



# East Main Station Area Plan

ONLINE OPEN HOUSE: April 21-May 10, 2015

Select Language

- Welcome
- Land Use
- Scenario 1
- Scenario 2
- Scenario 3
- Scenario 4
- Streetscapes
- Ped & Bike 1
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- Vehicular 1
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- Thank You

## Welcome

Next

Welcome to the City of Bellevue's online open house for the East Main Station Area Plan project. Here you will find information about potential redevelopment opportunities in the area around Sound Transit's future East Main Station site, and learn about important planning decisions such as: options for redevelopment east of 112th Ave SE; ideas for addressing neighborhood access, traffic and parking; and strategies for providing pedestrian, bicycle and transit connections to the station.

The public comment period for the online open house has closed. For more information about the East Main Station Area Plan project, or to provide feedback, please visit our website at: [www.bellevuewa.gov/east-main-station.htm](http://www.bellevuewa.gov/east-main-station.htm)

### What is the purpose of 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.

### Bird's eye views of scenario options



### 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 being led by Sound Transit.

**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 fourth Tuesday of each month in room 1E – 113 of City Hall from 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)

### Timeline



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### Take notes as you go

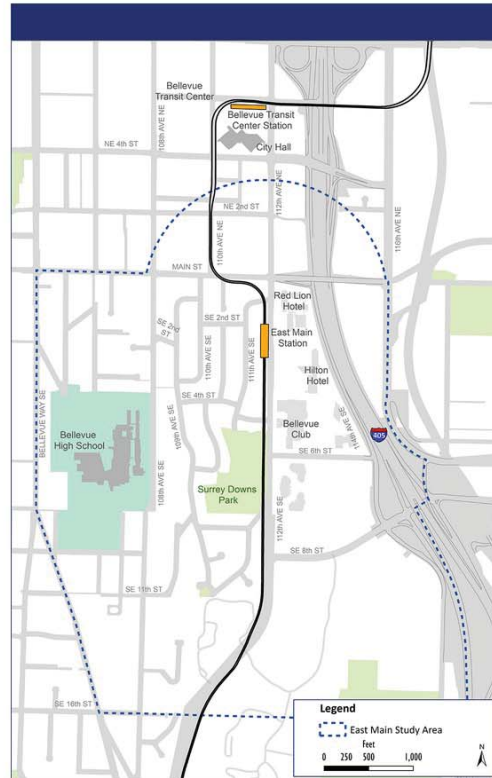
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### Station area map





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## Land Use

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### Redevelopment Scenarios

Below are four ideas for future redevelopment of the commercial area between I-405 and 112th Ave SE ranging from what's possible under existing zoning (Scenario 1) to what could be possible under zoning that would allow more intensive development.



#### Key Features of Scenario 1 (existing zoning):

- Four to six story offices with limited apartments and retail.
- Large surface parking lots and no street-level activity along 112th Ave SE.
- Market economics do not support redevelopment under current zoning.



#### Key Features of Scenario 2:

- Maximum building heights of six to seven stories, with below or above ground parking.
- Mix of uses, including apartments and offices with retail space on the ground floor.
- Buildings could be set closer to 112th Ave SE, to provide some street level activity.
- Shorter, wider buildings may provide limited options for interesting public spaces.



#### Key Features of Scenario 3:

- Greater range and mix of buildings heights, from six to 23 stories (up to twice the height of the Hilton Hotel), with below or above ground parking.
- Mix of uses, including apartments and offices with retail space on the ground floor.
- Buildings could be set closer to 112th Ave SE, and would provide more street level activity.
- Mix of taller buildings can provide more options for public streets and interesting public spaces.



#### Key Features of Scenario 4:

- Same as proposed zoning changes north of Main Street.
- Maximum building heights of 23 stories.
- Mix of offices, apartments and hotel, with retail space in some buildings along 112th Ave SE.
- Provides greatest potential and flexibility for redevelopment, including public plazas, walkways and streets within the new development.

### Redevelopment Guiding Principles:

The next several pages provide additional information about these four initial scenarios being considered by the East Main Citizen Advisory Committee (CAC). 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

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## Scenario 1



### Redevelopment Scenario 1:

*This is what's currently possible under existing Office/Limited Business (OLB) zoning.*

#### 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

### Bird's eye view looking east



### By the numbers

Scenario 1 (New development only)				
	Red Lion	Hilton	Bellevue Club/ Hotel Bellevue	Totals
<b>Total square footage</b>	319,445	205,164	-	524,609
<b>Stories</b>	1 to 4	4 to 6	-	-
<b>Residential units</b>	76	157	-	233
<b>Office square footage</b>	230,556	205,164	-	435,720
<b>Retail square footage</b>	16,977	-	-	16,977
<b>Hotel Rooms</b>	-	-	-	-
<b>Club square footage</b>	-	-	-	-

### Street level views



### Examples of what this scenario could look like



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## Scenario 2

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### Redevelopment Scenario 2:

Greater development potential than Scenario 1. Building heights are lower than the Hilton Hotel, but buildings may cover more area on the sites

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

- Potential for some mix of uses, including limited retail goods and services (e.g. cafes, salons)
- Slight increase in building heights up to 85' (compared to 75' in Scenario 1) but covering much more of site. The building height restriction along 112th Ave SE could be removed
- Offices and apartments could increase street activity and potential transit ridership, and put more "eyes on the station" for added security
- Limited surface parking; most parking would be located in buildings and underground
- Market economics may support limited redevelopment, but expansion of existing uses is more likely

### Bird's eye view looking east



### By the numbers

Scenario 2 (New development only)				
	Red Lion	Hilton	Bellevue Club/ Hotel Bellevue	Totals
<b>Total square footage</b>	787,326	382,251	161,713	1,331,290
<b>Stories</b>	6 to 7	6 to 7	7	-
<b>Residential units</b>	147	396	104	647
<b>Office square footage</b>	612,127	-	-	612,127
<b>Retail square footage</b>	35,920	-	-	42,238
<b>Hotel Rooms</b>	-	-	-	-
<b>Club square footage</b>	-	-	-	-

### Street level views



### Examples of what this scenario could look like



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## Scenario 3

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### Redevelopment Scenario 3:

Mix of uses and building heights (up to about twice as tall as the Hilton Hotel) encourage more street-level activity.

#### 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 (compared to 45' and 75' in Scenario 1) could provide for public spaces
- Tallest buildings could be set back from 112th Ave SE
- Offices and apartments could increase street-level activity and potential transit ridership and put more "eyes on the station" for added security
- Market economics could support redevelopment, including some public spaces (e.g. plazas, sidewalk cafes)

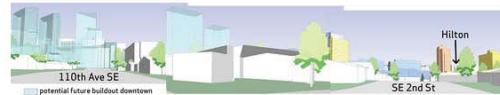
### Bird's eye view looking east



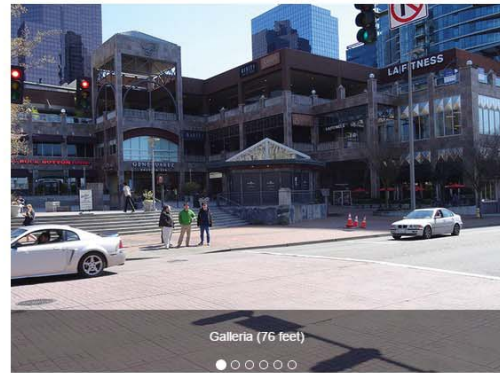
### By the numbers

Scenario 3 (New development only)				
	Red Lion	Hilton	Bellevue Club/Hotel Bellevue	Totals
<b>Total square footage</b>	1,004,581	830,486	271,800	2,106,867
<b>Stories</b>	5 to 23	4 to 23	8 to 23	-
<b>Residential units</b>	232	635	182	1,049
<b>Office square footage</b>	736,826	-	-	736,826
<b>Retail square footage</b>	47,755	11,840	-	59,595
<b>Hotel Rooms</b>	-	-	-	430
<b>Club square footage</b>	-	-	-	-

### Street level views



### Examples of what this scenario could look like



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## Scenario 4



### Redevelopment Scenario 4:

*Greatest amount of redevelopment of all scenarios. Provides the most potential for mix of uses and public amenities*

#### 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 (45' and 75' in Scenario 1) 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)

### Bird's eye view looking east



### By the numbers

Scenario 4 (New development only)				
	Red Lion	Hilton	Bellevue Club/Hotel Bellevue	Totals
<b>Total square footage</b>	1,267,132	938,586	399,920	2,605,638
<b>Stories</b>	6 to 23	6 to 23	23	-
<b>Residential units</b>	240	749	364	1,353
<b>Office square footage</b>	991,634	-	-	991,634
<b>Retail square footage</b>	47,755	11,840	-	59,595
<b>Hotel Rooms</b>	-	430	-	430
<b>Club square footage</b>	-	-	99,000	99,000

### Street level views



### Examples of what this scenario could look like



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## Streetscapes

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Redevelopment would also 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.

### Examples of wider sidewalks (A)



### Examples of pedestrian crossings (B)

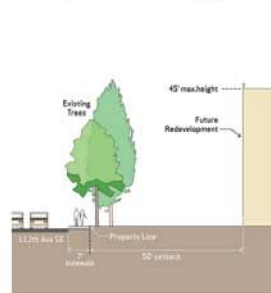


### Examples of pedestrian activities (C)

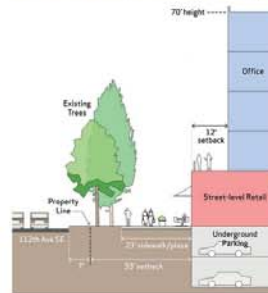


## Options for development on 112th Ave SE

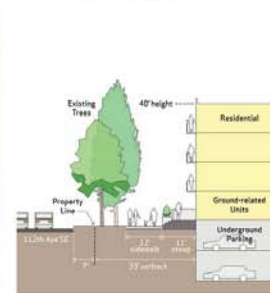
### Example of large setback with limited pedestrian activity (D)



### Example of sidewalk with room for café tables, benches, etc. (E)



### Example of residential buildings with front stoops (F)



Full street view

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## Ped & Bike 1

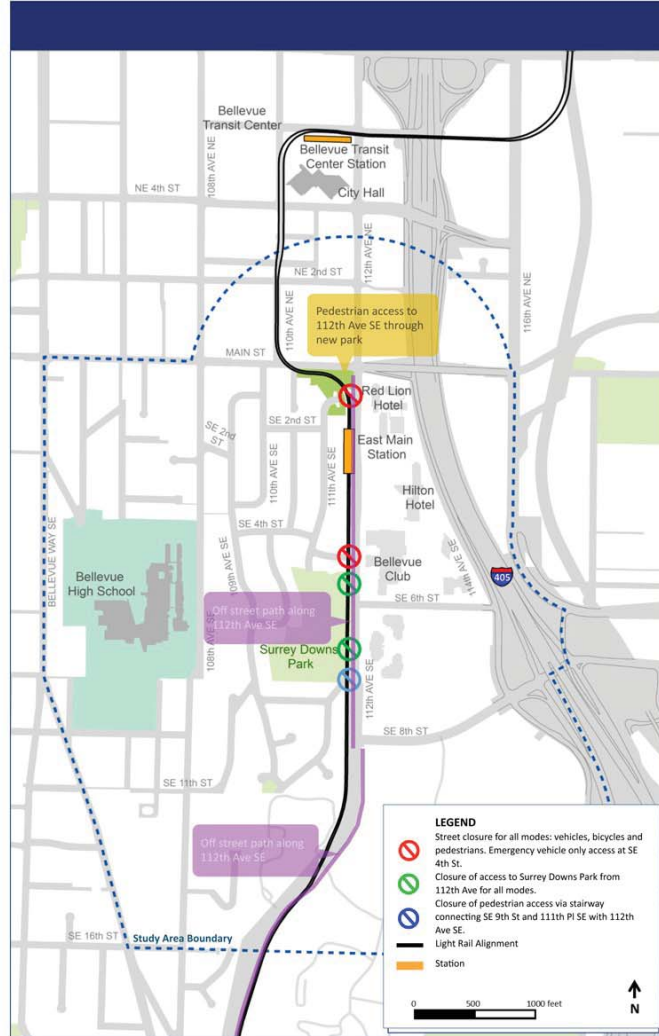
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### Future Conditions

#### When the East Main station opens:

- Light rail will close direct pedestrian access to 112th Ave SE at:
  - SE 1st Pl
  - SE 4th St
- Stairway connecting to SE 9th St and 111th Pl SE
- Access to Surrey Downs Park from 112th Ave SE
- Pedestrian access from the Surrey Downs neighborhood to 112th Ave SE will only be possible at the site of 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

### Station area map



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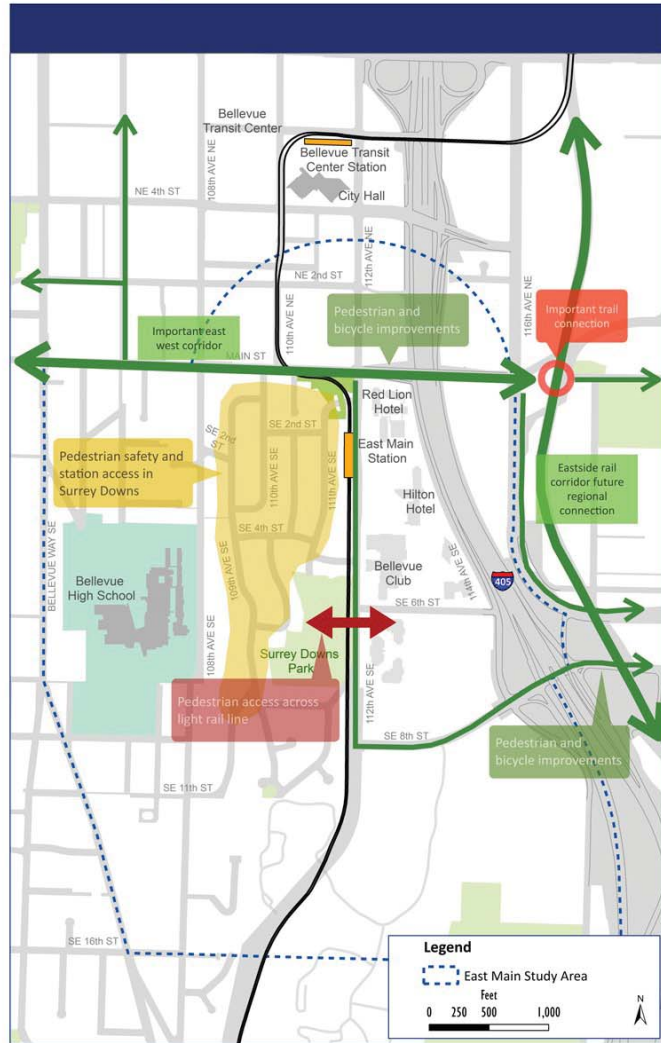
## Ped & Bike 2



### Next Steps

City of Bellevue staff will develop strategies aimed at improving pedestrian and bicycle facilities based on public comments and CAC feedback. The questions below will help provide direction for the CAC and staff.

### Station area map



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## Vehicular 1

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### What We've Heard

- Concerns about ability to get into/out neighborhood areas as a result of access becoming more constricted
- Concern about the potential for hide and ride parking in neighborhood areas
- Increased congestion on 112th Ave SE
- Increased traffic on neighborhood streets

### Future Conditions

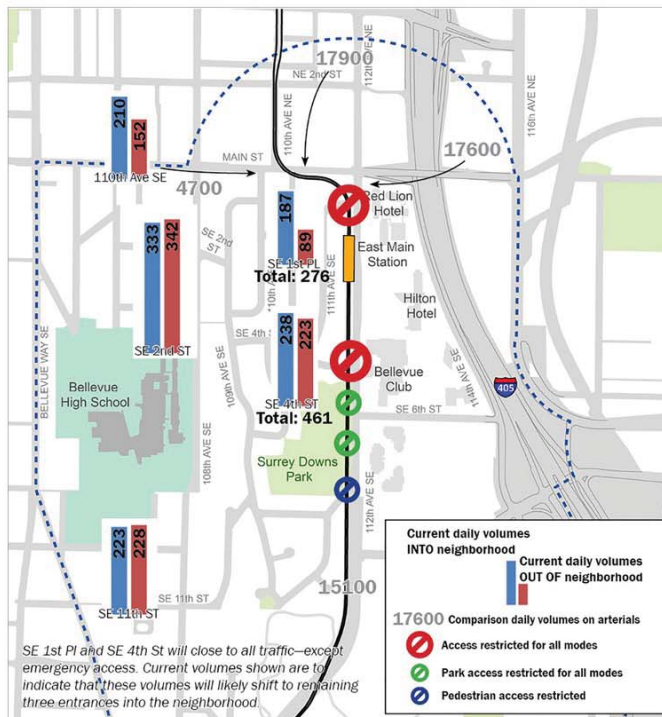
When the East Main station opens...

- Five entrances into Surrey Downs will be reduced to three. There will be no access for all modes (cars, pedestrians, bikes) at SE 1st Pl and SE 4th St; emergency access will be retained at SE 4th St. These two streets account for 33% of traffic into/out of Surrey Downs meaning traffic will likely shift of other entrances into Surrey Downs
- There is potential for new streets in redevelopment area
- There is potential for additional traffic calming in neighborhood areas

### Next Steps

With access being significantly limited along 112th Ave SE and with potential for development on the east side of 112th Ave SE there will be major changes to vehicular circulation in the station area. Next steps will include evaluating how the following will impact the overall vehicular network:

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



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## Vehicular 2



### 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.

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.



Looking southbound on 108th Ave

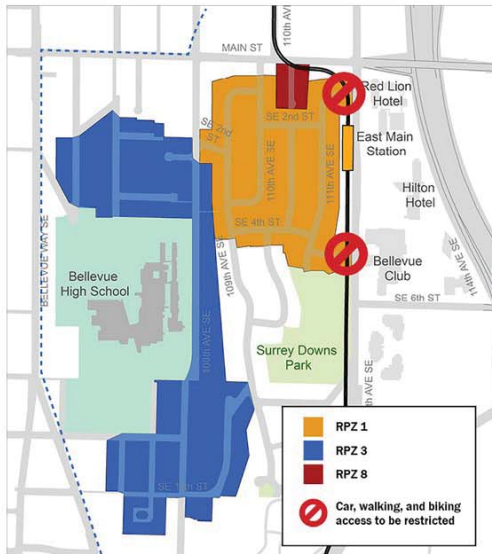


Looking southbound on 110th Ave SE



### 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).



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## Thank You

Thank you for visiting our East Main Station Area Plan online open house! The public comment period for the online open house has closed.

**For further questions please contact:**

Kate March  
kmarch@bellevuewa.gov  
425-452-2055

**Please sign up here** for notifications for the City of Bellevue about East Main Station area planning.

Visit [www.bellevuewa.gov/east-main-station.htm](http://www.bellevuewa.gov/east-main-station.htm) to learn more about the East Main Station Area Planning project.



Bird's eye view looking southeast over downtown to the future east Main station area

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