

DRAFT

TOD Planning Principles

The 2015 MOU outlines design elements to support and complement the Bel-Red vision surrounding the Operations and Maintenance Satellite Facility (OMSF) which is within the walk-shed of the Spring District/120th Station. The 2015 MOU also identifies the conveyance of parcels to the city near the Bel-Red/130th Station. The objective of development surrounding both of these stations is to establish mixed use, urban transit oriented development, housing affordability and amenities that support the Bel-Red vision.

BelRed TOD Planning Principles

1. Aggressively pursue the objectives of both parties is to establish higher density, mixed use, and walkable station area TOD, concurrent with the start of East Link service.
2. Activate station areas with development that is compact, mixed use and walkable. Higher densities within BelRed station nodes are essential to the BelRed vision, transit ridership, and Bellevue's land use and economic development strategy.
3. Include a mix of housing affordability in TOD to meet adopted BelRed policy targets for affordable housing and the goals of the Growing Transit Communities partnership.
4. Ensure that TOD design fully realizes the BelRed vision, with development oriented to streets and public areas, with innovative green building technologies, and with amenities including parks, open spaces, trail system, and stream restoration.
5. Provide bike and pedestrian connections from station areas, including connections to existing and planned regional trail systems. Connections need to occur early in redevelopment.
6. Include City of Bellevue as lead or co-lead for any technical studies or agreements that involve TOD on Sound Transit surplus parcels at the OMSF or 130th Station.
7. Within the BelRed Vision, provide flexibility to pursue special opportunities, such as – and the Global Innovation Exchange.
8. Provide for early integration of TOD with other program elements so that TOD can be completed with the start of light rail service.

120th Station Area/OMSF Draft TOD Planning Principles

1. TOD development should be located in closest proximity to future Spring District/120th Station (southern portion of available OMSF acquired parcels).
2. TOD on all Phase 1 OMSF parcels should achieve "critical mass" urban densities that contribute to a vibrant neighborhood center.
3. OMSF TOD parcels (Phase 1 and 2) should provide bicycle and pedestrian connections to the future Eastside Rail Corridor trail system. These connections should be made as early as practicably possible.
4. Phase 1 OMSF TOD parcels should be jointly marketed with the goal of TOD developed on all 3 parcels with the start of East Link service.
5. The City, Sound Transit and KC Metro shall negotiate future realignment of 120th Ave NE to allow Phase 2 (Parcels 4 and 5) TOD development.
6. TOD at the OMSF will forward the BelRed vision for a compact, mixed use and walkable center focused on office with retail, education and housing, including affordable housing.
7. Involve the OMSF Stakeholder group in agreements between the City and Sound Transit and other work leading up to the selection of the TOD developer. OMSF TOD development will consider community input including "key elements" identified by the Stakeholder group.
8. Encourage innovation in building structures (LEED, Green, living walls, etc.)

130th Station Area TOD Planning Principles

1. Integrate the full 300 stall park and ride into a larger TOD facility that advances the BelRed vision and activates the station area.
2. Transfer the 130th parcels to the City at the earliest opportunity in order to best accomplish the partners' goals as stated in the updated MOU. The City will be responsible for ensuring that staging needs are met and park and ride stalls are available at beginning of light rail service; while also advancing development of TOD to serve as a catalyst for other station area development.
3. Include a mix of market and affordable housing in TOD at 130th, utilizing public and private resources.
4. Provide Goff Creek restoration and alignment consistent with BelRed vision; options are shown in the 130th Station Area Plan report.
5. Advance the 130th/BelRed Station Area planning vision for a vibrant, diverse and walkable neighborhood focused on housing that includes affordable housing, retail, and plazas.