

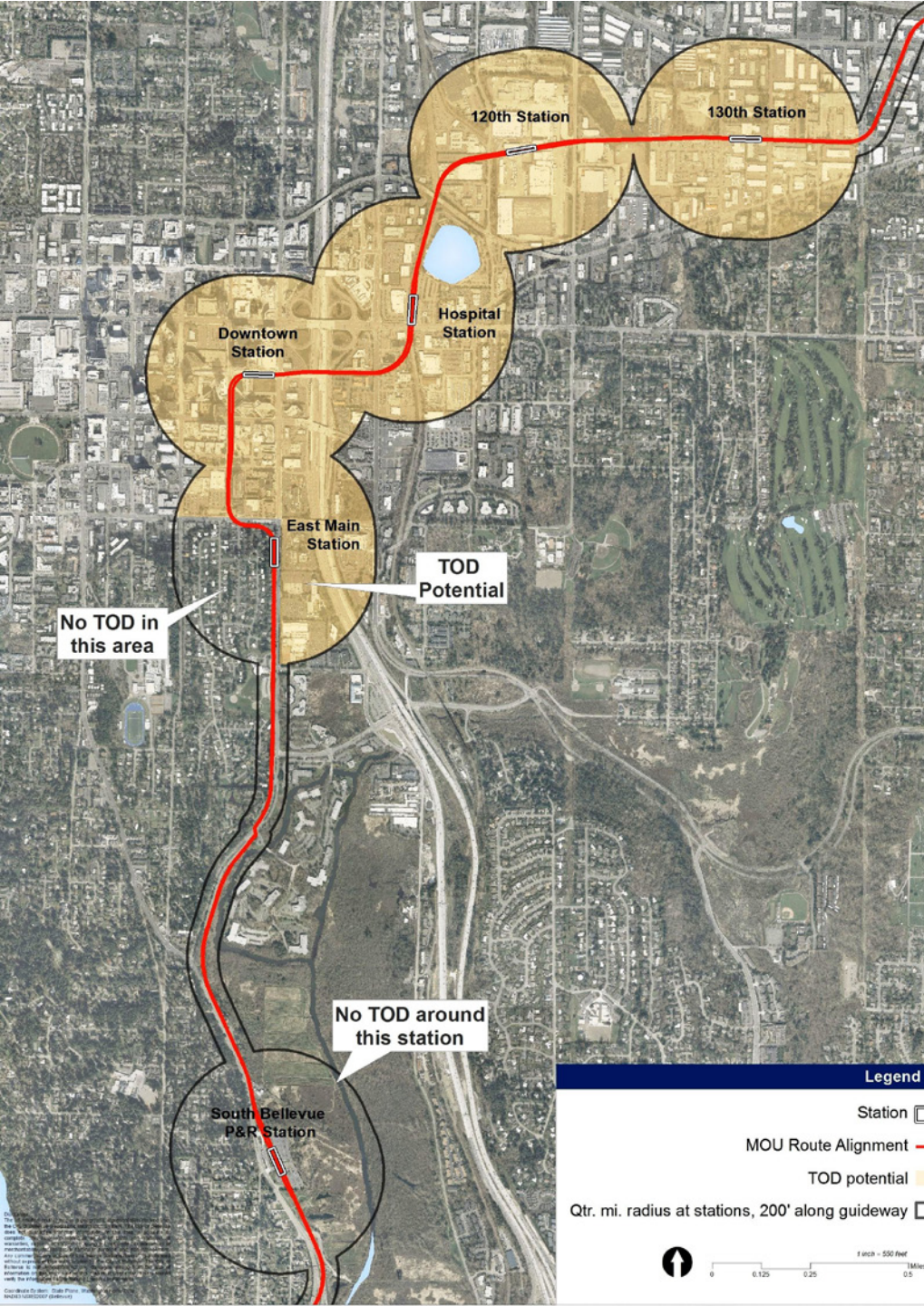
Station Area Planning Map

While each station is unique, issues common to all include:

Pedestrian/bicycle access from the surrounding area

Local bus service to the station

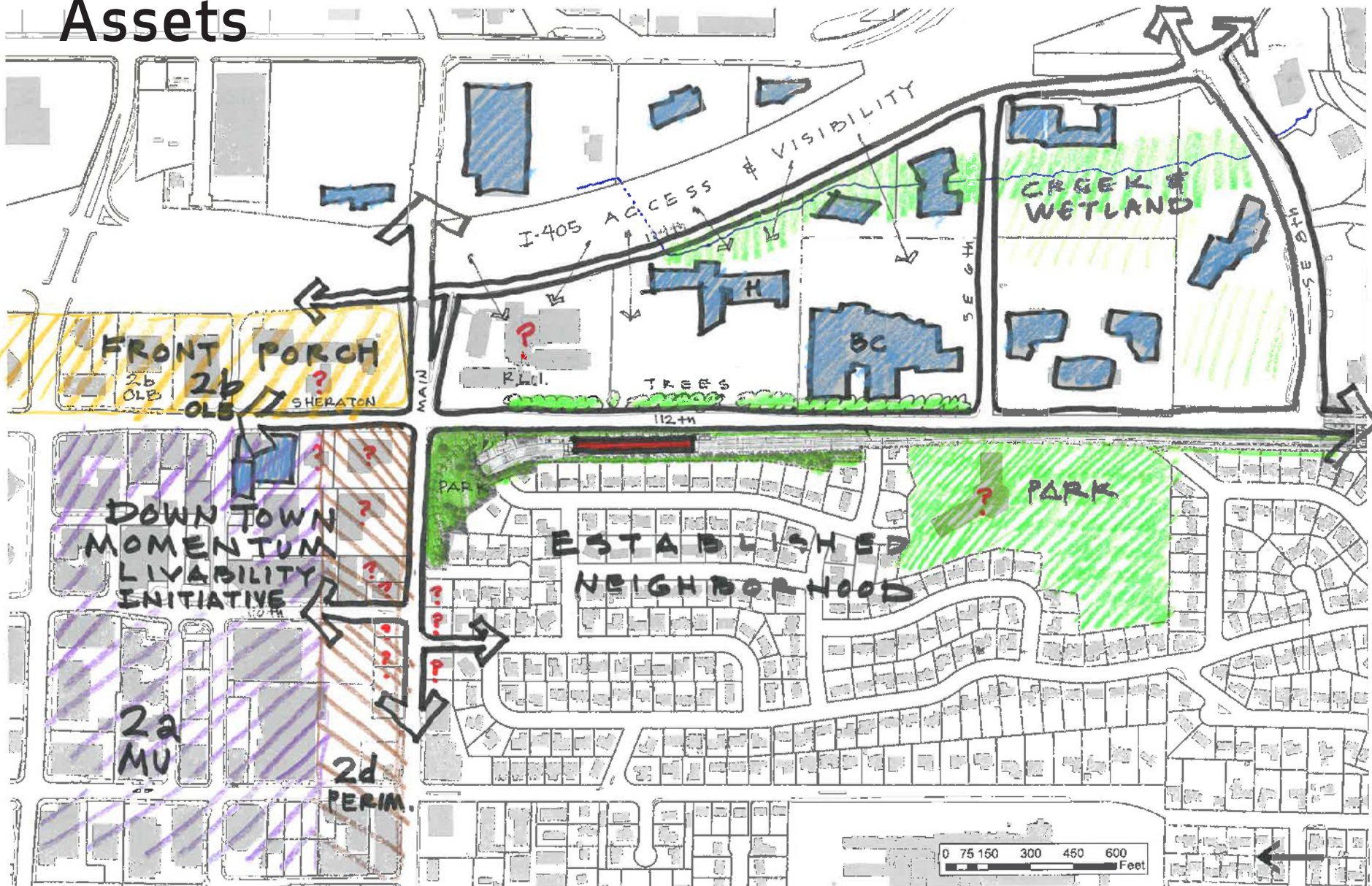
Improvements such as sidewalks, utilities, landscaping and way-finding that could enhance the area



Aerial

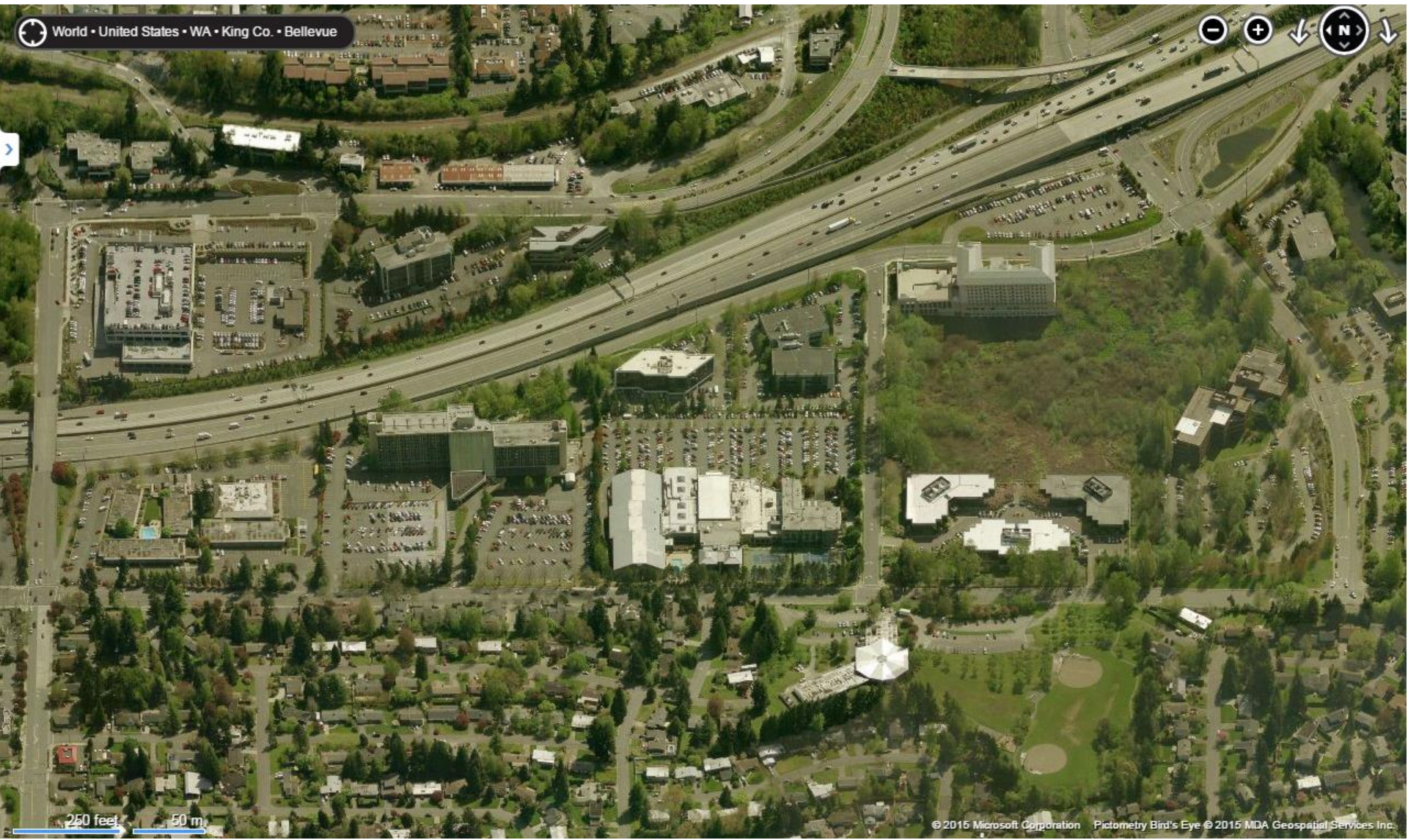


Assets



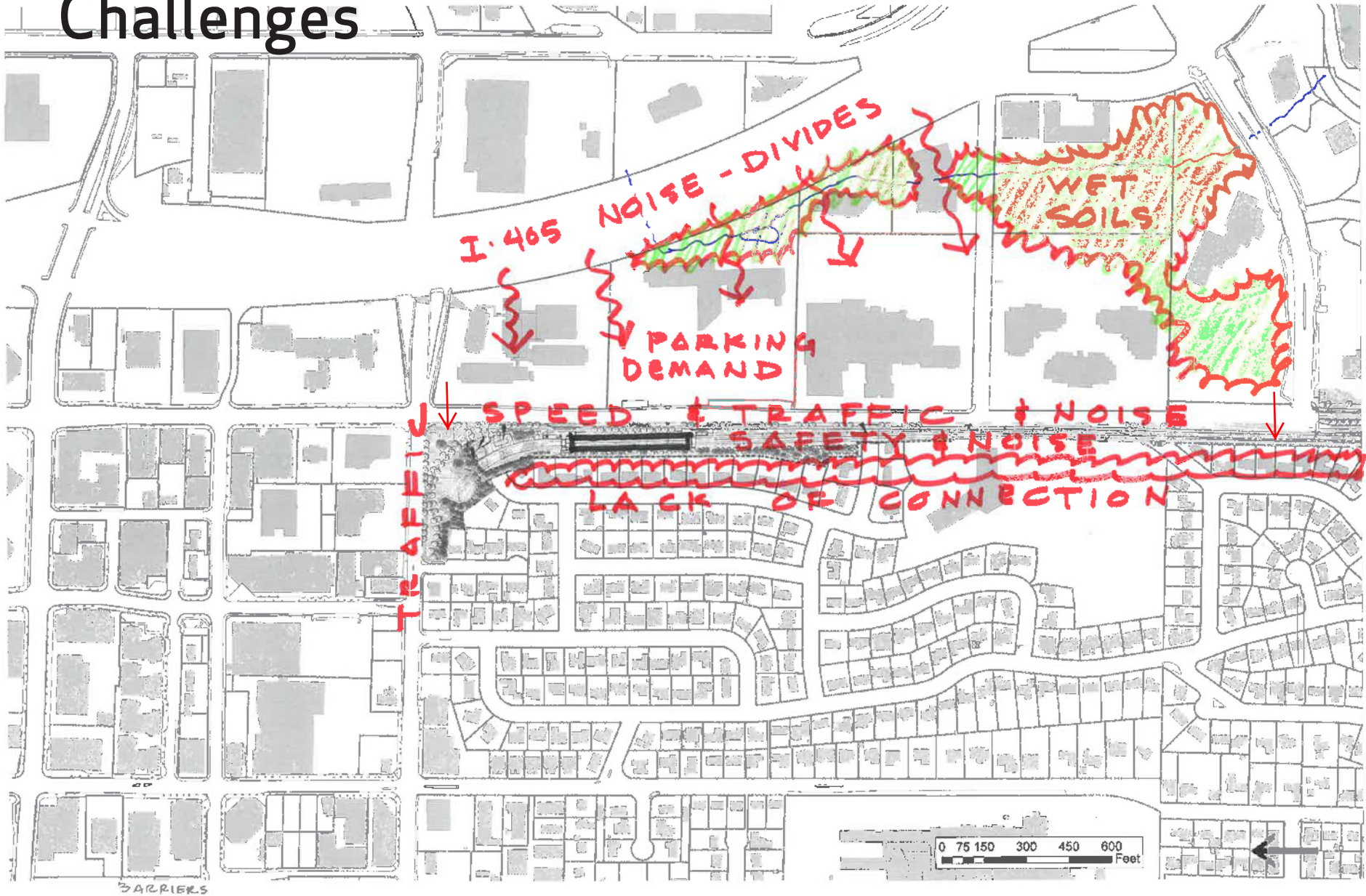
ASSETS

World • United States • WA • King Co. • Bellevue

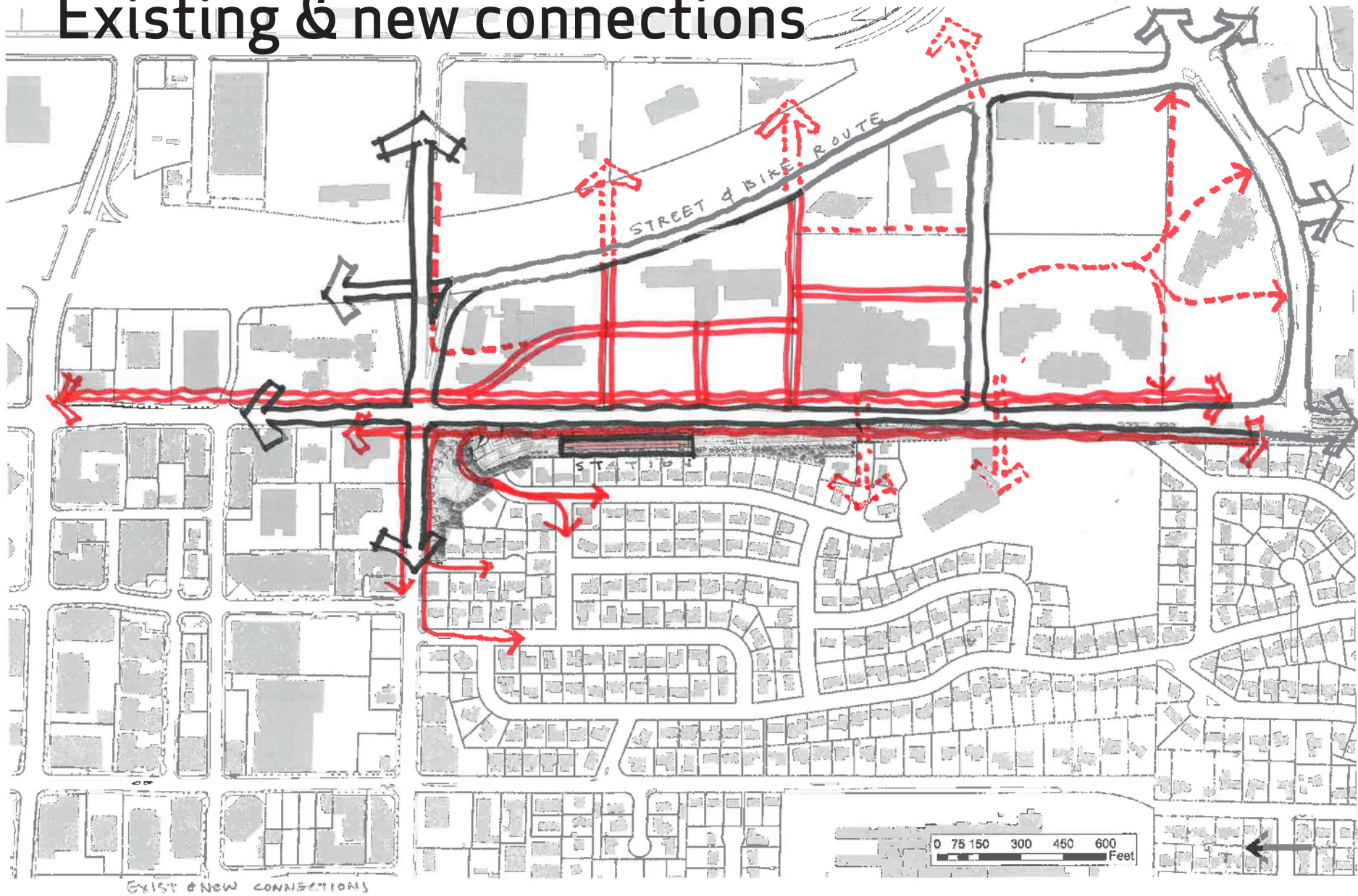


250 feet 50 m

Challenges



Existing & new connections



Existing Conditions



112th & MAIN FACING EAST



112th & MAIN FACING WEST



112th & MAIN FACING NORTH



112th & MAIN FACING SOUTH

Existing Conditions



112th FACING SOUTH



112th FACING NORTH



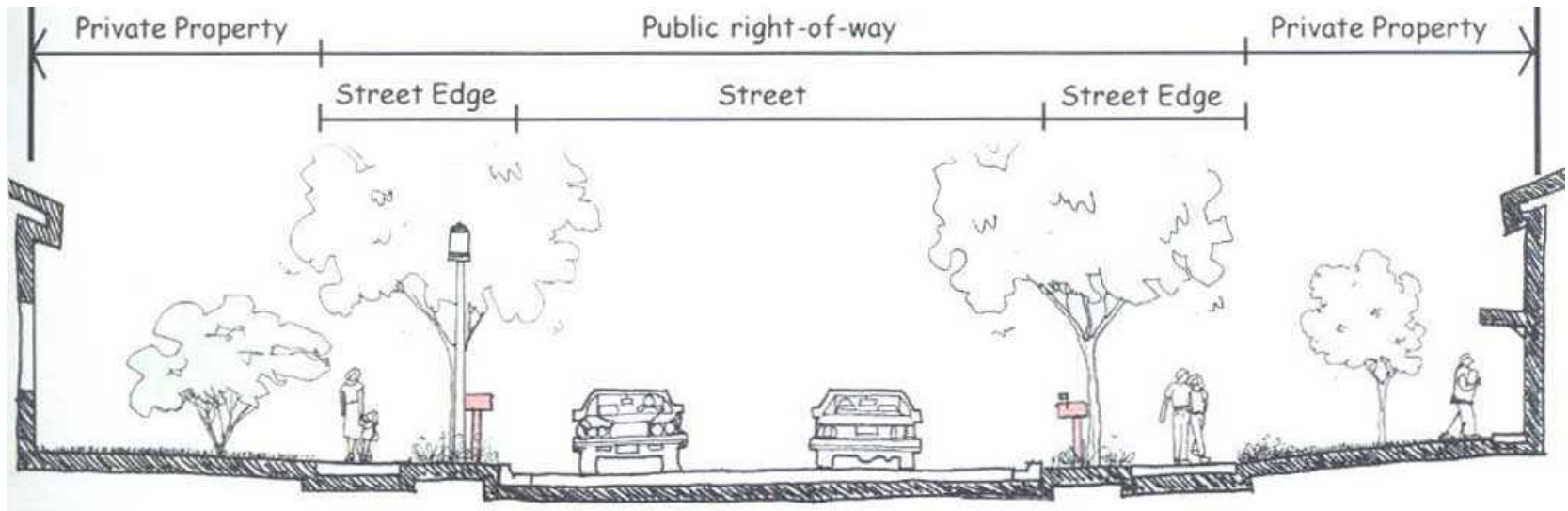
MAIN STREET FACING EAST



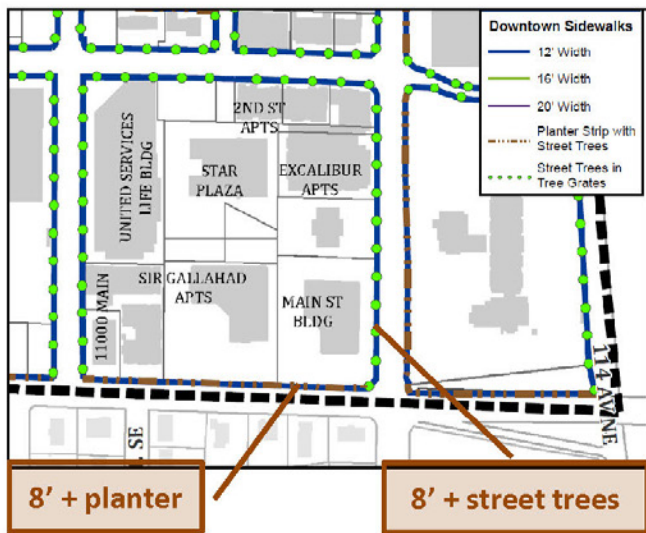
MAIN STREET FACING EAST

Streetscape components:

- Width of sidewalk
- Bus stops
- Commercial and residential density
- Pedestrian traffic volume
- Parking requirements and restrictions
- Vehicular traffic intensity
- Bicycle lanes
- Overall right-of-way width
- Number of traffic lanes
- Storm drainage
- Overhead and underground utilities



Sidewalks



Sidewalk: 8-feet + 4

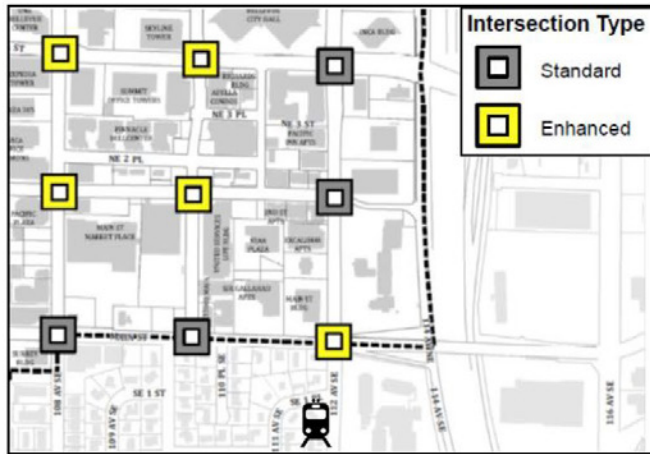
12-feet + 4

Curbside street trees

Curbside planter strip



Enhanced Intersection Components



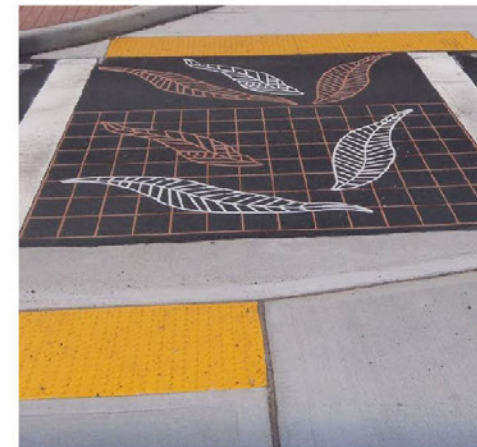
Wayfinding



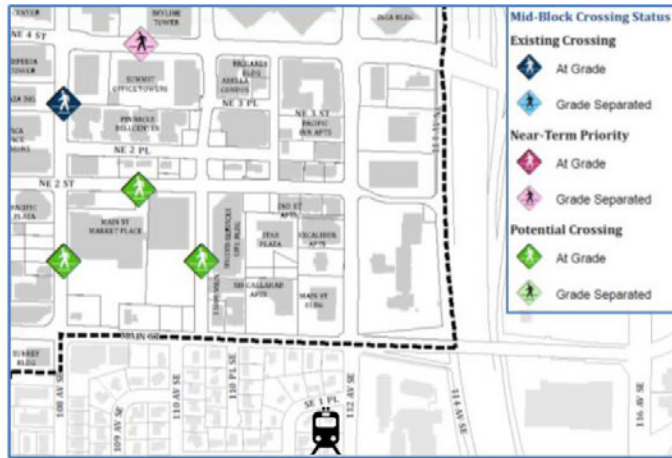
Weather protection



Special paving or striping, wide



Mid-Block Crossings



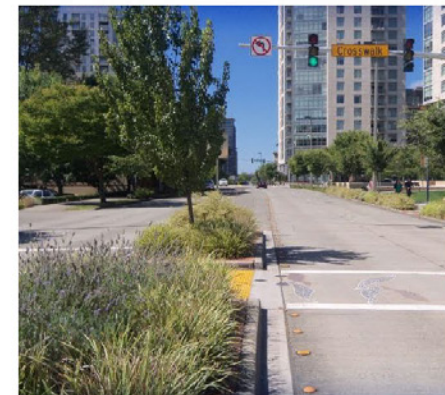
Crossing Pavement Treatment



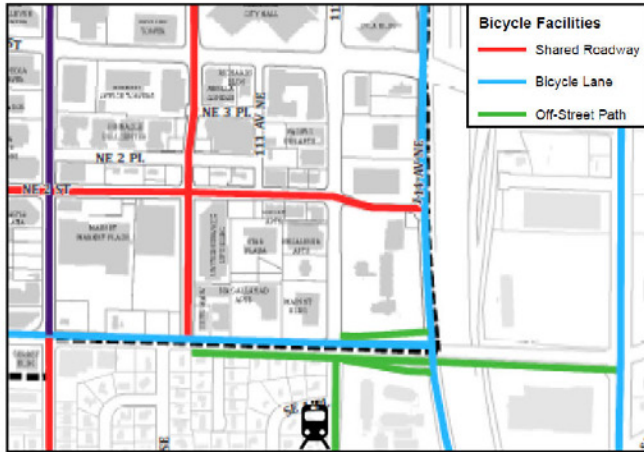
Signalization



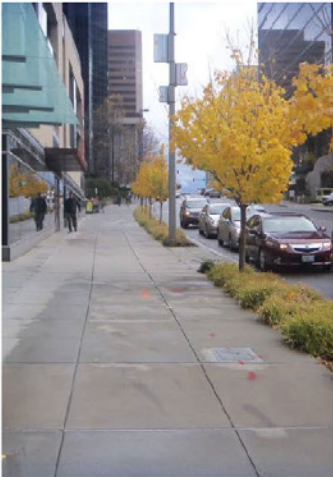
Median/Pedestrian Refuge



Improved Bicycle Facilities



Path for Bikes and Peds



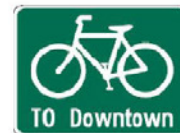
Wide Path on Main Street Bridge



Buffered Bike Lane



Bike Shared Lane



Street Types

Downtown Livability Initiative

Commercial Streets



Mixed Streets



Pedestrian Corridor/High Streets



Neighborhood Streets



Perimeter Streets



Street Types

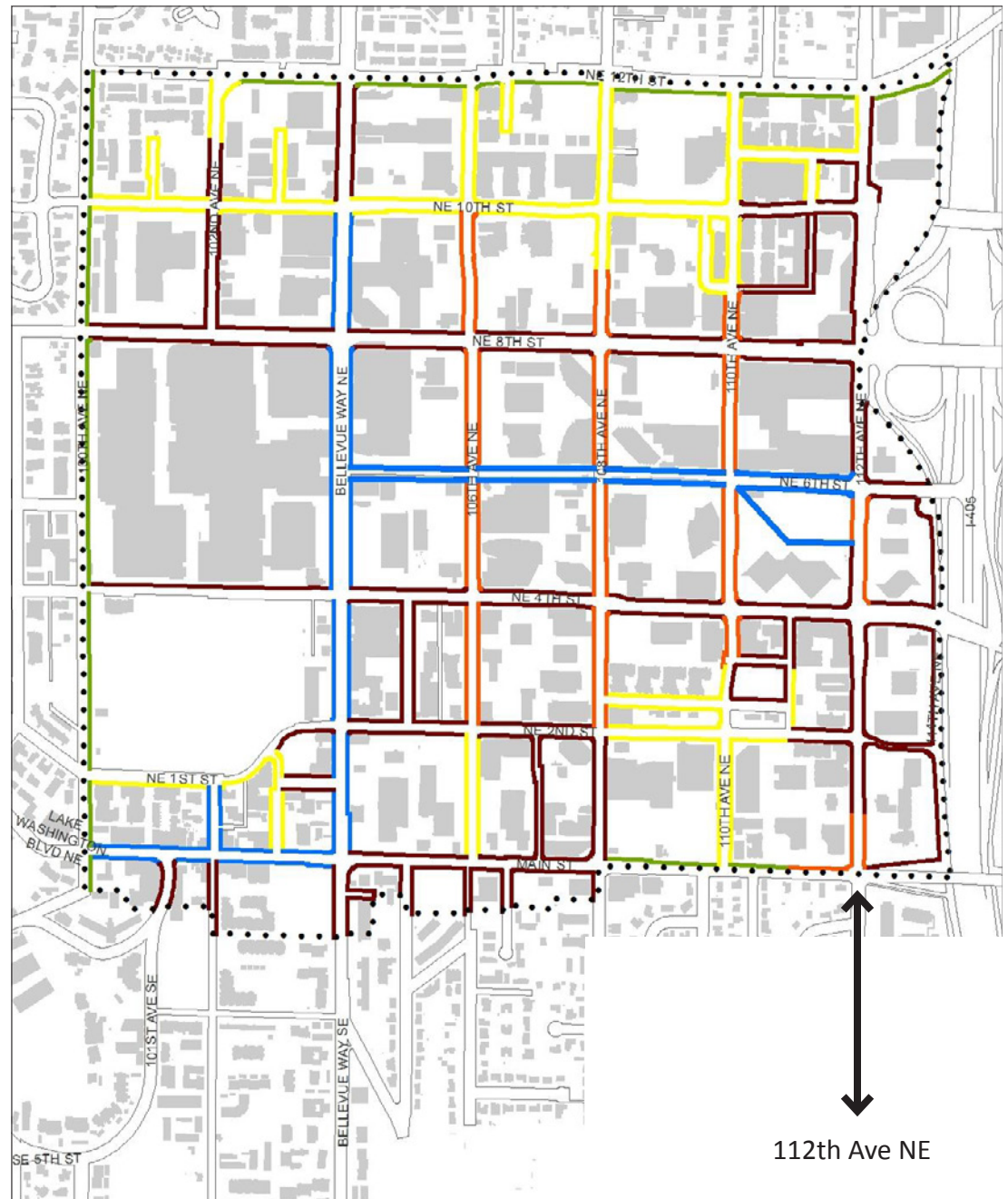
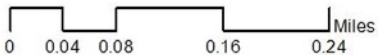
Downtown Livability Initiative

To guide the City's Land Use Code and ensure consistency and continuity of street frontage improvements, 5 streetscape design category concepts have been developed for application throughout the City of Bellevue.

Building / Sidewalk Relationship Guidelines

Street Type

-  Pedestrian Corridor / High Street
-  Commercial Street
-  Mixed Street
-  Neighborhood Street
-  Perimeter Street



City of Bellevue Streetscape Design Category 3

Buffer/ Transition Areas (e.g. McCormick Park, NE 12 St. b/w Bellevue Way & 112th Ave. NE)

Where commercial areas meet residential land uses, the character of the planting area within the right-of-way provides a transition. Wide planter strips separate pedestrians from vehicles and also provide screening and buffering to residential areas.



McCormick Park

NE 12 St. b/w Bellevue Way & 112th Ave. NE

Amenities: Sitting area, flower gardens, trails, handicapped accessible



Rechannelization

Adjustment of lane widths and/or number of lanes to promote slower vehicle speeds and/or accommodate other modes of traffic in the right-of-way, including bicycles, pedestrians, and transit



BEFORE: Four lanes without center turn lanes

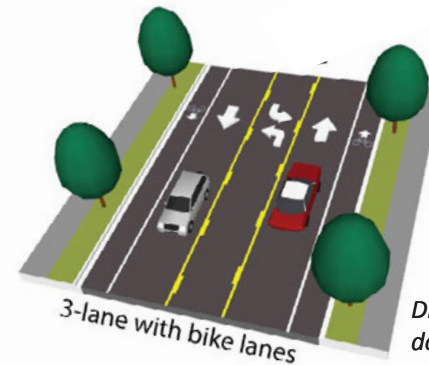


AFTER: Center turn lanes, bike lanes, pedestrian refuge island at bus stop

BEFORE



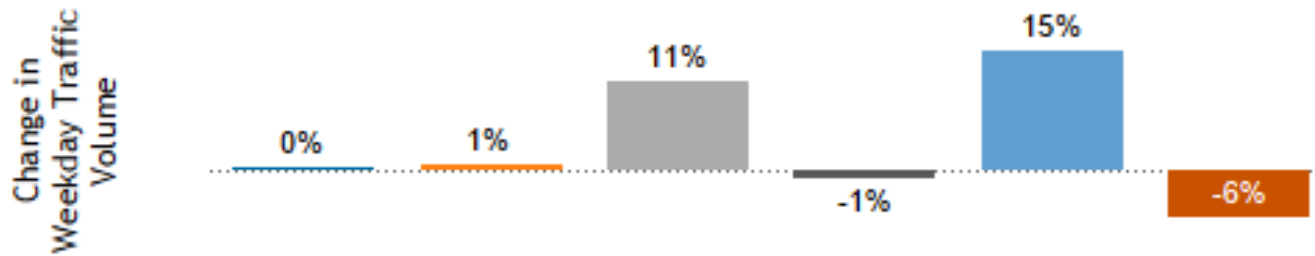
AFTER



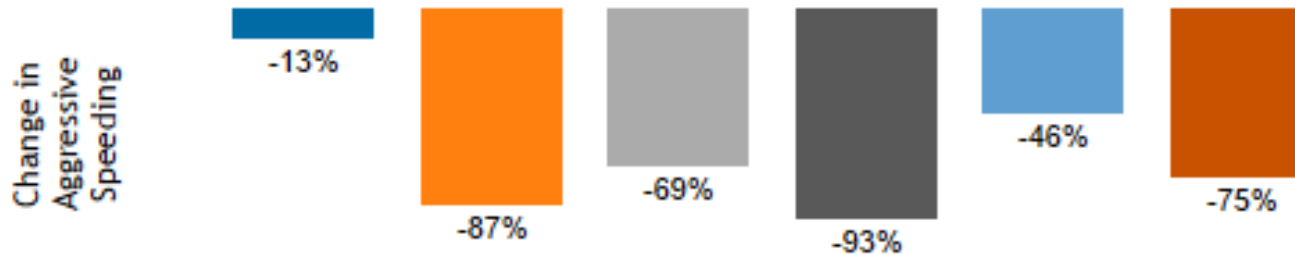
*Diagram source:
domz60.wordpress.com*

Rechannelization Results in Seattle

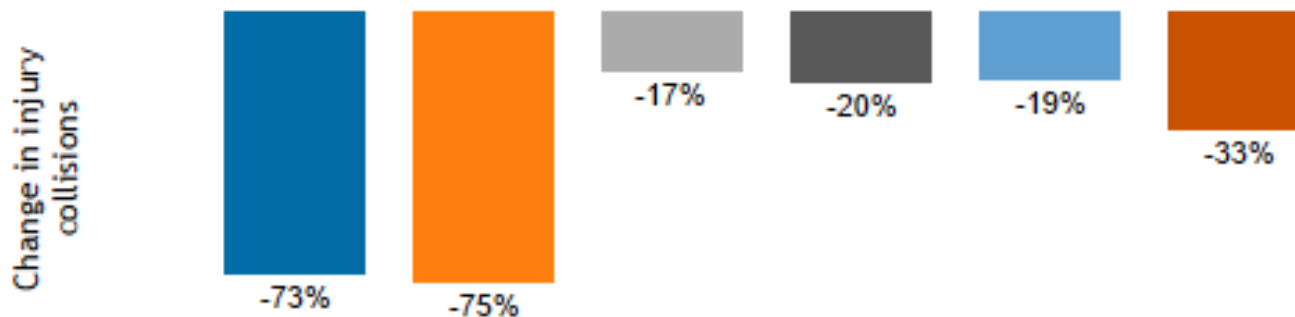
There is still plenty of room on our roads 



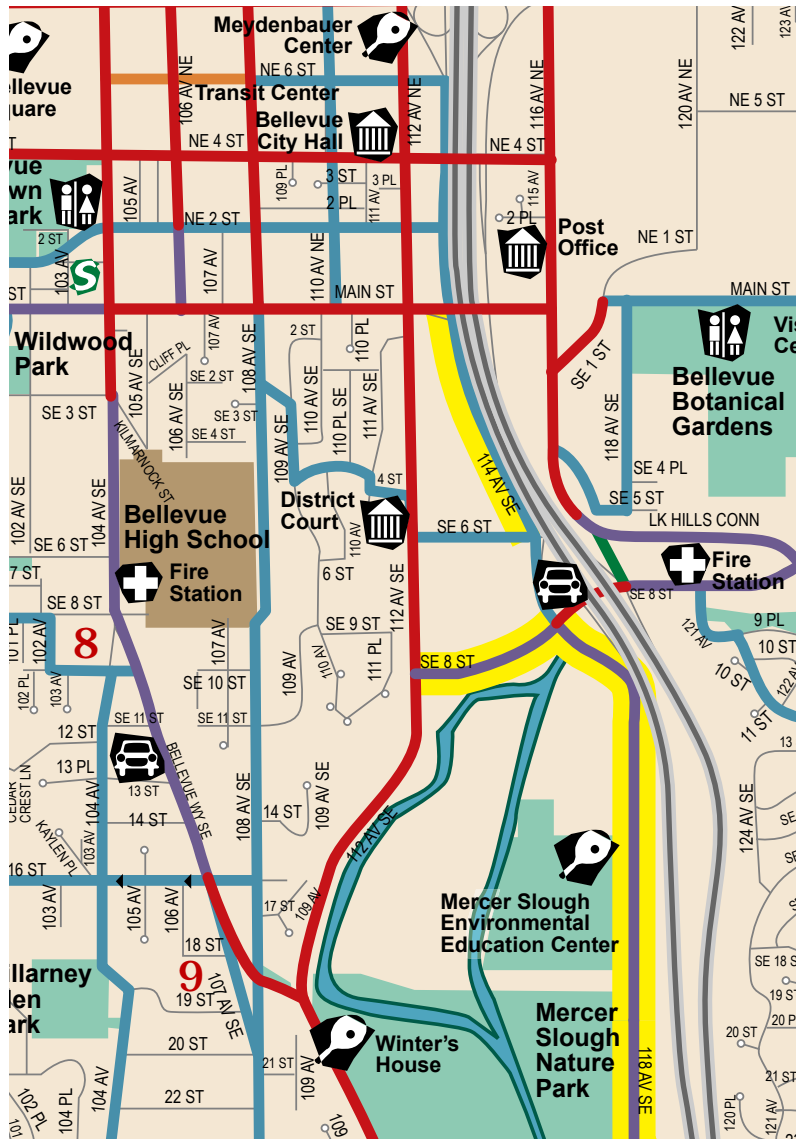
People stop aggressive speeding 



Collisions and injuries are way lower 



City of Bellevue Bicycle Map 2009



LEGEND

- Off Street Paths: Most are paved and have multiple users.
- Lower Traffic Streets: Most are two lane streets with low speeds.
- Higher Traffic Streets: Although these streets have higher volumes, most have either wide shoulders, wide curb lanes or bike lanes.
- Caution Areas: Generally have high traffic streets. Bicyclists should use caution because of higher speeds and/or lack of shoulders or wide curb lanes.
- Pedestrian Path: Many are narrow and have steep grades and varying surface types. Walk bicycle.
- Bike Lane

Existing Conditions



112th FACING SOUTH



112th FACING NORTH



MAIN STREET FACING EAST



MAIN STREET FACING EAST



MAIN S

114 AV SE

SE 6 ST

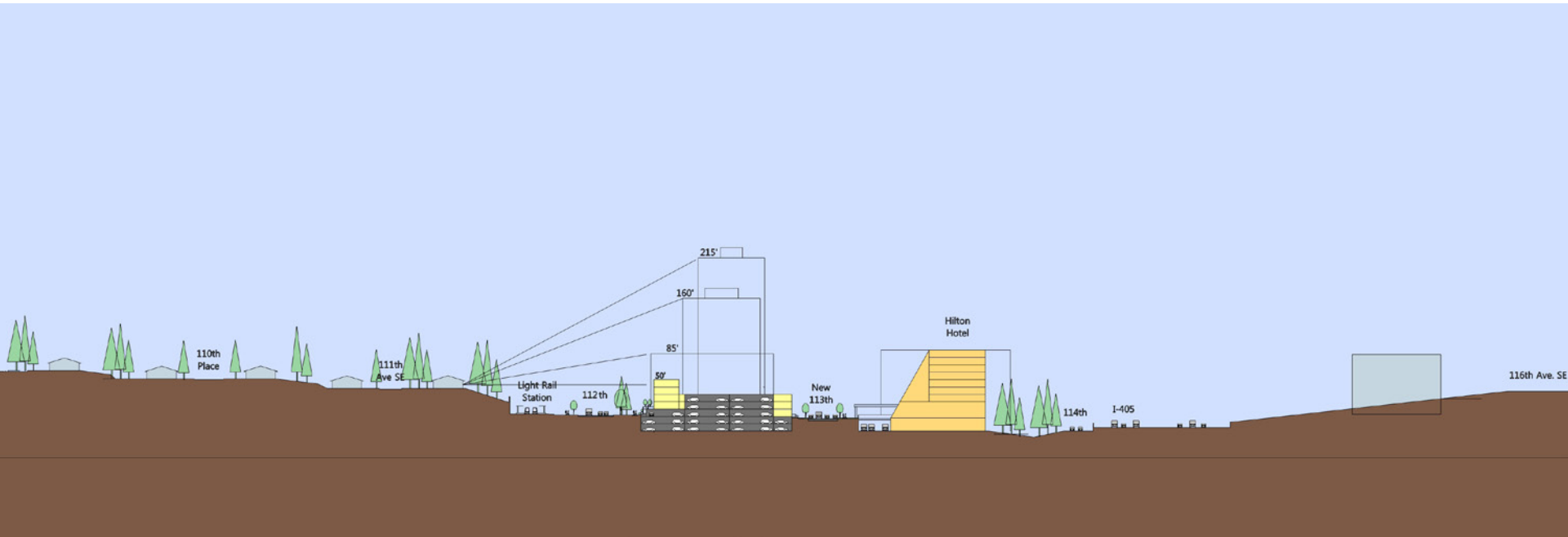




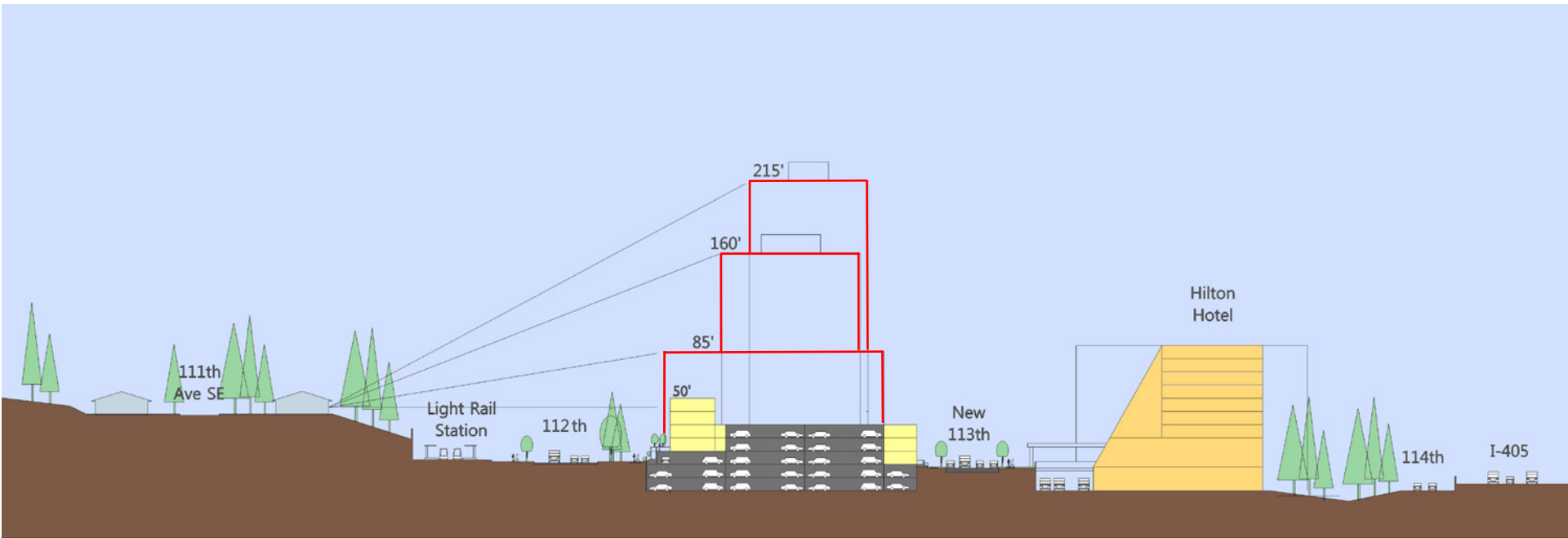




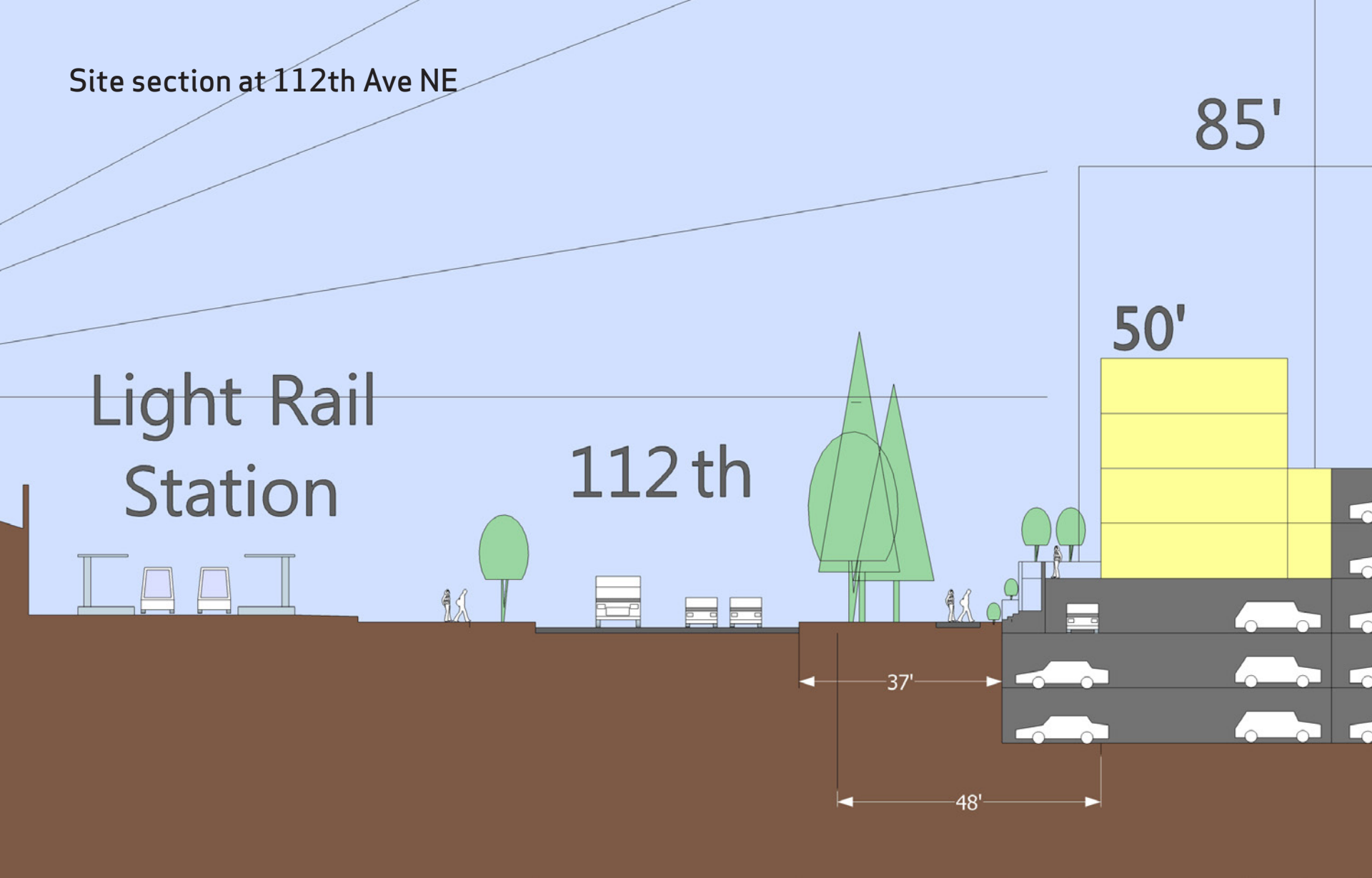
Site section



Site section



Site section at 112th Ave NE



Site section at 112th Ave NE

+80'

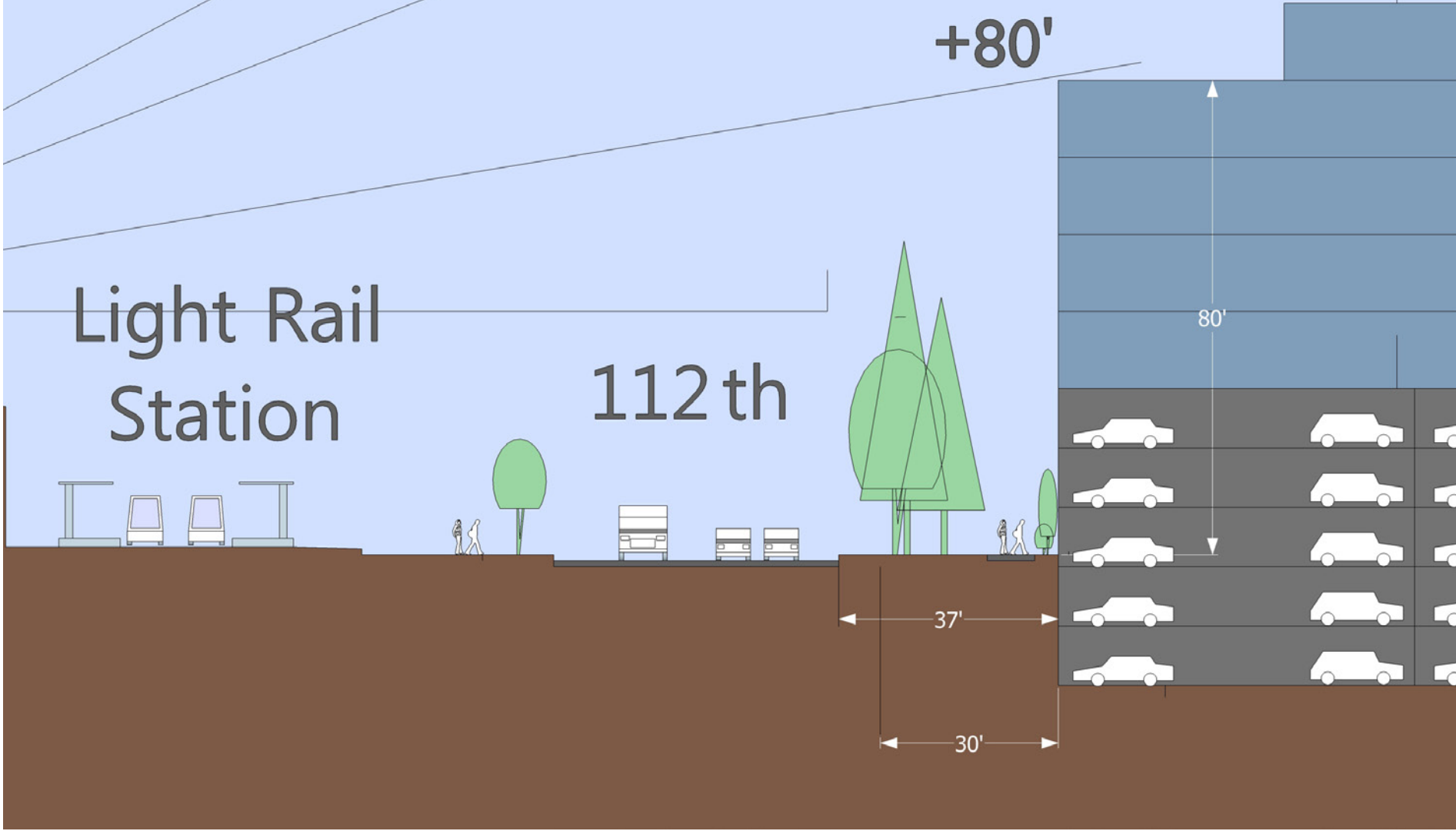
Light Rail
Station

112 th

80'

37'

30'



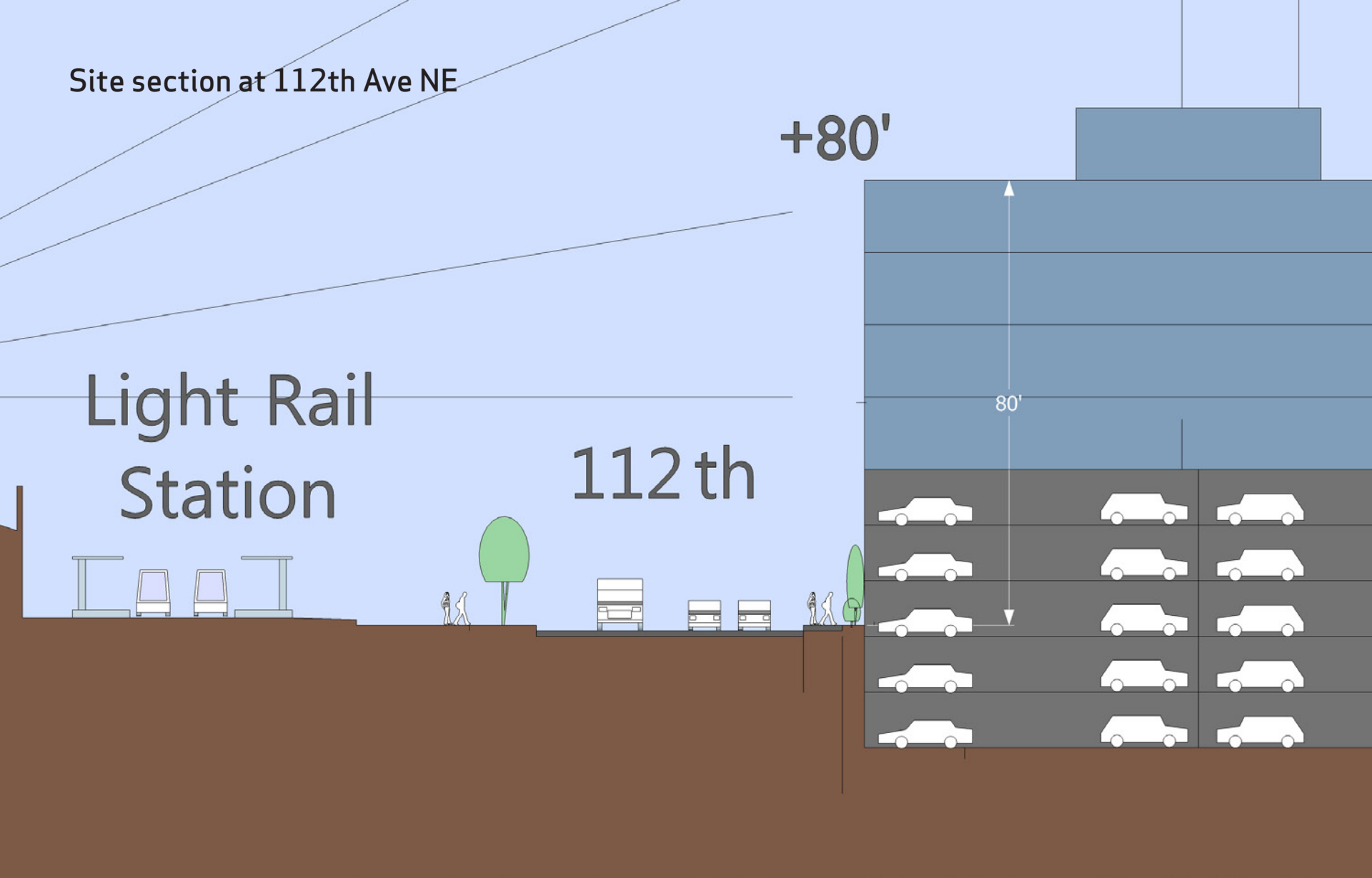
Site section at 112th Ave NE

+80'

Light Rail
Station

112 th

80'

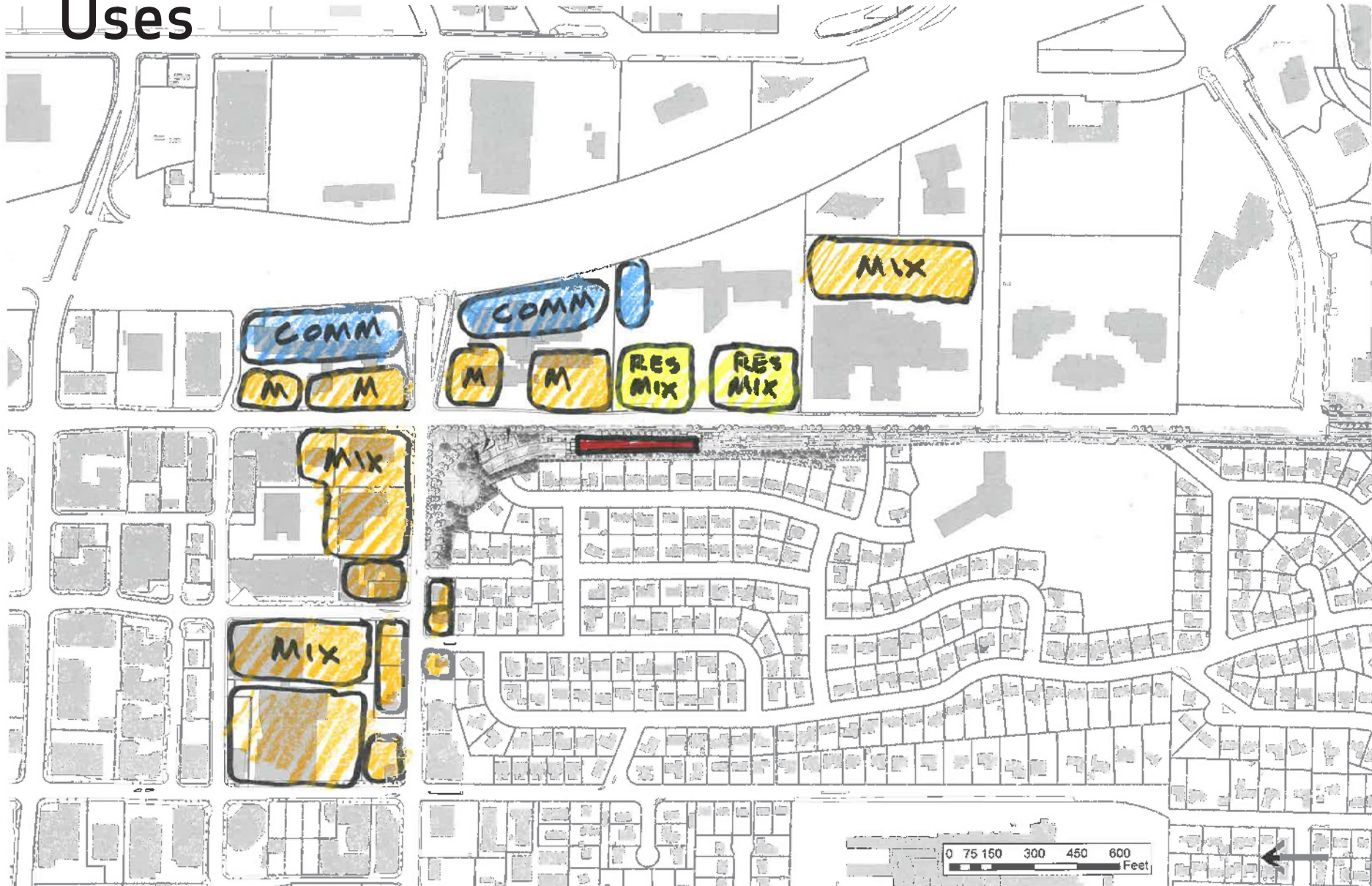


Opportunities



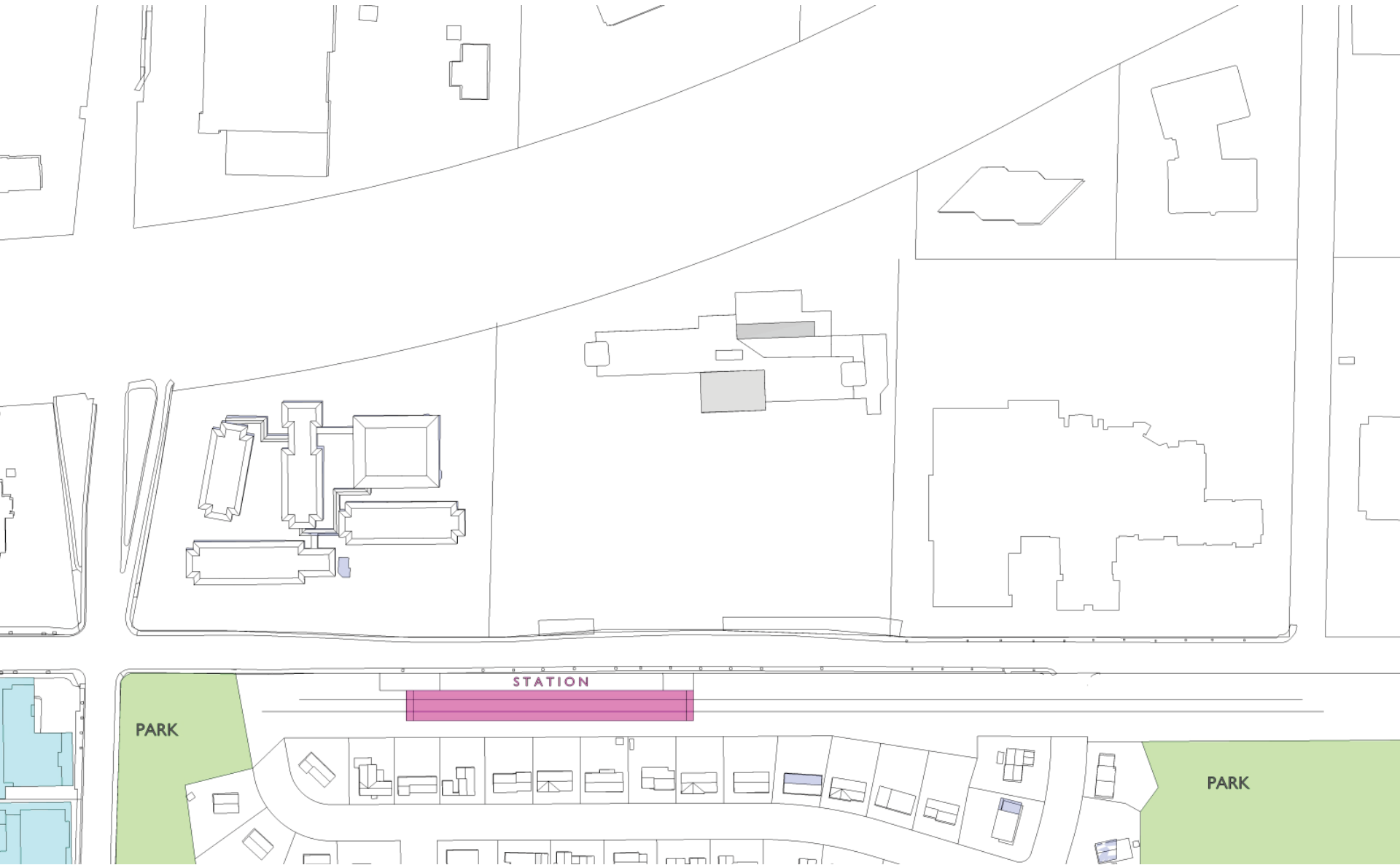
OPPORTUNITIES

Uses



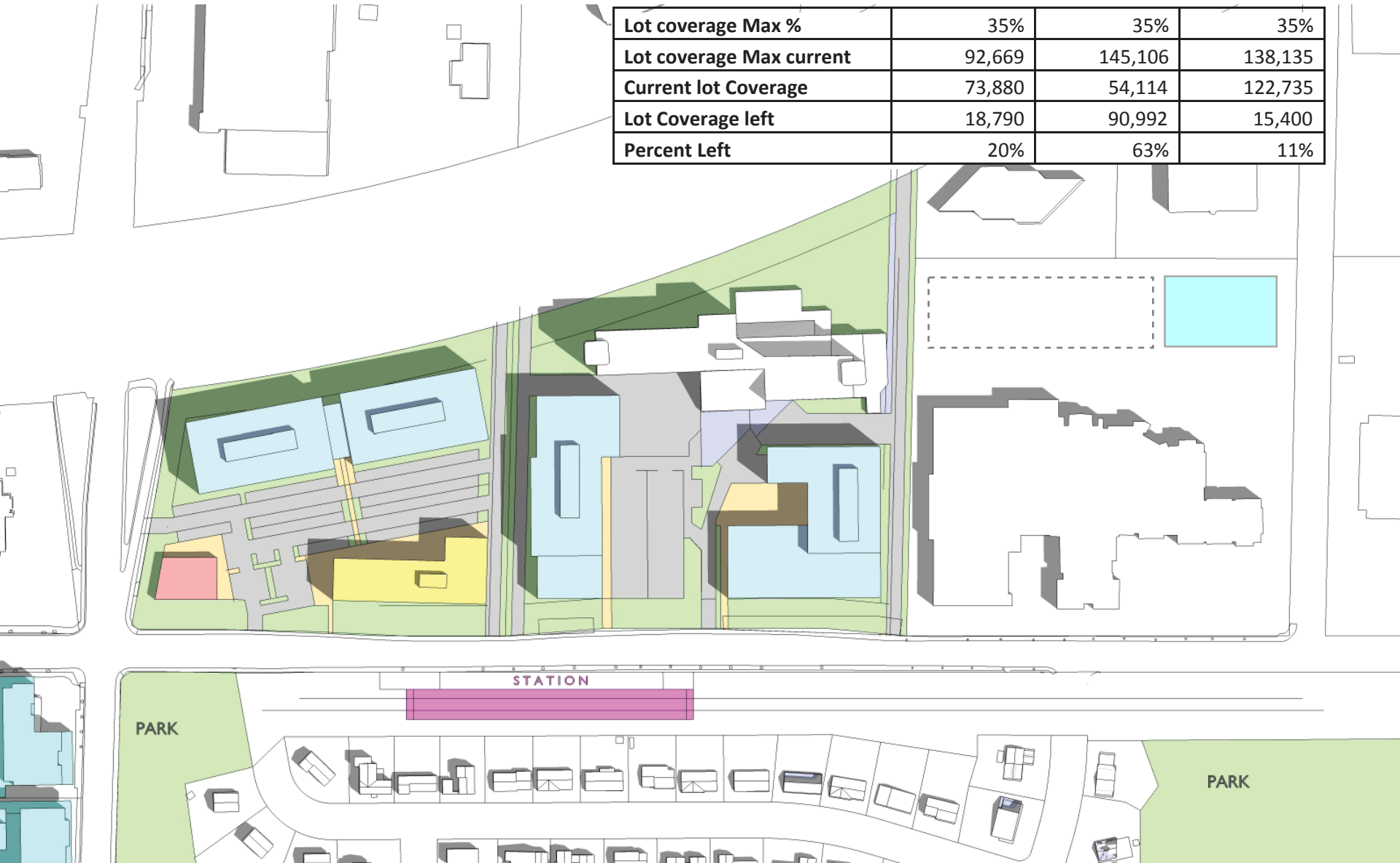
uses

Plan: Existing



Plan: Current zoning

Lot coverage Max %	35%	35%	35%
Lot coverage Max current	92,669	145,106	138,135
Current lot Coverage	73,880	54,114	122,735
Lot Coverage left	18,790	90,992	15,400
Percent Left	20%	63%	11%



Plan: Low-rise residential/mixed-use



Plan: Low-rise office/mixed-use



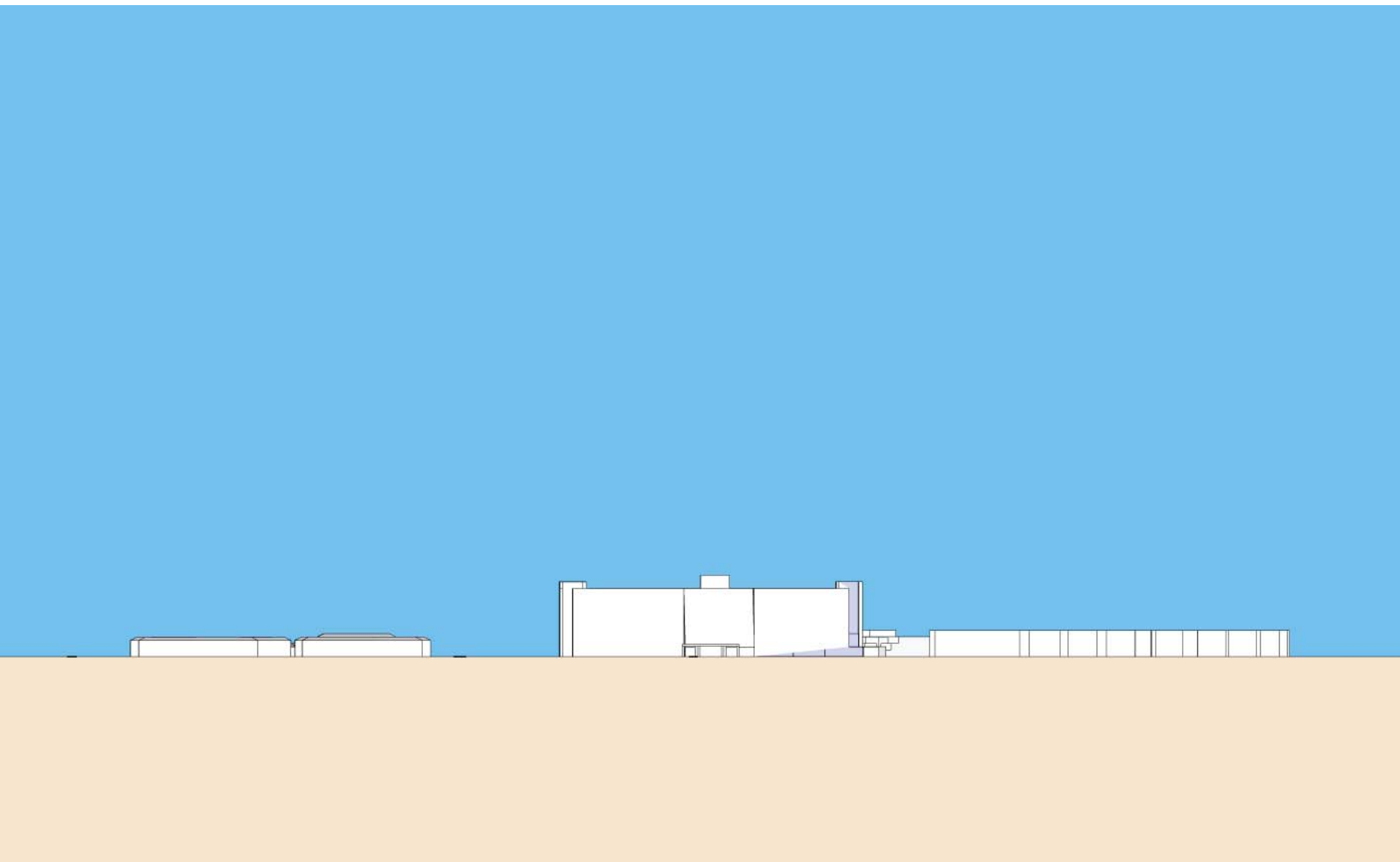
Aerial: 160' residential/mixed use



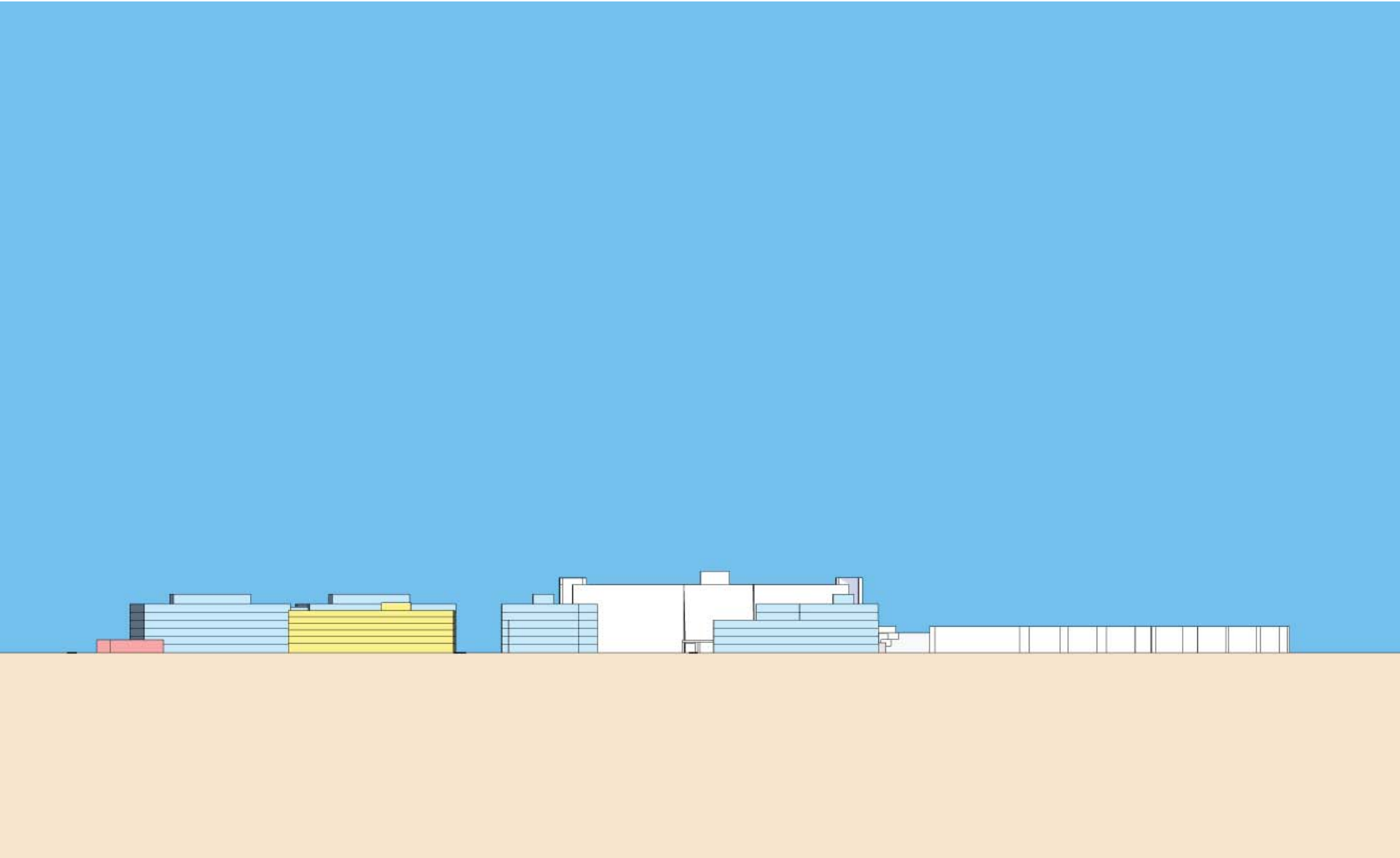
Aerial: 210' residential/mixed use



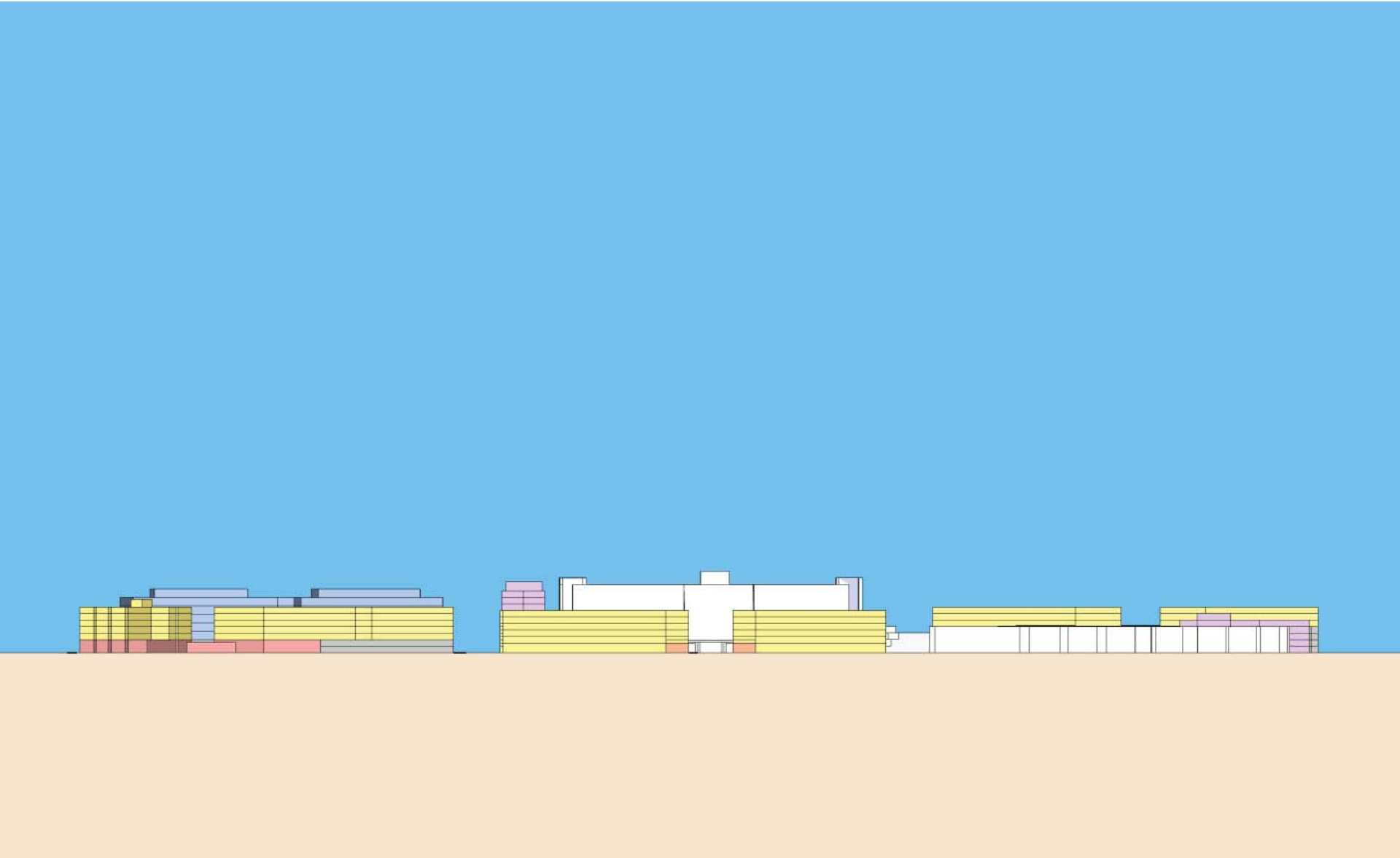
Elevation: Existing



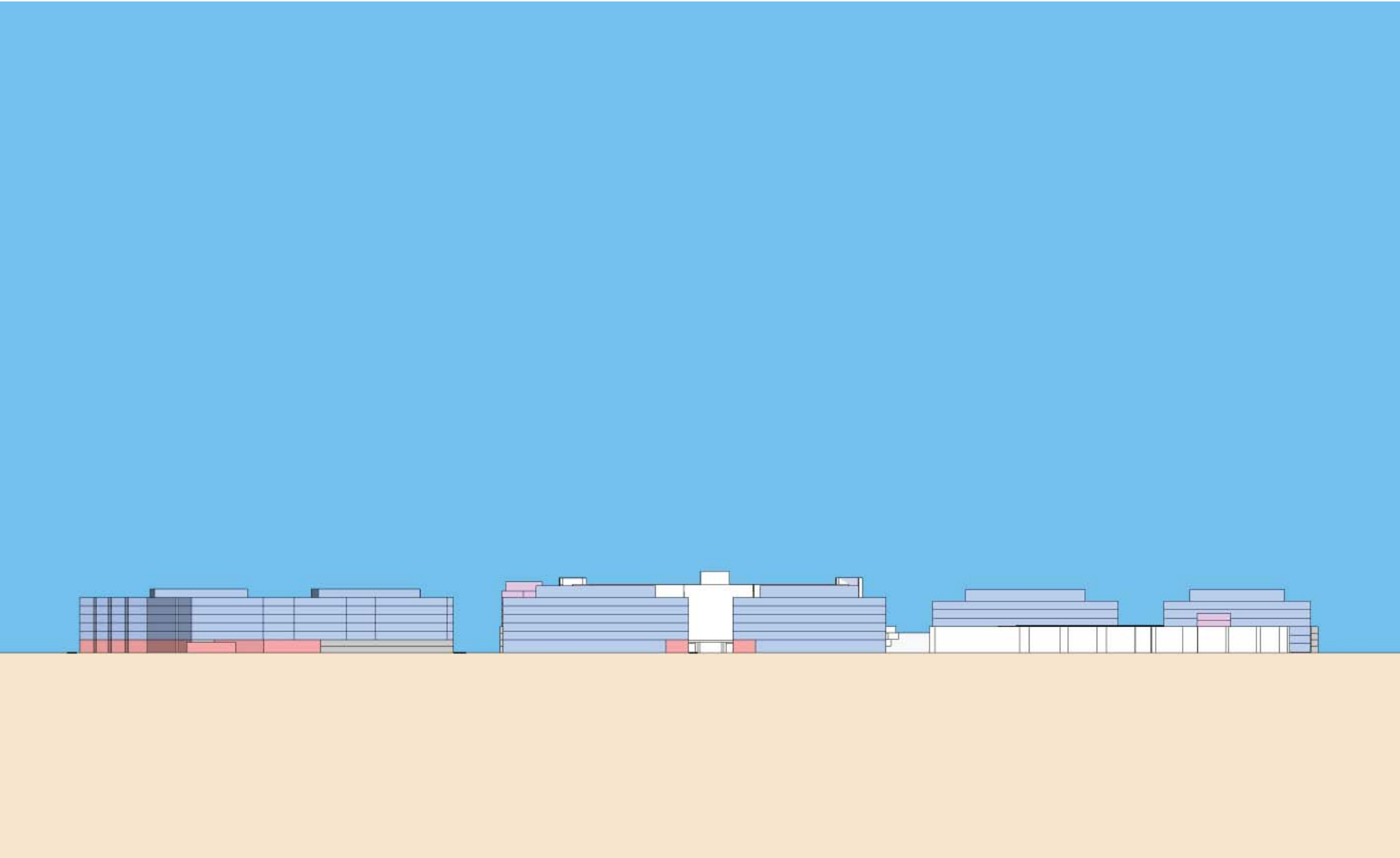
Elevation: Current zoning



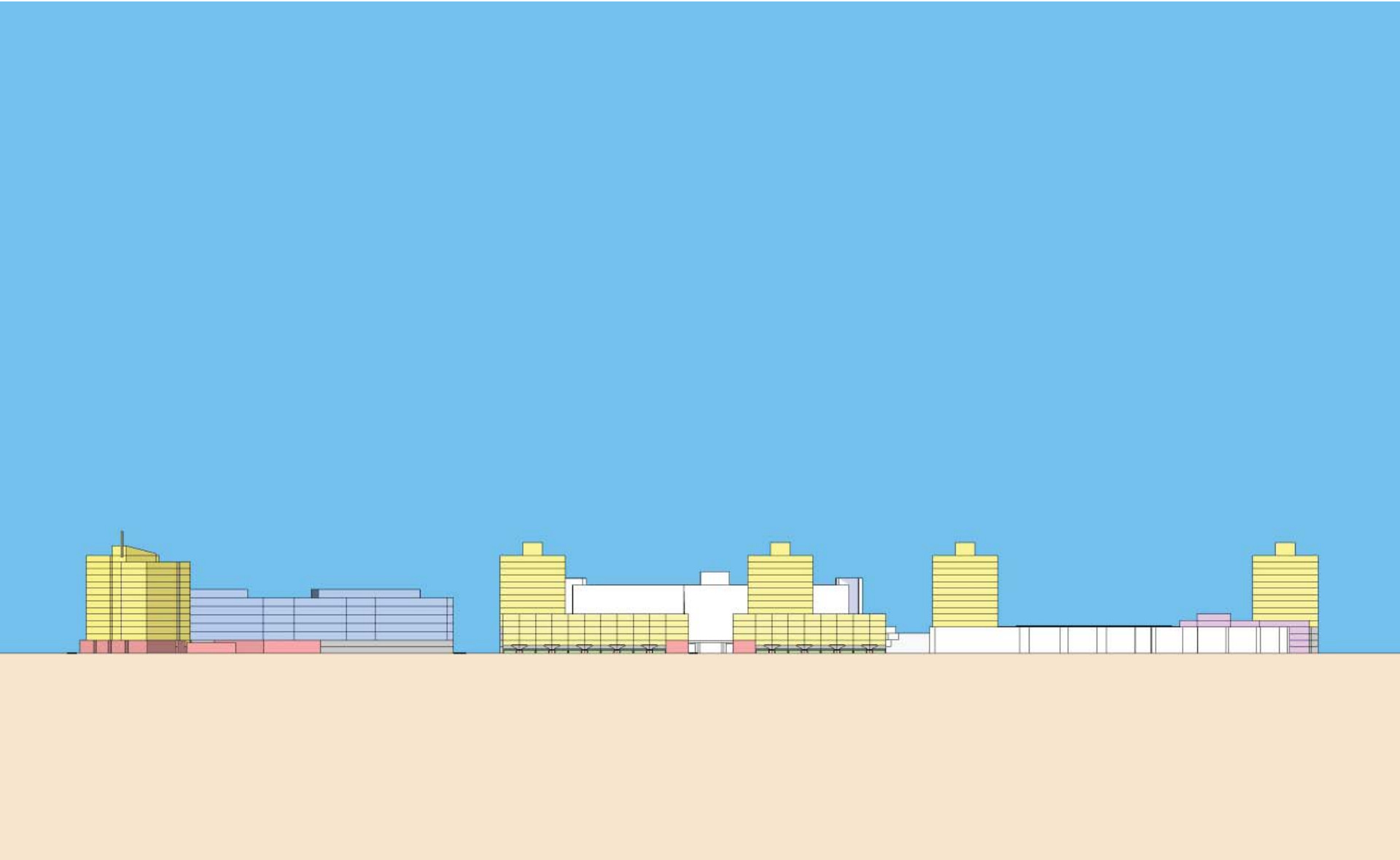
Elevation: Low-rise residential/mixed-use



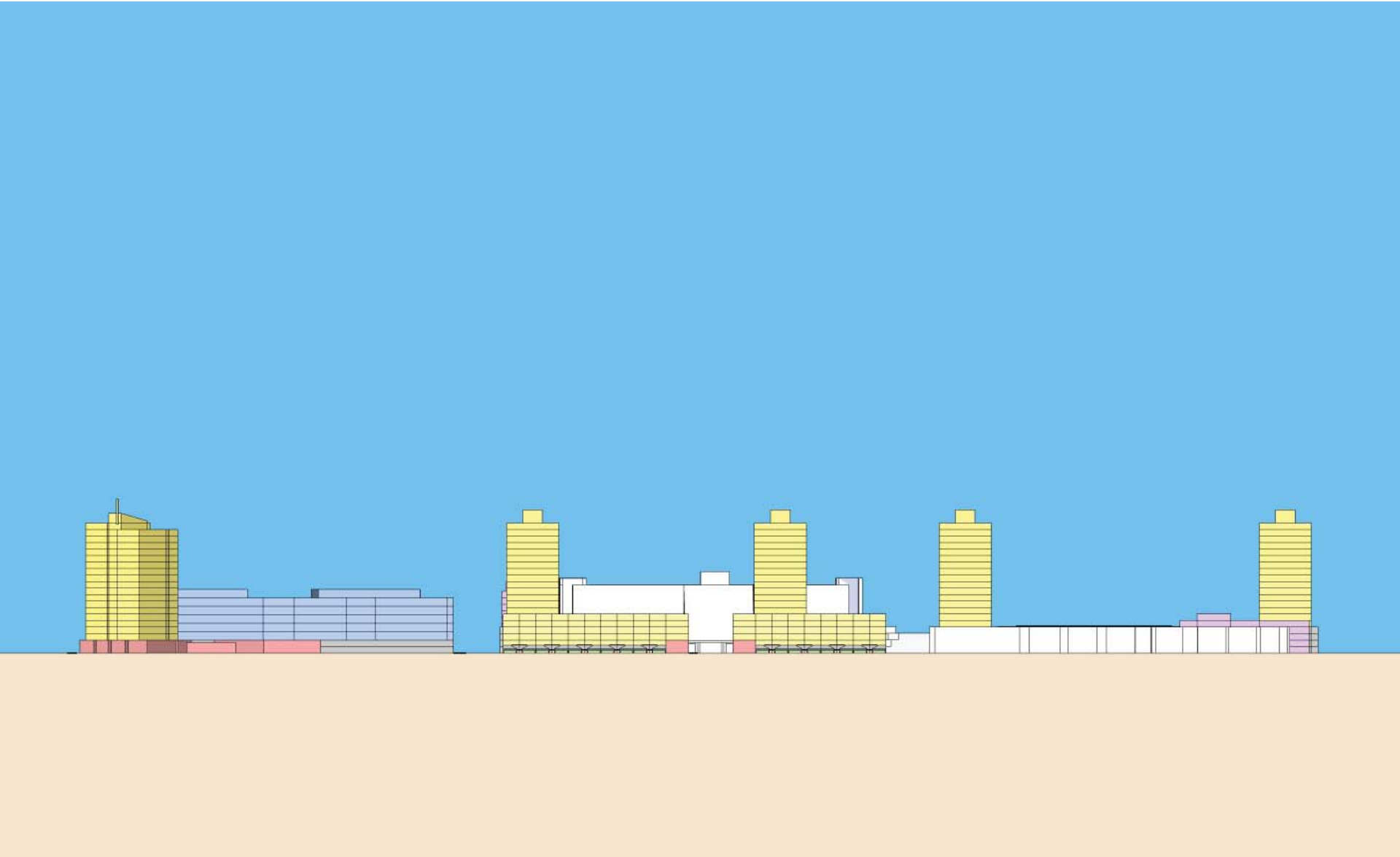
Elevation: Low-rise office/mixed-use



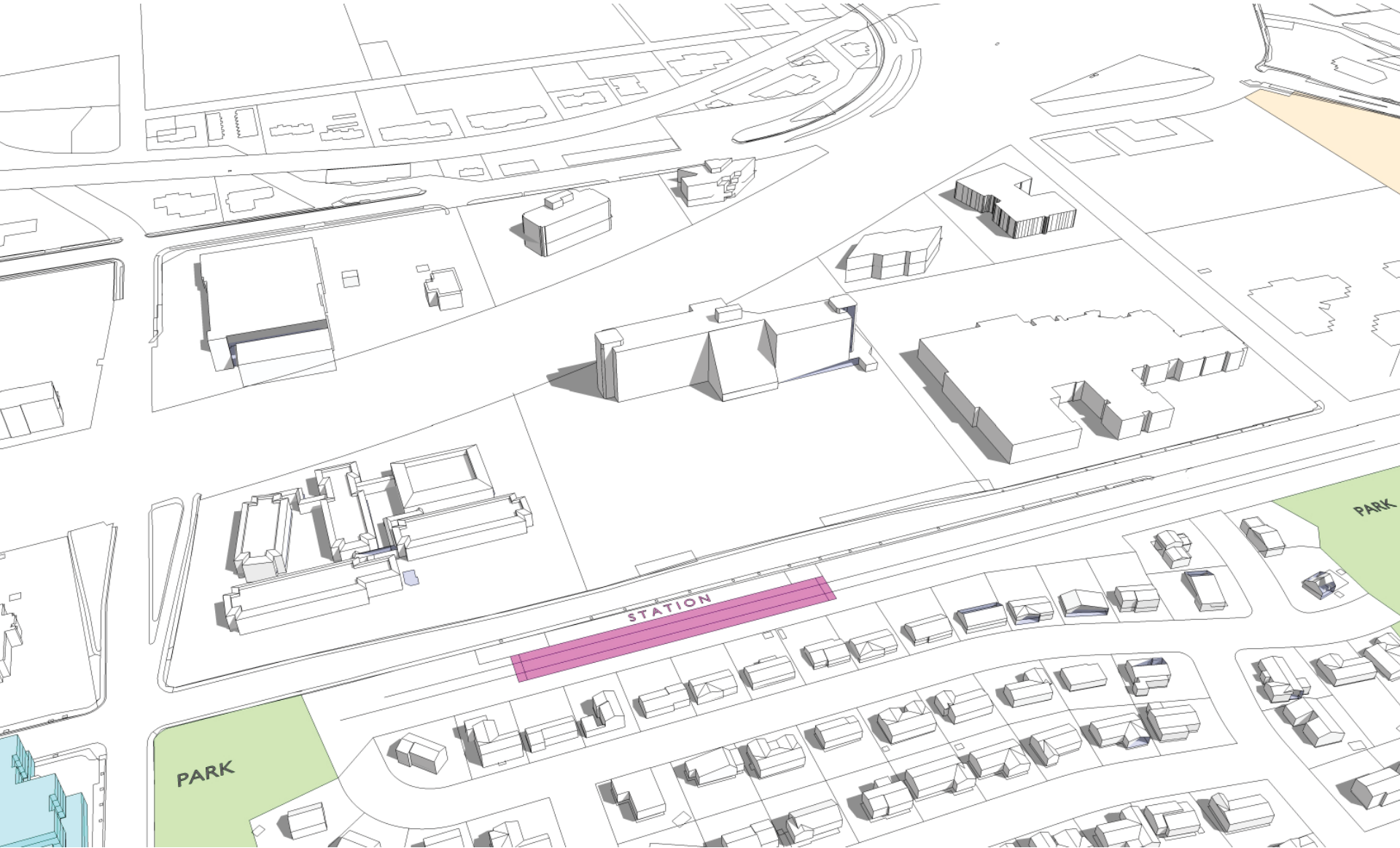
Elevation: 160' residential/mixed use



Elevation: 210' residential/mixed use



Aerial: Existing



Aerial: Current zoning



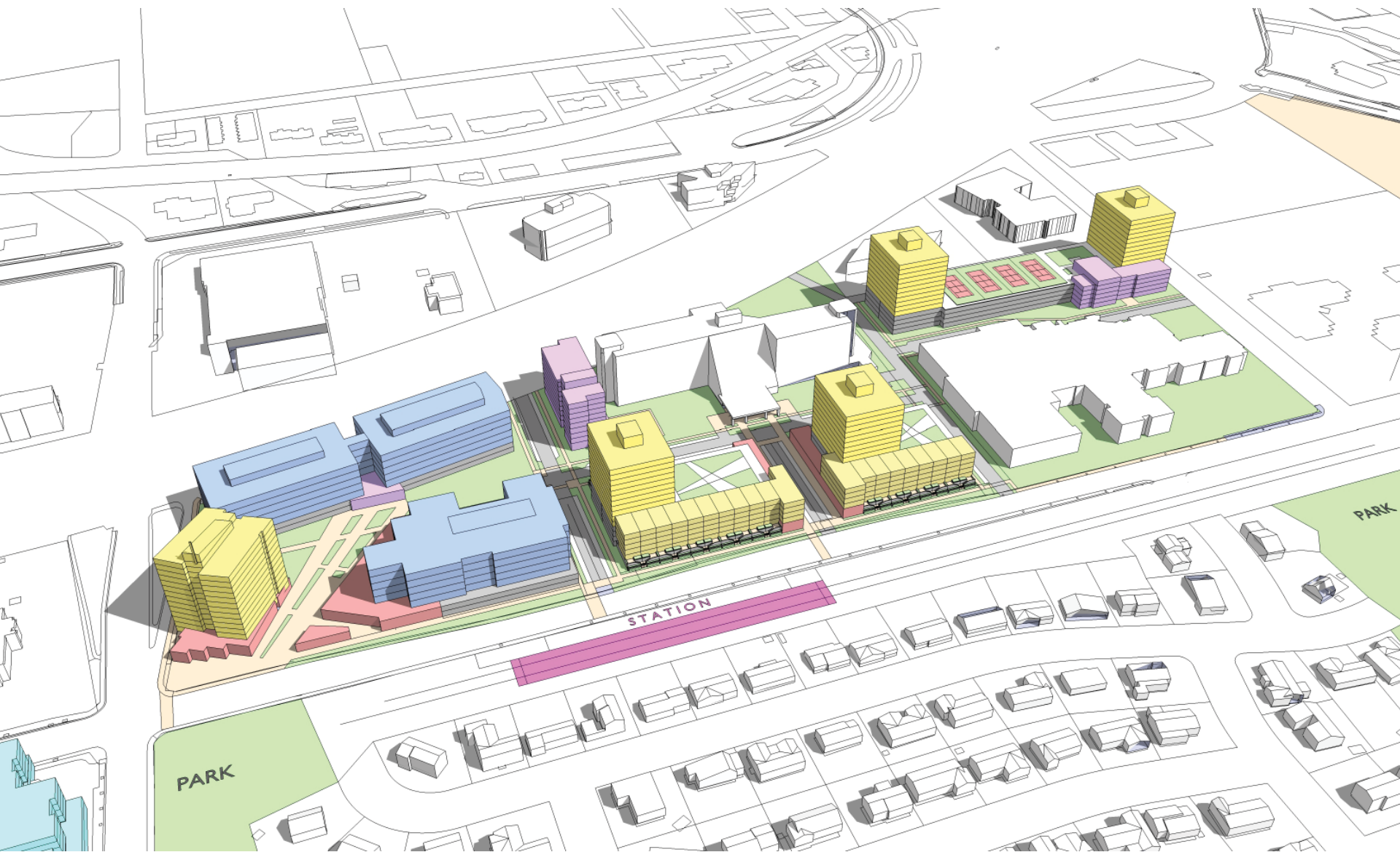
Aerial: Low-rise residential/mixed-use



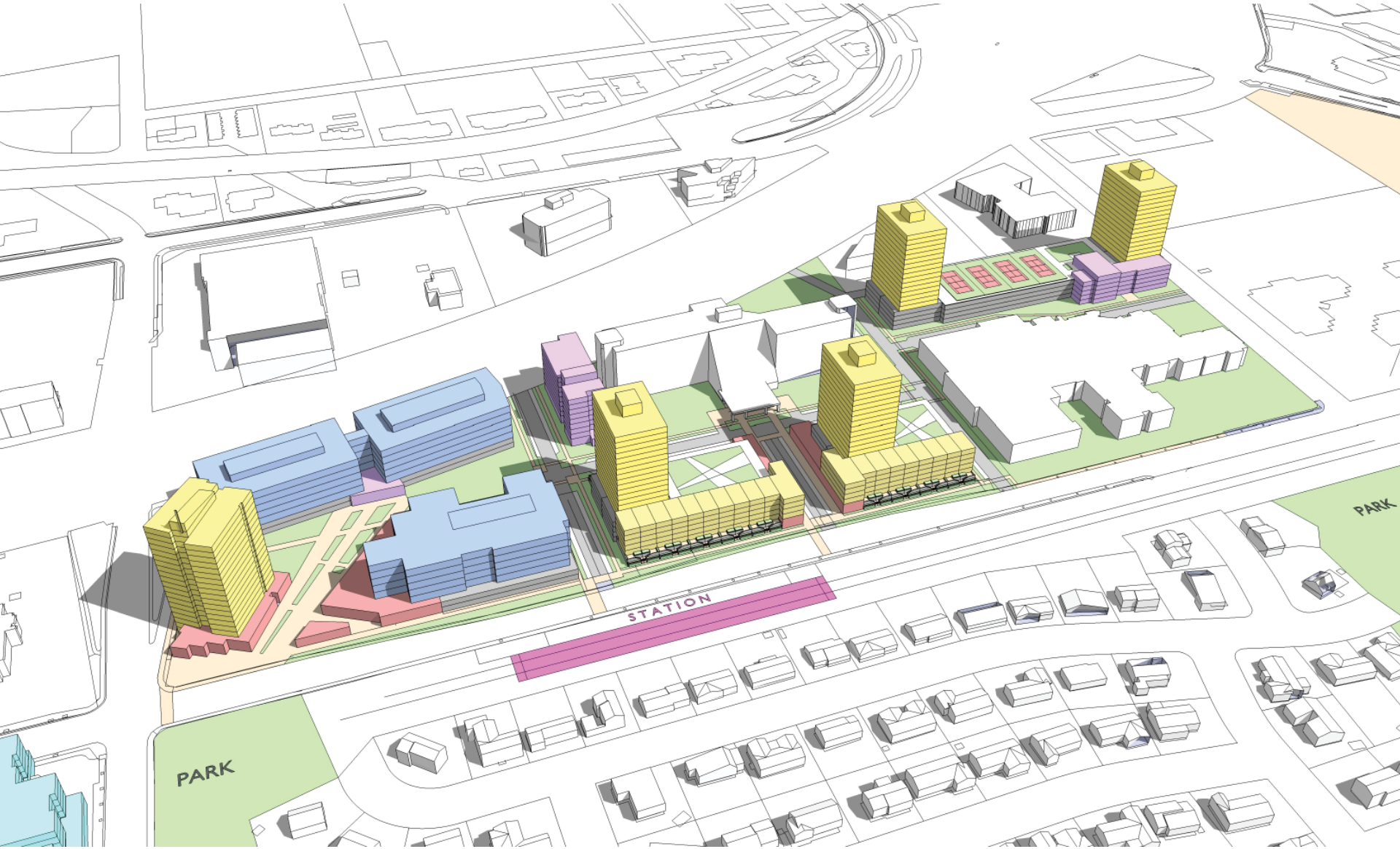
Aerial: Low-rise office/mixed-use



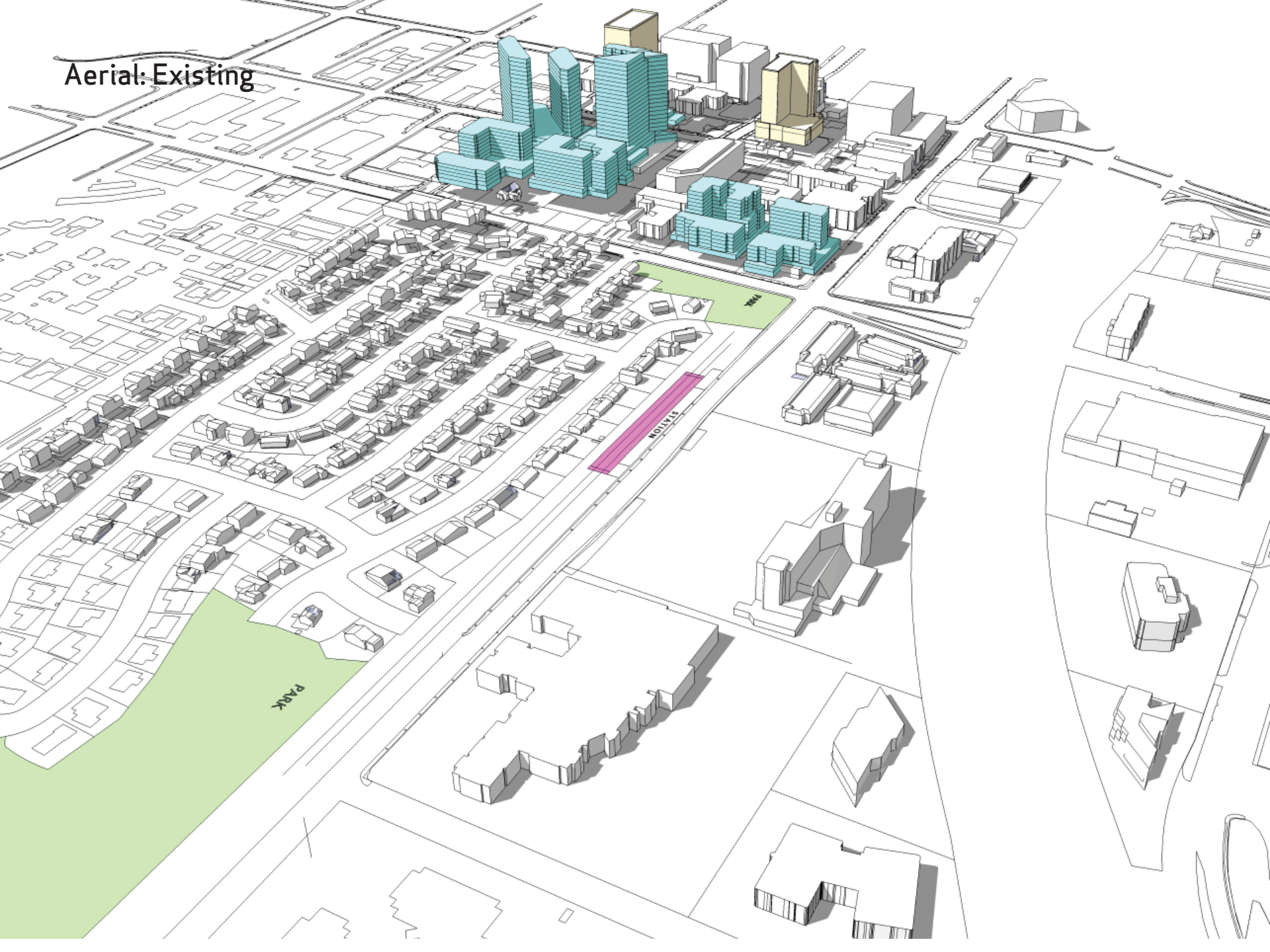
Aerial: 160' residential/mixed use



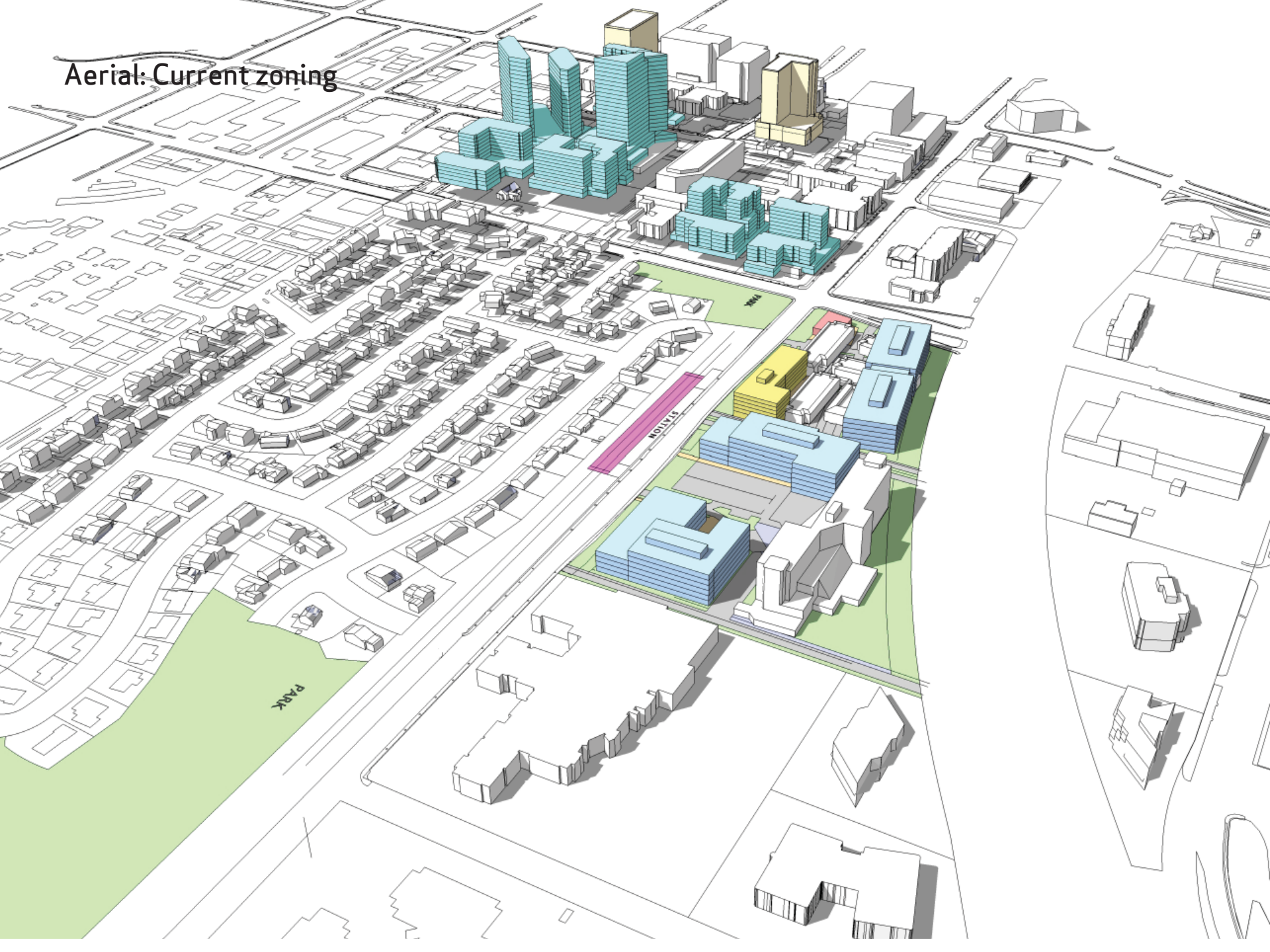
Aerial: 210' residential/mixed use



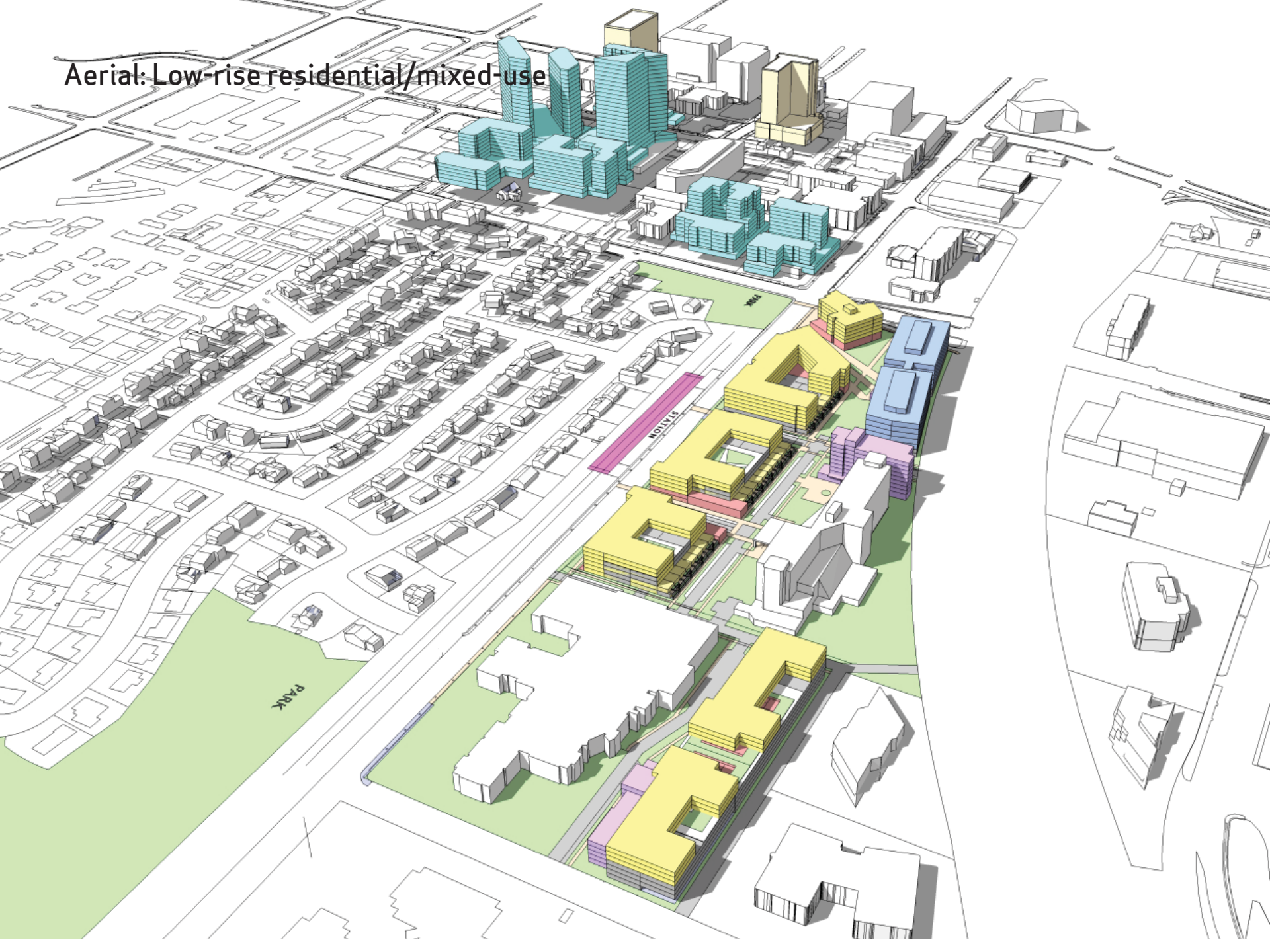
Aerial: Existing



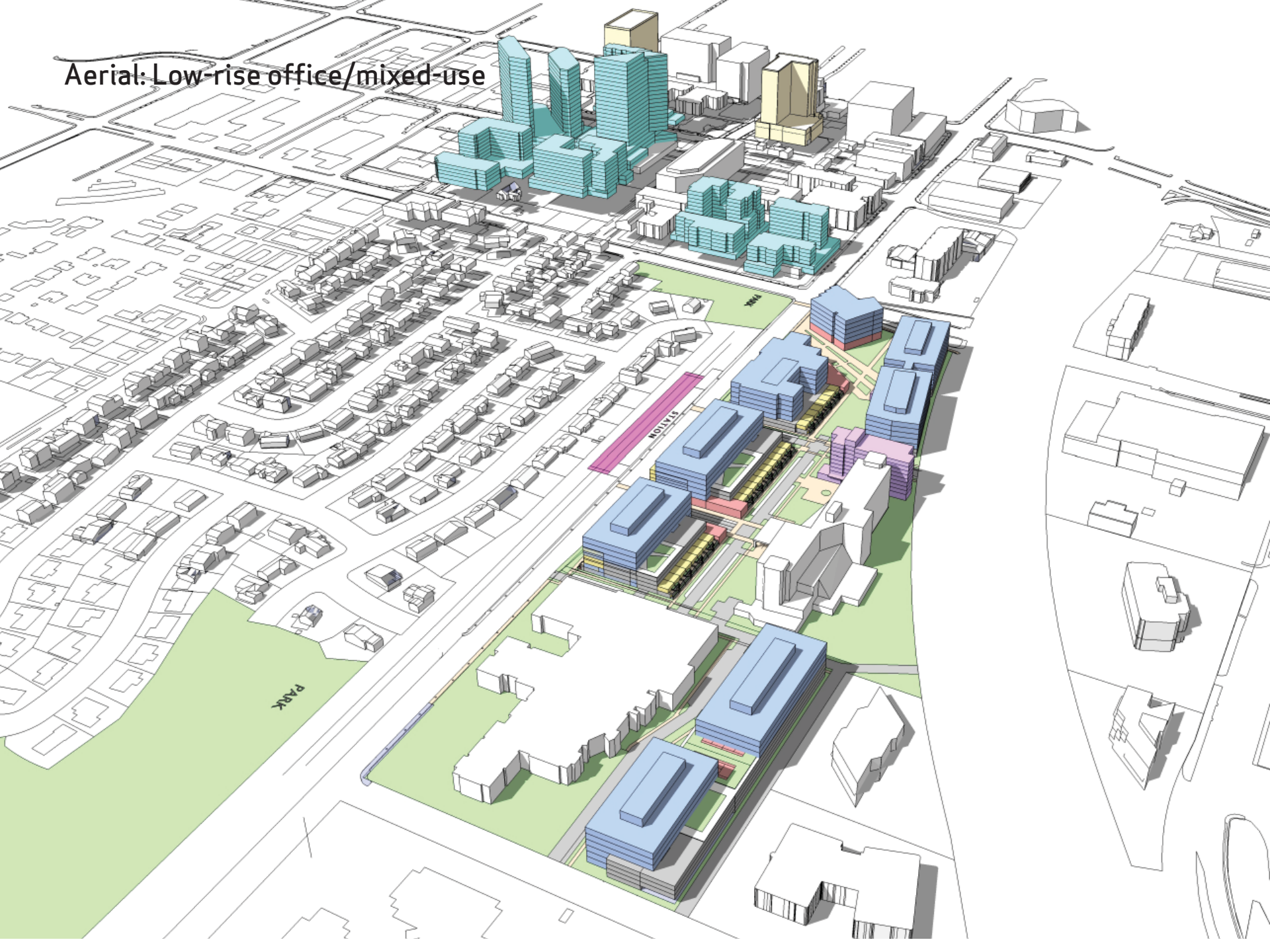
Aerial: Current zoning



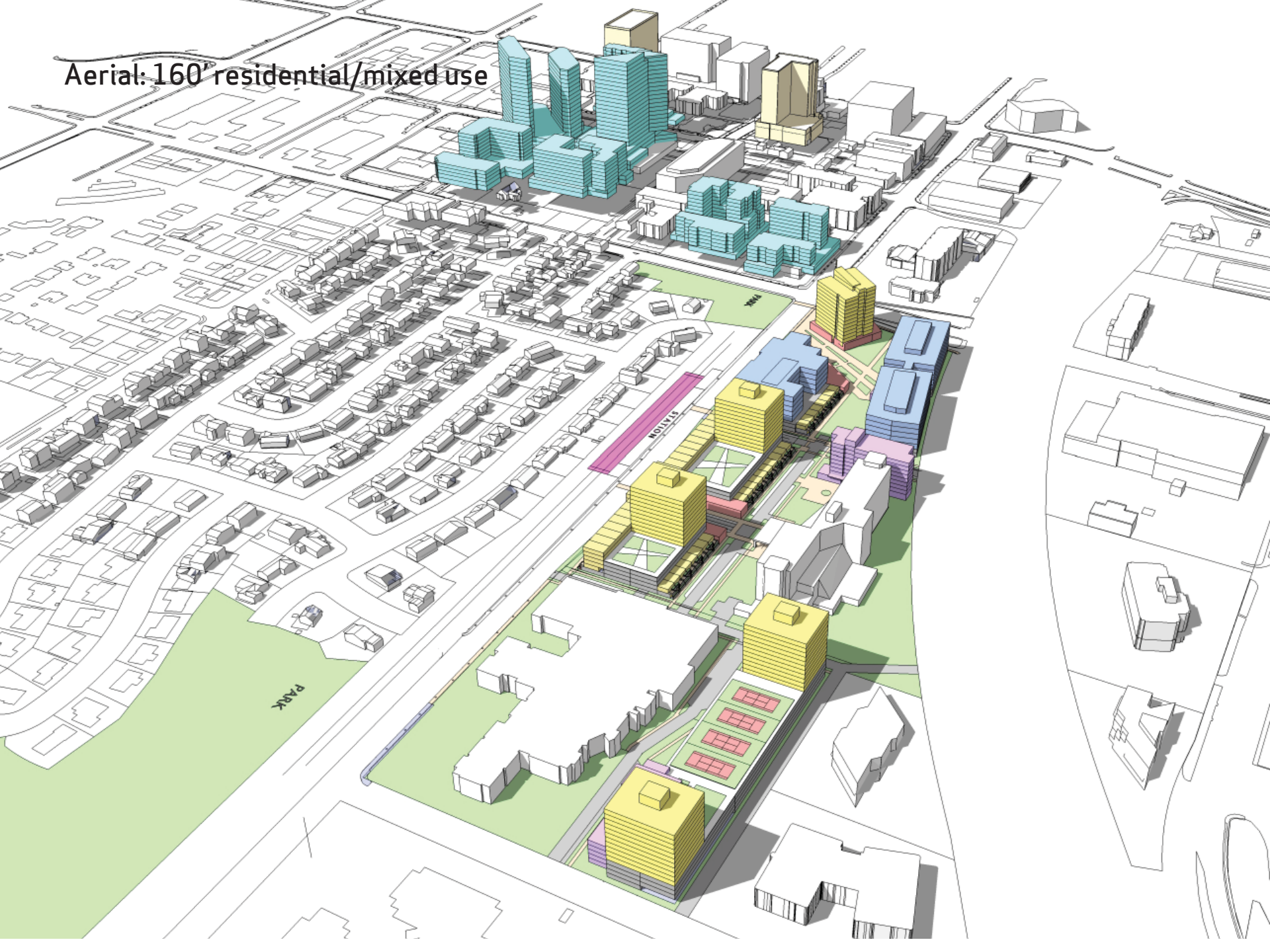
Aerial: Low-rise residential/mixed-use



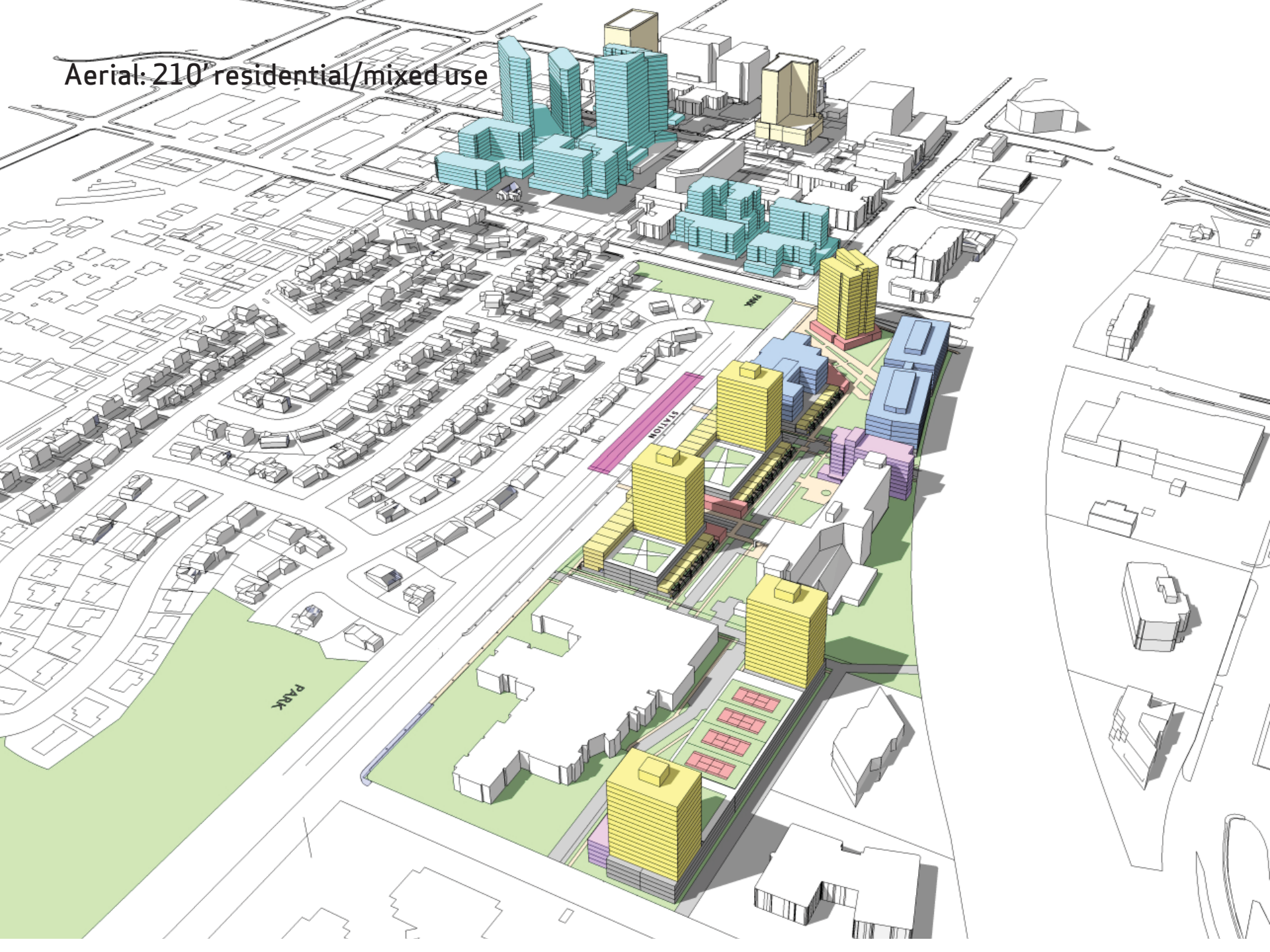
Aerial: Low-rise office/mixed-use



Aerial: 160' residential/mixed use

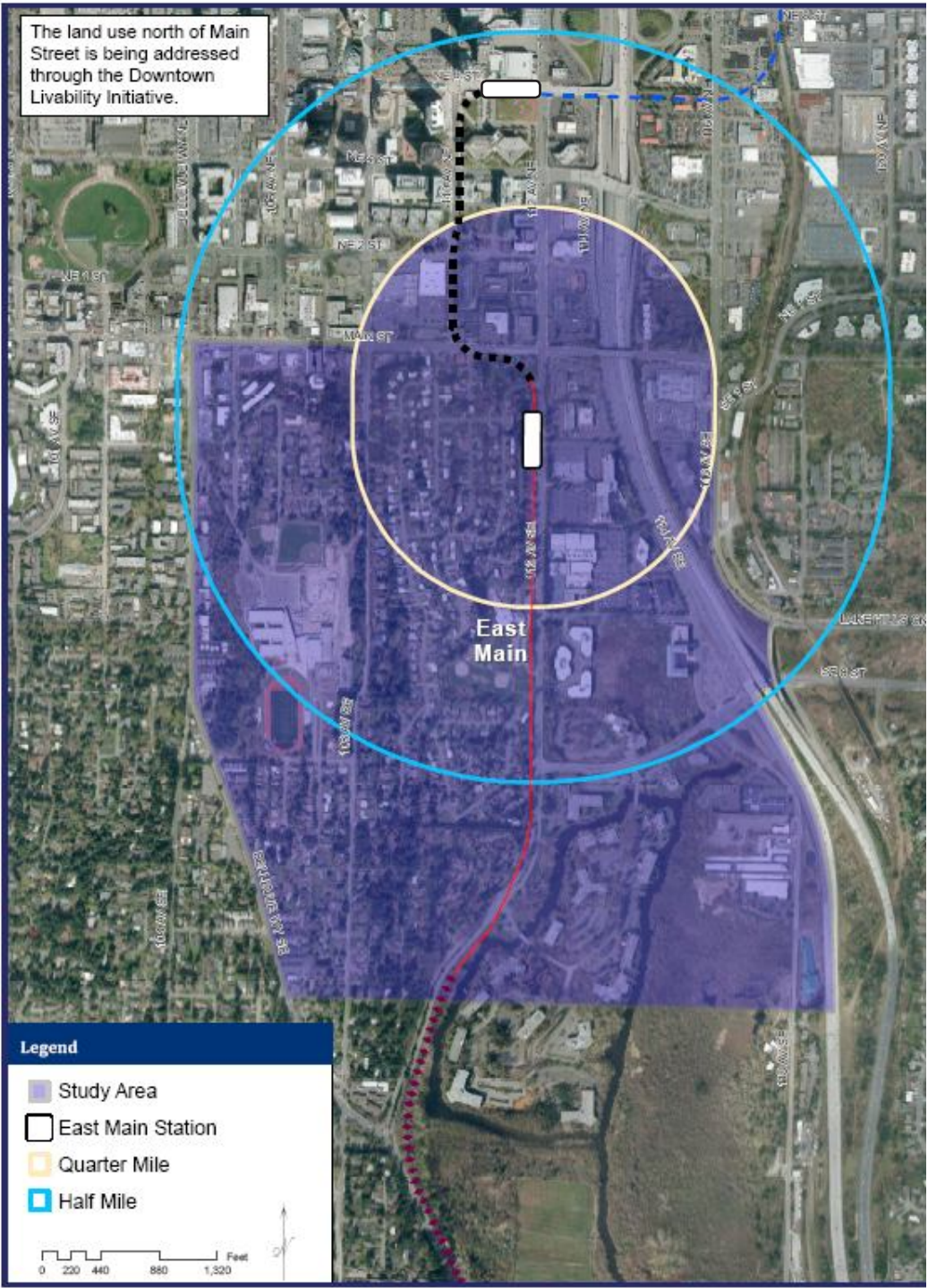


Aerial: 210' residential/mixed use



The land use north of Main Street is being addressed through the Downtown Livability Initiative.

East Main Station Study Area



Legend

- Study Area
- East Main Station
- Quarter Mile
- Half Mile

0 220 440 880 1,320 Feet

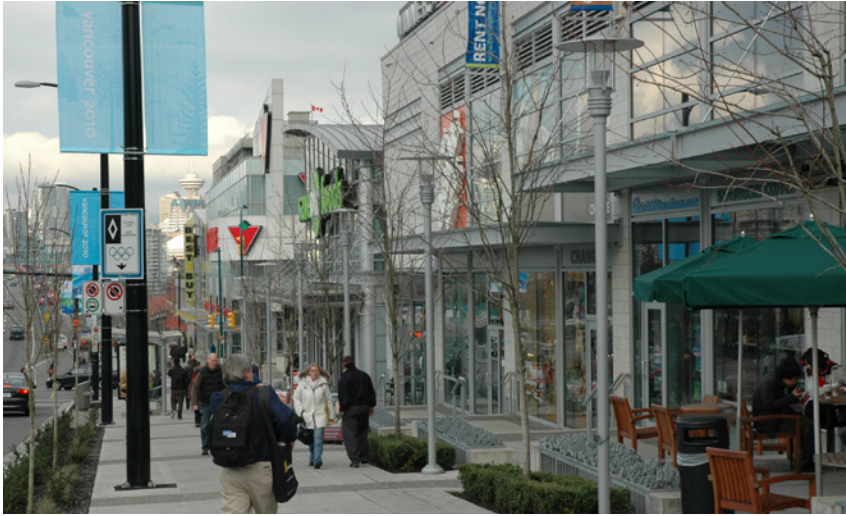
Existing trees



Mid-rise residential/mixed use



Mid-rise office/mixed use



160' residential/mixed use



210' residential/mixed use



Existing development

