



# East Main Station Area Plan

## ONLINE OPEN HOUSE

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- CAC Recommendation
- Pedestrian / Bicycle
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- Character
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## Welcome

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### What is Station Area Planning?

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

### How is Station Area Planning different from station design?

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

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

### OBJECTIVES

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

### Citizen Advisory Committee

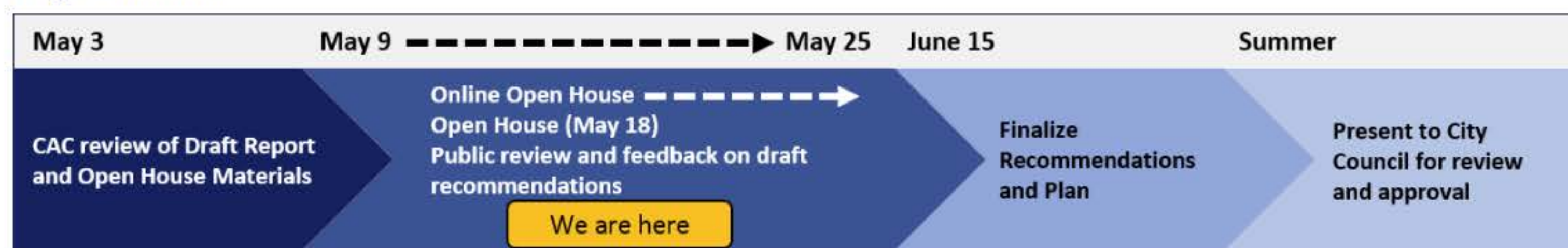
The East Main Station Area Planning Citizen Advisory Committee (East Main CAC) - a group of 9 residents and business representatives from the study area - was appointed by the Mayor and City Council in August 2014 to develop a plan and recommendations for the future of the area around the station. The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

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

### Project Study Area



### Project Timeline



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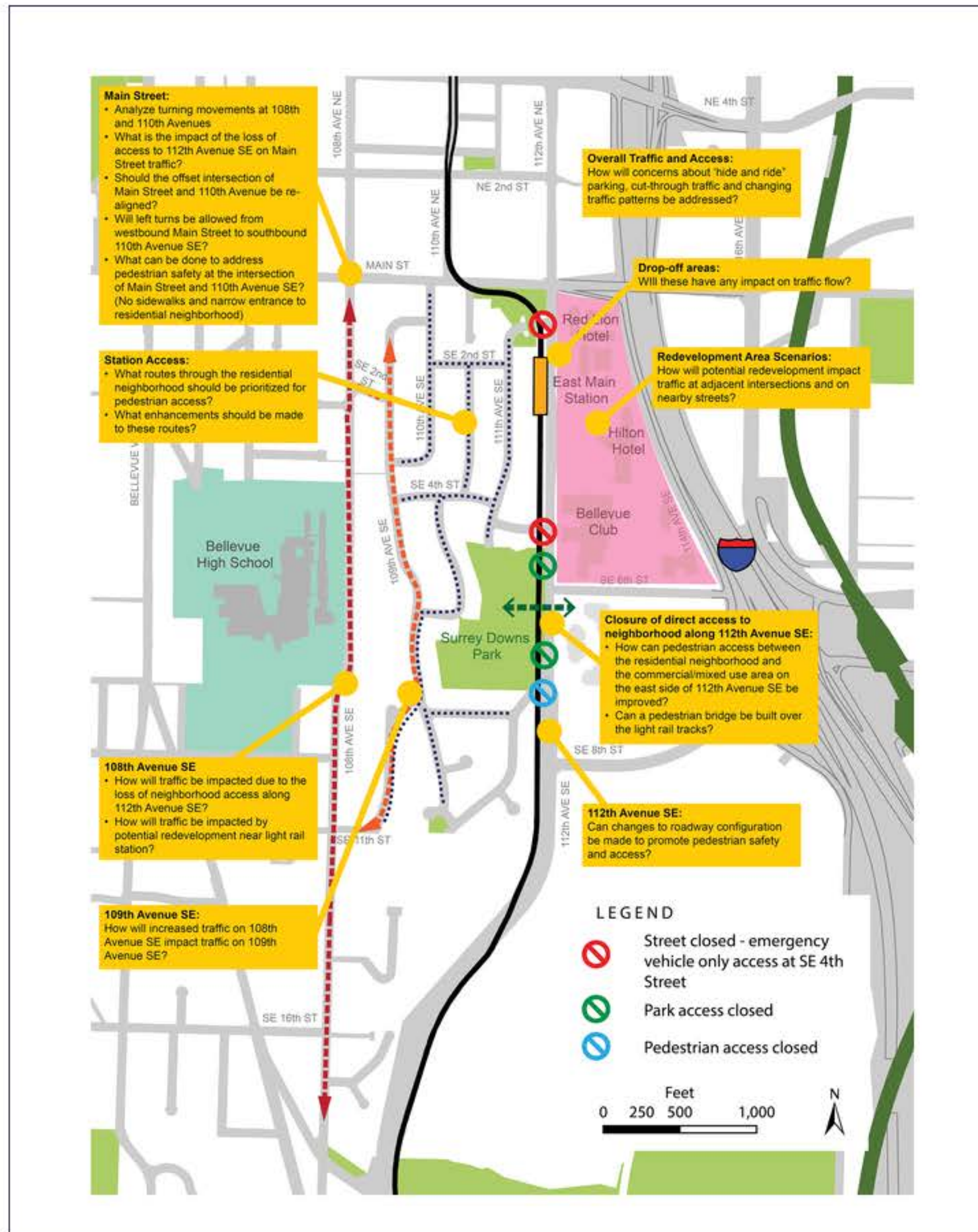
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## What We've Heard



### Comments from Citizen Advisory Committee and the Community

A summary of "What We Heard" from the in-person and online open house events as well as via public comments at CAC meetings is shown graphically. The comments provided a starting point for the CAC to develop the recommended vision and strategies outlined in the following pages.



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## CAC Recommendation

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

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

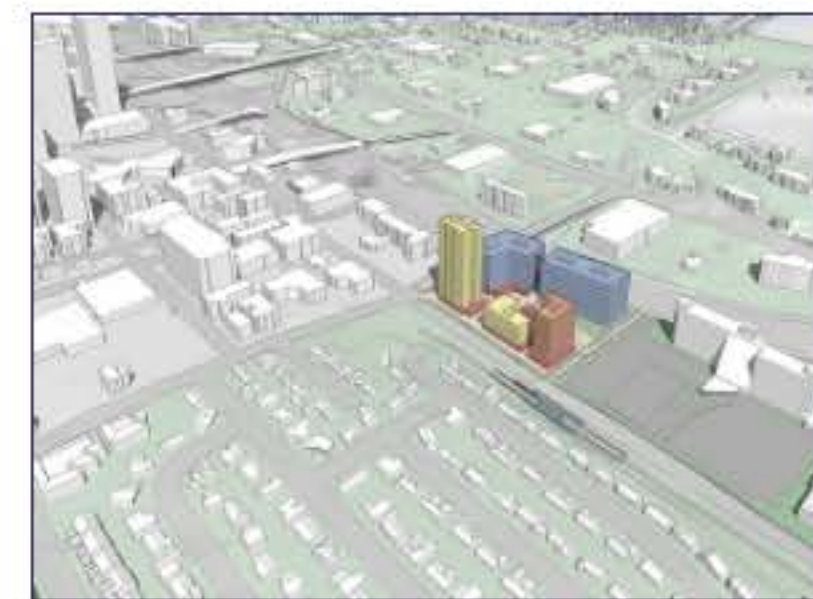
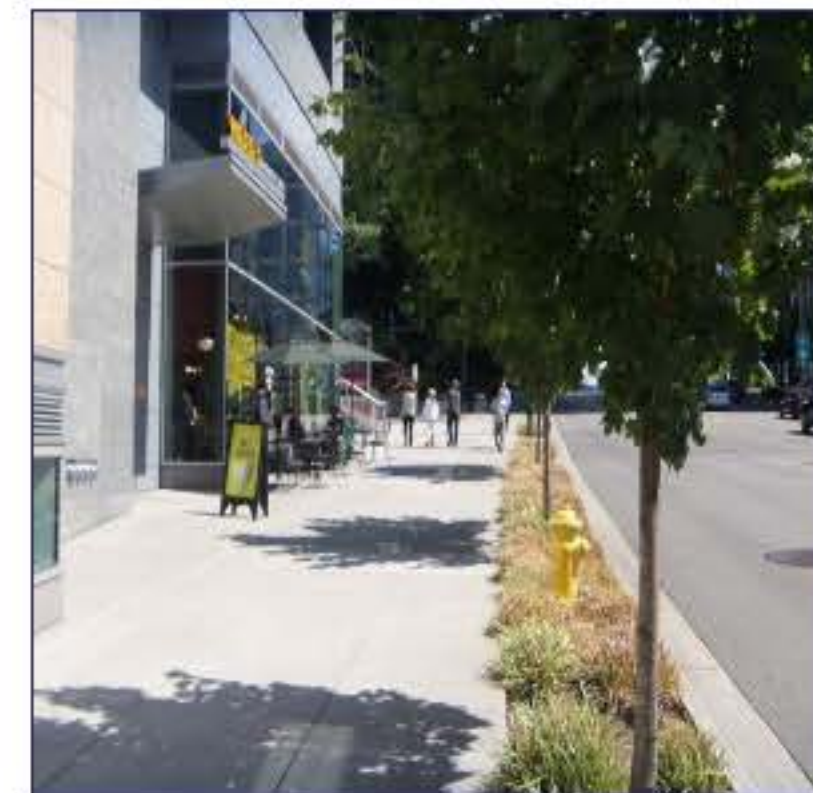
- pedestrian/bicycle access
- traffic
- character
- redevelopment

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

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

Please review the vision\* and draft strategies\* summarized by the four topics (Pedestrian and Bicycle, Traffic, Character and Redevelopment) over the next four pages, answer the questions on each page and provide any additional comments. Your feedback will be used by the CAC to finalize their recommended strategies that will be transmitted to City Council for their consideration and approval.

*\*The vision has been summarized and strategies have been abbreviated in some cases due to space limitations. A [full vision statement](#) and a complete [draft of the East Main Station Area Plan](#), including the full vision statement and implementation strategies, are also available. (Note: these links will open PDF files).*



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# Pedestrian / Bicycle



## CAC Recommended Vision & Strategies

### Vision

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

*\*The vision has been summarized due to space limitations. A [full vision statement](#) is also available. (Note: this link will open PDF files).*

### Strategies

1	Complete projects identified as high priority in the Pedestrian and Bicycle Plan in and near the station area.
2	Install wayfinding - with travel times and distance - for people walking and biking to the stations and other major destinations.
3	Work with Sound Transit to ensure the multi-use path that connects the South Bellevue station to the East Main station includes wayfinding.
4	Evaluate the potential for marked crosswalks to better highlight pedestrian crossings along 108th Avenue SE at SE 2nd Street and SE 11th Street.
5	Develop and implement pedestrian and bicycle safety improvements along the entire Main Street corridor between Bellevue Way and 116th Avenue.
6	Install sidewalk on at least one side of SE 16th Street from Bellevue Way to 108th Avenue SE.
7	Install sidewalks to fill gaps and improve pedestrian safety on: <ul style="list-style-type: none"> <li>110th Avenue NE from Main Street to NE 2nd Street</li> <li>110th Avenue SE from Main Street to SE 1st Street</li> <li>SE 10th Street from 108th Avenue SE to Bellevue High School</li> </ul>
8	Install a crosswalk on Main Street on the east side of the intersection with 110th Avenue NE.
9	Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail line in the vicinity of Surrey Downs Park and SE 6th Street.
10	Provide designated routes (e.g. walkways, sidewalks and/or signage) through Surrey Downs neighborhood that are safe, well-lighted and attractive routes for pedestrians.

Click this link to read a more [detailed version of the Pedestrian & Bicycle Strategies](#). (Note: this link will open a PDF file).

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Please review content on this page and then answer the survey questions below.

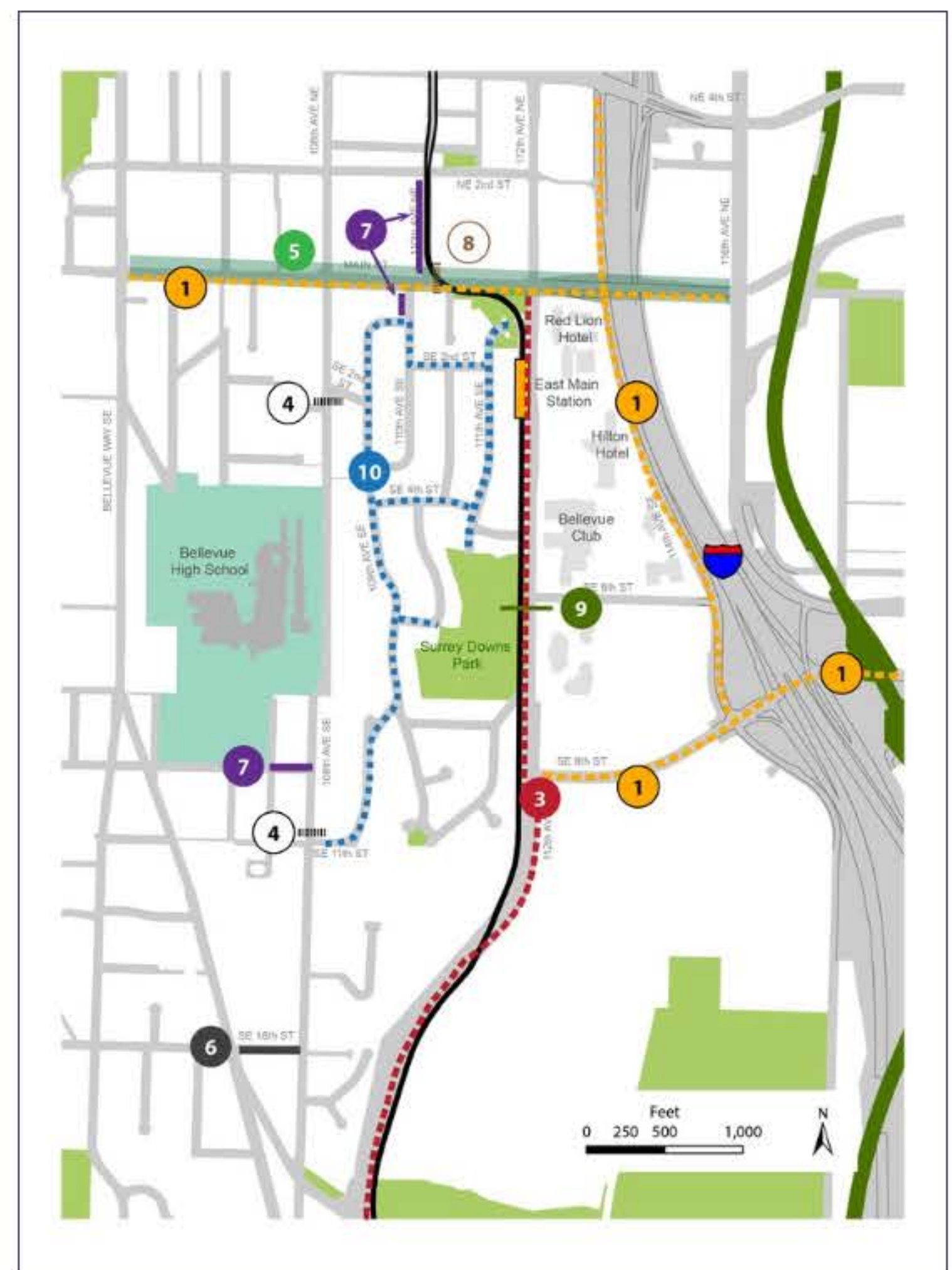
### Pedestrian/Bicycle Access

1. 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?

Very well  
 Somewhat  
 Not at all

2. Please use the space below to explain your answer or provide additional comments

### Pedestrian & Bicycle Access Strategies



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## Traffic



### CAC Recommended Vision & Strategies

#### Vision

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

*\*The vision has been summarized due to space limitations. A [full vision statement](#) is also available. (Note: this link will open PDF files).*

#### Strategies

1	Evaluate whether existing residential parking zone (RPZ) areas should be expanded or if a new RPZ should be created in residential neighborhoods.
2	Evaluate day and hour restrictions of all RPZ areas in the Bellecrest and Surrey Downs neighborhoods to determine if they should be expanded.
3	Monitor pick-up and drop-off activity in the residential area and implement restrictions as needed or supported by the neighborhood.
4	Enforce RPZ and other restrictions to ensure they are effective.
5	Update the City's traffic calming guidelines to lower the speed threshold for the implementation of traffic calming measures around light rail stations.
6	Continue to monitor and enforce access restrictions from downtown to 108th Avenue SE.
7	Continue to explore, and implement as appropriate, new technologies and best practices that discourage non-residential traffic from traveling from downtown through residential areas.
8	Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE.
9	Evaluate the feasibility and trade-offs of modifications to the intersection of Main Street and 110th Avenue for the purposes of providing additional neighborhood access for residents, improving pedestrian safety and discouraging non-residential traffic.
10	Add a protected left turn signal phase for all legs of the Main Street to 108th Avenue SE intersection to facilitate residential neighborhood access while improving safety for people walking across Main Street and 108th Avenue SE.
11	Implement a 20 mph school zone around Bellevue High School.

Click this link to read a more [detailed version of the Traffic Strategies](#). (Note: this link will open a PDF file).

Please review content on this page and then answer the survey questions below.

#### Traffic

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

- Very well
- Somewhat
- Not at all

2. Please use the space below to explain your answer or provide additional comments

Submit

#### Traffic Strategies



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# Character

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## CAC Recommended Vision & Strategies

### Vision

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

*\*The vision has been summarized due to space limitations. A [full vision statement](#) is also available. (Note: this link will open PDF files).*

### Strategies

1	Implement Main Street design that emphasizes safety and incorporates aspects of Old Bellevue including wider sidewalks, planting strips, shade trees and lighting.
2	Incorporate East Main Station Area Plan recommendations for Main Street into other City Plans.
3	Implement 112th Avenue SE design that preserves the "green boulevard" look and creates a safe and inviting environment for all users.
4	Implement street frontage design guidelines for 112th Avenue SE that encourage an active pedestrian environment with: <ul style="list-style-type: none"> <li>Wide sidewalks</li> <li>Landscape strips separating traffic from sidewalks</li> <li>Large shade trees</li> <li>Pedestrian-oriented storefronts and activities</li> </ul>
5	Implement regulations for new development along 112th Avenue SE with: <ul style="list-style-type: none"> <li>Building setbacks at back of sidewalks</li> <li>Residential front stoops on the sidewalk</li> <li>Attractive, well-defined residential entrances that serve multiple units</li> <li>Setbacks for upper floors above 65 feet, and</li> <li>Taller buildings located closer to I-405</li> </ul>

Click this link to read a more [detailed version of the Character Strategies](#). (Note: this link will open a PDF file).

Please review content on this page and then answer the survey questions below.

### Character

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

- Very well
- Somewhat
- Not at all

2. Please use the space below to explain your answer or provide additional comments

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Example street frontage design for redevelopment facing 112th Avenue SE



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# East Main Station Area Plan

## ONLINE OPEN HOUSE

# Redevelopment

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## CAC Recommended Vision & Strategies

### Vision

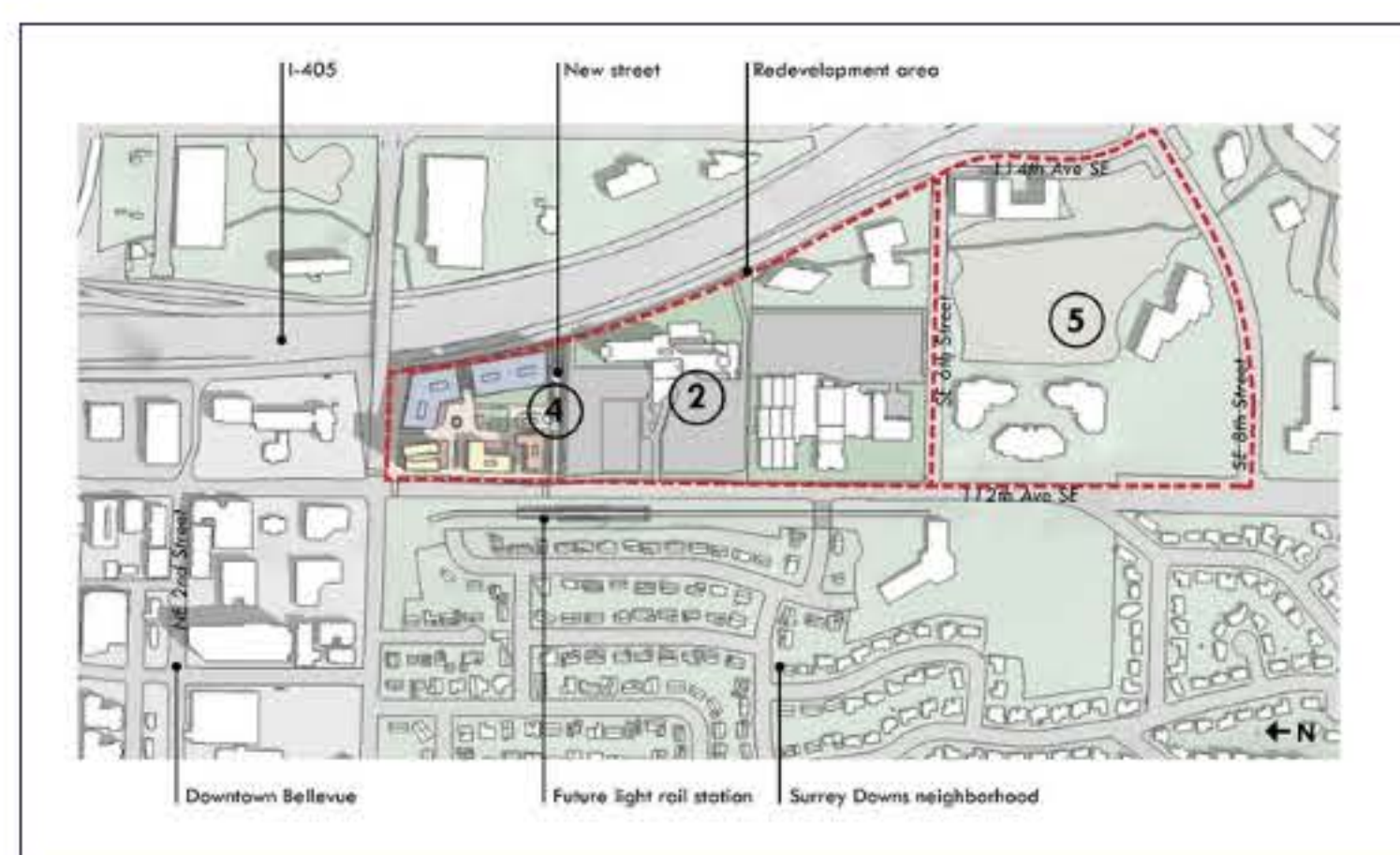
- New development is compatible with surrounding area
- Incorporates principles of transit oriented development (TOD)
  - Pedestrian oriented
  - Mix of uses and scales
  - Easy access to transit
  - Short block lengths
  - Narrow internal streets
  - On-street parking
  - Vibrant both day and night for people living and working nearby
- Ample public space including active and passive areas
- Residential buildings focused on 112th Avenue SE
- Office buildings focused on 114th Avenue SE
- Development along 112th Avenue SE is set at the back of a wide sidewalk to create space for a landscaped strip
- Upper floors of taller buildings are stepped back from 112th Avenue SE to maintain a more pedestrian scale

\*The vision has been summarized due to space limitations. A [full vision statement](#) is also available. (Note: this link will open PDF files).

### Strategies

1	Require new development to analyze and mitigate for traffic impacts and pedestrian and bicycle access and safety.
2	Create new "transit-oriented development" zone for commercial properties east of 112th Avenue SE between Main Street and I-405: <ul style="list-style-type: none"> <li>• Encourage a mix of residential, retail stores (not "big box"), offices and hotels.</li> <li>• Limit buildings to 65 feet tall along 112th Avenue SE and allow height increase up to 200 feet as buildings get closer to SE 6th Street (NOTE: Hilton Hotel is 110 feet tall).</li> <li>• Allow up to 300 foot tall buildings and additional building square footage within 250 feet of Main Street but only with additional public benefits that result in higher quality development than required at lower amount of development.</li> <li>• Apply additional incentives and requirements such as higher level of public amenities and design for additional building height and square footage above a minimum amount.</li> <li>• Establish design standards for landscaping and architecture to minimize "wall effect" of offices along I-405 and to create safe and secure environments for people living, working and shopping in the new development.</li> </ul>
3	Minimize or eliminate Mount Rainier view corridor so buildings could be taller (i.e. up to 300 feet) along I-405.
4	Create a new public street between Red Lion and Hilton properties for better site access and traffic circulation.
5	Allow twice the amount of square footage currently allowed and buildings up to 120 feet tall for the commercial properties between SE 6th and SE 8th Streets.
6	Re-evaluate amount of parking required for transit-oriented development and encourage parking to be underground within larger buildings.
7	Use design standards that increase visibility and lighting for safe and secure spaces around new development.

Click this link to read a more detailed version of the [Redevelopment Strategies](#). (Note: this link will open a PDF file).



Please review content on this page and then answer the survey questions below.

### Redevelopment

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

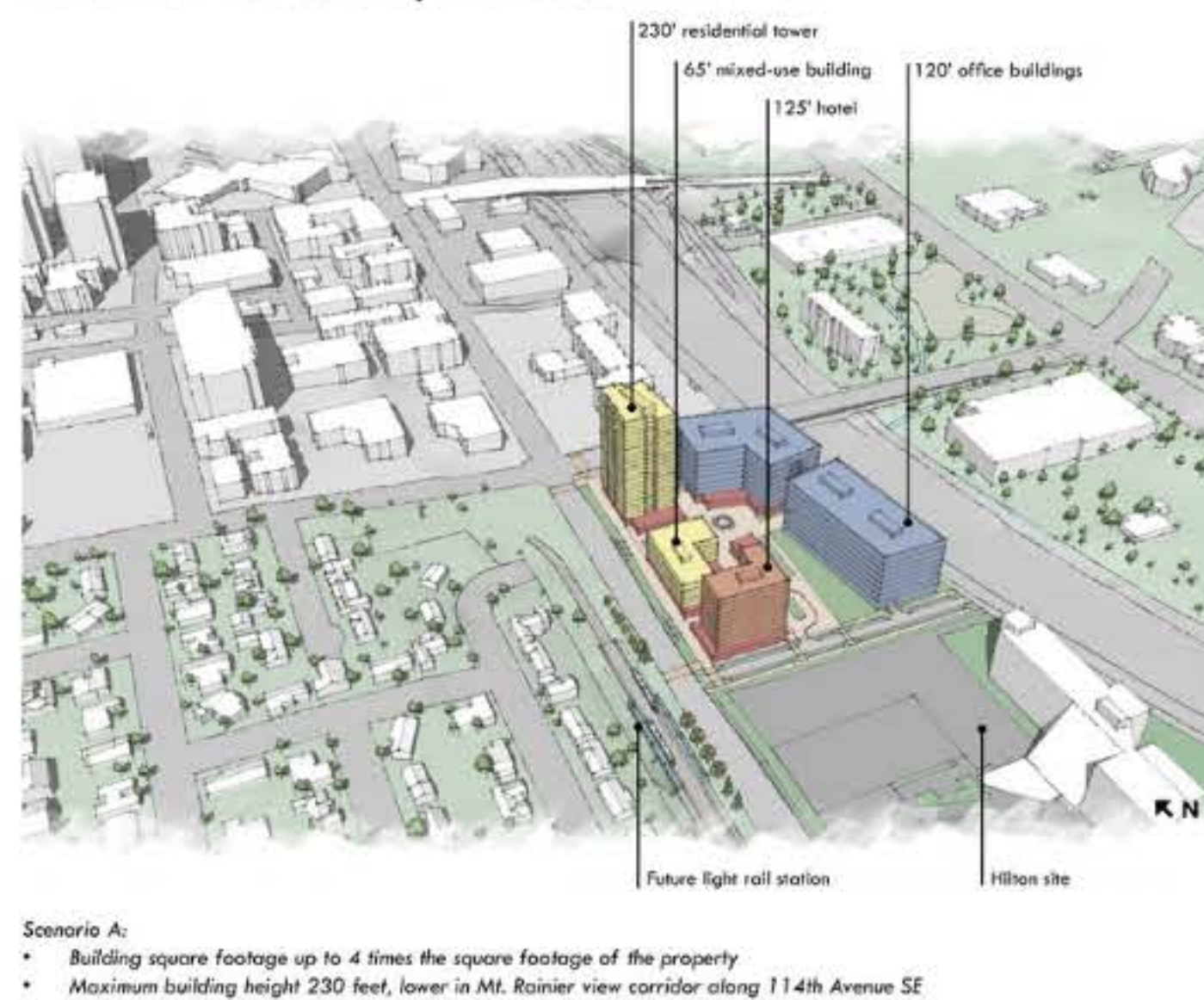
- Very well  
 Somewhat  
 Not at all

2. Please use the space below to explain your answer or provide additional comments

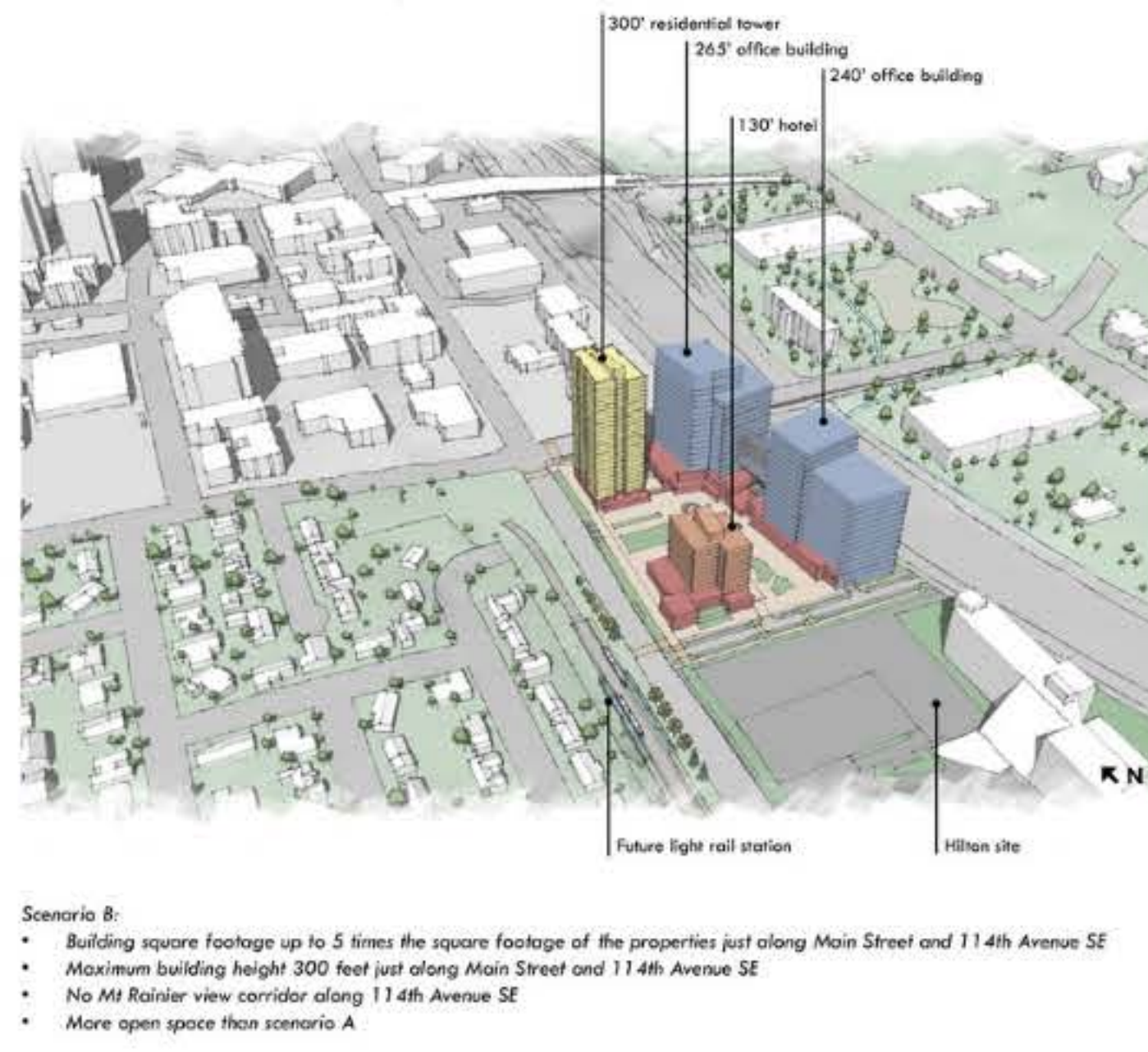
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The drawings below show examples of possible redevelopment scenarios for the Red Lion site that occupies the northern portion of the redevelopment area. The drawings are for illustrative purposes only showing the potential mix of uses, location of taller buildings and public spaces as described in the CAC vision.

### Potential Redevelopment Scenario - A



### Potential Redevelopment Scenario - B



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## Next Steps

### Timeline



### Public Feedback

Comments from the online and in-person open houses will be compiled and provided to the CAC ahead of the June 15th meeting.

### Finalize Recommendations and Plan

Public feedback will be used by the CAC to finalize the recommended strategies which will then be presented to the City Council for their consideration and approval. Following Council action, staff will incorporate the plan's strategies into existing city work programs, codes and policies for implementation.

### For More Information

Please visit the City's [East Main Station Area Plan website](#). A complete draft of the [East Main Station Area Plan](#), including the full vision statement and implementation strategies, and an [Appendix](#), containing background information and technical analysis, are available for download. (Note: the second and third links will open large PDF files).

### Implementing the Plan

The East Main Station Area Plan contains three types of potential implementation strategies:

- **Capital Improvements:** Projects that require some level of construction or installation of physical improvements, such as sidewalks, crosswalks or signs.
- **Code and Policy Amendments:** Changes to Bellevue's adopted regulations and policies to guide decisions by the city about development, city investments in capital improvements and other city programs.
- **Other Plans and Programs:** Actions that can be addressed through existing city programs or other ongoing planning efforts. Examples include the city's Neighborhood Traffic Safety Services program, Neighborhood Outreach program and the Transit Master Plan update.

In the long term, implementing the plan will require a combination of private redevelopment and public improvements, with a commitment to the recommended vision.

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