



# East Main Station Area Plan

Open House: April 28, 2015

## What is Station Area Planning?

The City is planning for the area around the future East Main 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.

## Citizen Advisory Committee

The East Main Station Area Planning Citizen Advisory Committee (East Main CAC) – a group of 11 residents and business representatives from the study area – was appointed by the 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 or the Sound Transit light rail system itself.

East Main CAC meetings are public and occur the second and fourth Tuesday of each month in room 1E-113 of City Hall, 4:00-6:00 p.m. Opportunity for public comment is available at the start and end of each meeting. Additional meetings and information can be found on the project web page. [www.bellevuewa.gov/east-main-station.htm](http://www.bellevuewa.gov/east-main-station.htm)



## Redevelopment Guiding Principles:

The CAC will use the following principles along with your comments to inform their recommendations to City Council:

- Provide goods and services to community
- Reduce noise from I-405
- Create active, pedestrian-friendly streets
- Increase potential ridership for light rail station
- Optimize access to station
- Create active, people-oriented green spaces and walkable blocks within redeveloped area
- Put "eyes on the station" for added security
- Retain sun exposure and privacy for existing residential to extent practicable
- Locate parking in structures not fronting on 112th Ave SE
- Include a mix of uses

October 2014

October 2014 – April 2015

April 2015

May 2015

June 2015

Summer 2015

Fall 2015

Public kickoff and visioning meeting

Formulate redevelopment scenarios, potential pedestrian/bicycle projects, and traffic calming ideas

Public review and feedback on initial ideas  
**We Are Here**

Develop station area plan draft recommendations

Public review and feedback on draft recommendations

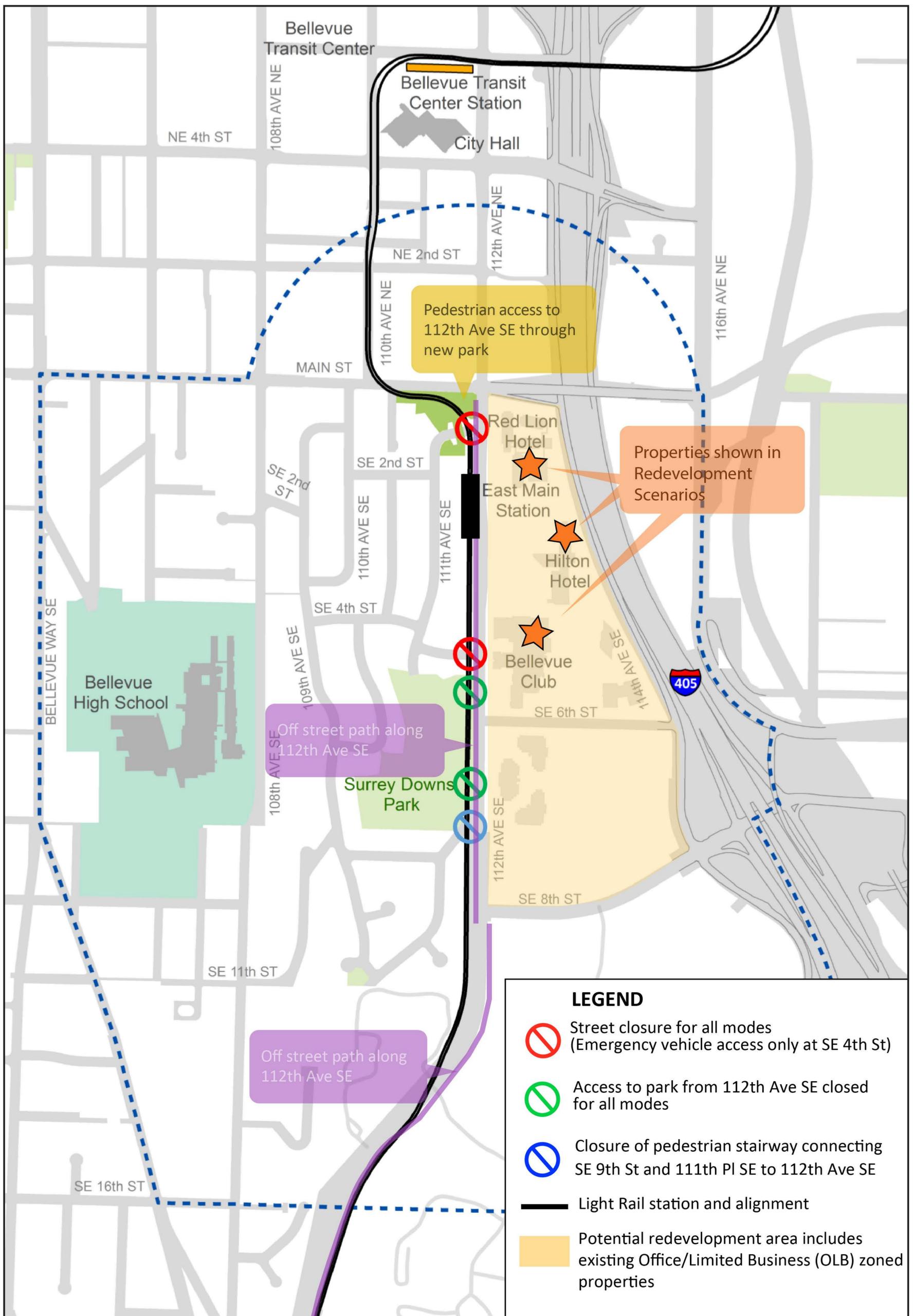
Finalize recommendations and plan

Present to City Council for review and approval



# East Main Station Study Area

Transportation changes and potential redevelopment area



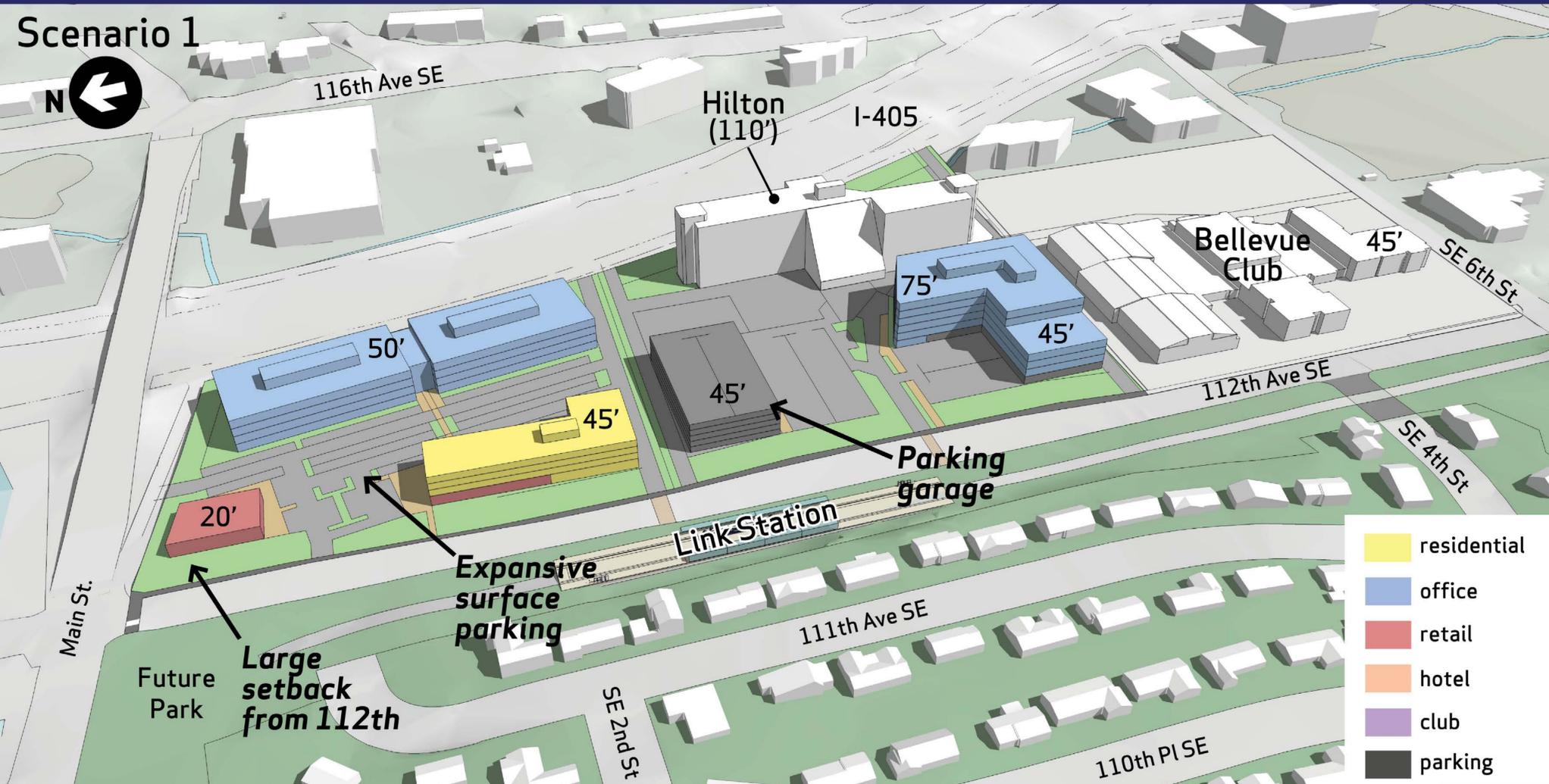
East Main study area, known transportation access changes and potential redevelopment area



# Redevelopment Scenario 1

What's currently possible under existing Office/Limited Business (OLB) zoning.

## Scenario 1



### Compared to Redevelopment Guiding Principles:

- Existing, suburban-style zoning does not support most of the Guiding Principles
- Restrictions on height (45'-75' max) and setbacks (min 50') and lot coverage (35%)
- Limited amounts of residential and retail are allowed
- Large, unconnected surface parking lots are not friendly to pedestrians
- Market economics do not support redevelopment under current zoning due to value of existing uses

### By the numbers: (new development only)

	Red Lion	Hilton	Bellevue Club	Totals
Total sq ft	319,445	205,164	-	524,609
Stories	1 to 4	4 to 6	-	-
Residential units	76	-	-	233
Office sq ft	230,556	205,164	-	435,720
Retail sq ft	16,977	-	-	16,977
Hotel rooms	-	-	-	-
Club sq ft	-	-	-	-

**How do you feel about the possibility of redevelopment in this area?**

(see Questions #1-2)

### What could this look like?



### Street level view from 110th Ave SE & SE 2nd St:

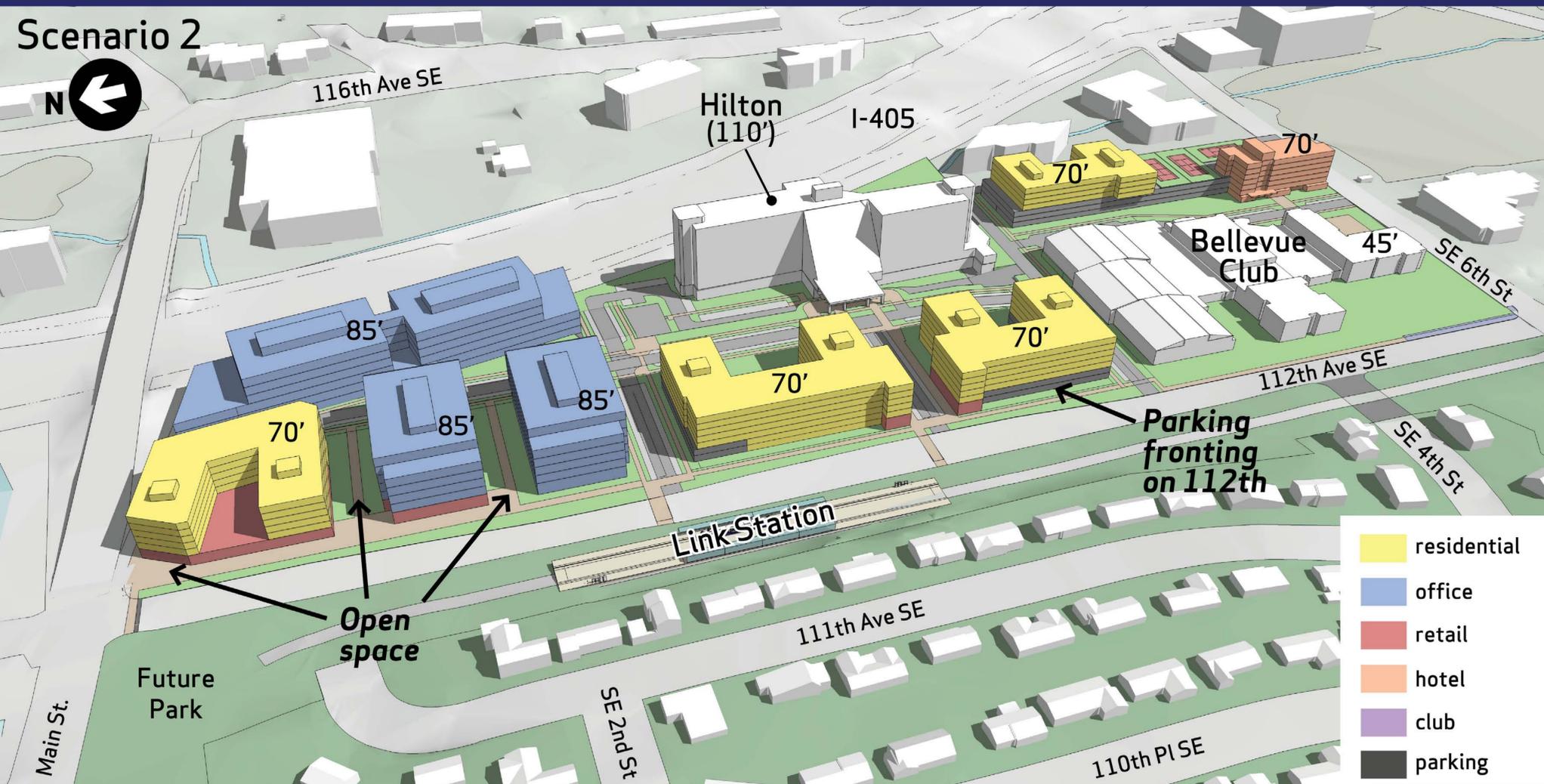




# Redevelopment Scenario 2

Greater development potential - Buildings are lower than Hilton but cover more area

## Scenario 2



### Compared to Scenario 1 and Redevelopment Guiding Principles:

- Potential for mix of uses, including limited retail goods and services (e.g. cafes, salons)
- Slight increase in building heights up to 85' but covering more of site. Building height restriction along 112th Ave SE could be removed
- Offices and apartments could increase street-level activity, potential transit ridership and security
- Limited surface parking; most would be in structures or underground
- Market economics may support limited redevelopment, but expansion of existing uses is more likely

### By the numbers: (new development only)

	Red Lion	Hilton	Bellevue Club	Totals
Total sq ft	787,326	382,251	161,713	1,331,290
Stories	6 to 7	6 to 7	7	-
Residential units	147	396	104	647
Office sq ft	612,127	-	-	612,127
Retail sq ft	35,920	-	-	42,238
Hotel rooms	-	-	-	-
Club sq ft	-	-	-	-

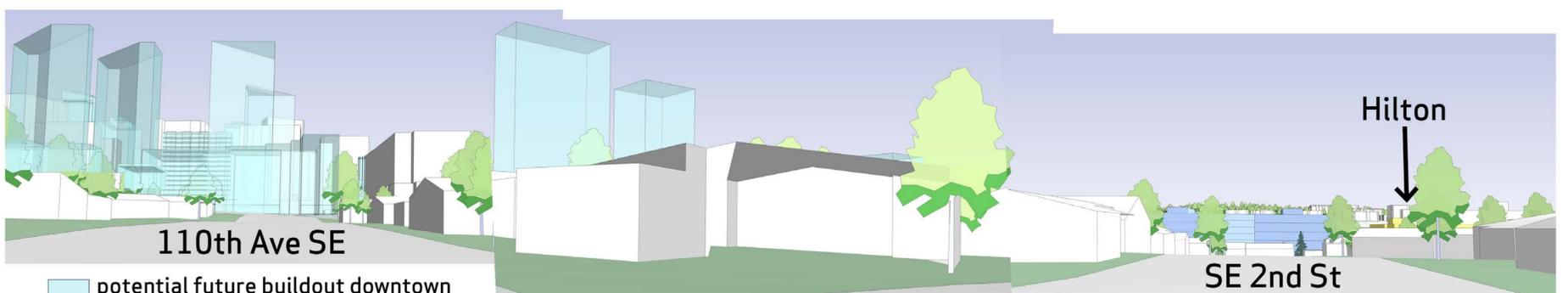
### What would you like to see develop here?

(see Question #3)

### What could this look like?



### Street level view from 110th Ave SE & SE 2nd St:

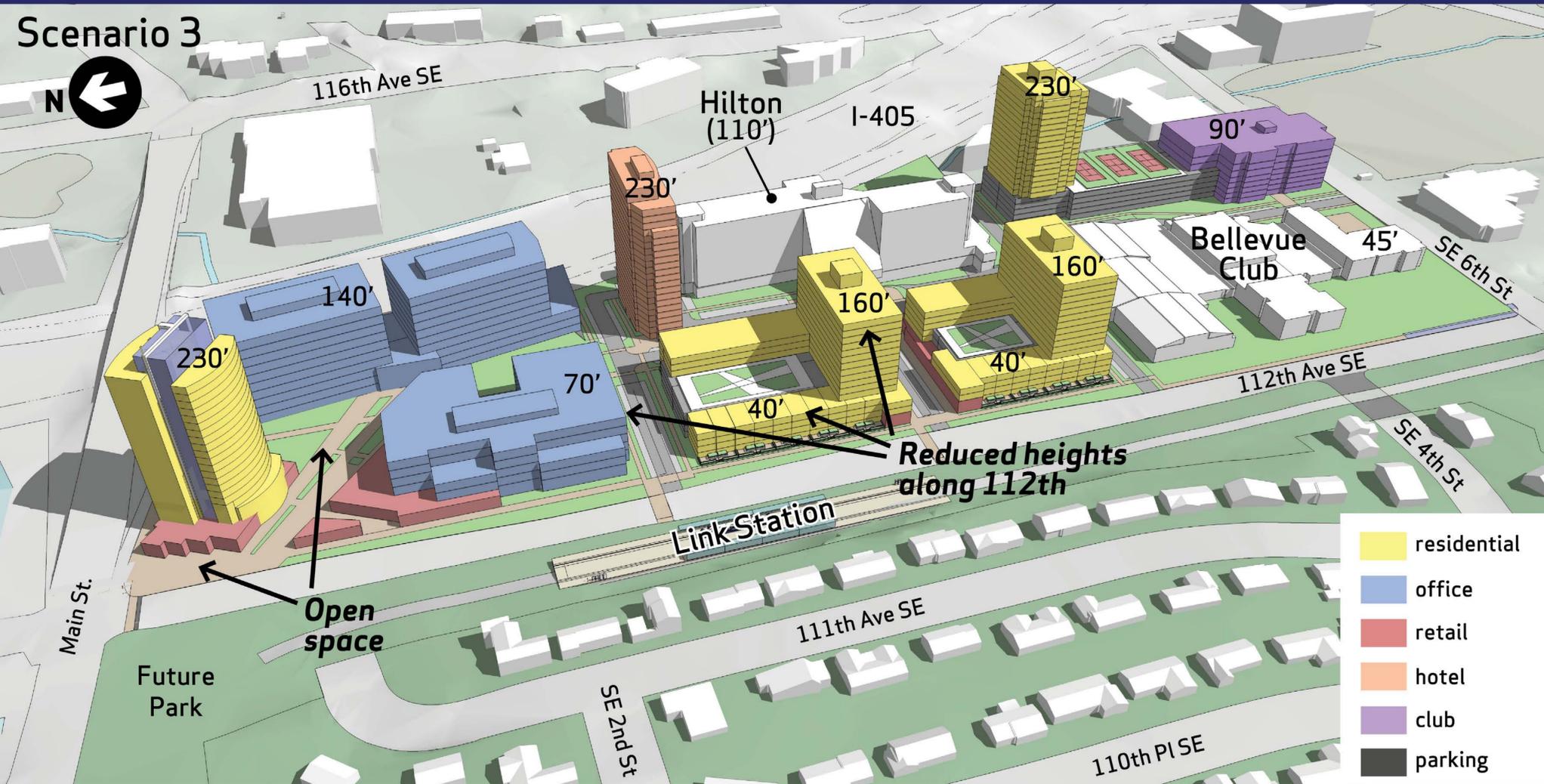




# Redevelopment Scenario 3

Mix of uses and building heights encourage more street-level activity.

## Scenario 3



### Compared to Scenario 1 and Redevelopment Guiding Principles:

- Greater variety of uses, including community retail goods and services (e.g. restaurants, salons)
- Buildings up to 230' tall could provide for public spaces
- Tallest buildings could be set back from 112th Ave SE
- Offices and apartments could increase street-level activity, potential transit ridership and security
- Market economics could support redevelopment, including some public spaces (e.g. plazas, sidewalk cafes)

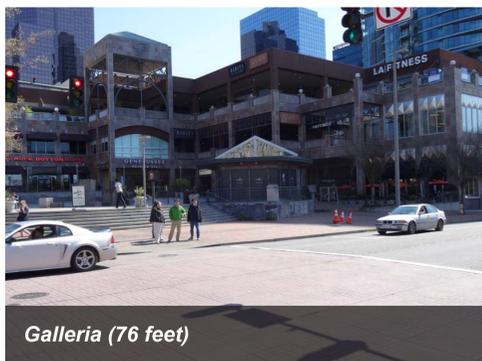
### By the numbers: (new development only)

	Red Lion	Hilton	Bellevue Club	Totals
Total sq ft	1,004,581	830,486	271,800	2,106,876
Stories	5 to 23	4 to 23	8 to 23	-
Residential units	232	635	182	1,049
Office sq ft	736,826	-	-	736,826
Retail sq ft	47,755	11,840	-	59,595
Hotel rooms	-	-	-	430
Club sq ft	-	-	-	-

### What do you like about this scenario?

(see Question #4)

### What could this look like?



### Street level view from 110th Ave SE & SE 2nd St:

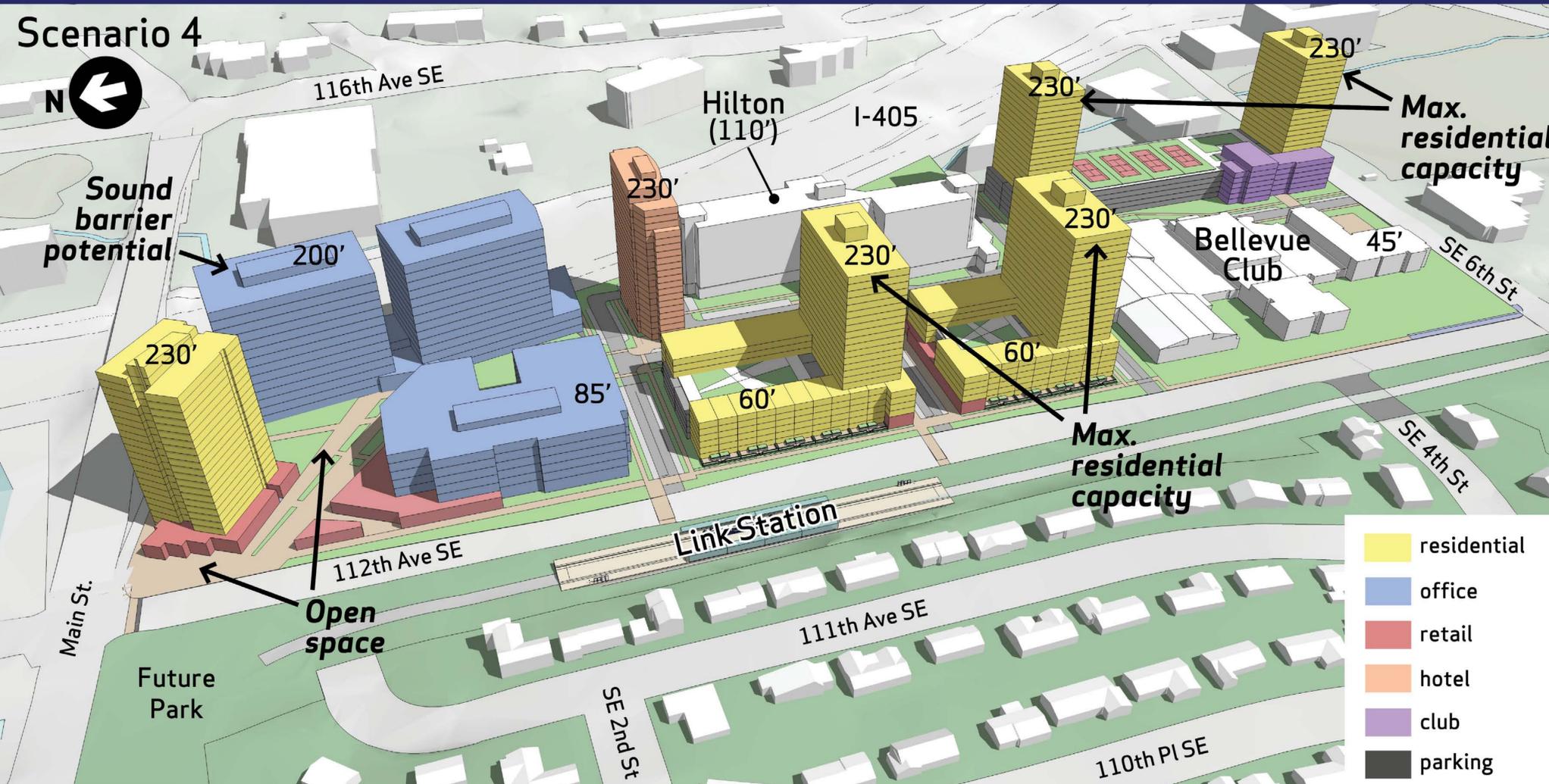




# Redevelopment Scenario 4

Greatest redevelopment potential, with the widest range of uses and public amenities

## Scenario 4



### Compared to Scenario 1 and Redevelopment Guiding Principles:

- Greatest variety of uses including community retail goods and services (e.g. restaurants, salons, small groceries)
- Buildings between 85' and 230' tall and covering more of site to provide greater mix of uses and public amenities
- Most parking could be located in buildings and/or underground and be located away from 112th Ave SE
- The majority of taller buildings could be located along I-405
- Most likely to spur redevelopment and creation of interesting public spaces (e.g. plazas, sidewalk cafes, green spaces)

### By the numbers: (new development only)

	Red Lion	Hilton	Bellevue Club	Totals
Total sq ft	1,267,132	938,586	399,920	2,605,638
Stories	6 to 23	6 to 23	23	-
Residential units	240	749	364	1,353
Office sq ft	991,634	-	-	991,634
Retail sq ft	47,755	11,840	-	59,595
Hotel rooms	-	430	-	430
Club sq ft	-	-	99,000	99,000

### What do you like about this scenario?

(see Question #5)

### What could this look like?



### Street level view from 110th Ave SE & SE 2nd St:





# Streetscapes

What could the character be like along 112th Ave SE and along Main St?

Redevelopment would provide an opportunity to shape the street character along both 112th Ave SE and Main Street. Different types of public spaces, activities and pedestrian amenities could occur along the street.

## Main Street:

What should the character of development along Main Street look like?

What activities would you like to see along the street?

How could the street be friendlier for pedestrians and pedestrian-oriented activities?

## Wider Sidewalks



## Pedestrian Crossings



## Pedestrian Activities

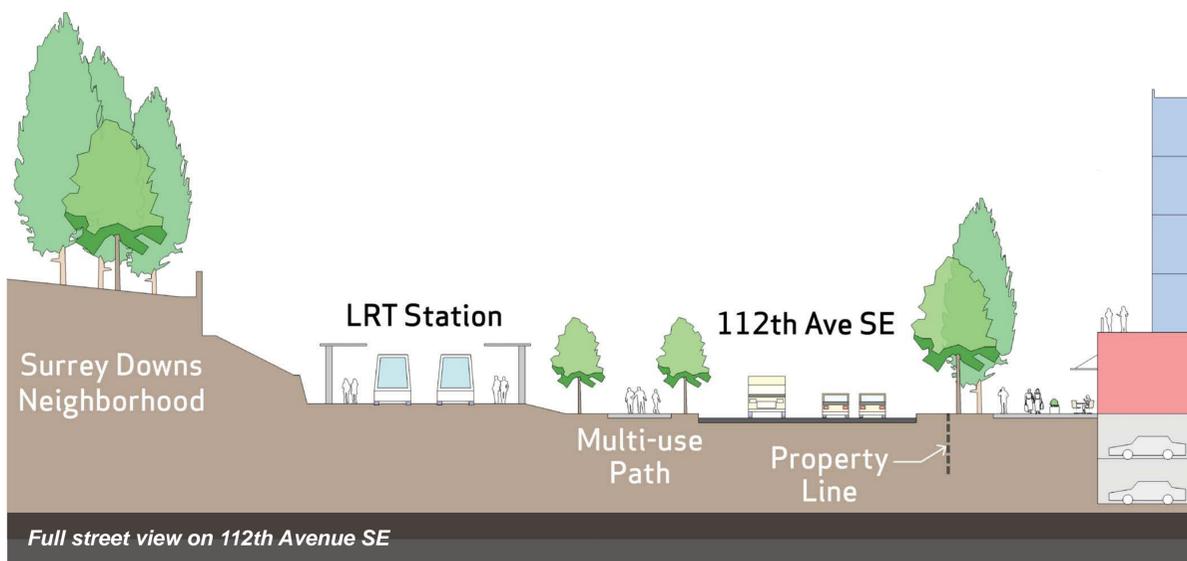
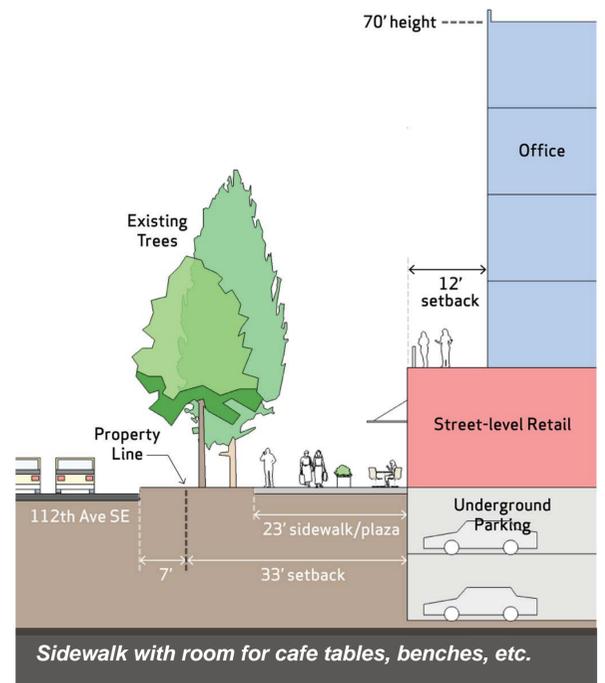
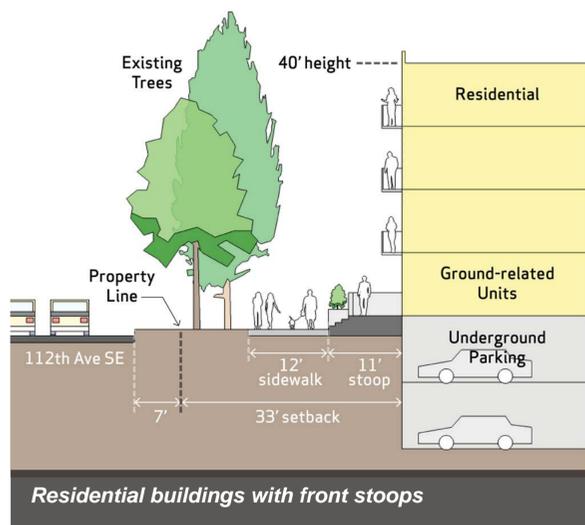
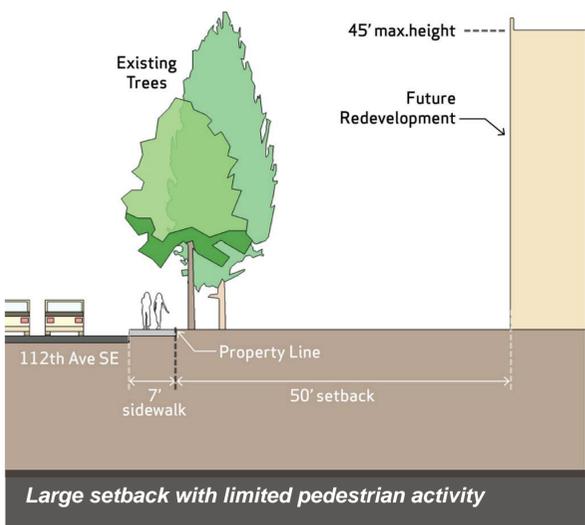


## What do you envision along Main Street? Along 112th Ave SE?

(see Questions #6-7)

## 112th Avenue SE:

What should the character of development along 112th Ave SE look like? What activities would you like to see? How far should buildings be set back?





# Pedestrians and Bicycles

*Future Conditions - What happens when the East Main Station opens?*

## When the East Main Station opens:

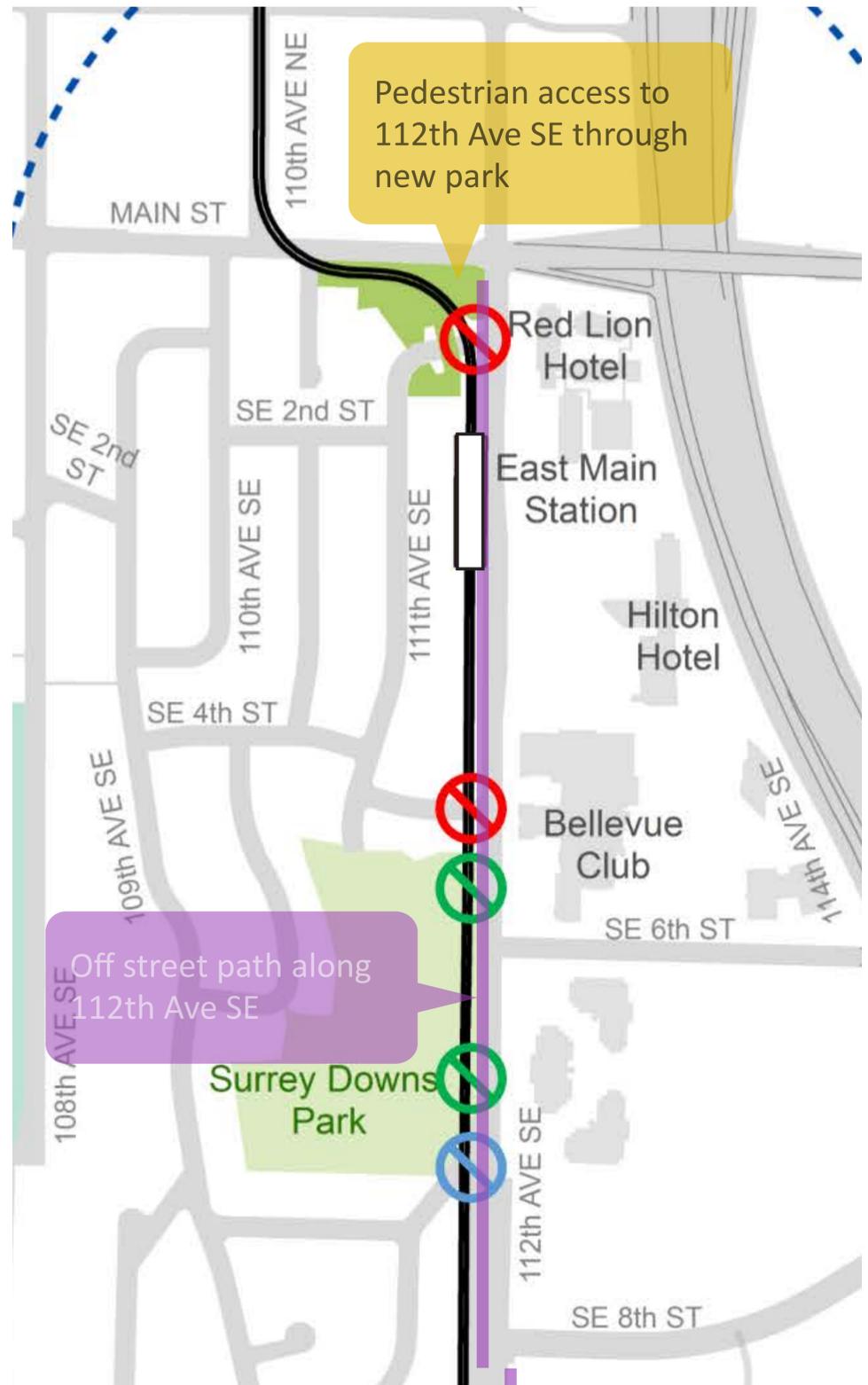
-  Light rail will close direct pedestrian access to 112th Ave SE at SE 1st PI and SE 4th St
-  Light rail will close direct pedestrian access to the Surrey Downs Park
-  The stairway connecting SE 9th St and 111th PI SE will be closed

 The only pedestrian access from the Surrey Downs neighborhood to 112th Ave SE will be at the future park at Main St/112th Ave SE

 An off-street pedestrian and bicycle path will be constructed on the west side of 112th Ave SE between Main St and SE 8th St and on the east side of 112th Ave SE and Bellevue Way south of SE 8th St

Most interior streets in the Surrey Downs neighborhood do not have sidewalks

The potential redevelopment area east of 112th Ave SE does not have an internal street network or sidewalks



## ***How do you plan to get to the light rail station?***

(see Question #8)

## ***How can walking be better across 112th Ave SE? Along Main St? In the Surrey Downs Neighborhood?***

(see Questions #9-11)

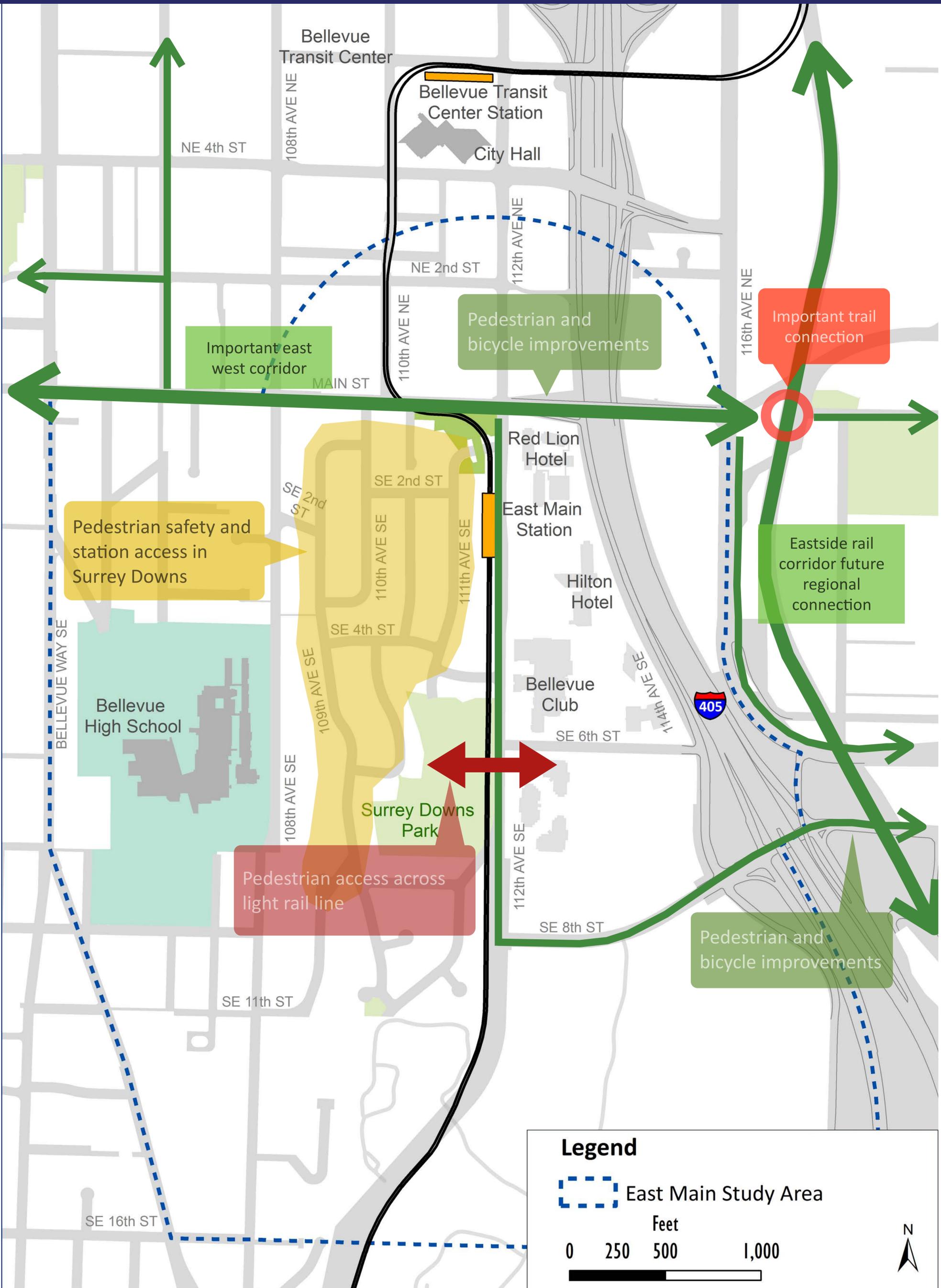
## Next Steps:

City staff will develop strategies to improve pedestrian and bicycle facilities, based on your comments and feedback from the CAC.



# Pedestrians and Bicycles

Next Steps - How can we strategically plan for transportation changes?





# Vehicles

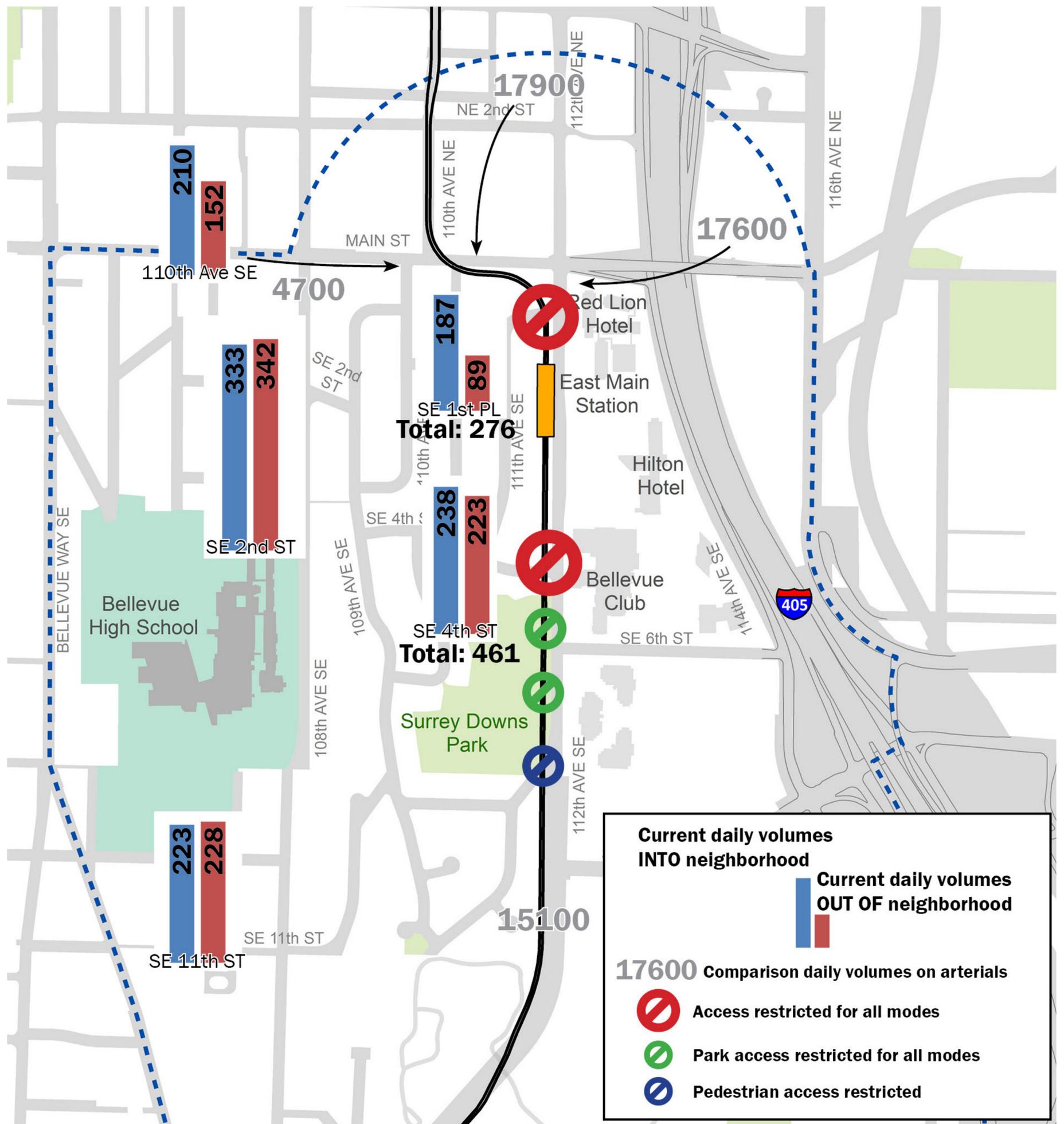
Future Conditions - What happens when the East Main Station opens?

## When the East Main Station opens:

- Light rail will close direct all access to 112th Ave SE at SE 1st Pl and SE 4th St
- There is potential for additional traffic calming in neighborhood areas

## What We've Heard:

- Concerns about getting in/out of the neighborhood
- Concern about potential hide-and-ride parking
- Increased congestion on 112th Ave SE
- Increased traffic on neighborhood streets



**Should traffic calming measures be used to slow traffic on neighborhood streets?**

(see Question #12)



# Vehicles

Addressing access changes and parking concerns

## Potential Access Changes on Main St at 108th and 110th:

Currently, there are restrictions that limit vehicular access into and out of the Surrey Downs neighborhood at Main Street and 108th Ave SE and 110th Ave SE.



Looking southbound on 110th Ave at Main St



Looking southbound on 108th Ave SE at Main St

When traveling south on 108th Ave NE from downtown, cars must turn right or left on Main St; cars cannot continue traveling south on 108th Ave SE. At Main St and 110th Ave SE, only right-in/right-out turns are permitted into and out of the neighborhood. There is no access into or out of the neighborhood at 110th Ave SE when traveling west on Main St.



## Should neighborhood access from Main Street be changed?

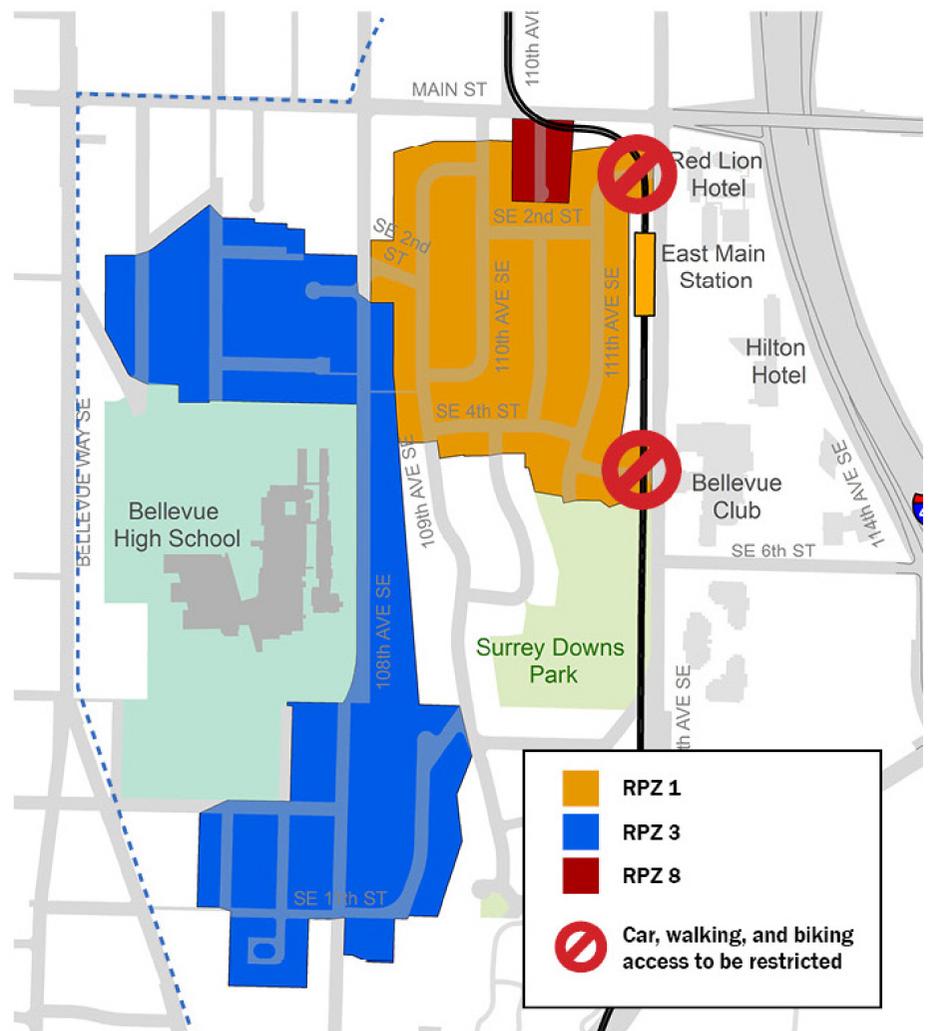
(see Questions #13-14)

## Neighborhood Parking:

Within the station area, there are existing residential parking zone (RPZs) that require residents and their guests to display a free, city-issued parking permit to park on the street. Cars that do not display a permit are subject to citation. RPZs are generally implemented in residential areas adjacent to generators of non-resident parking (e.g. downtown businesses).

## Should changes to neighborhood Residential Parking Zones be considered?

(see Question #15)



## Next Steps:

City staff will evaluate how the following will impact the overall vehicular network:

- Redevelopment and potential new street network east of 112th Ave SE
- Closures of SE 1st PI and SE 4th St to cars
- Potential changes to restrictions at Main Street and 108th Ave and 110th Ave