

PUBLIC COMMENT
RECEIVED
FOR
EAST MAIN

From: gandsryan ryan [<mailto:gandsryan@msn.com>]
Sent: Thursday, February 15, 2018 4:50 PM
To: Kattermann, Michael <MKattermann@bellevuewa.gov>
Subject: 112th access from Surrey Downs

Michael,

Thank you for talking with me last night at the Open House about 112th access from Surrey Downs.

My comments are:

Surrey Downs residents need pedestrian and bicycle access in and out of Surrey Downs to 112th. For close to 60 years our neighborhood was able to use 1st Street, 4th Street, and Surrey Downs Park North and South entrances. That's 4 compared to zero as soon as the park access closes. We should not be forced to go north around and through the busy East Main Station to get to the proposed Red Lion Hotel site, Bellevue Club, SE 8th Park and Ride or all of the trails in the Mercer Slough Park. As past members of Triangle Pool, most neighborhood kids would ride their bikes along 112th to avoid the hills on 108th. In the summer I ride my bicycle to work in Factoria. My route was out through 4th Street, South along 112th, East on SE 8th (which needs a sidewalk on the South side under 405 and the trestle), then along the Connector (which is dangerous riding on the Southbound shoulder). I should not have to go North around the East Main Station before riding to work. Many other bicyclists head to the SE 8th Park and Ride and the South Bellevue Park and Ride and need access to 112th to avoid the hills. Before 4th Street closed last year, I used to see bicyclists cutting through Surrey Downs on their way to work in Downtown Bellevue. This was a welcome sight as a homeowner. More eyes and ears on the neighborhood, no noise, more incentive for people to ride themselves.

Please consider all options for access to Surrey Downs and Surrey Downs Park from 112th.

Thank you.

Glenn Ryan

206-499-9021

Surrey Downs Homeowner

East Main Transit Oriented District Comprehensive Plan Amendment

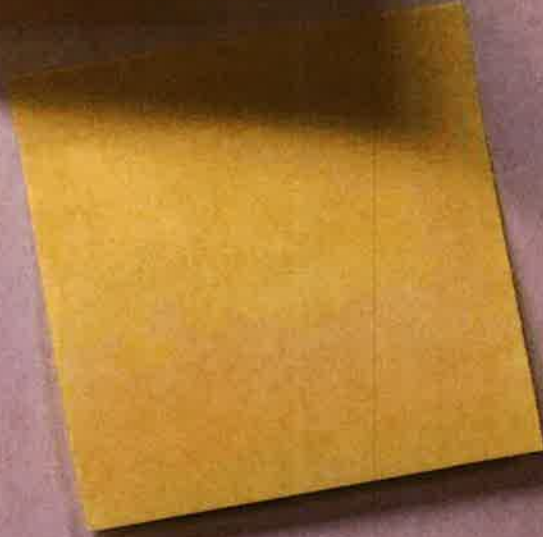
Open House

September 5, 2018

The following pages are images of the actual poster boards and comments submitted by the public for this open house

Please ~~do~~ not
let them build
Giant buildings!
because I like my
peaceful neighborhood.
- Hugh Rosenow
age 10

Most Bellevue citizens
want real progress &
real leadership. Stop
listening to the complainers!



Family
rooms within
5 from
station -
be used
more!

Street-level
pedestrian crossings
on 112th Ave SE.

Zoning should
require daylighting
Sturtevant Creek.

Upzone
single-family
neighbourhoods within
500 yards from
light rail station -
it should be used
more!

str

ch
opping

rel,

Traffic is people
in cars. Want to
fix traffic? Get them
out of the cars!

200-300 ft heights
massing out of scale
and wipes out
transition zone
for single family to
new development.

Taller buildings so
more people can
enjoy light rail +
our beautiful city!

Would be nice to
go along the Main Str
on a bike without
loosing/gaining so much
elevation, and not stopping
at 112th ave. Elevated
bridge, going through
new development (2nd level,
maybe)

Inner street
grid should feel
like a place for
people, not for cars.

Encourage office
buildings to have

o water features

o unique walking areas

a la NYC Highline

Public bicycle
parking

A good place
to read a book
or have coffee
with a friend

a grocery
it can
ner to

I'd like a mini golf
at batting cages because
I love both but the
nearest ones are so
far away - Hugh Rosenberg
age 16

Smaller local
restaurants.

Less emphasis on
parking garages
+ parking lots.

I want a Grocery
Store, so it can
be easier to
Get Food.

- Hugh
Rosenow
age
10

I'd like a
at batting
I love to
nearest one
far away

o Boutiques -
Subsidized
for local
handicrafts
(vs. more chains)

The density is
good! This
area should be
semi-urban.

performance
venue (i.e. theater)
perf. hall

museum

Car rentals
are ok (if not too
many) - this is a
gateway area,
next to the
freeway, so
can be used to transition
between transp. modes

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venue (ie. theater)
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museum

Car rentals
are ok (if not too
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freeway, so
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between transp. modes

Gulledge, Kristin

From: Cullen, Terry
Sent: Monday, September 24, 2018 8:11 AM
To: Munkberg, Deborah; Byers, Trish (Patricia); Helland, Carol
Subject: EMTOD Letter of Support

From: Ken Rosenow <kenjrosenow@gmail.com>
Date: September 23, 2018 at 7:41:44 PM PDT
To: jeremybarksdale@gmail.com, john.carlson@live.com,
john@devadoss.net, anne.morisseau@gmail.com, alaing@schwabe.com,
rmoolgavkor@gmail.com, malakout@uw.edu
Cc: TCullen@bellevuewa.gov
Subject: EMTOD Letter of Support

Ken Rosenow
401 109th Ave SE
Bellevue, WA 98004

September 23, 2018

Dear City of Bellevue Planning Commission Members,

I am writing this letter to voice my support for the East Main Transit Oriented District (EMTOD) Project as envisioned by the Citizen Advisory Committee (CAC). I have been a resident of the Surrey Downs Neighborhood for 15 years and originally chose to live in this location to be near a growing downtown and to take advantage of the amenities that a downtown area can provide. The EMTOD reinforces the decision I made to live near a vibrant downtown area.

While I look forward to being able to enjoy the additional neighborhood friendly businesses and services that will open up in the EMTOD, my support is based on the following concerns being addressed by the planning commission:

- Increased congestion from higher density development, especially taking into account the uncertainty of 114th Ave SE, a WSDOT owned road, in the future, and the overall increase of traffic accessing the Bellevue core area.
- Potential for an increase in crime: the city is already stretched with their ability to service the community with the current police staffing. To support the new development, the city must find a way to increase the staffing levels of the police force and also ensure a proper level of security from Sound Transit at the East Main light rail station.
- Aesthetics of the development that occurs on the Red Lion and Hilton properties: while aesthetics are somewhat subjective in nature, citizens have been clear about buffering existing neighborhoods from high rise development with a graceful transition. I have been able to speak with the current land owner and developer of the Red Lion and Hilton properties, Mr. Mon Wig of Wig Properties LLC. In my many conversations with Mr. Wig, I have felt assured that the eventual development of these properties will be done in a manner that follows the vision that the CAC detailed. He is a local developer who wants to own properties for the long-term. Mr. Wig has attended Surrey Downs Community Club annual meetings as well as attending the many city meetings associated with the EMTOD. Many neighbors in Surrey Downs have concerns about the potential heights that EMTOD area will be zoned for, and Mr. Wig has listened in earnest to these concerns. He has been genuine in his vision of developing the

properties that will be pleasing to the neighbors with amenities, open spaces, and quality architecture.

Thank you for taking the time to read this letter. I hope that as the city grows and densifies, it will value and support the needs of existing, unique neighborhoods like Surrey Downs, which also contribute to the city's livability and vitality. I look forward to being a neighbor of a secure, thoughtfully developed district that is well planned for the impact it will have on roads and neighborhoods.

Sincerely,

Ken Rosenow

McCULLOUGH HILL LEARY, PS

October 29, 2018

VIA ELECTRONIC DELIVERY

Jeremy Barksdale, Chair
Bellevue Planning Commission
450 110th Avenue NE
Bellevue, Washington 98009

Re: East Main Station Area Plan

Dear Chair Barksdale and Commission Members:

We are writing on behalf of Wig Properties (“Wig”) regarding the East Main Station Area Plan. Wig owns the Bellevue Red Lion and Bellevue Hilton sites, the centerpiece of the transit-oriented development planning area (the “Property”). We have had an opportunity to review the policies outlined in the “2018 Annual Final Review Comprehensive Plan Amendment Recommendation” issued October 19, 2018 for East Main (“Proposed CPA”). We are writing to provide comments on the Proposed CPA. Our recommended changes are highlighted in the attached “Owner Recommendations” and include the following key areas.

1. The streets in the new street grid should not be dedicated streets.

We have previously written to you about the importance of having a large below-grade parking deck to serve the site – one that spans multiple sites. Our previous letter of September 26, 2018 regarding this issue is attached for your reference. We are concerned that the Proposed CPA will interfere with this objective.

In several locations in the Proposed CPA the word “public” has been added before “streets” or “street grid.” This may be an effort to impose a new element in the Plan, namely that all new streets must be dedicated to the City. Planning staff has indicated to you that the choice of words in the Comprehensive Plan will not dictate whether streets must be dedicated or may be privately owned, subject to a public easement. If this is truly the case, then we can defer this discussion until the upcoming Land Use Code amendments.

But on the other hand, this is a key policy issue that can and should be resolved at the Comprehensive Plan level. As we have noted, required dedication will significantly increase the cost of and reduce the feasibility of the project, will create internal vehicular congestion that will impair the pedestrian quality of the development and will force the project to rely on above-grade parking. It will also jeopardize the feasibility of the project. Our proposed language in the attachment clarifies that streets in the development need not be publicly owned. There is no reason not to resolve this issue now. (Item 14 in the attached Owner Recommendations)

October 29, 2018

Page 2 of 3

In addition, we have suggested language to encourage the coordination of parking and loading access on 114th Avenue SE. This area fronting I-405 should be the “working side” of the development. (Item 16 in the attached Owner Recommendations)

2. Floorplate allowances should be designed to attract technology companies.

The City Council gave clear direction to the Planning Commission that larger floorplates should be considered to attract technology companies. Final locations of these larger floorplates will be determined in the Land Use Code amendment (LUCA) process and the project entitlement process but clear direction should be established at the Comprehensive Policy level. (Item E on page 1 in the attached Owner Recommendations)

3. Structure height should be measured from the 112th Avenue SE datum for the Property.

To provide an appropriate below-grade master garage and to allow for level, accessible and connected pedestrian spaces in the project, a consistent grade plane should be established across the Property based on elevations at 112th Avenue SE. We have recommended language to accomplish this at the Comprehensive Plan level. (Item 4 in the attached Owner Recommendations)

4. Allow sky bridge connections to the East Main Station.

To allow important pedestrian sky bridge connections across 112th Avenue SE, new comprehensive plan policies will be required. Sound Transit has told the owners at least one possible location for sky bridge connection on the transit station area. (Item 11 in the attached Owner Recommendations)

5. Allow for access from Main Street to 114th Avenue SE and the new North/South Street and eliminate specific street diagrams from the CPA.

Since 114th Avenue SE should serve as the principal “working side” of the project for parking access and loading dock access, it will be important to find ways to maintain access from Main Street. (Item 13 in the attached Owner Recommendations)

In addition, it is important to maintain a vehicular connection from the new North/South Street (that will run parallel to and between 112th and 114th Avenues SE inside the Property) either to Main Street or to 112th Ave SE as otherwise the new North/South Street dead-ends into Main Street, which prevents traffic from easily entering into and dispersing from the Property and reduces connectivity which is one of the main goals of a grid system.

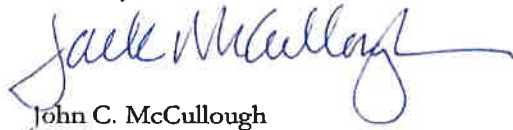
Lastly, we recommend that the site plans showing locations of plazas and gathering places be removed from the Proposed CPA, as they can be misinterpreted by future reviewers as being prescriptive in nature. If they are kept, we recommend adding the following caveat: “NOTE: ATTACHED FIGURES ARE FOR ILLUSTRATION PURPOSES ONLY AND DO NOT CONSTITUTE POLICY DIRECTION.”

October 29, 2018

Page 3 of 3

We appreciate your attention to these comments. We have already provided these comments to DCD staff and will be working closely with them in the days ahead on our proposed modifications to the comprehensive plan. We are requesting the Planning Commission to provide clear direction that the final version of the Proposed CPA should support these important objectives. Thank you for your consideration in advance.

Sincerely,

A handwritten signature in blue ink, appearing to read "John C. McCullough", with a stylized flourish at the end.

John C. McCullough

cc: Wig Properties LLC

McCULLOUGH HILL LEARY, PS

September 26, 2018

VIA ELECTRONIC DELIVERY

Jeremy Barksdale, Chair
Bellevue Planning Commission
450 110th Avenue NE
Bellevue, Washington 98009

Re: East Main Station Area Plan

Dear Chair Barksdale and Commission Members:

We are writing on behalf of Wig Properties, LLC ("Wig") regarding the East Main Station Plan. Wig owns the Bellevue Red Lion and Bellevue Hilton sites, the centerpiece of the planning area (the "Property"). We have had an opportunity to review the proposed revised policies for the plan and would like to provide comments on a particular issue relating to the establishment of public streets.

The streets in the new street grid should not be dedicated streets.

In several locations in the Revised Policies the word "public" has been added before "streets" or "street grid." This may be an effort to impose a new element in the Plan, namely that all new streets must be dedicated to the City. This is an unfortunate idea, one that will significantly increase the cost of and reduce the feasibility of the project, will create internal vehicular congestion that will impair the pedestrian quality of the development and will force the project to rely on above-grade parking. It will also jeopardize the feasibility of the project.

The below-grade parking for the project will need to be constructed across the entire site.

The Property has an unusually high water table, as depicted on the attached exhibit. It is challenging and expensive to build below-grade parking beneath the water table. This necessitates construction of a special "bathtub" structure to protect the parking garage from water intrusion. These bathtubs require substantially more operational and maintenance costs than typical below-grade construction. Constructing the below-grade parking across the entire site (the "Single Garage") allows the maximum amount of parking on each floor, thereby reducing the need to intrude into the water table.

Instead of dedication, we propose that the streets on the surface of the Single Garage be subject to irrevocable easements in favor of the City and the public, to ensure that they function exactly like dedicated streets. We have prepared sample easement language and shared this language with the City to demonstrate that these streets supported by public easements would behave no differently from dedicated streets. A copy of this sample language is attached for your reference.

The intent of revising the policies to require that all streets be “public” will be to prevent the construction of the Single Garage. Instead, each building or group of buildings on each new block would need to construct its own separate garage. This is frankly unnecessary and would result in several adverse impacts on the planned development:

Unnecessary & Extraordinary Costs

- To support the soil beneath the dedicated streets, the project would need to construct nearly 6,000 feet of additional shoring and garage foundation walls – more than a mile – to a depth of 60 or 70 feet. These are shoring walls and foundations that would be unnecessary under the Single Garage. We estimate these unneeded shoring walls and foundations would add \$30 million or more to the overall project cost.
- Being required to build multiple garages means that the area under the dedicated streets would not be used for parking – an area on multiple levels of more than 8 acres. As a result, over 4000 parking stalls would be lost. We estimate the marginal cost replace these stalls below-grade in additional levels of multiple garages would exceed \$200 million in project cost.
- Below-grade parking in multiple garages would be substantially less efficient than in a Single Garage. We estimate that these inefficiencies would add about \$20 million in project cost.
- A needless requirement to dedicate streets in the project will therefore add \$250 million or more to the project cost – a staggering figure. To mitigate the adverse financial effects on the project, it will be necessary to move more parking above-grade, where it may cost 50% or less to construct. It makes no sense to design policies to incentivize the construction of above-grade parking.

Impacts to the Pedestrian Environment

- The Single Garage allows vehicles to enter at the perimeter of the site, such as along 114th Avenue NE. Once in the Single Garage, vehicles can freely circulate to an appropriate parking stall close to their intended destination. With the Single Garage, all this vehicular circulation can occur below grade, thereby substantially reducing vehicular traffic on the surface streets and enhancing the pedestrian quality of these streets. Multiple garages, on the other hand, will force this circulation to take place on the surface streets, increasing congestion and interfering with pedestrian activity.

Furthermore, the Single Garage allows for the use of speed ramps for entering and exiting, something not possible on small individual sites.

- Likewise, with the Single Garage most parking access can occur at the perimeter of the site, with only a few access locations on the surface streets. Multiple garages will force each block to include multiple curb cuts for garage access, further interfering with the quality of the pedestrian environment.
- The Single Garage allows for loading and service access to be consolidated on 114th Avenue NE on the east side of the project. From this location, loading activities can be maintained underground and distributed to the various buildings in the project out of sight. Truck access can be restricted to this location, thereby substantially reducing truck volumes on the surface streets. With multiple garages, these loading and service activities will occur separately on each block and trucks will be required to navigate the surface pedestrian streets to their destinations, building by building. Each building will require its own loading dock at street level, further impacting the pedestrian environment.

Loss of Efficiency

- The Single Garage allows for the sharing of parking among different uses within the project. Shared parking is a key element of mixed-use design, and the Single Garage allows users relying on a common parking supply to cooperate in parking allocation throughout the day. Multiple garages, on the other hand, segregate the parking inventory into numerous individual garages across the site. Sharing of parking between uses that rely on separate garage structures is much more difficult to implement.
- From a sustainability point of view, the Single Garage is vastly superior to multiple garages. The Single Garage reduces excavation and construction, makes vehicle parking and loading more efficient and reduces energy consumption.

There is no reason for the City to support a multiple garage option that fails on all of these issues.


A requirement to dedicate street areas is a throwback to Bellevue's suburban past. Such a requirement would place the project in financial jeopardy and undermine all the pedestrian principles on which future development should be based. Modern, mixed-use transit-oriented developments must be efficient, flexible and pedestrian friendly. Devotion to outdated models will only prevent us from achieving the goals set out by the CAC and the City Council.

We appreciate your attention to these comments. We ask the Planning Commission to provide clear direction to staff to maintain flexibility in the establishment of streets in the planning area and not

September 26, 2018
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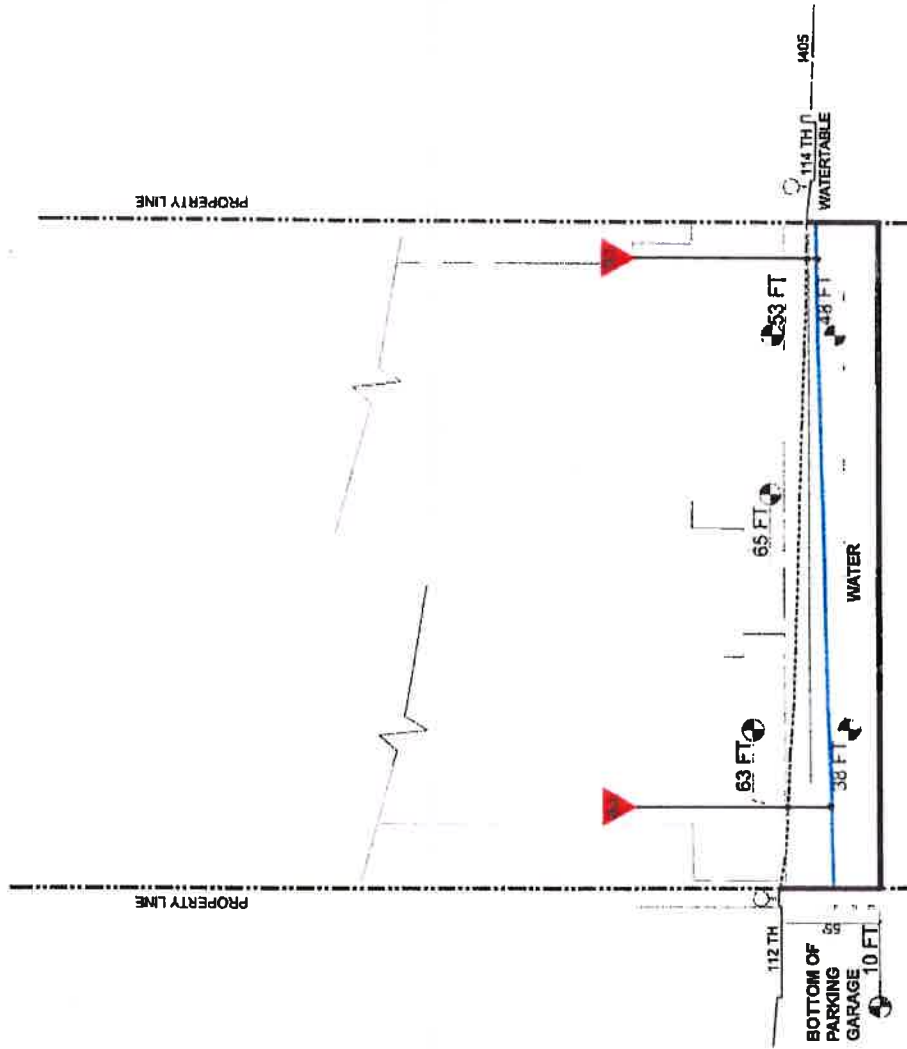
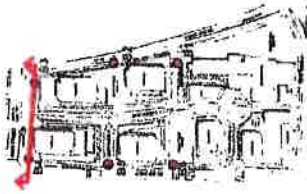
require the unnecessary public dedication of streets. We should focus on urban form and function, not irrelevant issues of ownership.

Sincerely,



John C. McCullough

cc: Wig Properties, LLC

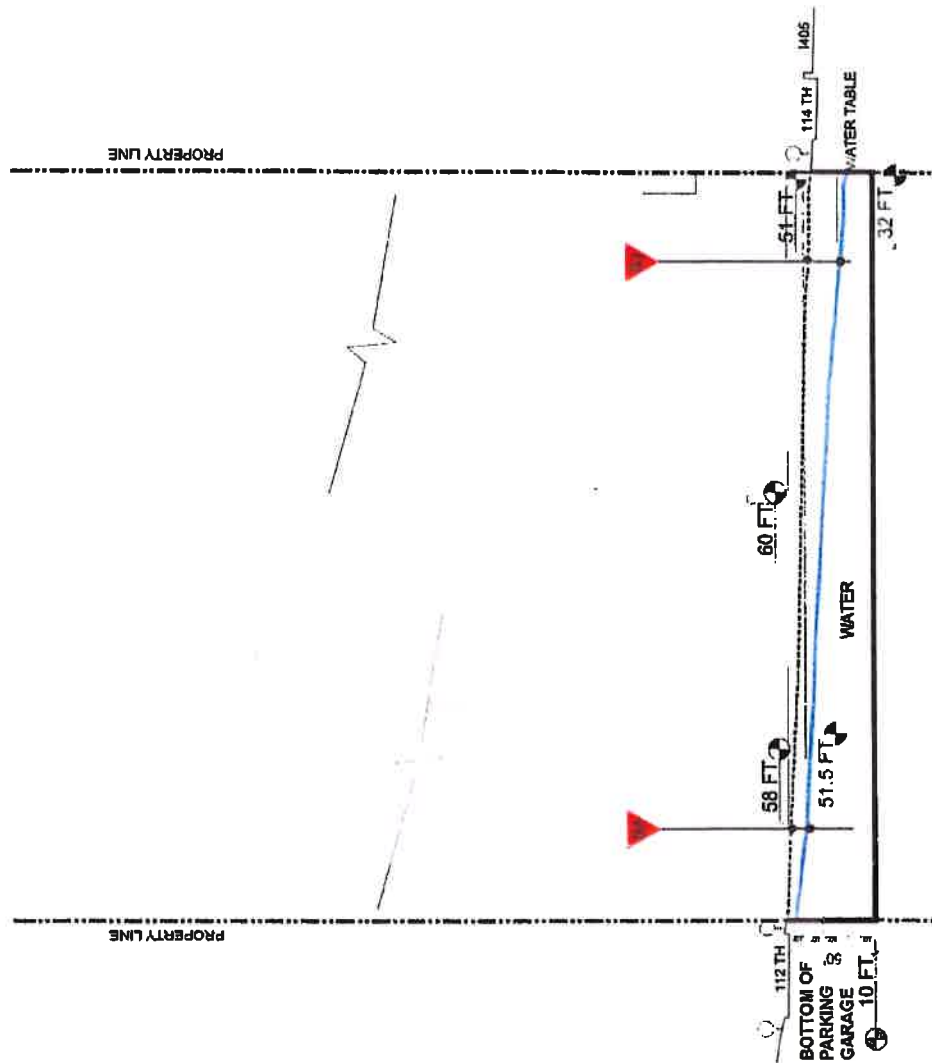
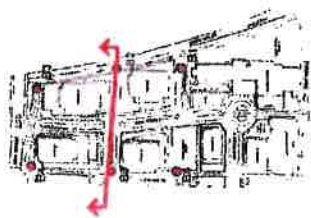


- ELEVATION ABOVE SEA LEVEL
- EXISTING GRADE
- WATER TABLE
- BORING LOCATION



09/05/2018
HILTONRED LION SITE STUDY

BORING B4-B3 SECTION
SCALE: 1/8" = 1'-0"



ELEVATION
ABOVE SEA LEVEL

--- EXISTING GRADE

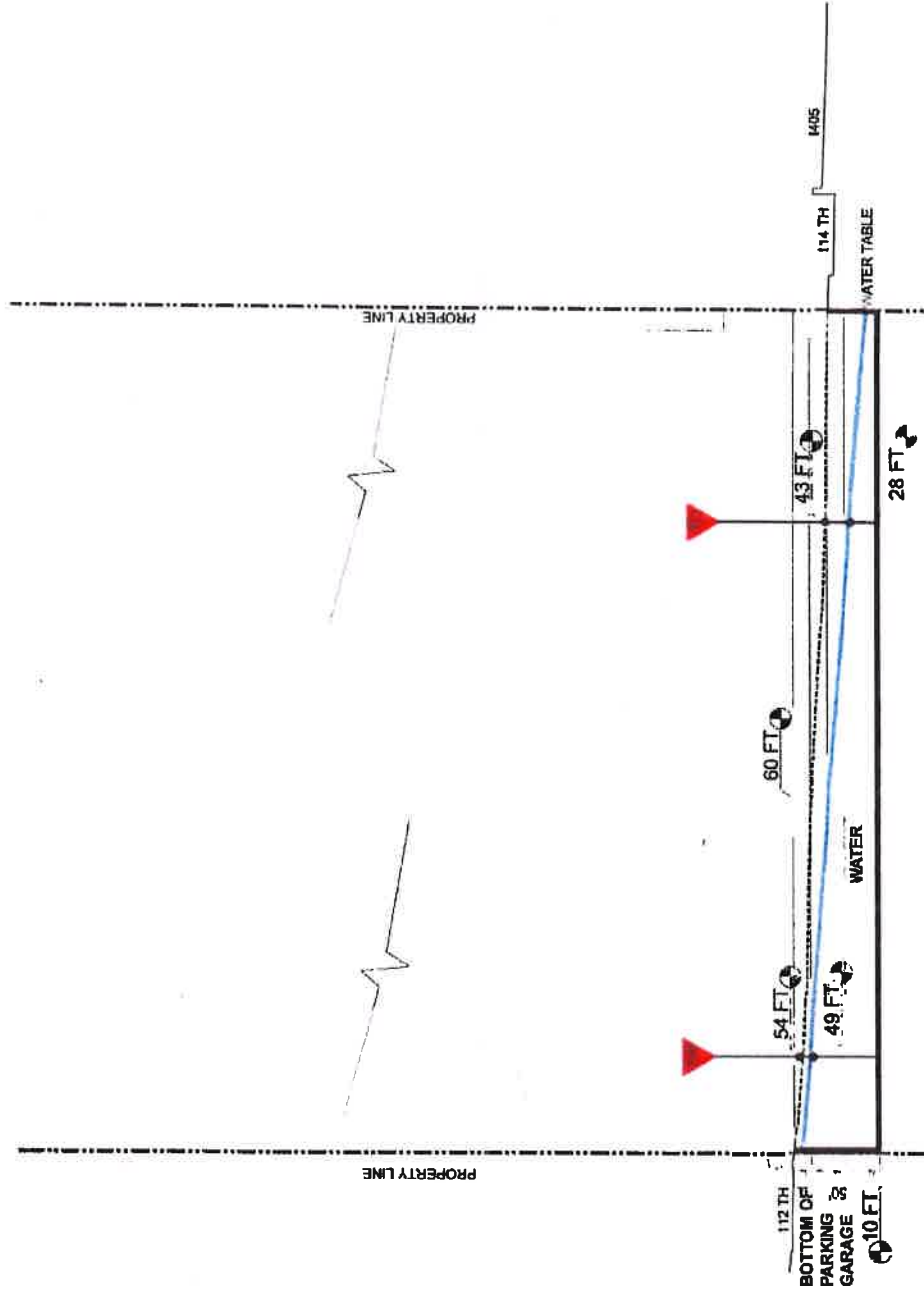
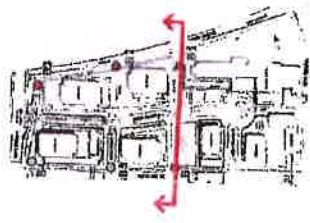
WATER TABLE

BORING LOCATION



09/05/2018
HILTON/RED LION SITE STUDY

BORING B5-B2 SECTION
SCALE: 1/8" = 1'-0"



BORING BS-B1 SECTION
SCALE: 1/8" = 1'-0"

09052018
HILTONRED LION SITE STUDY



OPEN SPACE EASEMENT

1. Public Open Space Easement.

1.1. Grant of Open Space Easement. Developer hereby grants, dedicates and conveys to the City, its successors and assigns, as a covenant running with the land, an easement (the “**Public Easement**”) for the purposes described below, subject to the terms and conditions set forth herein, on, over, across and above the surface of that portion of the Developer Property legally described on Exhibit A (the “**Easement Area**”). “Surface” means the finished surface of the Easement Area following construction of the Open Space Improvements, as defined below. The Easement Area does not include any portion of the below-grade garage or other subsurface areas of the Developer Property or any portion of the Project.

1.2. Purposes. Subject to the conditions set forth herein, the Public Easement is granted to the City for open space, landscape, recreation, pedestrian and recreational use and access by the public.

1.3. Limitations on Public Access. Prior to completion of the Open Space Improvements by the Developer as set forth in Section 2 below, access to the Easement Area is limited to Developer, and its agents, employees, consultants and contractors. Further the right of the general public to use the Easement Area is prohibited until completion of construction of the Garage and the Project and the Open Space Improvements and is thereafter limited as reasonably required for the safe exercise of Developer’s repair, reconstruction or redevelopment rights as provided in Subsection 1.5 below. After the Open Space Improvements are completed by the Developer, and except when the Easement Area may be closed to public use as provided herein, the Easement Area will open to the general public during daylight hours, without charge, during reasonable and predictable hours, for a minimum of ten (10) hours each day of the year between October and April and twelve (12) hours each day of the year between May and September (“Public Access Hours”).

1.4. Use of the Easement Area. The following activities are prohibited in the Easement Area during Public Access Hours: camping; pets off-leash; smoking; carrying handguns or weapons; violation of any law or regulation; posting of signs or notices (but not holding signs, signature gathering or hand billing); possession of alcoholic beverages; urinating or defecating; use of amplified sound; maintaining a fire; damage or vandalism to any Open Space Improvements or the Project; abusive or harassing behavior; driving a vehicle; possession of illegal drugs; sexual activities or misconduct; assault or fighting; use of on-site water or electricity by the public and any other activity which may result in injury to persons or damage to property, which unreasonably interferes with the enjoyment of the Open Space by others or which obstructs access to the Street or the Project (individually, “Prohibited Activity”, and collectively, the “Prohibited Activities”). With the exception of Prohibited Activities, the public may engage in activities allowed in the public sidewalk environment, including free speech activities, unless such activities would require a street use permit if conducted on the sidewalk. Developer reserves the

right to take such lawful action as Developer deems necessary or advisable under the circumstances to prevent, respond to or terminate any Prohibited Activity, including without limitation effecting the temporary closure of the Easement Area.

1.5. Developer's Reserved Use of the Easement Area. Developer reserves (a) the use of the airspace in and above the Easement Area for the purpose of crane swing and for other purposes associated with the construction and operation of the Project, and (b) the use of the surface and subsurface of the Easement Area as required for the construction, maintenance, repair, reconstruction and redevelopment of the Project, the Street Improvements and the Garage. In addition, Developer may install, use, maintain and repair limited improvements on the surface of the Easement Area as reasonably necessary to operate the Garage and/or the Project, provided that such improvements are approved by the City as not substantially interfering with the public use and enjoyment of the Easement Area as an open space as provided herein. Partial or complete closure of the Easement Area by the Developer may be reasonably required for Developer to complete any work permitted under this Subsection 1.5 or for maintenance and/or repair required under Subsection 1.6 below. Such period of closure shall be limited to the period reasonably necessary to complete the required work.

1.6. Maintenance and Repair. Following completion of the Open Space Improvements (defined below), the Developer shall provide, at its sole expense, all maintenance and repair services for the Open Space Improvements, including the cost of all utilities associated with operation of the Open Space Improvements. The Easement Area and Open Space Improvements shall be maintained in a clean, attractive and safe condition, substantially similar to the condition of the original installation, with allowance for reasonable wear and tear prior to replacement of the Open Space Improvements. All repairs to and replacement of the Open Space Improvements shall be conducted promptly and with materials of like kind and quality to the original.

1.7 Developer's Use of the Easement Area. Developer, occupants of the Project, and their respective agents and guests, have the same rights to use the Easement Area as the general public during Public Access Hours and may also use the Easement Area during hours when it is not open to the general public as described in Subsection 1.3 above.

1.8 No Construction by City in the Easement Area. Nothing herein shall authorize the City to undertake any construction or modification of the Easement Area or install any fixtures, landscaping or improvements in the Easement Area.

STREET EASEMENT

2. Public Street Easement.

2.1. Grant of Street Easement. Developer hereby grants, dedicates and conveys to the City, its successors and assigns, as a covenant running with the land, an

easement (the "Street Easement") for the purposes described below, subject to the terms and conditions set forth herein, on, over, across and above the surface of that portion of the Developer Property legally described on Exhibit A (the "Easement Area"). "Surface" means the finished surface of the Easement Area following construction of the Street Improvements, as defined below. The Easement Area does not include any portion of the below-grade garage or other subsurface areas of the Developer Property or any portion of the Project.

2.2. Purposes. Subject to the conditions set forth herein, the Street Easement is granted to the City for the public use of certain private streets on the Developer Property, for vehicular and pedestrian ingress and egress between the Developer Property and adjoining City rights-of-way.

2.3. Limitations on Public Access. Prior to completion of the Street Improvements by the Developer as set forth in Section 2 below, access to the Easement Area is limited to Developer, and its agents, employees, consultants and contractors. Further the right of the general public to use the Easement Area is prohibited until completion of construction of the Garage and the Project and the Street Improvements and is thereafter limited as reasonably required for the safe exercise of Developer's repair, reconstruction or redevelopment rights as provided in Subsection 1.5 below. After the Street Improvements are completed by the Developer, and except when the Easement Area may be closed to public use as provided herein, the Easement Area will open to the general public 24 hours per day, seven days per week through the year ("Public Access Hours").

2.4. Use of the Easement Area. The following activities are prohibited in the Easement Area during Public Access Hours: camping; pets off-leash; smoking; carrying handguns or weapons; violation of any law or regulation; posting of signs or notices (but not holding signs, signature gathering or hand billing); possession of alcoholic beverages; urinating or defecating; use of amplified sound; maintaining a fire; damage or vandalism to any Street Improvements or the Project; abusive or harassing behavior; driving a vehicle; possession of illegal drugs; sexual activities or misconduct; assault or fighting; use of on-site water or electricity by the public and any other activity which may result in injury to persons or damage to property, which unreasonably interferes with the enjoyment of the Street by others or which obstructs access to the Street or the Project; failure to obey posted signs; parking, standing or loading vehicles in areas not designated for such use; exceeding the posted speed limit (individually, "Prohibited Activity", and collectively, the "Prohibited Activities"). With the exception of Prohibited Activities, the public may engage in activities allowed in the public sidewalk environment, including free speech activities, unless such activities would require a street use permit if conducted on the sidewalk. Developer reserves the right to take such lawful action as Developer deems necessary or advisable under the circumstances to prevent, respond to or terminate any Prohibited Activity, including without limitation the temporary closure of the Easement Area.

2.5. Developer's Reserved Use of the Easement Area. Developer reserves (a) the use of the airspace in and above the Easement Area for the purpose of crane swing

and for other purposes associated with the construction and operation of the Project, and (b) the use of the surface and subsurface of the Easement Area as required for the construction, maintenance, repair, reconstruction and redevelopment of the Project, the Street Improvements and the Garage. In addition, Developer may install, use, maintain and repair limited improvements on the surface of the Easement Area as reasonably necessary to operate the Garage and/or the Project, provided that such improvements are approved by Parks as not substantially interfering with the public use and enjoyment of the Easement Area as Street. Partial or complete closure of the Easement Area by the Developer may be reasonably required for Developer to complete any work permitted under this Subsection 1.5 or for maintenance and/or repair required under Subsection 1.6 below. Such period of closure shall be limited to the period reasonably necessary to complete the required work.

2.6. Maintenance and Repair. Following completion of the Street Improvements (defined below), the Developer shall provide, at its sole expense, all maintenance and repair services for the Street Improvements, including the cost of all utilities associated with operation of the Street Improvements. The Easement Area and Street Improvements shall be maintained in a clean, attractive and safe condition, substantially similar to the condition of the original installation, with allowance for reasonable wear and tear prior to replacement of the Street Improvements. All repairs to and replacement of the Street Improvements shall be conducted promptly and with materials of like kind and quality to the original.

2.7 Developer's Use of the Easement Area. Developer, occupants of the Project, and their respective agents and guests, have the same rights to use the Easement Area as the general public during Public Access Hours and may also use the Easement Area during hours when it is not open to the general public as described in Subsection 1.3 above.

2.8 No Construction by City in the Easement Area. Nothing herein shall authorize the City to undertake any construction or modification of the Easement Area or install any fixtures, landscaping or improvements in the Easement Area.

All changes proposed by property owner are highlighted in yellow.

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Attachment 2

DRAFT Policies: East Main TOD A.1

Definitions

Transit-oriented development (TOD) – Development that is within one-half mile from and oriented toward a transit station that provides frequent, reliable service. TOD optimizes transit use through a compact mix of housing, retail and office uses and a walkable pedestrian-oriented character.

East Main – Transit Oriented Development (EM-TOD) – A land use designation in the Southwest Bellevue (West Bellevue) subarea designed to provide for a mix of office, housing, retail, and services. Multiple uses and appropriate densities are encouraged to create a concentration of activity that supports transit service and retail development.

Land Use Element

COMPREHENSIVE PLAN MAP

Update Comprehensive Plan Land Use Map (Map LU-1) to include East Main Transit Oriented Development designations

POLICIES

[new policies to be inserted under a separate Transit Oriented Development Areas heading following the Downtown and Mixed Use Centers heading]

Transit Oriented Development Areas

- A. Provide for a mix of housing, office, service and retail uses in a compact walkable development pattern that optimizes the benefits of transit investment in Bellevue's transit-oriented development areas.
- B. Provide walking and bicycle routes in the station area that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.
- C. Ensure that transit-oriented land use and development is responsive to the type of transit facilities and services provided and the context of surrounding area.
- D. Consider a land use incentive system that offers additional floor area ratio in exchange for infrastructure and amenities that contribute to the public good.
- E. Maximize square footage for building footprints and floors plates (as indicated in 3rd bullet under Land Use 2 of CAC Recommendations and in Council's guideline # 5).
- F. Allow 15% in additional height for good design (as indicated in Redevelopment Scenario 4 on page A51 of CAC's Appendix dated June 15, 2016).

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Southwest Bellevue Subarea Plan

COMPREHENSIVE PLAN MAP

Update Figure S-SW.1 Southwest Bellevue Land Use Plan to include East Main Transit Oriented Development designation.

East Main TOD Vision

[East Main TOD vision, goals and policies to be inserted as a separate section following the Overview section]

In 2035, the East Main station area is a vibrant, livable and memorable transit-oriented neighborhood. Anchored by a variety of housing choices, offices, hotel and supporting commercial services, the East Main neighborhood comfortably spans the change in character from Downtown to the low-density residential neighborhood west of 112th Ave SE. East Main's urban design character, expressed by varied buildings heights, abundant landscaping, an attractive open space system and informal gathering places, reflects its unique character and location.

Small walkable blocks and connected pathways allow people to easily move between the light rail station and destinations in and around the station area. Along 112th Ave SE, wide sidewalks, ample

Land Use

Goal: To develop regulations that provide for a compact urban-scale transit-oriented district that optimizes the benefits of the light rail investment and complements existing neighborhoods.

1. Establish the East Main Transit Oriented Development (EM-TOD) area as a high quality, mixed-use neighborhood, distinct from and complementary to Downtown and providing a graceful transition from Downtown to adjacent residential neighborhoods. Within this area:

- a. The area north of SE 6th Street is the primary TOD area and accommodate the greatest amount and intensity of development.
- b. The area south of SE 6th Street is the secondary TOD area, with mixed use TOD development at a lower scale development pattern, due to the increased distance from the transit station and environmental constraints.
- c. The entire East Main TOD area should maintain a consistent high design quality.

2. Promote a mix of housing, office, retail and hotel uses that create a vibrant active center during both daytime and evening hours.

3. Ensure that land uses, parking and development patterns optimize transit use and access.

4. Provide housing for diverse household sizes and income levels consistent with the city's Affordable Housing Strategy.

5. Establish a land use incentive system that offers additional floor area ratio in exchange for affordable housing as a top priority and may also include other improvements and amenities that contribute to the public good.

Transportation

Goal: To create a complete and connected public transportation system that enhances mobility and protects nearby neighborhoods from spillover traffic impacts.

Pedestrians and Bicycles

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6. Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.

7. Create an active, safe and inviting pedestrian and bicycle environment in the station area and along 112th Avenue SE.

8. Establish a clearly-defined public pedestrian system to the station area and other destinations, such as the Mercer Slough, and other nearby parks and open spaces. Consider public easements inside the station area.

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9. Foster walkability and visual interest by establishing a pattern of small walkable blocks within the station area wherever reasonably feasible, as shown in Figure 1.

10. Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor.

Vehicular Mobility

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11. Develop one or more new east/west public streets between 112th and 114th avenues SE in the primary TOD area.

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12. Establish a system of public streets organized in a small block grid pattern, as shown in Figure 1.

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13. Develop parking standards that reflect the reduced reliance on vehicular travel in the station area.

Urban Design

Goal: To develop regulations that achieve a distinctive pedestrian-oriented design character and a lively public realm that reflects the unique relationship of the station area to Downtown and the surrounding residential area.

16. Minimize the visual intrusion of required parking structures through thoughtful location and design, substantial landscaping, wrapping other uses around structured parking, integration of ground-level retail and pedestrian uses or other measures. Stand-alone parking structures are not appropriate in this setting.

17. Promote an inviting and safe walking environment through pedestrian-oriented storefronts, housing, abundant green space including trees, gathering places, welcoming building entrances or front stoops, and other measures.

18. Integrate pedestrian and bicycle access to transit in the design of public and private developments so that the form and connectivity of the built environment support non-motorized travel choices.

19. **Provide for** the use of high quality and durable building materials that evoke a sense of permanence.

20. **Ensure** a lively public realm by integrating publicly accessible plazas, open spaces and other gathering places with public and private development.

21. **Achieve** **district distinct** design that reinforces the station area's role as a significant downtown gateway from public viewpoints along northbound I-405 and Wilburton hill.

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22. Allow for greatest building heights closest to Downtown and along I-405. Building heights should transition down toward 112th Avenue SE and the adjacent low-density residential neighborhood.

23. Consider building placement and use of building materials to help reduce noise from I-405.

24. Provide abundant landscaping and amenities along 112th Avenue SE to enhance its pedestrian character.

25. Support a future corridor design for Main Street that emphasizes safety and aspects of the character of the Old Bellevue district, **along with** wide sidewalks, **planter** strips, shade trees and lighting.

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26. Preserve sunlight and air circulation through thoughtful siting and spacing of towers.

27. Include landscaping treatment, building modulation, and other architectural measures in high-rise development to create interest, texture and a sense of human scale.

Open Space

Goal: To **develop regulations that** create an attractive and functional open space system that serves the immediate neighborhood and that connects with the larger Bellevue parks and open space system.

28. Establish **aan** **public** open space system in the station area that incorporates:

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a) **Abundant** landscaping;

b) Well-integrated publicly accessible plazas, paths, open spaces and other gathering places; **and**

c) A clearly-defined **public** **pedestrian** system that is connected to destinations within and surrounding the station area.

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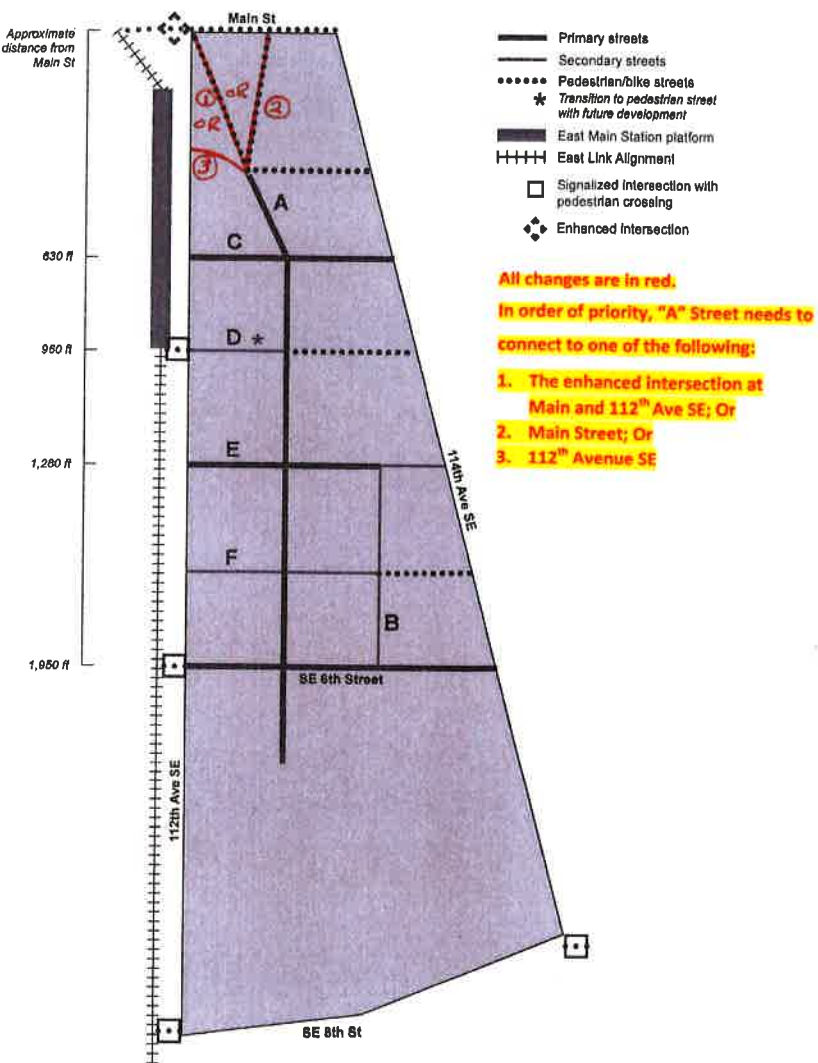
Natural Environment

Goal: To promote environmental sustainability and realize opportunities provided by redevelopment to improve the health of natural features.

29. Encourage development adjacent to Sturtevant Creek to enhance the stream corridor and wetlands as an amenity.

30. Promote environmentally sensitive design in public and private projects, including use of natural drainage systems, water conservation measures, and other practices.

Figure 1



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Definitions

Transit-oriented development (TOD) – Development that is within one-half mile from and oriented toward a transit station that provides frequent, reliable service. TOD optimizes transit use through a compact mix of housing, retail and office uses and a walkable pedestrian-oriented character.

East Main – Transit Oriented Development (EM-TOD) – A land use designation in the Southwest Bellevue (West Bellevue) subarea designed to provide for a mix of office, housing, retail, and services. Multiple uses and appropriate densities are encouraged to create a concentration of activity that supports transit service and retail development.

Land Use Element

COMPREHENSIVE PLAN MAP

Update Comprehensive Plan Land Use Map (Map LU-1) to include East Main Transit Oriented Development designations

POLICIES

[new policies to be inserted under a separate Transit Oriented Development Areas heading following the Downtown and Mixed Use Centers heading]

Transit Oriented Development Areas

- A. Provide for a mix of housing, office, service and retail uses in a compact walkable development pattern that optimizes the benefits of transit investment in Bellevue's transit-oriented development areas.
- B. Provide walking and bicycle routes in the station area that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.
- C. Ensure that transit-oriented land use and development is responsive to the type of transit facilities and services provided and the context of surrounding area.
- D. Consider a land use incentive system that offers additional floor area in exchange for infrastructure and amenities that contribute to the public good.

E. Consider allowing larger floorplates for office use to accommodate the building types desired by technology companies (City Council Guiding Principles to Planning Commission #5).

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Southwest Bellevue Subarea Plan

COMPREHENSIVE PLAN MAP

Update Figure S-SW.1 Southwest Bellevue Land Use Plan to include East Main Transit Oriented Development designation.

East Main TOD Vision

[East Main TOD vision, goals and policies to be inserted as a separate section following the Overview section]

In 2035, the East Main station area is a vibrant, livable and memorable transit-oriented neighborhood. Anchored by a variety of housing choices, offices, hotel and supporting commercial services, the East Main neighborhood comfortably spans the change in character from Downtown to the low-density residential neighborhood west of 112th Ave SE. East Main's urban design character, expressed by varied buildings heights, abundant landscaping, an attractive open space system and informal gathering places, reflects its unique character and location.

~~Small walkable~~Walkable blocks and connected pathways allow people to easily move between the light rail station and destinations in and around the station area. Along 112th Ave SE, wide sidewalks, ample landscaping and pedestrian oriented development create a safe and attractive environment. Careful management of the transportation system has ensured that mobility and safety is achieved while also protecting the adjacent lower density neighborhoods from negative traffic impacts.

GOALS & POLICIES

East Main Station Area

Land Use

Goal: To develop regulations that provide for a compact urban-scale transit-oriented district that optimizes the benefits of the light rail investment and complements existing neighborhoods.

1. Establish the East Main Transit Oriented Development (EM-TOD) area as a high quality, mixed-use neighborhood, distinct from and complementary to Downtown and providing a graceful transition from Downtown to adjacent residential neighborhoods ~~and an iconic gateway development on Interstate 405~~. Within this area:

- a. The area north of SE 6th Street is the primary TOD area and accommodate the greatest amount and intensity of development.
- b. The area south of SE 6th Street is the secondary TOD area, with mixed use TOD development at a lower scale development pattern, due to the increased distance from the transit station and environmental constraints.
- c. The entire East Main TOD area should maintain a consistent high design quality.

2. Promote a mix of housing, office, retail and hotel uses that create a vibrant active center during both daytime and evening hours.

3. Ensure that land uses, parking and development patterns optimize transit use and access.

4. ~~Emphasize great pedestrian quality through urban design strategies: additional height can optimize open spaces at the ground level; limiting the majority of parking access to the~~

perimeter of large sites reduces vehicle congestion in the pedestrian environment; and on sites with varying topography, establish a consistent datum for the ground plane that allows for level, accessible and connected pedestrian spaces.

5. Provide housing for diverse household sizes and income levels consistent with the city's Affordable Housing Strategy.

56. Establish a land use incentive system that offers additional floor area in exchange for affordable housing as a top priority and may also include other improvements and amenities that contribute to the public good.

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Transportation

Goal: To create a complete and connected public transportation system that enhances mobility and protects nearby neighborhoods from spillover traffic impacts.

Pedestrians and Bicycles

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67. Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.

78. Create an active, safe and inviting pedestrian and bicycle environment in the station area and along 112th Avenue SE.

89. Establish a clearly-defined publicly accessible pedestrian system through public easements to the station area and other destinations, such as the Mercer Slough, and other nearby parks and open spaces.

910. Foster walkability and visual interest by establishing a pattern of small walkable blocks within the station area wherever reasonably feasible, as shown in Figure 1.

1011. Allow for pedestrian sky bridge connections from the East Main Station across 112th Avenue SE to the transit-oriented development east of 112th Avenue SE.

12. Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor.

Vehicular Mobility

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~~11~~13. Develop one or more new east/west public streets and a new north/south street between 112th and 114th avenues SE in the primary TOD area. Explore options to provide continuing access from Main Street to 114th Avenue SE and provide vehicular connections from a new north/south street east of 112th Avenue SE to Main Street.

~~12~~

14. Establish a system of public streets with public easements organized in a small block grid pattern, as shown in Figure 1.

~~13~~15. Develop parking standards that reflect the reduced reliance on vehicular travel in the station area.

16. On large sites, use large, below-grade garages (with easements for public streets and sidewalks above) to promote shared and efficient use of parking resources and to limit

vehicular congestion in the pedestrian environment. Use 114th Avenue SE as the focus for loading and garage access for properties on 114th Avenue SE.

Urban Design

Goal: To develop regulations that achieve a distinctive pedestrian-oriented design character and a lively public realm that reflects the unique relationship of the station area to Downtown and the surrounding residential area.

1417. Allow development to achieve maximum densities envisioned for the station area.

1518. Ensure that development is scaled to serve those who live and work in the station area and adjoining Southwest Bellevue Subarea (West Bellevue) neighborhoods; large "big box" retail uses that serve a regional market are not appropriate in this setting. Allow grocery stores, entertainment and retail that serve Bellevue neighborhoods as well as transit.

1619. Minimize the visual intrusion of required parking structures through thoughtful location and design, substantial landscaping, wrapping other uses around structured parking, integration of ground-level retail and pedestrian uses or other measures. Stand-alone parking structures are not appropriate in this setting.

1720. Promote an inviting and safe walking environment through pedestrian-oriented storefronts, housing, abundant green space including trees, gathering places, welcoming building entrances or front stoops, and other measures.

1821. Integrate pedestrian and bicycle access to transit in the design of public and private developments so that the form and connectivity of the built environment support non-motorized travel choices.

1922. Provide for the use of high quality and durable building materials that evoke a sense of permanence.

2023. Ensure a lively public realm by integrating publicly accessible plazas, open spaces and other gathering places with public and private development.

2124. Achieve district design that reinforces the station area's role as a significant downtown gateway from public viewpoints along northbound I-405 and Wilburton hill.

2225. Allow for greatest building heights closest to Downtown and along I-405. Building heights should transition down toward 112th Avenue SE and the adjacent low-density residential neighborhood.

2326. Consider building placement and use of building materials to help reduce noise from I-405.

2427. Provide abundant landscaping and amenities along 112th Avenue SE to enhance its pedestrian character.

2528. Support a future corridor design for Main Street that emphasizes safety and aspects of the character of the Old Bellevue district, along with such as wide sidewalks, planter strips, shade trees and lighting. (Comment: Per City Council Guiding Principle to Planning Commission #2, this "area should have its own unique identity and character.")

2629. Preserve sunlight and air circulation through thoughtful siting and spacing of towers.

~~2730~~. Include landscaping treatment, building modulation, and other architectural measures in high-rise development to create interest, texture and a sense of human scale.

Open Space

Goal: To develop regulations that create an attractive and functional open space system that serves the immediate neighborhood and that connects with the larger Bellevue parks and open space system.

~~28~~

~~31~~. Establish ~~a publican~~ open space system in the station area that incorporates:

- a) Abundant landscaping;
- b) Well-integrated publicly accessible plazas, paths, open spaces and other gathering places; and
- c) A clearly-defined ~~public~~ pedestrian system that is connected to destinations within and surrounding the station area.

Natural Environment

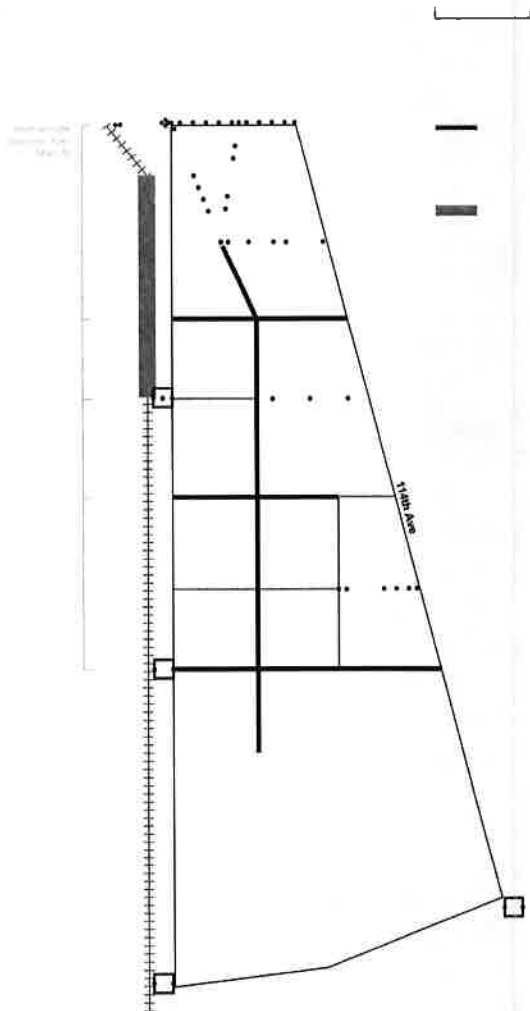
Goal: To promote environmental sustainability and realize opportunities provided by redevelopment to improve the health of natural features.

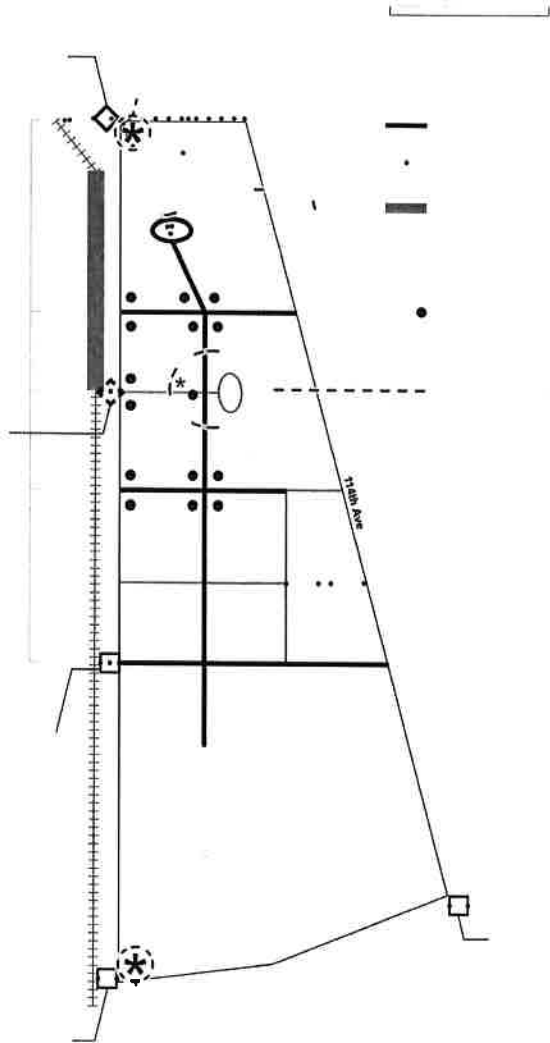
~~2932~~. Encourage development adjacent to Sturtevant Creek to enhance the stream corridor and wetlands as an amenity.

~~3033~~. Promote environmentally sensitive design in public and private projects, including use of natural drainage systems, water conservation measures, and other practices.

WE RECOMMEND DELETING THE STREET SPECIFIC DIAGRAM. IF IT MUST BE INCLUDED, THEN PLEASE ADD THE FOLLOWING "NOTE: ATTACHED FIGURES ARE FOR ILLUSTRATION PURPOSES ONLY AND DO NOT CONSTITUTE POLICY DIRECTION."







Gulledge, Kristin

From: Paul Weller <psweller@gmail.com>
Sent: Friday, September 28, 2018 11:29 AM
To: Cullen, Terry
Subject: East Main TOD - Surrey Down Pro Development Neighbor
Attachments: Paul Weller Letter to Planning Commission - East Main TOD.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Terry,

I am a Surrey Downs resident and am in favor of significant density in the TOD district. I have attached a letter expressing my opinion and wanted to make it clear that not all Surrey Downs residents are against the density proposed.

Can you please forward this to the planning commission and/or others that have a say in the TOD?

Thanks,

Paul

September 28, 2018

Re: East Main Transit Oriented District

Hello Planning Commission,

I am Paul Weller, Surrey Down resident, and a planner and engineer by profession. Unfortunately, I wasn't able to make it to the latest open house to discuss the rezone of the East Main Transit Oriented District and provide my opinion. I have three kids and I am in the stage in life where soccer, swimming, violin lessons, etc. dominate the evenings.

Our home is located at 248 111th ave SE where the east boundary of our property is the Sound Transit Sound Wall. I have attached a photo that shows the views of the east taken from my back deck and as you can see, we will be significantly impacted by any type of growth/change in the East Main Transit Oriented District. We purchased this home about a year and a half ago and performed a significant remodel to make this home one that we will live in for a long time. We chose this location because we get to enjoy all the amenities of downtown Bellevue living and soon we will have easy access to Seattle and Redmond from the light rail. And of course, we enjoy the great schools and awesome neighborhood. Also, since our trees have been removed due to the construction of the sound wall, our view towards the east has opened up considerably. I have thoroughly enjoyed seeing the city lights at night and don't mind at all the city feel to it.

I understand that some of my neighbors have expressed dissatisfaction with the proposed density of the East Main Transit Oriented District. As I respect their opinion, I wanted to make it clear that their opinion does NOT represent the Surrey Downs neighborhood as a whole. I am very much in favor of significant density in the East Main Transit Orient District for various reasons.

Reason number one: I think it is important to look at this decision from a regional perspective. We all know that the Puget Sound region is growing significantly. I may lose a little bit of sunlight from high density in this district, but in my opinion, this is a small sacrifice to pay for **putting growth and density where it should go - in transit oriented developments.**

Reason number two: **With growth doesn't just come problems, it comes with opportunities and added amenities.** With higher density we are able to get other amenities like coffee shops, retail stores, super market, services, restaurants, etc.

Reason number three: **We will be gaining views of this city, not losing them.** I have seen the conceptual drawings and it will be incredible to have these amazingly designed building as my view. I understand that those are conceptual but I'm very confident that new state of the art buildings will be constructed there.

I would be glad to provide any additional insight if necessary.

Paul Weller
Owner - 248 111th Ave SE, Bellevue

