

City Council Direction to Planning Commission

EAST MAIN CAC GUIDING PRINCIPLES

Land Use/Redevelopment

Future development of the OLB properties east of 112th Avenue SE should:

- Be complementary to the community by:
 - Providing noise reduction to the west from I-405
 - Providing services that are desired by/meet the needs of the community
 - Incorporating a significant amount of trees and green space into the development
 - Creating an engaging, pedestrian-oriented street frontage along the east side of 112th Avenue SE
 - Retaining to the extent practicable, sunlight exposure and privacy of residential neighborhoods on the west side of 112th Avenue SE
- Be complementary to Downtown by:
 - Continuing to reflect the distinction between Downtown and adjoining areas
 - Focusing land use, economic development and urban form on a niche or niches not being met Downtown
- Draw people who work and live in the area to the redevelopment by:
 - Creating an active, people-oriented environment with trees and green spaces and smaller walkable blocks
 - Including a mix of uses and activities rather than big-box retail or a single-use corporate campus
 - Locating parking in structures away from the edges of 112th Avenue SE and Main Street
- Optimize use of the station with land uses that increase potential ridership
- Optimize access to the station by people who live and work in the area and apply the principles of universal design to street and sidewalks providing access to the station
- Put “eyes on the station” for better security
- Encourage development of projects adjacent to light rail that exhibit the following characteristics:
 - An emphasis on being “a place, not a project”
 - Includes housing as well as other uses
 - Higher urban scale densities
 - Pedestrian-oriented
 - Density tapers down to adjacent lower density communities
 - Integrated into the station and/or neighborhood

Transportation

- Balance the potentially conflicting goals of the need to provide vehicular access to residential neighborhoods with the need to address increased traffic and possible traffic safety issues by:
 - Discouraging cut-through traffic
 - Identifying residential streets that may support traffic calming measures

- Addressing potential “hide and ride” parking concerns in residential areas
 - Recognizing that vehicular access will be reduced by closure of direct access to 112th Avenue SE
- Optimize access to the station for people who live and work in the area by:
 - Filling gaps in the pedestrian and bicycle network (including gaps in sidewalk routes or where new crosswalks might be needed)
 - Addressing the lack of access between residential neighborhoods and 112th Avenue SE and destinations to the east
 - Addressing pedestrian safety concerns within the residential neighborhoods by considering a range of pedestrian facility improvements and traffic calming measures
- Create a network of streets in the redevelopment area with smaller blocks that support pedestrian and bicycle use and are well connected to the non-motorized network
- Facilitate bicycle access to the station by connecting to the City’s network of bicycle routes
- Connect the station area to adjacent neighborhoods.

CITY COUNCIL GUIDING PRINCIPLES – STATION AREA PLANNING

1. Create a sense of ownership by engaging the community in the planning process.
2. Establish a clear vision and confirm the community goals for each station area.
3. Use the investment in light rail as the foundation for other community enhancements.
4. Provide connections to the station that are safe, secure, and convenient for pedestrians and bicycle riders.
5. Provide transit feeder service to light rail.
6. Design access to stations to be accessible and identifiable to all transit riders irrespective of their language, age, or ability.
7. Support the land use vision in Bellevue’s Comprehensive Plan for each neighborhood adjacent to light rail and, where consistent with the City’s land use vision, encourage the development of projects adjacent to light rail that exhibit the following characteristics:
 - a. An emphasis on being “a place, not a project”
 - b. Includes housing as well as other uses
 - c. Higher urban scale densities
 - d. Pedestrian oriented
 - e. Density tapers down to adjacent lower density communities
 - f. Integrated into the station and/or the neighborhood.