

City of Bellevue – East Main Station Area Plan May 2016 Outreach and Comment Summary Updated: June 6, 2016

BACKGROUND

To share information and receive public feedback on draft transportation and land use strategies for the East Main Station Area, the City of Bellevue (City) created an online open house, at eastmainstationareaplan.publicmeeting.info.

Visitors to the online open house could:

- Learn more about the purpose and objectives of the East Main Station Area Plan project
- Learn about the role of the East Main Station Area Plan Citizen Advisory Committee (CAC)
- View a high-level summary of previous public feedback received on the project
- Learn about and provide feedback on draft CAC recommendations relating to an overall vision for the East Main Station Area, pedestrian and bicycle access, traffic, neighborhood character and redevelopment scenarios

The interactive online open house went live on May 10 and was closed to public comments on May 26, 2016. During this time period, 156 unique visitors viewed the online open house. The City also held an in-person open house on Wednesday, May 18, at which twenty-three members of the public signed in...

An online survey included in the online open house sought feedback on the draft CAC recommendations. A total of 31 people submitted responses to the online survey and six attendees at the in-person open house submitted written responses to the same questions. All responses are incorporated in the survey summary below. In total, these 37 people provided a total of 64 narrative comments.

TARGET AUDIENCES FOR PUBLIC OUTREACH

- Members of the public who are already engaged in the East Main Station planning process (e.g. attending open houses, visiting the City of Bellevue East Main Station Area Plan website)
- Businesses and property owners in the neighborhood near the future East Main Station
- Commuters in the area surrounding the future East Main Station

HOW THE ONLINE OPEN HOUSE WAS DISTRIBUTED

The link to the online open house was distributed by City staff in the following ways:

- Postcard notification mailed to 3,374 addresses in the area surrounding the station area
- [News release](#) published May 11, which was linked from front page of the [City website](#)
- Posted on the City's [East Link in Bellevue](#) webpage for two weeks
- Posted on the City's [East Main Station Area Plan](#) project web page
- Sent an email notification to the City's East Link list serv (1,400+ email subscribers)
- Twitter post on the City's Twitter page (@bellevuewa)
- Three Twitter posts on the City of Bellevue Transportation Department Twitter page (@BvueTrans)

Additional information about the East Main Station Area planning process was also shared in the following ways:

- Documents with information on the CAC draft recommendations were posted to the [East Main Station Area Plan](#) project web page
- Notification of the in-person open house was published in the May 2016 issue of the City of Bellevue's [Neighborhood News](#) (electronic)

MAJOR COMMENT THEMES

The online survey embedded within the online open house received 31 responses. When adding in the six (6) questionnaires submitted at the in-person open house, 37 people responded to the survey in total. In the survey, each of the four key topic areas had one multiple choice question and one open-ended question. A total of 64 open-ended narrative comments were submitted.

Key comment themes that emerged included:

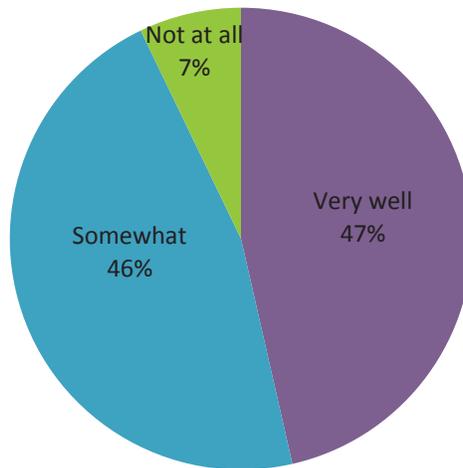
- Agreement that bike and pedestrian safety is important, along with some suggestions for potential related safety improvements
- Concerns related to traffic were primarily focused on impacts to nearby neighborhoods, with residents hoping more can be done to keep non-local traffic out of local neighborhoods
- Mix of opinions between support for high density development with taller buildings, versus concerns about the impacts to the nearby neighborhoods related to taller buildings
- Support for wider sidewalks and open/green spaces in new development
- Desire for the draft recommendations to be more action-oriented and less focused on evaluation
- Concerns about impacts to wetlands and trees

SURVEY RESPONSES

CAC Recommended Vision and Strategies: Pedestrian/Bicycle

Q1: How well do the PEDESTRIAN/BICYCLE ACCESS strategies improve the safety and ability to walk and bike to and from surrounding neighborhoods and the light rail station? (Multiple choice)

- Received 28 total responses:
 - 47% answered *Very well*
 - 46% answered *Somewhat*
 - 7% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Seventeen (17) narrative comments were received in response to this question. Comments indicated general agreement that bike and pedestrian safety is important and that there should be pedestrian access to the neighborhoods and to Surrey Downs Park. Some comments expressed concern that the draft recommendations do not adequately ensure a safe environment for pedestrians crossing 112th Avenue SE and 108th Avenue SE. Comments showed agreement that more sidewalks are needed for pedestrians, but there were concerns that adding bike lanes or sidewalks in the neighborhoods would increase noise for homeowners and further reduce the amount of on-street parking. Comments expressed concerns that the draft recommendations do not do enough to ensure the safety of cyclists.

Sample Responses:

- *“With all the increased traffic, I believe we need more sidewalks in the neighborhood.”*
- *“Establish a fully functioning intersection at 110th NE and Main Street with all ways crosswalks, traffic lights, all way access into and out of Surrey Downs neighborhood to replace SE 1st and SE 4th street closures and to relieve traffic on 108th. This will help reduce traffic time for Surrey Downs residents, reduce traffic on 108th Ave SE and reduce traffic volumes on 108th for the*

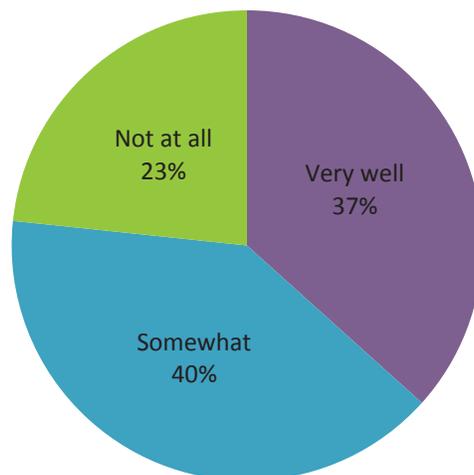
Bellecrest Neighborhood too. Getting easy usable information as to best ways into and around East Main station will be helpful.”

- *“When the city put in sidewalks on the west side, we all lost almost all of our street parking, and many neighbors were very upset about it. Our driveways can be steep and curvy, making the building of sidewalks difficult, as well as many of us have rockeries directly east of road. Additionally, there are many homes who will be less than 20 feet from the sidewalk if this is done. We already deal with massive street noise, this will be a detriment to homeowners and will reflect in lower property values and lessened quality of life.”*
- *“The problem for bikes, besides the fact that Bellevue has not provided for them, is not that they have to ride with traffic, if there is room, but that they have to shift back and forth from "automobile behavior" to "pedestrian behavior." You can't just throw in some sidewalks across some driveways, add a crosswalk, and think that bike commuters will use the route. What you will have created is a set of hazards. Free right turns, driveways, and being forced into crosswalks are the three most hazardous situations for bikes. Even more than drivers who hate bikes. Bikes need lanes that allow them to act like cars all the time.”*
- *“Perhaps a more specific call out for bicycle lanes separate from sidewalks and auto traffic. I do agree strongly with a pedestrian access to the park around 6th. This is critical given the length of the new barrier created by the train starting at main street and extending south along 116th.”*

CAC Recommended Vision and Strategies: Traffic

Q1: How well do the TRAFFIC strategies provide access for residents, and address neighborhood traffic and parking concerns? (Multiple choice)

- Received 32 total responses:
 - 37% answered *Very well*
 - 40% answered *Somewhat*
 - 23% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Twenty (20) narrative comments were received in response to this question. Comments primarily addressed neighborhood concerns about cut-through traffic. Comments noted concerns about users of the light rail station parking in the neighborhood and noted that residents would like to see more action to restrict non-local/cut-through traffic and more enforcement of speed restrictions in the area. 108th Avenue SE and 109th Avenue SE were both mentioned as streets that should be restricted or closed to traffic. Comments indicated opposition to a left turn signal at Main Street onto 108th Avenue SE.

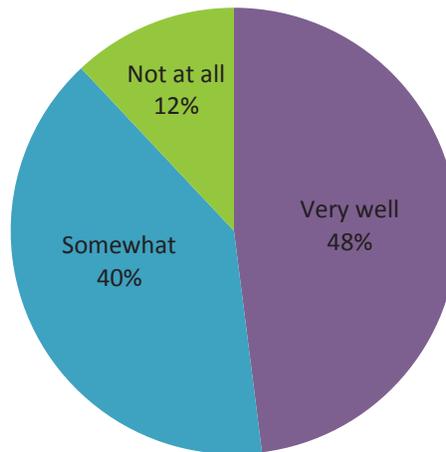
Sample Responses:

- *“RPZ in the Surrey Downs neighborhood will be essential. The neighborhood has already seen workers in the downtown area parking in Surrey Downs. Also, the traffic calming will be needed on 109th as it's already used as an alternate route. The volume and speed of traffic is unsafe for a residential neighborhood.”*
- *“I do not think we should make it any easier to access 108th from downtown via Main Street. Do not add a protected left turn. Make people wait to turn to discourage cut through traffic. Enforce no direct access from 108th traveling south. Consider additional measures to discourage cut through traffic, including closing the street entirely so traffic is not able to travel from Main to Bellevue Way on 108th.”*
- *“Under ‘Strategies’, there seems to be a lot of uncommitted ideas with words like monitor, evaluate, explore. 108th is not an arterial. There are so many kids walking, waiting for school buses and access to a lot of residential streets. I am concerned every day that there will be a horrible accident involving cars and people. The words that should be under Strategies should be install, implement, action words that hopefully lead to action.”*
- *“Coordinating is not a strategy. You'll spend your entire time and a significant amount of money coordinating. Propose a real plan and follow through. What's the plan to enforce the 20 MPH zone around Bellevue High School? Right now it's 25 MPH and I see people every day moving down 108th Ave SE faster than 25 and even at times when elementary school children are waiting for their bus. I don't see a lot of enforcement of the 25 MPH what good is lower the speed limit if it's not enforced? What's the plan?”*
- *“Generally, I like what is being proposed, but hope pedestrian crossing times are considered in new signal configurations. This is a downtown after all.”*

CAC Recommended Vision and Strategies: Character

Q1: 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? (Multiple choice)

- Received 26 total responses:
 - 48% answered *Very well*
 - 40% answered *Somewhat*
 - 12% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Ten (10) narrative comments were received in response to this question. Comments expressed general concern that the character of Old Main cannot be maintained given future changes to the area. Some commenters wanted to see trees and views of Mt. Rainier preserved. Comments received were generally supportive of wider sidewalks but expressed mixed opinions on building heights.

Sample Responses:

- *“Character needs to specifically include cycling in addition to pedestrian and automotive. The image of the cars and trees below shows this need, as cyclists are not even included in the diagram. ... For example, safe place to store bicycles while in retail that fits into the character (avoiding a mess of strewn bicycles without limiting cycling). This needs to be included and not an afterthought.”*
- *“Not sure that you need height limited to 65' within 50' of property line. With wider sidewalks, landscape strips, trees, pedestrian-oriented storefronts, etc. you could definitely have taller buildings and still get the pedestrian feel you are looking for.”*
- *“Put Main Street on a road diet, reduce the lanes so that we can have wider sidewalks/active areas/ bike lanes/ more trees!!!! Yes bring back more trees!! Reduce traffic on Main street too. Put taller building near 405 but do not block the view corridor to Mt. Rainier - the iconic*

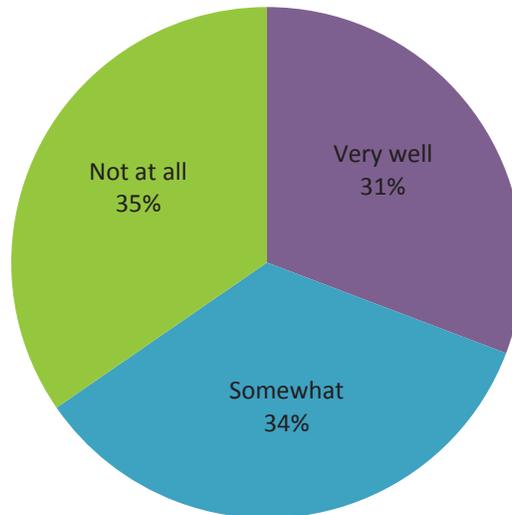
mountain the 5th National Park created and we should keep the view from City Hall and other buildings in our city too. The Mt. Rainer view - Yes - it should be kept and valued."

- *"The city planners have ruined Old Main. It is a smog trench just like downtown. Wide sidewalks, street parking, two lanes on Main street, stepbacks for upper floors starting at the first floor."*
- *"Old Main St is a local street. 112th is a main through route with lots of traffic. You can't turn 112th into a non-through route."*

CAC Recommended Vision and Strategies: Redevelopment

Q1: 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? (Multiple choice)

- Received 28 total responses:
 - 31% answered *Very well*
 - 34% answered *Somewhat*
 - 35% answered *Not at all*



Q2: Please explain your answer or provide additional comments.

Overall: Seventeen (17) narrative comments were received in response to this question. Some comments showed strong support for high density development near the station with zoning for taller buildings. Other comments expressed concern about the impacts to nearby neighborhoods from taller buildings and increased density. Comments indicated support for requirements for green/open space in new development to make it more inviting for pedestrians. Comments also expressed concerns about redevelopment impacts to wetlands, views and traffic.

Sample Responses:

- *“It's astounding that a light rail station would be put directly adjacent to land zoned R-3.5. The area within the East Main Station walkshed should be aggressively up-zoned as soon as possible. The policies described in Strategy 2 need to be applied to the Surrey Downs neighborhood. It's understandably difficult to make this change in the face of neighborhood opposition, but that was the site chosen for a station and it's a recklessly wasteful use of this mass transit resource to develop densely in only a small corner of the station's walkshed.”*
- *“No mention of retaining and protecting the wetlands that currently exist in this area. These wetlands buffer both Kelsey Creek and Lake Washington.”*
- *“Still going to have a 300 ft tower at the junction (230 + credits). The high buildings should be next to 405. The idea of placing an "iconic" tower across the road (112th) from Surrey Downs residential is ridiculous. ALL of the east side of 112th should be limited to 65 feet.”*
- *“No more concrete Plazas that are cheap to maintain but do nothing for relief of concrete jungle fatigue. Open spaces and parks and public places should have plants/trees/flowers/ beauty not concrete or slabs of rocks called open space that no one likes really. Make the developer create green open spaces and maintain them accordingly.”*
- *“The high rise of up to 30 stories building is going to affect view and cause shadow on the Surrey Downs neighborhood. Really want the height to be limited and have larger setbacks.”*

Other survey responses

At the in-person open house, attendees were asked about their interest in the project. These questions were not included in the online version of the survey.

Q1: I have an interest in Bellevue because (check all that apply)

- Received 6 total responses:
 - 100% answered *I live here*
 - 17% answered *I work here*

Q2: If you live in Bellevue, which neighborhood do you live in?

- Received 6 total responses:
 - 50% answered *Surrey Downs*
 - 17% answered *Somerset*
 - 17% answered *Downtown Bellevue*
 - 17% answered *Bellecrest/Surrey Downs*

Q3: How did you hear about this Open House? (check all that apply)

- Received 6 total responses:
 - 50% answered *Mail*
 - 33% answered *Word of mouth*
 - 17% answered *Email*
 - 17% answered *City's website*

Appendix A: Verbatim Comments Received

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

How well?	Please use the space below to explain your answer or provide additional comments.
Somewhat	The pedestrian crossing from Surrey Downs Park across 112th at SE 4th/SE 6th or in that vicinity is needed.
Somewhat	Perhaps a more specific call out for bicycle lanes separate from sidewalks and auto traffic. I do agree strongly with a pedestrian access to the park around 6th. This is critical given the length of the new barrier created by the train starting at main street and extending south along 116th.
Somewhat	Re 5,7,8: which strategy has priority? bicycle through route or local pedestrian safety? Pedestrian safety must be top priority
Somewhat	the green bike lanes in Seattle are a disaster and in my opinion more dangerous for bikers
Somewhat	Need to install a light at the intersection of 110th and Main, making through access into Surrey Downs between NE 2nd and SE 2nd on 110th.
Very well	it is good
Somewhat	No more signs, we have enough visual blight without adding more. Adding sidewalks and bike lanes can be a good thing, but homes along the east side of 108th from SE 17th to SE 2nd may be very problematic. When the city put in sidewalks on the west side, we all lost almost all of our street parking, and many neighbors were very upset about it. Our driveways can be steep and curvy, making the building of sidewalks difficult, as well as many of us have rockeries directly east of road. Additionally, there are many homes who will be less than 20 feet from the sidewalk if this is done. We already deal with massive street noise, this will be a detriment to homeowners and will reflect in lower property values and lessened quality of life. These should not be done without homeowners who live along this stretch approval.
Very well	Item 8; Establish a fully functioning intersection at 110th NE and Main Street with all ways crosswalks, traffic lights, all way access into and out of Surrey Downs neighborhood to replace SE 1st and SE 4th street closures and to relieve traffic on 108th. This will help reduce traffic time for Surrey Downs residents, reduce traffic on 108th Ave SE and reduce traffic volumes on 108th for the Bellecrest Neighborhood too. Getting easy usable information as to best ways into and around East Main station will be helpful.
Somewhat	There is always room for improvement.
Not at all	Point 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." is not satisfactory. We have kids walking to Bellevue Club and they need to have safe way to cross 112. Crossing the street on 108th is already not safe for kids crossing the street in the morning to get to High school or school buses, and I do not think #4 "Evaluate the potential for marked crosswalks to better highlight pedestrian crossings along 108th Avenue SE at SE 2nd Street and SE 11th Street." will be enough

Not at all	With all the increased traffic, I believe we need more sidewalks in the neighborhood.
Somewhat	<p>Pedestrian Strategies PDF 1. *B-127 E&W Good if done well *B-135 N I bike commuted this route for years to avoid having to go through downtown Bellevue. So I suppose you recognize that you plan to do nothing substantive to help bikes in town. Boy Redmond sure is a nice city. You have to realize that details like the crosswalk at the S-bound 405 entrance is more of a hazard than a help: free-right-turning cars will not stop for a bike. This fact alone pushed me onto the street and into the left lane so as not to confront turners. The problem for bikes, besides the fact that Bellevue has not provided for them, is not that they have to ride with traffic, if there is room, but that they have to shift back and forth from "automobile behavior" to "pedestrian behavior." You can't just throw in some sidewalks across some driveways, add a crosswalk, and think that bike commuters will use the route. What you will have created is a set of hazards. Free right turns, driveways, and being forced into crosswalks are the three most hazardous situations for bikes. Even more than drivers who hate bikes. Bikes need lanes that allow them to act like cars all the time. Otherwise you are wasting money (and maybe lives). Besides, very few people walk this particular route. *O-121 S "Off street path" may or may not support bike commuters depending on design. Pedestrian paths are not necessarily good for bikes unless wide enough and marked for both. If commuting bikes are slowed on the path, they will not use it. Please see above. *O-123 N see O-121S above. *O-130 S see above 2. Wayfinding is for tourists and in this time of phones, unnecessary. Maybe the station could have a notice for an app or site that give the info. We have plenty of signs. Don't waste the money. Residents need the help. 3. See 2. 4. Evaluate "potential"?!! Are you doubling or quadrupling the traffic on 108SE and thinking that crosswalks are "potential"? I guess having to accommodate pedestrians WOULD slow traffic flow. Kemper Freeman's mom would have had a word about this, I suspect. 5. What does this mean? A sign that says "Watch Out"? 6. Good idea 7. All good ideas 8. Probably good. 9. "Conduct a planning level engineering study." You are supporting the termination of all access into Surry from 112 and you have the gall to say you will STUDY pedestrian access? And what about bike access to the lovely off-street improvements on SE 8th? The city is getting everything it wants: 19 acres of slough, hundreds of homes, a tunnel. What about the people who actually live here? 10. "walkways, sidewalks, and/or signage" Sounds nice, but why at this late date? Maybe some more of those "danger" signs would be nice.</p>
Somewhat	There is a need for more walking areas and sidewalks that would be pleasant, with Old Bellevue aspect. There are no such places to take a walk around Bellevue downtown.
Very well	The biggest impediments to walking downtown are: 1) signal timing - you wait forever as a pedestrian, and pedestrian phases should be automatic 2) sidewalk availability and connectivity
Very well	Really prefer walkway through SE 1st to station to be closed.
Somewhat	The very limited parking along 108th needs to be maintained or improved, not lost.
Somewhat	need better crosswalk to across 108th in front of BHS. Cars do not stop for pedestrians. Prefer closing 108th off totally for cars.

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

How well?	Please use the space below to explain your answer or provide additional comments.
Very well	RPZ in the Surrey Downs neighborhood will be essential. The neighborhood has already seen workers in the downtown area parking in Surrey Downs. Also, the traffic calming will be needed on 109th as it's already used as an alternate route. The volume and speed of traffic is unsafe for a residential neighborhood.
Somewhat	1 and 2 need to be focused on discouraging local workers using the neighborhood as daytime parking or as park and ride facilities for the East Main Station. However, this should not impinge on the resident's use of street parking for guests. 109th street is already a cut through for 108th, with many of these drivers exceeding the maximum speed limit and making the neighborhood unsafe for pedestrians and cyclists, especially children. Traffic calming is desperately needed on 109th.
Somewhat	I do not think we should make it any easier to access 108th from downtown via Main Street. Do not add a protected left turn. Make people wait to turn to discourage cut through traffic. Enforce no direct access from 108th traveling south. Consider additional measures to discourage cut through traffic, including closing the street entirely so traffic is not able to travel from Main to Bellevue Way on 108th.
Not at all	(9) should not be an explicit strategy but part of an overall traffic management plan. 108th is the main road and we do not want NON-LOCAL traffic on 110th which has no sidewalks etc. See comments submitted during CAC meetings. We do not want a war between 110th and 108th but a sensible plan.
Somewhat	Not sure... most of the strategies are "evaluate" and "monitor" - unclear what this exactly means
Somewhat	ADAMANTLY OPPOSED TO A LEFT TURN SIGNAL AT MAIN, HEADING SOUTH ONTO 108TH AVE SE (#10). THAT WILL ONLY ENCOURAGE MORE TRAFFIC THROUGH THIS RESIDENTIAL NEIGHBORHOOD, WHICH IS ALREADY BURDENED WITH EXCESS COMMUTER TRAFFIC. Agree with # 11, #7, #8. 110th should be expanded as a lighted thruway into Surrey Downs from 2nd NE through 2nd SE (#9).
Somewhat	Re Strategy 10 - The protected left turn will serve as an encouragement of downtown traffic to use 108th Avenue as a cut through and negate the benefits of the no straight on 108th and Main.
Not at all	The problem is traffic to and from downtown using our neighborhoods as a cut through. This CAC was heavy with one neighborhood that did not address other areas sufficiently or fairly. Do not allow unrestricted turning movements at Main Street without providing traffic mitigation on 108th AVE SE. Allowing free access into our neighborhood is contradictory to the massive neighborhood opposition to massive amounts of cut through traffic we endure. The Bellecrest neighborhood, at the request of City of Bellevue staff, has voted overwhelmingly (85%!) to support closure (cul de sac or bollards) to address the problem. The time for 'discourage' is over. The city knows that our neighborhood is doomed without these traffic mitigation treatments. We hope they will do the right thing and protect the taxpayers who live here.

Somewhat	Please implement all of these ideas -EXCEPT item 10- 10 is NOT NEEDED. Currently cars turn south (left-from Main Street on to 108th Ave SE) just fine. The rules of the road are working well. Cars turn left/south when it is safe to do so by waiting your turn to turn. This will keep the traffic moving better then a timed - protected left turn arrow. Item 9 is the first and most important solution to make real for the residents of Surrey Downs to have better access into their neighborhood and to keep car traffic numbers down on 108th. Try to get Sound Transit to pay for a fully functioning - lighted access point here - because ST closed of SE 1 and 4th. Traffic numbers on 108th Ave SE are unacceptable and City of Bellevue we ask you to think out side the traffic solution box and consider new, different and useful ideas to reducing traffic volumes on 108th. Full closure or timed - removable- Bollards that move up and down as needed to reduce cut through traffic would be most helpful to reducing cut through traffic. Let Bellecrest be a pilot study for this idea - do some research as to how this works in cities in Europe and elsewhere.
Not at all	What does this mean? Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE. Coordinating is not a strategy. You'll spend your entire time and a significant amount of money coordinating. Propose a real plan and follow through. What's the plan to enforce the 20 MPH zone around Bellevue High School? Right now it's 25 MPH and I see people every day moving down 108th Ave SE faster then 25 and even at times when elementary school children are waiting for their bus. I don't see a lot of enforcement of the 25 MPH what good is lower the speed limit if it's not enforced? What's the plan?
Somewhat	20 mile speed zone is good idea but need strict enforcement to be effective.
Not at all	#7 and #8 does not provide adequate details of what exactly is going to be done to reduce non-residential traffic on 108th and 109th. How to access Surrey Downs Park via car?
Somewhat	Under Strategies, there seems to be a lot of uncommitted ideas with words like monitor, evaluate, explore. 108th is not an arterial. There are so many kids walking, waiting for school buses and access to a lot of residential streets. I am concerned every day that there will be a horrible accident involving cars and people. The words that should be under Strategies should be install, implement, action words that hopefully lead to action.
Not at all	The traffic on 108th is already pretty heavy. Sometimes I could not even drive my car from drive way to 108th. A lot of cars are speeding over limit.
Somewhat	I'm worried this will increase traffic to 108th. Please keep the current signage that prevents traffic from going straight from downtown onto 108th.
Very well	Generally, I like what is being proposed, but hope pedestrian crossing times are considered in new signal configurations. This is a downtown after all.

Not at all	Such vague and slight proposals don't even rate "somewhat" CAC Recommended vision... 1, 2, 3, 4. Trivial, considering the traffic volumes. Only a small percent of traffic wants to park. 5. Meaningless to me. 6. I am not aware of what this means. No thru traffic from 108NE across main st. has been a help. But what about the huge rise in cut-through while B-way is under construction? Just monitor and ticket restriction violators? Do you know there is going to be a much bigger problem with traffic than there is now on 108th? Apparently not. 7. "continue to explore" means you will do nothing substantive. 8. Meaningless as presented 9. "Evaluate feasibility" means nothing to me. Probably not to you either. 10. With the high traffic to come, you would be fools not to do this. 11. "Around"? You mean 108th, SE 10th, Wolverine Way and Bellevue way? Or just inside the high school? That would be "in" not "around". This sounds like a meaningless scrap of bull.
Somewhat	Needs to be better police enforcement.
NA	Have not seen any plans for traffic other than closing SE 1st and SE 4th.
Not at all	108th ave should be closed off to cars TOTALLY!!

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?

How well?	Please use the space below to explain your answer or provide additional comments.
Somewhat	The access to the station from the Surrey Downs Park/neighborhood is unclear. Is there access from the park or must one in Surrey Downs go to Main Street and walk to 112th to access the station?
Somewhat	Character needs to specifically include cycling in addition to pedestrian and automotive. The image of the cars and trees below shows this need, as cyclists are not even included in the diagram. #4 is also an example, as storefronts and activities need to be oriented to cyclists in addition to pedestrians. For example, safe place to store bicycles while in retail that fits into the character (avoiding a mess of strewn bicycles without limiting cycling). This needs to be included and not an afterthought.
Not at all	Will never happen. Old Main St is a local street. 112th is a main through route with lots of traffic. You can't turn 112th into a non-through route.
Somewhat	Not sure that you need height limited to 65' within 50' of property line. With wider sidewalks, landscape strips, trees, pedestrian-oriented storefronts, etc. you could definitely have taller buildings and still get the pedestrian feel you are looking for
Not at all	The city planners have ruined Old Main. It is a smog trench just like downtown. Wide sidewalks, street parking, two lanes on Main street, stepbacks for upper floors starting at the first floor.

Somewhat	Put Main Street on a road diet, reduce the lanes so that we can have wider sidewalks/active areas/ bike lanes/ more trees!!!! Yes bring back more trees!! Reduce traffic on Main street too. Put taller building near 405 but do not block the view corridor to Mt. Rainier - the iconic mountain the 5th National Park created and we should keep the view from City Hall and other buildings in our city too. The Mt. Rainer view - Yes - it should be kept and valued. Maybe we do not allow this ambitious (tallest) development - maybe we choose the lower development heights. Maybe we honor the Comp Plan language of keeping view corridors this time- unlike the destruction of the view areas of the Mercer Slough Treed street that will be destroyed for ST light rail facility at South Bellevue Park and Ride and 1 mile long Bellevue Way. It's going to be a shame to loose 1,300 tall/large and very old trees for this.
Somewhat	Are there height restriction from zoning for properties on the South side of Main Street between 112th and 108th?
Somewhat	112th needs to move a great deal of traffic so that cars don't use 108th.
NA	Glad trees saved on east of 112th. I remember seeing them planted years ?? ago.
Not at all	All so lame: East Main CAC recommended vision "New mixed-use development and adjacent street enhancements encourage walking, bicycling and transit use to reduce the need for automobile trips in and around the redevelopment area." Mixed use peds and bikes will not likely provide adult commuting use or safety. "Concerns about additional traffic and safety are addressed by ensuring residential streets serve access and parking needs of neighborhood residents." Needs of residents sounds good, but does not address concerns about additional traffic and safety. But you probably hope that it would. "It emulates the feel of Old Bellevue to a degree," The only aspect of old bellevue that remains today is the two-lane road. Other than that it looks like Bellevue way at NE 8th. Your statement is bull unless you plan to make Main two lane all the way to 116th. "Block lengths are much shorter than downtown with wide sidewalks that are bustling with activity..." This is pretty concrete. Are you guaranteeing this "bustling with activity"? "New residential development is especially welcoming" More welcoming than the residences you condemned? Yes, I suppose so to those who will profit. (Don't forget to send Claudia a check!)

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?

How well?	Please use the space below to explain your answer or provide additional comments.
Very well	I am in support of high density next to light rail and taller buildings to create more density.
Somewhat	It's astounding that a light rail station would be put directly adjacent to land zoned R-3.5. The area within the East Main Station walkshed should be aggressively upzoned as soon as possible. The policies described in Strategy 2 need to be applied to the Surrey Downs neighborhood. It's understandably difficult to make this change in the face of neighborhood opposition, but that was the site chosen for a station and it's a recklessly wasteful use of this mass transit resource to develop densely in only a small corner of the station's walkshed.

Somewhat	Not sure the shadow of the 230' building would be appreciated by the residents of Surrey Downs in the morning. Need to be very careful with height increases in this area to avoid building a visual wall for the neighborhoods. Agree with #4 and #6.
Not at all	Still going to have a 300ft tower at the junction (230 + credits). The high buildings should be next to the 405. The idea of placing an "iconic" tower across the road (112th) from Surrey Downs residential is ridiculous. ALL of the east side of 112th should be limited to 65 feet.
Somewhat	Option B creates a more inviting feel for pedestrians to come to the interior plaza
Not at all	Scenario A is best. IT IS FRANKLY, OUTRAGEOUS, THAT THE TRANSIT STATION IS TO BE SITUATED ON THE RESIDENTIAL (WEST) SIDE OF 112TH, RATHER THAN ON THE COMMERCIAL SIDE (EAST). BUT THEN, IT IS MORE THAN OUTRAGEOUS THAT SOUND TRANSIT WAS PERMITTED TO DISRUPT RESIDENTIAL AREAS AND THE FRAGILE WETLANDS ALONG BELLEVUE WAY RATHER THAN SENSIBLY UTILIZING ALREADY PREPARED BN RAILWAY LINE EAST OF SR 405. THE CITY CERTAINLY IS NOT LOOKING OUT FOR ITS RESIDENTS...WHERE IS THE TAX BENEFIT IN THAT?
Not at all	No low income housing mandates. Tall buildings by SR 405, no 300 foot buildings along 112th. No additional square footage for buildings in wetland areas.
Somewhat	No more concrete Plazas that are cheap to maintain but do nothing for relief of concrete jungle fatigue. Open spaces and parks and public places should have plants/trees/flowers/beauty not concrete or slabs of rocks called open space that no one likes really. Make the developer create green open spaces and maintain them accordingly. "A" is better then "B" but I do wonder if this is still too big for the area. No to item 3. Keep Mt. Rainier view and the views of Mt. Rainier from downtown and city hall. YES Keep and Honor the Comp Plan to maintain views. item 6 should read require parking underground, no or very little on street level parking. Again it this project too big? Not allow "B" and allow "A" would be better.
Not at all	We are strongly against the redevelopment plan, which is have huge negative impact on the neighborhood.
Not at all	Really, we want to turn Bellevue into downtown Seattle? Taller buildings and Increase the height of commercial buildings.
Somewhat	No mention of retaining and protecting the wetlands that currently exist in this area. These wetlands buffer both Kelsey Creek and Lake Washington.
Not at all	There are plenty redevelopment sites available in downtown Bellevue north of Main Street. The East Main Light Rail Station only provides one mode of mass transit while Bellevue Transit Center has buses and will have light rail. Therefore, Bellevue Transit Center is a better option for transit oriented development.
Somewhat	The high rise of up to 30 stories building is going to effect view and cause shadow on the Surrey Downs neighborhood. Really want the height to be limited and have larger setbacks.
Somewhat	Traffic capacity needs to be increased to accommodate this development. ADD LANES FOR CARS!
Not at all	No value to residents of Surrey Downs. More traffic congestion.

Not at all	You have finally worn me down with the vague and weak. I get it that "we" will have wide sidewalks and buffers and bustle and businesses. What could be more important than the beauty of wide sidewalks and buffers? And money.
Not at all	too high!!! it should be much lower buildings!