

Comment Cards:

1. Help me understand why you would put a theater on the south side in front of many apartments and not on the north side with a grocery store and parking lot in front – Do you care at all about the quality of life for people?

2. What is the plan for the parking policies once the parking is relocated?

Why isn't the parking monitored at the park?

Please find a way for guests of the south end of the park to have parking – with the removal of the current lot, how will businesses be affected?

3. You have all done a wonderful and thoughtful job – Thank you so much for taking care of our park!

4. Kudos to all involved. Big park space essential to entire environment of Bellevue.

5. Beautiful Park and Playground!

Can't wait for them to be built!

6. Where will non-city sponsored event parking be located? Company picnics (350+ attendees), Making Strides Breast Cancer Walk?

7. Like the park concept, just concerned about parking. Need better way to monitor it.

8. Please mention the WW1 monument restoration in future meetings.

Please put leash patrol (volunteers) in budget so the park remains usable.

Please put into bench donation agreement that they are not monuments and must not be decorated so they can actually be used, all of them.

9. City should consider parking situation during all the construction around the downtown in addition of the park construction.

Provide parking relief option for businesses in old downtown during construction period.

10. It's very concerning to me that with this major and lovely expansion of the park there is an overall loss of parking spaces. It just doesn't make sense! Yes, there are plenty of residents who live within walking distance of the park, but there are many more who need to drive due to distance, age, small children, etc.

An additional concern is the potential of spill-over parking into surrounding neighborhoods including Old Bellevue's retail area.

I find it perplexing that the parking provisions don't seem to look to the future of a growing population and increased use of an expanded park. Please consider a multi-level garage if necessary and plan for the future needs in 2030 and beyond today!

11. As a new business owner on Old Main, the change in parking from SE to NW corner of the park seems both inconvenient and problematic for all business on old main. What makes a great city great is the ability to go to one location and experience several forms of entertainment. For example, bring the kids to the park and then eat lunch on old main. Moving the parking and basically not adding additional spaces is crippling to the growth of our businesses. The city is getting bigger, more populated and busier and there seems to be little constructive partnership between the parks department and the city to

provide parking to support the growth. It's hard to make a central park of the city vibrant when there is no place to park.

Agree

I agree as a resident in the area.

12. (1) Keep music / noise from event as close to middle of the park and (2) construction traffic on 100th Ave

13. What are the parking plans for 2030 and 2050?

14. Please increase parking in the park.

Comment Pin Up Boards:

1. Where is the parking?

How do you encourage people to walk to the park instead of driving?

Why was the use of the park for recreation and shopping on Old Main not considered in the parking study?

2. Keep/add trees in the SE quadrant (noise from 'stage')

Will traffic flow change @ 2nd?

Will SE parking move? Where?

Where are our Council members tonight?

Will the play equipment change?

Do a better job of managing the parking

Will the SE parking lot change?

What will the parking policy be at the park when the project is completed? Will it change from what it is today where non-park users are allowed to park there?

3. Why is Inspiration Playground included in the SEPA process and parking study, but it is not designed, permitted, or funded?

4. Can there be stipulation that benches may not be decorated so they are actually useful?

Make drawings and reports available on-line.

5. Will we be able to sit on undecorated benches?

New waterfall at south entrance – could it be atleast visually extended west along NE 2nd St, then south, along 100th Ave to the new Meydenbauer Bay Park?

What are parking plans for 2030 and 2050?

Will you monitor parking?

Why is the city trying to social engineer people out of their cars by not building adequate parking a a public park funded by taxpayers who would like to be able to drive there.

6. Reconsider expanding west parking lot – double deck parking (submerged) to reduce impact on park.
Glad to see a total walking open space!

There is enough parking already, thanks!

How would a screened garage compare to the visual of the current plan of surface lot.

Email Received:

The city should strongly consider extending the current “Old Bellevue” district eastward to the East Main Link Station. I propose that we create a pedestrian-friendly retail corridor by encouraging street-level retail and putting Main St. on a road diet. Creating a pedestrian-friendly environment encourages people to walk to the businesses and the park, reducing the need for parking in both Old Bellevue and Downtown Park. And freeing up a couple of traffic lanes would additionally allow us to create on-street parking, further reducing the burden for Old Bellevue.

We have seven east-west arterials in Bellevue downtown. Four of those are already primarily used for highway access (4th, 8th, 10th, and 6th). We have the chance to make two of the remaining streets—12th and Main—primarily people-focused instead of highway-focused. Main St. is currently used as an extended on-ramp for I-405 and I-90 (much as 12th St. is used for 520 access.) With the upcoming light rail construction we have a unique opportunity to change the character of Main St. from being car-focused to people-focused.

It’s a natural decision to extend the pedestrian-focused street-level retail and restaurant character of Old Bellevue to 112th. Aside from the traffic issues, all of Main St. in downtown is already quickly becoming like Old Bellevue.

It’s only a mile from 110th Ave to 112th Ave. The west-most third of Main St.—the current Old Bellevue—isn’t really old anymore. It’s mostly new multifamily housing over street-level retail. There are very few surface parking lots at Pagliacci, Chevron, and Belle Pastry.

The middle third—between Bellevue Way and 108th Ave—is already very similar in character. It’s commercial on both sides of the street and has four multifamily housing over retail establishments already (Masins, Soma, Alamo Manhattan, and soon 10625 Main St.) There are long-standing proposals for more multifamily housing over retail such as at the complex where Pete’s Wines is located.

The east-most third currently contains no multifamily housing over retail but it’s prime for redevelopment. The stores on the north side of the street are an underutilization of valuable downtown space and there is already street-level retail on the south side of the street. The proximity of hotels—the Sheraton, the new Marriot, and the hotels on 112th Ave—as well as the East Main Link Station strengthen the argument for a pedestrian-friendly corridor.

We have the opportunity to make Bellevue a people-focused city instead of a traffic-focused city. We need to have a bold commitment towards making Bellevue a place people want to be. Having one pedestrian corridor—6th St. between the malls—isn’t sufficient for a city of our density. Put Main St. on a road diet—one lane each direction with a center turn lane and on-street parking—and make Bellevue a lively, vital busy sidewalks filled with small businesses, restaurants, and shoppers.