

## **EAST MAIN CAC RECOMMENDED VISION - 2035**

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

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

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

*Main Street between Bellevue Way and 116<sup>th</sup> Avenue has been updated with wider sidewalks, a landscape strip between the sidewalk and street with mature shade trees and pedestrian-scale lighting. It emulates the feel of Old Bellevue to a degree, but it places a priority on safety improvements for pedestrians and bicyclists. The north and south sides of the street provide continuity of function and reflect the different character and function of the adjoining land uses with the south side being sensitive to its residential neighborhood context. 112<sup>th</sup> Avenue SE is characterized by a wide landscape buffer between the street and sidewalk. The corridor retains its green, vegetated feel and it is safe and inviting for pedestrians and bicyclists of all ages and abilities to access the East Main Station.*

*There is a standard for quality redevelopment on the east side of 112<sup>th</sup> Avenue SE that is scaled to be compatible with the surrounding area. New development uses good site and building design to create a pedestrian-oriented environment and provides ample public spaces and landscaping. The location takes advantage of the nearby light rail station to create a new, unique, high-quality neighborhood next to downtown. Taller buildings are strategically located to provide more ground-level open space, a noise buffer along I-405, eyes on the station and other public areas. The new development is designed to be compatible with nearby single-family residences to the west through building design and site planning that consider shading and privacy issues as well as the height, scale and placement of buildings and uses.*

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

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

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

*New residential buildings are located along 112<sup>th</sup> Avenue SE and provide housing for a variety of family sizes and income levels. Towers are located adjacent or close to Main Street. Farther south of Main Street, the upper floors of taller buildings are set back or stepped back as much as possible from 112<sup>th</sup> Avenue SE to maintain a more pedestrian scale and provide greater separation from the single family neighborhoods to the west. Mid- and high-rise office buildings are sited along 114<sup>th</sup> Avenue SE to provide a visual and noise buffer of the freeway.*