that in looking at the East Main redevelopment area, the Committee has focused on making it attractive with a lot of open space. Ms. Stead said the city does not have a lot of tools to enforce open space. For much of the downtown, the fact that lot coverage up to 100 percent is allowed means that a developer by right can fill an entire site with a building podium. That makes it difficult to break down developments in ways that create public spaces. Many of the larger buildings have chosen to create privatized spaces such as roof decks for use by the occupants of the building. The city has clear challenges when it comes to creating open space at grade. Generally, where open spaces exist in the downtown, they were created in exchange for an amenity credit. There is a minimum and a maximum FAR in the downtown by zone; the minimum is what can be constructed with only small investments in the amenity system, and to reach the maximum requires the provision of more public benefits.

Chair Lampe asked what will come into play in reviewing the East Main redevelopment area given its proximity to a light rail station. Ms. Stead said staff will certainly dial in on pedestrian

walkability relative to the project. If the Committee recommends a specific mix of commercial and retail uses, those elements will be reviewed as well.

Mr. Rogers voiced confusion over the difference between code regulations and design recommendations. He asked how far the Committee could go in recommending open space and specific retail uses. Ms. Stead said the code contains specific requirements known as dimensional standards. Buildings are, among other things, allowed to be a certain height, to have a certain amount of FAR, and are allowed to cover a certain percentage of the lot. The code requirements are black and white. The design guidelines, on the other hand, are somewhat subject to interpretation. Buildings are required to incorporate some modulation, but how that is done is a matter of interpretation. The Committee should avoid trying to be too specific with regard to the design guidelines. The design guidelines are part of the code, but there is flexibility in how they are applied. Both the code and the design guidelines are very important and both are needed to achieve good outcomes.

4. PROJECT UPDATE

Mr. Kattermann pointed out that the draft vision statement does not yet reflect all the changes made by the Committee to the draft strategies. Once the conversation about the strategies is completed, the vision statements will be revised to match. The revised version could be before the Committee at its May 3 meeting.

Mr. Kattermann reminded the Committee members about the wedding cake format for the downtown that locates the tallest and most dense buildings in the center and requires both height and density to taper off toward the edges. He stressed the need to keep in mind what is or will be allowed on the north side of Main Street when considering the area to the south of Main Street in the redevelopment area. The Planning Commission is considering an FAR of 5.0 for the OLB zone to the north of Main Street. The Planning Commission is also currently considering additional FAR for the area to the west of 112th Avenue NE above and beyond what the Downtown Livability Initiative CAC recommended. The current code relative to the OLB district to the south of Main Street allows an FAR of 0.5 and a height of 30 feet along 112th Avenue SE and 75 feet closer to I-405.

The Committee previously reviewed various options in terms of building height for the redevelopment area, including a height limit of 200 feet which with a bonus of 15 percent would bring the total to 230 feet; and a 300-foot height limit. Photo examples of buildings in those height ranges were shared with the Committee. Schematic drawings of how the redevelopment area could look under the proposed height and massing were shown as well.

The consultant was asked to take a look at what could be done on the site with an FAR of 5.0. A traffic analysis was also done. If the view corridor goes away, an issue being addressed by the Council, much of the FAR could be located along 114th Avenue SE closer to the freeway, or the overall mix could be spread out on the site.

Senior Planner Phil Harris said one way to look at the impacts of traffic is to look at how it impacts travel time through the station area. Traffic impacts from the redevelopment area will

primarily affect 112th Avenue SE and 114th Avenue SE. Traffic patterns on 108th Avenue SE are not really driven by the redevelopment area, but rather by what happens in the downtown.

Mr. Harris outlined four different routes for traveling through the station area and reviewed with the Committee how travel times on each could change based on the redevelopment area building out at the draft vision FAR of 4.0 and the Red Lion redevelopment scenario proposed by the property owner with an FAR of 5.6. He noted that most of the travel time increases occur at the various intersections. The Red Lion redevelopment scenario indicated the largest travel time increases, particularly for northbound 114th Avenue SE which increased from 5.5 minutes to eight minutes, with most of the delay occurring at Main Street and 112th Avenue SE. The Red Lion redevelopment scenario does not really impact north-south travel along 108th Avenue SE.

Mr. Harris explained that the baseline scenario assumes the current road network, the existing zoning, and the planned downtown growth, whereas the redevelopment vision assumes a new street on SE 2nd Street between the Red Lion and the Hilton as well as other network improvements, and redevelopment at a greater density.

Mr. Kattermann called attention to the fifth bullet on page 3 of the draft strategies and noted that the Committee had previously discussed a maximum FAR of 4.0 and a maximum height of 200 feet achievable only through the bonus amenity system. The Wigs have asked for an FAR of 5.0 and height of up to 300 feet. One way to achieve that would be through a development agreement or some means of buying into the additional height and bulk.

Mr. Kattermann pointed out that strategies four through seven talk about building placement, with the taller buildings located closer to I-405 and Main Street, and stepbacks along 112th Avenue SE. The Committee has talked about moving buildings back away from 112th Avenue SE should the view corridor issue go away. The Committee has also discussed the use of landscaping and architectural design to minimize the wall effect, and developed a recommendation for the Council to review the corridor, an action that is already under way. The Committee discussed siting parking underground or otherwise out of sight to avoid surface lots, looking at the parking requirements relative to transit-oriented development, and utilizing the safe design principles to assure visibility and lighting in public spaces.

The Committee members were reminded that they had not spent much time on the secondary transit-oriented development area to the south of SE 6th Street and north of SE 8th Street between 114th Avenue SE and 112th Avenue SE. The area has several environmental constraints in the form of shoreline associated wetlands, wetlands on the national inventory, and sensitive area related to wetlands and habitat. Within the area is the existing Lincoln Plaza, the Marriot, and an office building that is part of the Gateway development. There is little development potential in the area; any change would require redevelopment which is unlikely to occur in the 20-year horizon. The area has an FAR of 0.5 and a 75- to 90-foot height limit.

The property owners were asked to indicate what type of redevelopment could be achieved with an FAR of 2.0, and their suggestion for tall towers separated by shorter podiums was shown to the Committee. Given the constraints on the sites, redevelopment of the sort shown was

considered by planning staff to be unlikely. Mr. Kattermann recommended retaining the 0.5 FAR and allowing greater height to 100 feet.

Mr. Kattermann reviewed the next steps in the process, which included finalizing the draft vision and strategies and holding them out for public review; compiling a draft report; preparing the documentation for an environmental review; preparing for live and online open house events on May 18; and then revising the draft report into a recommendation to be forwarded to the Council.

Mr. Kattermann noted that the Committee had previously discussed recommending a maximum FAR of 4.0 and a maximum building height of 200 feet, and allowing additional density up to an FAR of 5.0 and height of up to 300 feet with a development agreement or similar approach.

Mr. Rogers said the designs shared with the Committee that were the most attractive were those that had open space in the middle. By allowing building height up to 300 feet, buildings can be moved around on the site in ways that allow for more open space.

Mr. Breiland said the Wigs have generally been open and clear about their objectives, and they clearly want more FAR and more height. He said he had previously been uneasy with how far south additional density could drift to the south. If an FAR of 5.0 is to be allowed, it should be done only through a development agreement and it should be restricted to the Red Lion property by limiting the increased FAR to a set distance from Main Street.

Mr. Long asked what would happen with the area to the south of SE 6th Street under that scenario. Mr. Breiland said the Hilton and Bellevue Club sites would have an FAR of 4.0 and building height of 200 feet. The area to the south of SE 6th Street should retain the current FAR of 0.5 and building height of 100 feet.

Mr. Thurston suggested success will be associated with creating a placemaking community center. The Red Lion site is very close to the commercial center of the downtown. However, an FAR of 5.0 is a bit of push in terms of total density, but if mitigated through a development agreement and incentives the results could be very good.

Mr. Kattermann noted that currently there is an overlay in place that limits building height along 112th Avenue SE. A similar mechanism could be implemented to allow building heights up to 300 feet within a certain distance south of Main Street, leaving the rest of the site limited to something like 200-foot buildings. The restrictions on building height and requirements for setbacks along 112th Avenue SE should be retained to encourage taller buildings closer to the freeway.

Mr. Breiland suggested a building height of more than 200 feet on the freeway side may be needed in order to yield an overall FAR of 5.0. Height is less of an issue closer to the freeway; it should be limited along 112th Avenue SE. Mr. Kattermann clarified that a tall building located at the corner of Main Street and 112th Avenue SE would be outside the view corridor. If the view corridor restrictions are retained, they would effectively limit the Red Lion site to a single 300-foot tower in the northwest corner, should that much building height be allowed. If the view

corridor goes away, theoretically a second 300-foot building could be located to the east along Main Street.

Ms. Hammond said the Committee had talked about creating a pedestrian-friendly environment along 112th Avenue SE with wider than normal sidewalks. That would seem to argue in favor of both setbacks and stepbacks along 112th Avenue SE. Mr. Kattermann said that could potentially be the case depending on how much right-of-way there is. The call for wide sidewalks and a pedestrian environment is included in the character statements.

Mr. King commented that if a 300-foot building is allowed on the corner of Main Street and 112th Avenue SE, it will need to be very well designed because it will stand out as a marquee address. Mr. Breiland said the development review will compel that. Mr. Kattermann said design of a higher standard could be one of the requirements of the development agreement in order to obtain the additional building height and the 5.0 FAR.

Ms. Hammond if the Committee was supposed to develop a recommendation for what should happen if the view corridor is retained and another for if the view corridor is done away with. Chair Lampe said the focus should be on the understanding that the view corridor will be in place, in which case the Committee should be clear about the height and bulk limits along 112th Avenue SE. If the view corridor goes away, the sense of the Committee has been that the taller buildings should be moved back toward the freeway.

Mr. Thurston said he was not persuaded that putting the taller buildings along the freeway was a better alternative to having a single tall building on the corner of Main Street and 112th Avenue SE.

Ms. Powell said she wanted the city to honor the view corridor as it extends from the public house of City Hall. She said she objected to the proposed building height and anything that would block the view toward Mount Rainier. A recommendation to the Council to build to the max will also be a recommendation to forget about the iconic Mount Rainier view for the rest of the city, and that is not ethical. She said she could live with the old Scenario 2 that had building heights of 125 feet.

Ms. Hammond said the Council will make the decision relative to the view corridor and it would be irresponsible for the Committee to assume the view corridor will remain in place and not have an option for what should be done if it is eliminated.

Mr. Breiland suggested that if the view corridor restrictions are retained, achieving an FAR of 5.0 will result in building height being pushed toward 112th Avenue SE, which is not consistent with what the Committee has said it wants to see. If the view corridor is not eliminated, building height should be limited to 200 feet and the FAR to 4.0. The additional height and FAR should only be allowed through a development agreement and then only if the view corridor goes away.

Mr. Rogers commented that limiting building height to 230 feet but allowing an FAR of 5.0 will yield a bunch of boxes on the site and no middle courtyard.

Mr. Breiland said while he personally was not overly concerned, not everyone on the Committee would agree to allowing building height of 155 feet fronting 112th Avenue SE.

Mr. Kattermann reminded the Committee members that with the view corridor in place, buildings located at the corner of Main Street and 112th Avenue SE, and those fronting 112th Avenue SE, would not be impacted by the view corridor restrictions, whereas buildings fronting 114th Avenue SE would be. The Committee, however, has been very clear about not wanting tall buildings along 112th Avenue SE; the outstanding question is how much height is acceptable there.

Mr. Long said if the city is not growing it is going the other way, and that is not good for jobs, business or home values. He said he liked the notion of restricting additional height and bulk to the Red Lion site, but to otherwise impose restrictions will stifle the ability to create a great place of the redevelopment area. The result could be no redevelopment at all. He noted his support for allowing an FAR of 5.0, though allowed much will depend on whether or not the view corridor is removed.

Mr. Kattermann suggested assuming the view corridor will stay in place. He said the Committee could include language allowing up to an FAR of 5.0 and up to a certain height, leaving the view corridor restrictions to guide where development will occur on the site.

Mr. Thurston asked what the height of the Hilton is and was told that it is 110 feet. He pointed out that the 155-foot building on 112th Avenue SE in the scenario presented to the Committee has its narrow front facing 112th Avenue SE, and if coupled with setbacks and stepbacks, it may not be as imposing as people might otherwise fear, particularly in that it is essentially shielded by the park property.

Mr. Kattermann said the argument could be made that a transition from the downtown is created by limiting the most FAR and height to the area along Main Street.

There was consensus that the FAR for the redevelopment area between Main Street and SE 6th Street should be 4.0 and the building height set at 200 feet. There was also consensus that an FAR of up to 5.0 and a height limit of up to 300 feet should be recommended for the Red Lion site under a development agreement, with the taller buildings confined to the area immediately south of Main Street and along I-405.

Mr. Rogers agreed with the suggestion of Ms. Wig relative to the third bullet in the second paragraph of the Land Use/Redevelopment section of the draft strategies. As drafted, the language could be interpreted as imposing a maximum square footage for retail space. Mr. Kattermann said the item gets back to the fact that currently the city has maximum floor plate sizes for different uses. The square footage for retail space is intended to address the big box retail issue. The intent is not to limit the total amount of retail, and that could be clarified by having the bullet read “maximum square footage for building footprints and floorplates” and adding another bullet reading something like “allow a mix of retail uses, not including big box retail.” Mr. Thurston proposed adding “to support a placemaking event.” There was agreement to

revise the bullets as suggested. Mr. Kattermann reiterated that the vision statements will ultimately be revised to match the strategies.

For the area south of SE 6th Street, Mr. Kattermann noted that the recommendation was to maintain the 0.5 FAR and to increase the height to 100 feet.

Mr. King pointed out that the Committee had spent very little time focused on the area south of SE 6th Street and said it seemed disingenuous for the Committee to reach any conclusions. Mr. Kattermann said the point was well taken. He added, however, that the amount of development and the potential for redevelopment that could occur in the area is fairly minimal.

Ms. Powell asked if the Committee could simply recommend that no further development occur in the area south of SE 6th Street. The area should not have been allowed to develop in the first place given the wetlands. Mr. Kattermann responded by saying that to recommend against additional development would be to go against the code, which is already very protective of the wetlands. Accordingly, there is very little development potential. Redevelopment is about the only option, which would require tearing down what exists. The reason for the increase in allowable building height was to give the property owners some additional flexibility in the event of redevelopment, but the Committee could recommend making no changes at all.

Ms. Powell recommended making no changes. Ms. Hammond concurred.

Chair Lampe said it was his understanding that the small amount of development potential that exists lies outside of the wetland boundaries. Mr. Kattermann said that was true for the most part. Redevelopment could trigger some additional protections for the wetlands under the higher standards that were put in place after the site was developed. Chair Lampe said he could support the recommendation to retain the existing FAR but increase the allowed height to 100 feet.

Mr. Thurston pointed out that if the site were to redevelop under the proposal, the footprint of each building could actually be reduced. The truth is that the area will be difficult to redevelop under any scenario.

Ms. Powell reiterated her call to keep the FAR and height as they are currently.

There was consensus to retain the current FAR of 0.5 and the building height of 75 feet for the area south of SE 6th Street.

A motion to extend the meeting by 15 minutes was made by Ms. Powell. The motion was seconded by Ms. Hammond and the motion carried unanimously.

With regard to paragraph 4 of the Land Use/Redevelopment section of the draft strategies, Mr. Kattermann agreed to beef up the language about siting the taller buildings and the wall effect based on the Committee's discussion.

Mr. Kattermann noted that the seventh paragraph in the Land Use/Redevelopment section of the draft strategies recommends reevaluating the parking ratios for the transit-oriented development

area. He allowed that that is something the city would do as a matter of course in looking at the development standards for transit-oriented development for the redevelopment area and other sites in the city. The recommendation includes a call for parking to be structured underground or located internal to other structures so as to be out of sight.

There was agreement to go with the wording of the seventh paragraph, as well as the eighth which calls for incorporating design standards that create safe and secure environments in and around the new development.

With regard to the paragraphs in the Character section, Mr. Kattermann noted that the Committee had discussed them previously in the context of land use and the different transportation items. Any changes needed to reflect changes made in the land use section will be made.

Mr. Kattermann noted that comments and suggestions previously made by the Committee triggered the proposed revisions, specifically to paragraphs 1 and 2 under the Traffic section, and to paragraphs 5 and 10 in the Pedestrian/Bicycle Access section. He proposed redrafting paragraph 9 under the Traffic section to read “Evaluate the feasibility and tradeoffs of modifications to the intersection of Main Street and 110th Avenue SE for the purposes of providing additional neighborhood access for residents, improving pedestrian safety, and discouraging non-residential traffic. Modifications to be evaluated may include but are not limited to realignment of 110th Avenue SE, a traffic signal with protected left-turn movements, additional sidewalks, crosswalks and pedestrian signals.

Ms. Hammond asked if the realignment of 110th Avenue SE could mean putting the roadway straight through into the neighborhood. Mr. Kattermann said it could mean that. Ms. Hammond said such a move likely would take traffic off a collector/arterial and put it directly into a residential area. Mr. Kattermann said that consideration would be part of the feasibility study. As the intersection is currently configured, a left-turn can be made going northbound on 110th Avenue SE, but it is not possible to put in a left-turn signal for southbound traffic. The paragraph simply would call for taking a look at the intersection to see if something could be done to improve access for local residents.

There was agreement to make the change to the paragraph as proposed.

Ms. Powell asked if Sound Transit would be paying for any revisions to the intersection. Mr. Kattermann said it would not be Sound Transit because the revision was not required as part of the mitigation package.

With regard to paragraph 10 under Traffic, Chair Lampe noted the public had called attention to addressing the protected turn signal phase for all legs of Main Street and 108th Avenue SE. Mr. Kattermann said the recommendation was to look at all of the legs at the intersection rather than just one turning movement. Chair Lampe said he assumed the traffic analysis of the intersection would include all legs even if only one was specifically called out.

Mr. Breiland observed that most of the other paragraphs use the word “evaluate,” whereas paragraph 10 specifically calls for adding a protected left-turn signal phase for all legs of the

intersection. Given that the Committee does not have the authority to dictate that something be added, he suggested using “evaluate.” Mr. Kattermann said the action may or may not come about depending on the intersection analysis. The original language of the paragraph addressed specifically the westbound to southbound turning action. He suggested the paragraph should state the Committee’s intended outcome rather than a specific action. The original language include the reference to improving safety for people walking across Main Street and 108th Avenue SE.

Ms. Hammond said the intent should be to look at improving safety for all directions.

Ms. Powell weighed in by saying there is the potential to increase traffic on 108th Avenue SE if the turning movements are addressed. Language should be included about being concurrent with traffic mitigation on 108th Avenue SE and the need to discourage people from using 108th Avenue SE to get to and from the downtown.

A motion to extend the meeting until 6:30 p.m. was made by Ms. Powell. The motion was seconded by Ms. Hammond and the motion carried unanimously.

Ms. Hammond said the intent of paragraph 10 is to look at safety in all directions, but also the idea of whether left-turns in all directions would provide for a greater regulation of traffic going onto 108th Avenue SE.

Mr. Kattermann said if he was hearing the Committee correctly, the desired outcome for paragraph 10 was to improve safety, to improve access for residents of the neighborhood, and to continue to discourage or preclude non-residential traffic on 108th Avenue SE. The analysis would, among other things, look at what adding signals at the intersection of Main Street and 108th Avenue SE would do to the traffic on 108th Avenue SE. He said he would revise the paragraph to reflect those outcomes and bring it back to the Committee for review.

Ms. Powell suggested paragraph 11 should call for implementing a 20 mph speed limit 108th Avenue SE from south of Main Street to Bellevue Way, not just near the school, rather than simply evaluate it.

Mr. Breiland said under state law it would be difficult to reduce a residential speed limit to 20 mph. The speed limit in the school zone can certainly be set at 20 mph.

Mr. Kattermann said the 20 mph option can be included as an outcome in the paragraph, but it will still be subject to evaluation. He agreed to revise the paragraph to call for the establishment of a 20 mph speed limit in the school zone.

Mr. Kattermann informed the Committee that there would not be a meeting on April 26. The Committee’s next meeting will be on May 3. The public open house is slated for May 18 from 5:00 p.m. to 7:00 p.m.

5. PUBLIC COMMENT

Mr. Mon Wig, 4811 134th Place SE, pointed out that a transit-oriented development conference will be going on in Los Angeles on May 3. He said he would be attending that conference rather than the public open house.

Ms. Renay Bennett, 826 108th Avenue SE, said the traffic restrictions at Main Street and 108th Avenue SE does work. When it was instituted in 1990 it took a thousand cars off of the residential streets. She allowed that there are some who do not obey the rule.

Mr. David Slight, 227 110th Avenue SE, suggested the outcomes are too specific relative to specific turns, streets and directions. He said he has known about the potential realignment of 110th Avenue SE for the last two years though it has not been heralded very loudly. The residents of 110th Avenue SE will no doubt be as active as the residents of 108th Avenue SE should there be a through street suddenly appearing as an alternate to the left-turn signal on 108th Avenue SE. He suggested the traffic analysis should be less specific and more focused on the entire area, because it is the whole area that is in need of traffic solutions.

6. ADJOURN

Chair Lampe adjourned the meeting at 6:24 p.m.

Jensen, Marie

From: eastmainCAC
Sent: Thursday, April 21, 2016 10:42 AM
To: Rusty Deschenes; eastmainCAC
Subject: RE: Traffic impact on Surrey Downs residents

Dear Mr. Deschenes,

Thank you for your email to the East Main Station Area Planning Citizen Advisory Committee (CAC). Your email and this response will be included in the CAC packet for its May 3 meeting.

Your email references information shared at the March 29 CAC meeting regarding vehicle travel times in the area of the East Main Station. I appreciate that you took the time to review the materials in detail.

As you know, because the tunnel portal is located at SE 1st Place, the permanent closure is required and now in effect. The permanent closure of SE 4th Street was determined during the design phase where the alignment of East Link was defined. There was concern from impacted residents that the alignment of an "at grade" crossing at SE 4th Street would bring noise from the warning devices at the crossing. With the road closed and access restricted for cars, pedestrians and bicyclists, there is no need for the warning system.

Some of the proposed Traffic Strategies within the draft Station Area Plan address some of the concerns you raise about entering/exiting Surrey Downs. I hope that the following responses are useful.

- **Exiting from 110th Ave SE during p.m. commute:** One of the Traffic Strategies proposed is to "Maintain the existing access restrictions at Main St and 110th Ave SE while evaluating safety relative to pedestrian and vehicular access."
- **Entering from Main St onto 108th in p.m. commute:** One of the Traffic Strategies proposes "Add a protected left turn signal phase for all legs of the Main Street and 108th Ave SE intersection to facilitate residential neighborhood access while improving safety for people walking across Main St and 108th Ave SE."
- **Red Lion redevelopment/additional vehicles:** At is June 2015 meeting, the CAC received modeling information about anticipated traffic increases with redevelopment. Traffic modeling presented to the CAC has been based on possible redevelopment scenarios for sites on the east side of 112th (including the Red Lion Hotel). Analysis shows that although there will be an increase of traffic as a result of redevelopment, the redevelopment has little impact on 108th Avenue SE. The traffic growth on 108th is driven by Bellevue's overall growth, more specifically growth in downtown.
- **New development/increased pedestrian traffic:** As noted above, one of the Traffic Strategies proposes to add "a protected left turn signal for all legs of the Main St/108th Ave SE intersection" to improve residential neighborhood access and safety for people crossing those streets. The details of any signal design would come should the project be funded.
- **Travel Times through the Station Area:** The estimated travel times through the station area (depicted on slide #14) are the average p.m. peak time (5 to 6 p.m.) which is typically the worst case.

Please keep in mind that the Station Area Plan for the East Main Station is intended to recommend ways to better integrate light rail into neighborhoods and is not a funding plan to implement the recommendations.

Thank you for sharing some of your real current experiences entering and exiting your neighborhood as they relate to the traffic modeling the CAC has been informed about. You are encouraged to address the CAC in person at its May 3

meeting (4 to 6 p.m., City Hall) and to participate in the Open House it will host on May 18, 5 to 7 p.m., City Hall. You may also provide your comments online at www.EastMainStationAreaPlan.publicmeeting.info between May 9 – 25.

Sincerely,

Marie Jensen

East Link Outreach and Community Relations Lead
City of Bellevue Transportation Department
425-452-2064 desk | 425-559-3757 cell

Learn more about the East Link Light Rail in Bellevue:
[City of Bellevue webpage](#) | [Subscribe to City Updates](#)
[Sound Transit webpage](#) | [Subscribe to East Link Construction Updates](#)

From: Rusty Deschenes [mailto:desr02@hotmail.com]
Sent: Friday, April 08, 2016 10:35 AM
To: eastmainCAC <eastmainCAC@bellevuewa.gov>
Subject: Traffic impact on Surrey Downs residents

Hi,

I noticed that in the last meeting you have started discussing traffic impact. I want to share some of my concerns based on what I have observed in the past, as well as what I am seeing being addressed (and not) in the meeting notes.

The traffic impact slide I am seeing here (p.14):
http://www.ci.bellevue.wa.us/pdf/PCD/EM_SAP_CAC_Draft_vision_discussion_032916.pdf

seems to be missing a number of important elements:

1. It excludes the cost of entering/exiting the neighborhood:
 - a. 2 of the 5 ways to exit the area will be closed (one already is).
 - b. Exiting from 110th ave SE from late afternoon until 7 is hard (due to high amount of traffic on Main and continuous backup approaching 112th).
 - c. Exiting from SE 2nd SE (to get onto 108th) is hard during part of the morning (I am guessing this is due to parents coming back from dropping kids at the nearby high school).
 - d. Entering from Main (onto 108th) is hard in late afternoon until late at night (due to east bound traffic on Main and the lack of a turning arrow).
 - e. Estimated numbers of extra cars due to Red Lion redevelopment and development near SE 8th st (see p.19-20), and the impact on congestion on 112th and Main.
 - f. Impact on congestion due to the increase in pedestrian traffic due to the new development (residential, commercial, the light rail itself,...). More specifically I am talking about things such as existence of buttons to impact traffic lights to let pedestrian cross (which may create additional slowdown/congestion for cars), people jay walking impacting traffic (including people getting into the intersection late and delaying the flow of traffic). Note: I am not saying pedestrian traffic is bad, simply that its impact should be accounted for.
 - g. The single number doesn't capture the whole story, is it average, median, best case, worse case?

As an example, today going from the middle of our neighborhood onto 405 south bound can be done fairly quickly by getting onto 112th from 4th st SE, regardless of time of day. Once that option is gone, one will have to go through twice as many traffic light, and if one were to attempt that around the evening rush hour, the

travel time would easily be triple what it is today. The "Traffic Impact" page completely fails to capture this.

An other example is for someone trying to get back to the neighborhood after a long work day. For people coming in from 116th, today they have the option of turning into 112th and entering through 4th (previously 1st was also an option), but now they will be forced enter from 108th which they can only do if there is no east bound traffic on Main (like that's gonna happen...) or if they take a detour zig zaging on side street to get onto 108th north of Main. The end result is once again a significant increase in commute time.

I am hoping the planning you are doing can be based on full assessment of the impact the changes will bring on our commute, and good solutions can be implemented to minimize the impact on our residents.

Thanks you
Rusty



MEMORANDUM

DATE: May 3, 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

The purpose of this memorandum is to provide an overview of the materials in this meeting packet and to highlight the objectives of the meeting. Please note the written public comment in the packet (Attachment 2) received since your last meeting and the response.

The meeting is essentially devoted to two items:

1. Review of open house materials (Attachment 4); and
2. Review of CAC Draft Report (hard copy mailed to CAC 4-21, also available on website at http://www.bellevuewa.gov/pdf/PCD/East_Main_Stat_Area_Plan_CAC_Draft_May_3_2016.pdf).

The open house postcard has been mailed to 3,350 addresses in and around the study area announcing the in-person open house to be held on Wednesday, May 18th from 5 to 7 p.m., room 1E-108 at City Hall. Also noted on the postcard is the online open house that will be available beginning May 9th until May 25th for people to review and comment on the various CAC recommendations. Attachment 4 is the latest draft of the materials for both the in-person and online open houses. Staff is already working with our consultant, Envirolssues, on building the web pages with the information you are reviewing. This timing was necessary in order to have the site available for a period of time before and after the in-person open house.

Staff will briefly review the materials with the CAC and explain how the information will be presented at the open houses. The materials reflect the recommendations contained in the CAC Draft Report. Staff is seeking CAC feedback and comments on the proposed questions that will be posed with the open house materials.

The CAC Review Draft was mailed via USPS to the CAC on April 21st for your review and comment. Staff is seeking CAC feedback and comments on the draft document with particular focus on the transmittal letter at the beginning, the CAC Recommended 2035 Vision in Chapter 2, and the Implementation Strategies in Chapter 5. Edits will need to be completed in time for the revised draft to be available for the May 9th launch of the online open house.

One change staff noted is on the last strategy for redevelopment, which indicates an increase in building height to 100 feet for the area between SE 6th and SE 8th Streets. The CAC did consider

this change at the last meeting but after checking the meeting minutes, the CAC did not approve the change, so that will be corrected in the next draft. On that same topic, staff has met with representatives of the Gateway One office project in that area and they will be speaking during public comment to request an increase in the FAR and height for that area, probably 1.0 FAR and 100 foot height limit. If the CAC agrees to make the change it will be reflected in the revised draft for the 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. The CAC will receive a compilation and summary of the public comments from the in-person and online open houses ahead of your June 15th meeting. The public comments are to inform the final report and recommendations of the CAC to the City Council. The goal is to complete the CAC work and finalize your recommendations at the June 15th meeting.

One other packet of information that is being prepared for the May 3rd CAC meeting and the open houses are the documents listed in the appendix of the draft report. Staff is compiling those materials and will provide you with a copy of the materials available as of next Tuesday at the meeting. These are background documents for information only and do not require CAC review. However, staff will be available to answer any questions you may have about those materials.

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

Open House: May 18, 2016

DRAFT

What is Station Area Planning?

The City is planning for the area around the future East Main light rail station to explore opportunities for redevelopment and identify potential improvements that will make it easier to get around.

How is Station Area Planning different from station design?

Station design concerns the physical layout, appearance and function of the light rail station. Design of the East Main light rail station is Sound Transit's responsibility.

Station area planning addresses access, zoning and land use around the station for current and future communities. Station area planning is the City of Bellevue's responsibility.

OBJECTIVES

- Improve access to the station
- Plan for future development around the station; and
- Address other identified neighborhood issues that are outside the mitigation requirements for light rail

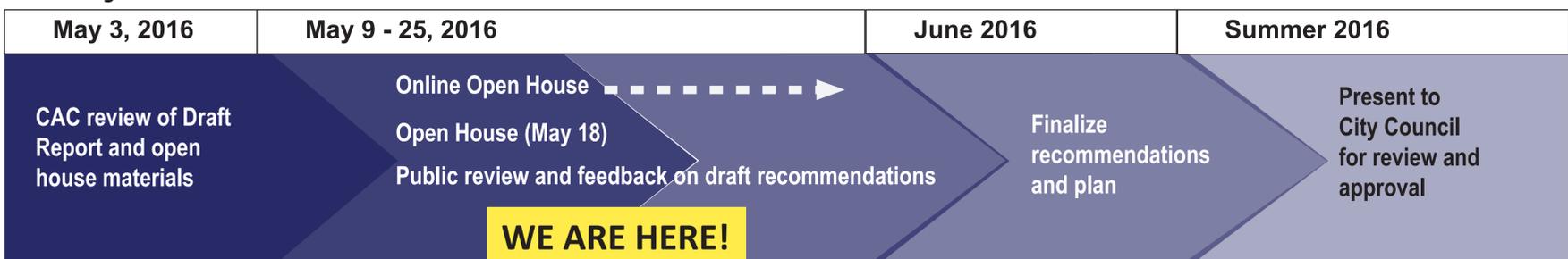


Citizen Advisory Committee

The East Main Station Area Planning Citizen Advisory Committee (East Main CAC) – a group of 9 residents and business representatives from the study area – was appointed by the Mayor and City Council in August 2014 to develop a plan and recommendations for the future of the area around the station. The East Main CAC will not be addressing the East Main station design or the Sound Transit light rail system itself.

For additional information, please visit the project web page at: www.bellevuewa.gov/east-main-station.htm

Project Timeline

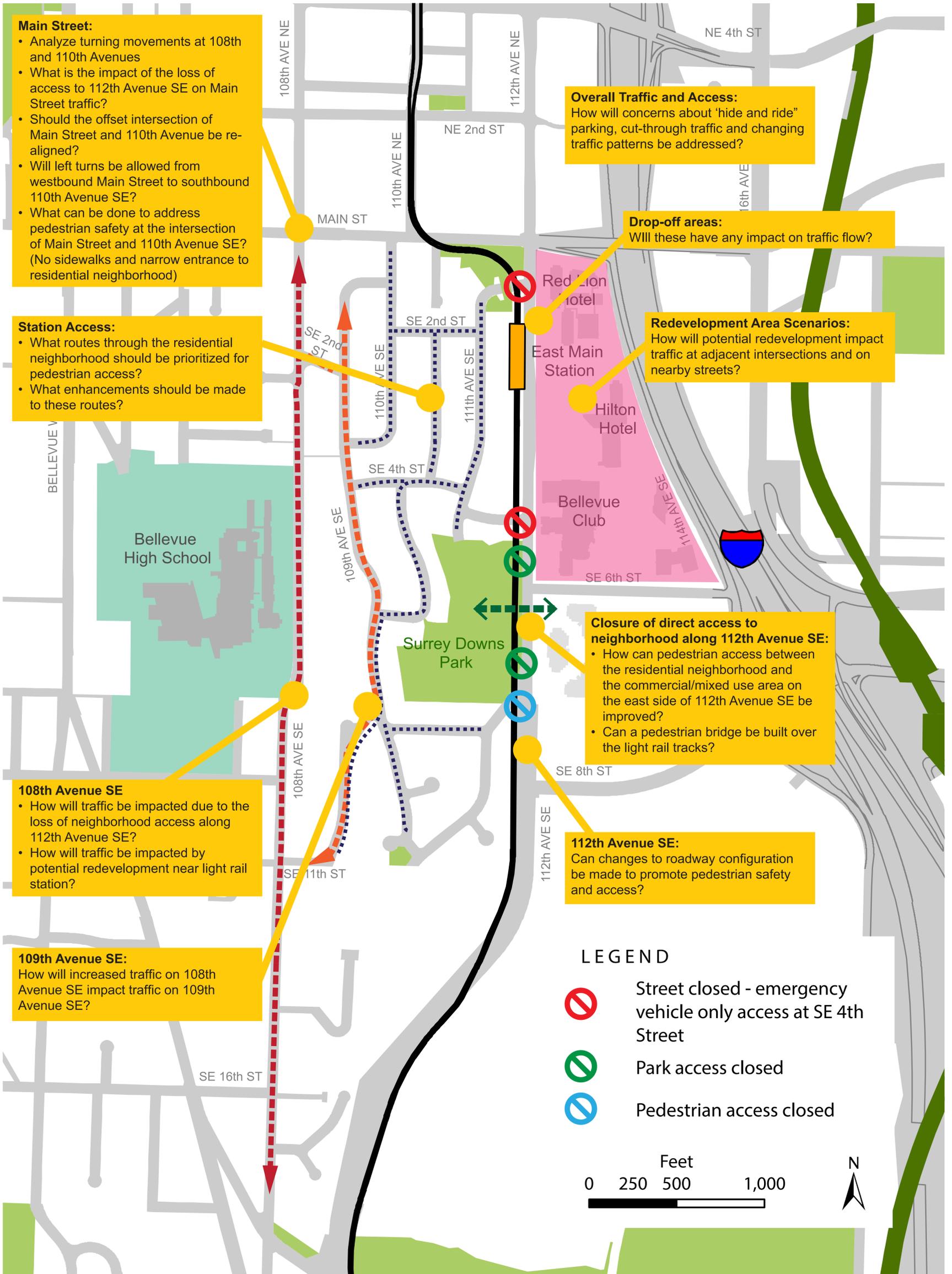




What We've Heard

Comments from Citizen Advisory Committee and the Community

DRAFT





CAC Recommendations

DRAFT

Many comments have been received over the course of this project and they have helped the CAC formulate a Vision for the area around the station (light rail is scheduled to begin operating in 2023).

The CAC's vision and recommended strategies are summarized into four topics:

- pedestrian/bicycle access
- traffic
- character
- redevelopment.

The Strategies are intended to make the vision a reality over the next 20 years and beyond.

The CAC is seeking public feedback on how well the draft strategies achieve the vision and objectives established for the area around the future East Main station.

Please review the vision* and draft strategies* summarized by the four topics, answer the questions and provide any additional comments. Your feedback will be used by the CAC to finalize their recommended strategies that will be transmitted to City Council for their consideration and approval.

**The vision has been summarized and strategies have been abbreviated in some cases due to space limitations. For a complete draft of the East Main Station Area Plan, including the full vision statement and implementation strategies, please click on the following link: {link to Draft report on project website}*





Pedestrian & Bicycle Access

CAC Recommended Vision & Strategies

DRAFT

VISION

- Access to the East Main station is safe and pleasant for all ages and abilities
- Gaps in the non-motorized network are filled
- Sidewalks are installed at neighborhood entry points
- New development promotes transit use, walking, and biking and reduces need for automobile trips
- A grade separated crossing allows people walking and biking to connect to Surrey Downs park and 112th Avenue SE
- The Main Street corridor is a safe, inviting east/west non-motorized connection
- Main St accommodates all modes

STRATEGIES	
1	Complete projects identified as high priority in the Pedestrian and Bicycle Plan in and near the station area.
2	Install wayfinding—with travel times and distance—for people walking and biking to the stations and other major destinations.
3	Work with Sound Transit to ensure the multi-use path that connects the South Bellevue station to the East Main station includes wayfinding.
4	Evaluate the potential for marked crosswalks to better highlight pedestrian crossings along 108th Avenue SE at SE 2nd Street and SE 11th Street.
5	Develop and implement pedestrian and bicycle safety improvements along the entire Main Street 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 pedestrian safety on: <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.
8	Install a crosswalk on Main Street on 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 line in the vicinity of Surrey Downs Park and SE 6th Street.
10	Provide designated routes (e.g. walkways, sidewalks, and/or signage) through the Surrey Downs neighborhood that are safe, well-lighted, and attractive routes for pedestrians.

Question 1

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

- Very Well
- Somewhat
- Not At All
- Tell Us More



Pedestrian & Bicycle Access

Strategies

DRAFT





Traffic

CAC Recommended Vision & Strategies

DRAFT

VISION

- Residential streets serve the access and parking needs of residents
- Traffic is monitored and managed on arterials and collector arterials
- Neighborhood access points facilitate people driving—given restrictions into the neighborhood—while improving safety for pedestrians and bicyclists
- Non-residents are discouraged from driving and parking in neighborhood areas

STRATEGIES	
1	Evaluate whether existing residential parking zone (RPZ) areas should be expanded or if a new RPZ should be created in residential neighborhoods.
2	Evaluate day and hour restrictions of all RPZ areas in the Bellecrest and Surrey Downs neighborhoods to determine if they should be expanded.
3	Monitor pick-up/drop-off activity in the residential area 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	Continue to explore new technologies/best practices that discourage non-residential traffic from traveling from downtown through residential areas.
8	Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE.
9	Evaluate the feasibility and trade-offs of modifications to the intersection of Main Street and 110th Avenue for the purposes of providing additional neighborhood access for residents, improving pedestrian safety, and discouraging non-residential traffic.
10	Add a protected left turn signal phase for all legs of the Main Street to and 108th Avenue SE intersection to facilitate residential neighborhood access while improving safety for people walking across Main Street and 108th Avenue SE.
11	Implement a 20 mph school zone around Bellevue High School.

Question 2

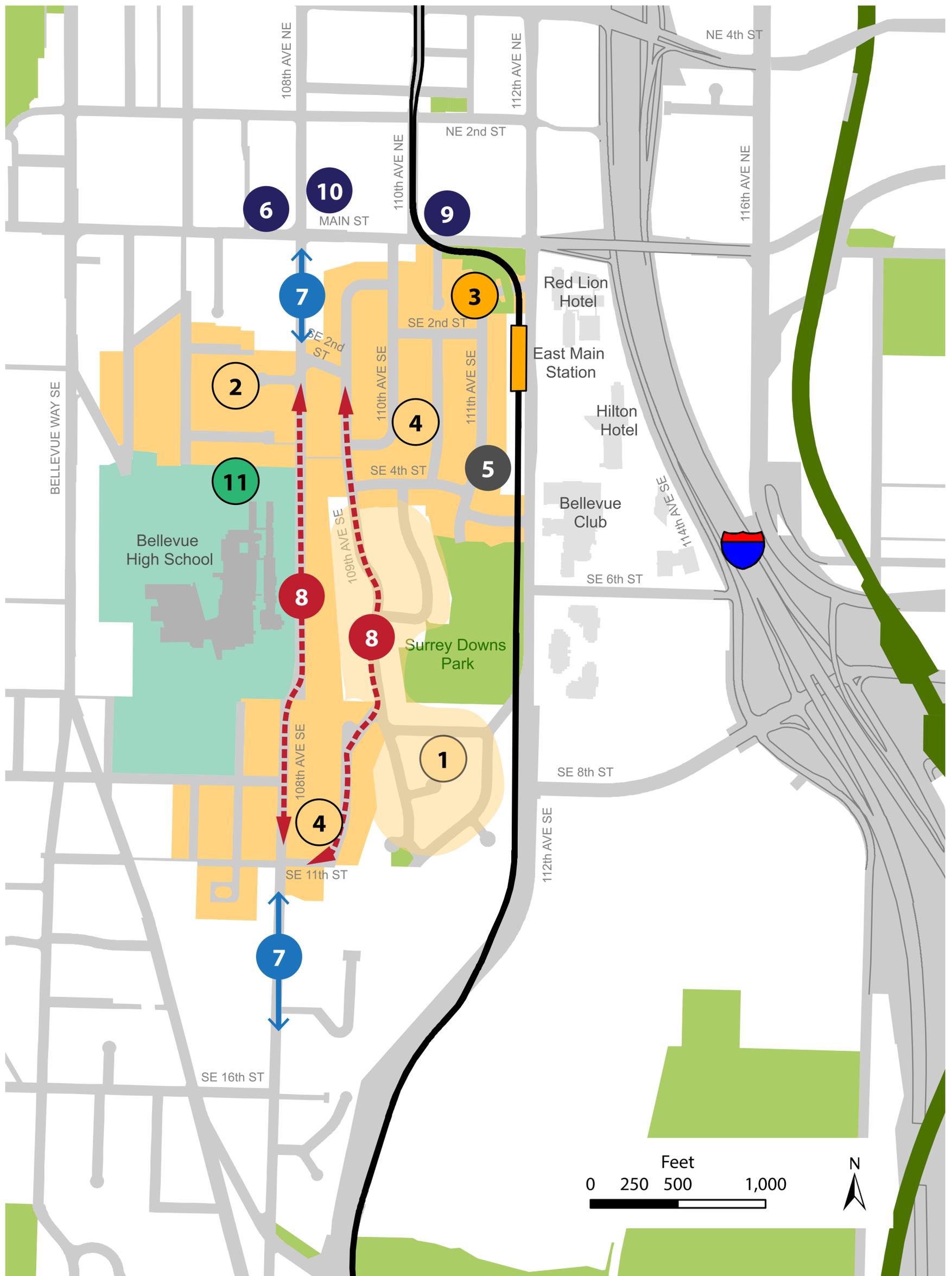
How well do the TRAFFIC strategies provide access for residents, and address neighborhood traffic and parking concerns?

- Very Well
- Somewhat
- Not At All
- Tell Us More



Traffic Strategies

DRAFT





Character

CAC Recommended Vision & Strategies

DRAFT

VISION

- Main St has wide sidewalks, landscaping, pedestrian scale lighting, and shade trees
- Emulates the feel of Old Bellevue but places priority on people walking and biking
- Main St reflects both the characters of downtown and residential areas
- 112th Ave SE has a wide buffer between street and sidewalk
- Street retains its mature, vegetated feel
- Safe and inviting for people walking and biking

STRATEGIES

Implement Main Street design that emphasizes safety and incorporates aspects of Old Bellevue including wider sidewalks, planting strips, shade trees and lighting.

Incorporate East Main Station Area Plan recommendations for Main Street into other City plans.

Implement 112th Avenue SE design that preserves the “green boulevard” look, and creates a safe and inviting environment for all users.

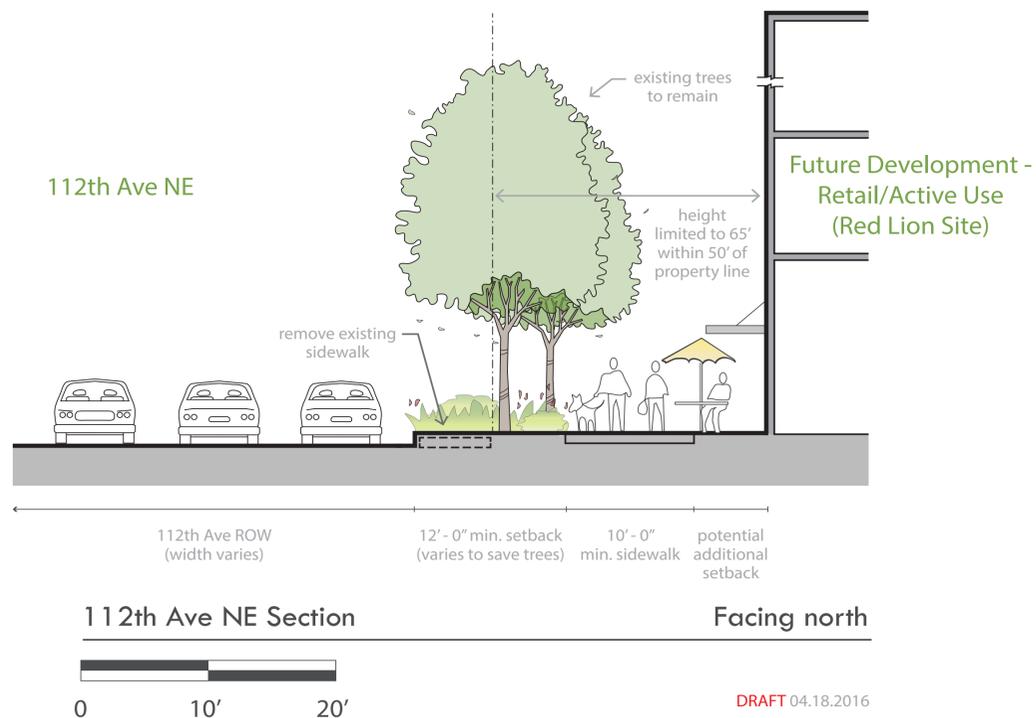
Implement street frontage design guidelines for 112th Avenue SE that encourage an active pedestrian environment with:

- Wide sidewalks
- Landscape strips separating traffic from sidewalks
- Large shade trees
- Pedestrian-oriented storefronts and activities

Implement regulations for new development along 112th Avenue SE with:

- Building setbacks at back of sidewalks
- Residential front stoops on the sidewalk
- Attractive, well-defined residential entrances that serve multiple units
- Setbacks for upper floors above three stories, and
- Taller buildings located closer to I-405

Example street frontage design for redevelopment facing 112th Avenue SE



Question 3

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

- Very Well
- Somewhat
- Not At All
- Tell Us More



Redevelopment

CAC Recommended Vision & Strategies

DRAFT

VISION

- New development is compatible with surrounding area
- Incorporates principles of transit oriented development (TOD)
 - Pedestrian oriented
 - Mix of uses and scales
 - Easy access to transit
 - Short block lengths
 - Narrow internal streets
 - On-street parking
 - Vibrant both day and night for people living and working (and nearby residents)
- Ample public space including active and passive areas
- Residential buildings focused on 112th
- Office buildings focused on 114th
- Development is set back and stepped

STRATEGIES

Create new “transit-oriented development” zone for commercial properties east of 112th Avenue SE between Main Street and I-405.

Encourage a mix of residential, retail stores (not “big box”), offices and hotels.

Limit building height to 65 feet along most of 112th Ave SE, allowing gradual increase up to 200 feet closer to center of site (NOTE: Hilton Hotel is 110 feet tall).

Apply additional incentives and requirements such as higher level of public amenities and design for additional building height and square footage above a minimum amount.

Allow up to 300 foot tall buildings and additional building square footage within 250 feet of Main Street but only with additional public benefits that result in higher quality development than required at lower amount of development.

Seek Council re-evaluation of Mount Rainier view corridor so buildings could be taller (i.e. up to 300 feet) along I-405.

Create a new public street between Red Lion and Hilton properties for better site access and traffic circulation.

Establish design standards for landscaping and architecture to minimize “wall effect” of offices along I-405 and to create safe and secure environments for people living, working and shopping in the new development.

Re-evaluate amount of parking required for transit-oriented development and encourage parking to be underground within larger buildings

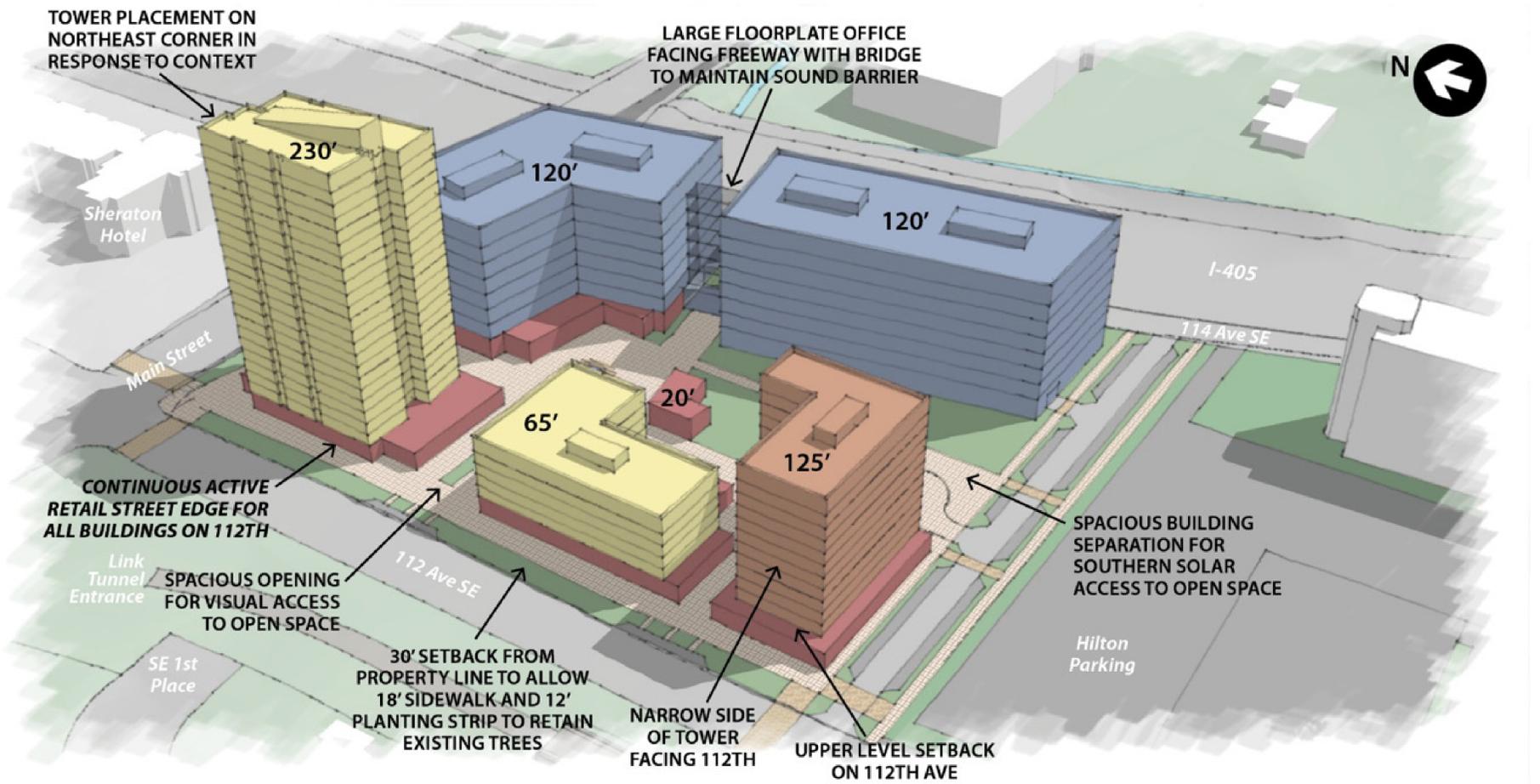
Retain current zoning for the commercial properties east of 112th Avenue SE between SE 6th and SE 8th Streets.

Question 4

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

- Very Well
- Somewhat
- Not At All
- Tell Us More

Example redevelopment scenario for Red Lion site (Approx 4.0 FAR)



DEVELOPMENT	
FAR	4.0
total sf	978,762
residential sf	319,590
retail sf	56,848
office sf	493,204
hotel sf	109,120
parking stalls	~1,500

SITE	sf	acres	percent
total parcel area	244,388	5.6	100%
building footprint	117,751	2.7	48%
open space - hardscape	64,953	1.5	27%
open space - green	49,433	1.1	20%
roadway and surface parking	9,977	0.2	4%
impervious surface	192,681	4.4	79%

BUILDINGS	floorplate	height
highrise resid.	11,500	230'
midrise resid.	13,311	65'
office	32,642 / 31,688	120'
hotel	9,920	125'

- residential
- office
- retail
- hotel
- plaza/sidewalk
- green space

Example design for new street in redevelopment area

