

The Mayor emphasized that this was an opportunity to do something great for Bellevue and for the region. He described that the boundaries between cities mean less than they used to and that they are no longer buffered from one another, meaning that the Wilburton Commercial Area is a crossroads for the region. *(from opening meeting notes)*

Urban village with nightlife where you can find stores and restaurants that aren't chains or necessarily the same as you would find downtown.

A place where people can would want to live and where they could afford to live. An opportunity for seniors to 'age in place'.

A place where people would want to work, that would draw new and vibrant businesses to the area.

A place that leverages the significant investment, both public and private, to make a place that is unique to our region.

The foundation is here



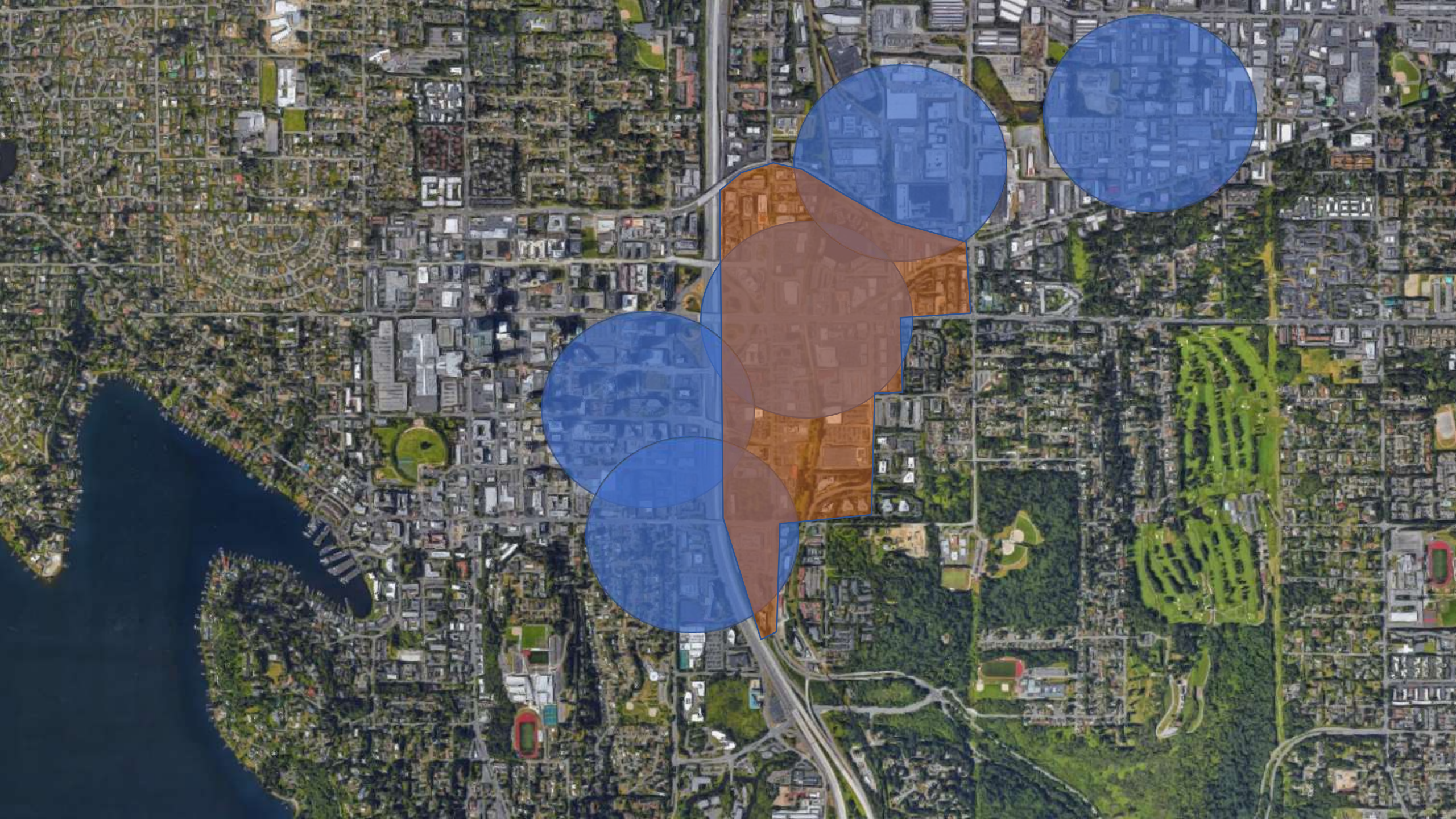
Spring District: \$2.3b private investment

Wilburton Station: Eastlink cost \$3.9b for 10 stations

120th Improvements: \$57.5m

Grand Connection: \$?

Eastside Rail Corridor:
Wilburton Segment (108th – I-90)
\$51m-\$73m, not including acquisition



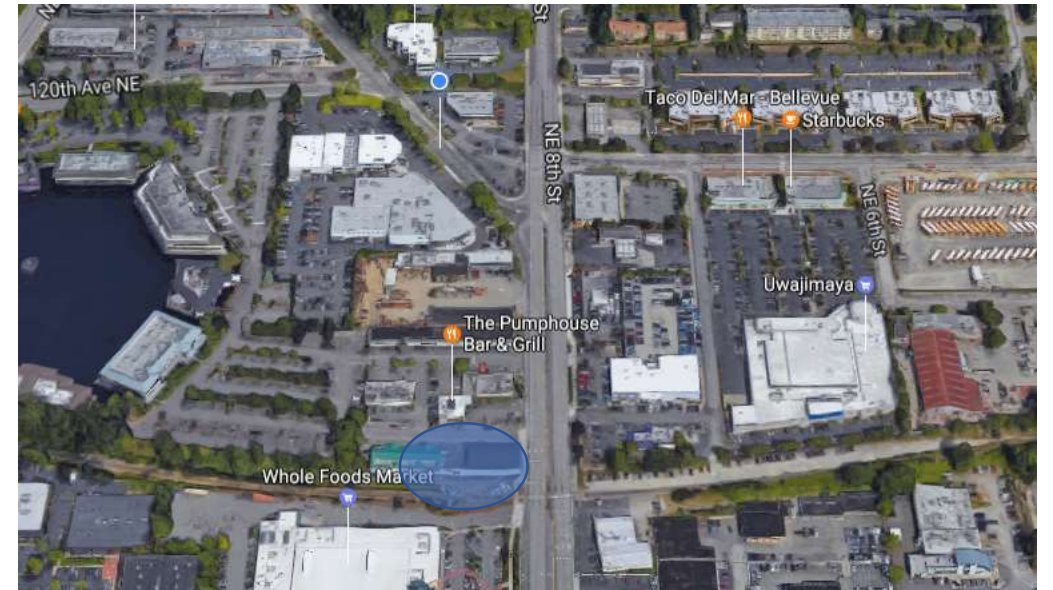
The CAC's vision calls for a greater mix of residential, retail, office and hotel uses to serve existing and future residents and workers of the area; allowing up to 200 feet in most of the area and up to 300 feet in limited areas; and allowing maximum building square footage of four to five times the square footage of the site.

Pg 42 of Bellevue East Main Station Area Plan from CAC June 15, 2016

Do these kind of densities make as much sense here?



As here?



Good news, topography...

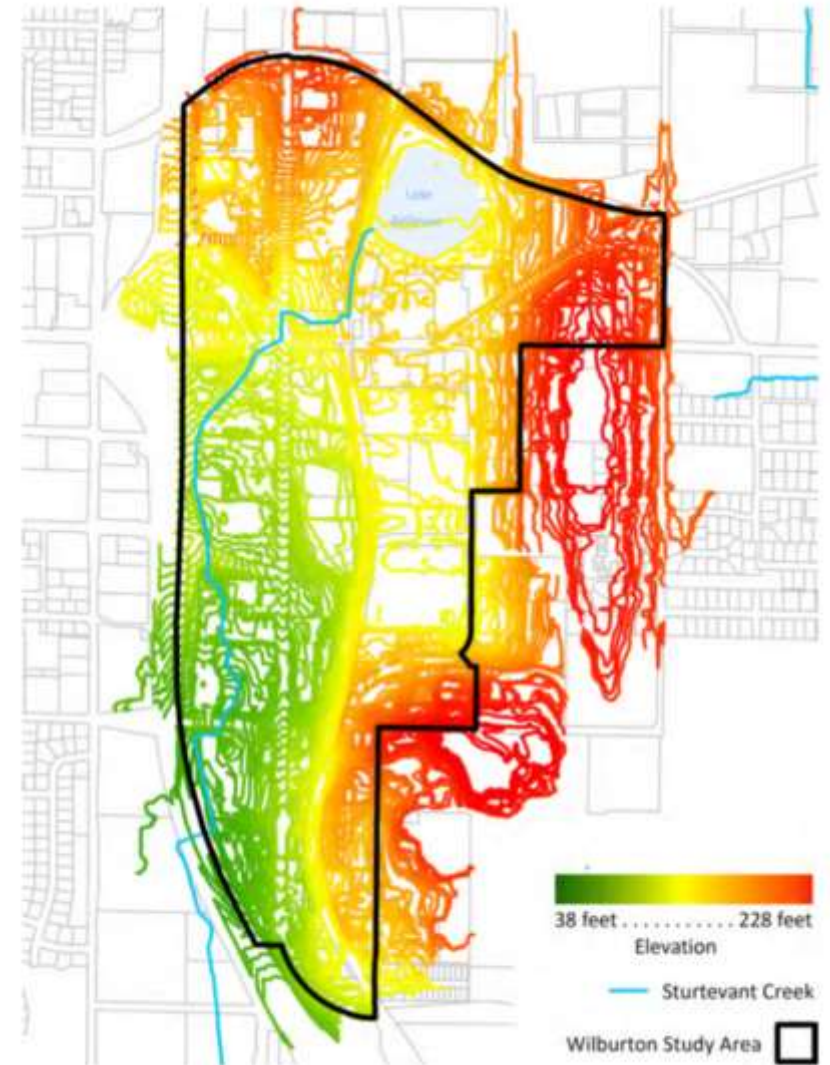
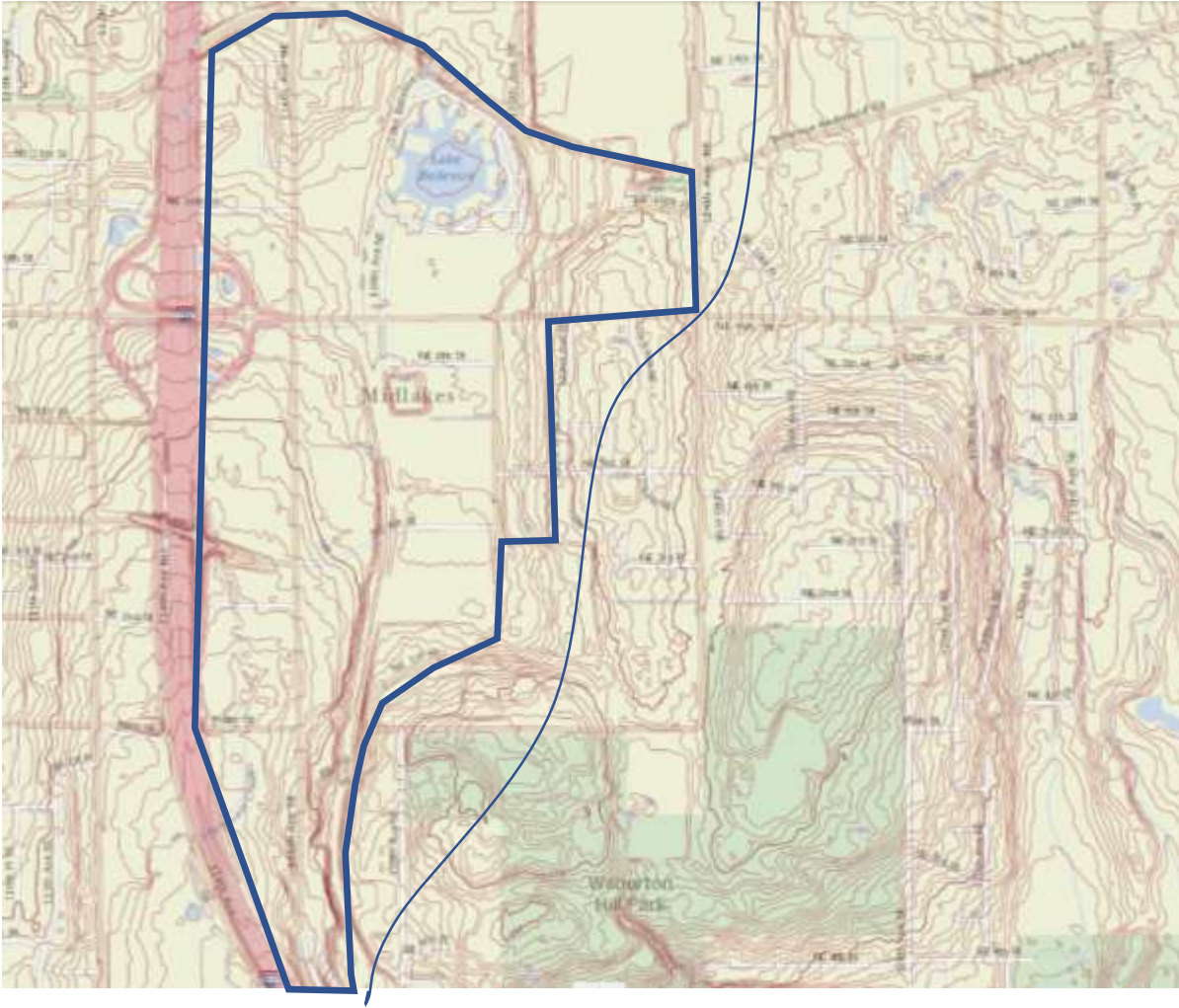


Figure 5.21 - Topography

The solution is
aggressive and flexible
zoning



Figure 6.7 - Existing Land Use

There is plenty of room to grow...

