

## East Main Station Area Plan

### Relationship to draft Comprehensive Plan amendments and the Comprehensive Plan

Proposed draft East Main Comprehensive Plan amendments are shown in the left-hand column of this table. Related Comprehensive Plan policies and East Main Station Area Plan recommended code and policy amendments are shown to the right.

Draft Comprehensive Plan Policies	Adopted Comprehensive Plan Policies	East Main Station Area Plan recommended land use and character code and policy amendments <sup>12</sup>
Definitions and Land Use Element		
<p><b>Definitions</b></p> <p><b><i>Transit-oriented development (TOD)</i></b> Development that is within one-half mile from and oriented toward a transit station that provides frequent, reliable service. TOD optimizes transit use through a compact mix of housing, retail and office uses and a walkable pedestrian-oriented character.</p> <p><b><i>East Main – Transit Oriented Development (EM-TOD)</i></b> A land use designation in the Southwest Bellevue (West Bellevue) subarea designed to provide for a mix of office, housing, retail, and services. Multiple uses and appropriate densities are encouraged to create a concentration of activity that supports transit service.</p> <p><b>Land Use Element</b></p> <p><b>A</b> Provide for a mix of housing, office, service and retail uses in a compact walkable development pattern that optimizes the benefits of transit investment in Bellevue’s transit-oriented development areas.</p> <p><b>B</b> Provide walking and bicycle routes in the station area that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.</p> <p><b>C</b> Ensure that transit-oriented land use and development is responsive to the type of transit facilities and services provided and the context of surrounding area.</p> <p><b>D</b> Consider a land use incentive system that offers additional floor area in exchange for infrastructure and amenities that contribute to the public good.</p>	<p><b>LU-3</b> Promote a land use pattern and an integrated multimodal transportation system.</p> <p><b>LU-18</b> Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity.</p> <p><b>HO-2</b> Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.</p> <p><b>HO-7</b> Encourage the development of affordable housing through incentives and other tools consistent with state-enabling legislation.</p> <p><b>HO-11</b> Encourage housing opportunities in mixed residential/ commercial settings throughout the city.</p> <p><b>HO-12</b> Provide incentives to encourage residential development for a range of household types and income levels in multifamily and mixed use commercial zones.</p> <p><b>HO-13</b> Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.</p> <p><b>HO-23</b> Encourage the development of affordable housing through incentives and other tools consistent with state-enabling legislation.</p> <p><b>UD-48</b> Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.</p> <p><b>TR-7</b> Ensure that land use changes near high capacity transit stations are consistent with the Comprehensive Plan, recognizing that:</p> <ol style="list-style-type: none"><li>1. Transit may support more intense development around some stations;</li></ol>	<p><b>Land Use 2</b> Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"><li>• A mix of uses (e.g. residential, retail, office, hotel) within a project and/ or individual building</li><li>• Housing for a variety of family sizes and income levels that fits with the quality of the community</li><li>• Maximum square footage for building footprints and floor plates</li><li>• Allow a mix of retail uses that does not include “big box” retail</li><li>• Retail and service uses scaled to primarily serve the community and located within pedestrian areas to generate street-level activity</li><li>• Maximum site FAR of 4.0 and building height of 200 feet – both of which can only be achieved through a bonus/incentive system that ensures quality development</li><li>• Establish a minimum base FAR that is sufficiently high enough to support the kind of vibrant, place-making development described in the CAC’s recommended vision statement</li><li>• Allow additional FAR up to 5.0 and height up to 300 feet only within 250 feet of the Main Street right-of-way or 114th Avenue SE right-of-way and only through a development agreement or similar mechanism that provides greater quality of development and public benefit (e.g. architectural design, enhanced pedestrian environment and place-making, community benefits, public amenities) beyond the requirements for achieving the 4.0 FAR and 200 foot height</li><li>• Limit building height to 65 feet within 50 feet of 112th Avenue SE for buildings outside of the additional FAR/Height (5.0, 300 feet) area; utilize building design that steps back height above 65 feet beyond the area within 50 feet of 112th Avenue SE</li><li>• Use landscaping and architectural design to minimize the appearance of the “wall effect” (i.e. a solid line of building facades) along 114th Avenue SE.</li></ul>

<sup>1</sup> CAC Land Use recommendation 2, listed in full on this page, includes a list of bulleted concepts that relate to number of different draft and adopted comprehensive plan policies. For the convenience of the reader, where land use recommendation 2 is listed in other parts of this document, only the bullets relevant to the corresponding policy are shown.

<sup>2</sup> Where there are no specific CAC recommendations that relate to draft Comprehensive Plan policies, direction provided by the City Council Guiding Principles to the CAC, City Council Guiding Principles to the Planning Commission, and/or the CAC vision statement are included in this column.

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	<p>2. Transit supportive design and orientation may be implemented without changes to land use intensity; and</p> <p>3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas</p> <p><b>S-SW-2</b> Protect single-family residential neighborhoods from the adverse impacts of multifamily and commercial development.</p>	<p><b>Land Use 5</b> Revise the standards for the “OLB” zone between 112th Avenue SE, SE 6th Street, SE 8th Street and 114th Avenue SE to allow for a broader mix of uses and taller buildings to enhance the limited redevelopment potential, including:</p> <ul style="list-style-type: none"><li>• The same quality and similar design standards as the new “East Main TOD” zone</li><li>• Increase maximum site FAR to 1.0 and increase building height to 100 to 120 feet achievable through a bonus/ incentive system that ensures quality development</li></ul>
Southwest (West) Bellevue Subarea Plan		
Land Use		
<p><b>1</b> Establish the East Main Transit Oriented Development (EM-TOD) area as a high quality, mixed-use neighborhood, distinct from and complementary to Downtown and providing a graceful transition from Downtown to adjacent residential neighborhoods. Within this area:</p> <ul style="list-style-type: none"><li>• The area north of SE 6<sup>th</sup> Street should serve as the primary TOD area and accommodate the greatest amount and intensity of development.</li><li>• The area south of SE 6<sup>th</sup> Street should serve as the secondary TOD area, with mixed use TOD development at a lower scale development pattern, due to the increased distance from the transit station and environmental constraints.</li><li>• The entire East Main TOD area should maintain a consistent high design quality.</li></ul>	<p><b>LU-3</b> Promote a land use pattern and an integrated multimodal transportation system.</p> <p><b>LU-18</b> Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity.</p> <p><b>HO-13</b> Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.</p> <p><b>UD-11</b> Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.</p> <p><b>TR-7</b> Ensure that land use changes near high capacity transit stations are consistent with the Comprehensive Plan, recognizing that:</p> <ol style="list-style-type: none"><li>1. Transit may support more intense development around some stations;</li><li>2. Transit supportive design and orientation may be implemented without changes to land use intensity; and</li><li>3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas</li></ol>	<p><b>Land Use 2</b> Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"><li>• A mix of uses (e.g. residential, retail, office, hotel) within a project and/ or individual building</li><li>• Housing for a variety of family sizes and income levels that fits with the quality of the community <i>(abbreviated, see Note 1 on page 1)</i></li></ul> <p><b>Land Use 5</b> Revise the standards for the “OLB” zone between 112th Avenue SE, SE 6th Street, SE 8th Street and 114th Avenue SE to allow for a broader mix of uses and taller buildings to enhance the limited redevelopment potential, including:</p> <ul style="list-style-type: none"><li>• The same quality and similar design standards as the new “East Main TOD” zone</li><li>• Increase maximum site FAR to 1.0 and increase building height to 100 to 120 feet achievable through a bonus/ incentive system that ensures quality development</li></ul>
<p><b>2</b> Promote a mix of housing, office, retail and hotel uses that create a vibrant active center during both daytime and evening hours.</p>	<p><b>LU-18</b> Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity.</p> <p><b>HO-2</b> Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.</p> <p><b>HO-11</b> Encourage housing opportunities in mixed residential/ commercial settings throughout the city.</p> <p><b>TR-7</b> Ensure that land use changes near high capacity transit stations are consistent with the Comprehensive Plan, recognizing that:</p>	<p><b>Land Use 2</b> Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"><li>• A mix of uses (e.g. residential, retail, office, hotel) within a project and/ or individual building</li><li>• Housing for a variety of family sizes and income levels that fits with the quality of the community</li><li>• Maximum square footage for building footprints and floor plates</li><li>• Allow a mix of retail uses that does not include “big box” retail</li><li>• Retail and service uses scaled to primarily serve the community and located within pedestrian areas to generate street-level activity</li></ul>

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	<p>1. Transit may support more intense development around some stations;</p> <p>2. Transit supportive design and orientation may be implemented without changes to land use intensity; and</p> <p>3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas</p> <p><b>UD-48</b> Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.</p>	<p><i>(abbreviated, see Note 1 on page 1))</i></p>
<p><b>3</b> Ensure that land uses, parking and development patterns optimize transit use and access.</p>	<p><b>TR-67</b> Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.</p> <p><b>TR-104</b> Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.</p> <p><b>UD-4</b> Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.</p> <p><b>UD-21</b> Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.</p> <p><b>UD-35</b> Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.</p> <p><b>UD-46</b> Encourage site and building designs that support and connect with existing or planned transit facilities.</p>	<p>Concept of optimizing transit embodied in City Council guiding principles to the CAC and collectively in CAC recommendations.</p> <p><b>City Council Guiding Principles to CAC:</b></p> <ul style="list-style-type: none"> <li>• Optimize use of the station with land uses that increase potential ridership</li> <li>• 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</li> </ul>
<p><b>4</b> Provide housing for diverse household sizes and income levels consistent with the city's Affordable Housing Strategy.</p>	<p><b>HO-11</b> Encourage housing opportunities in mixed residential/ commercial settings throughout the city.</p>	<p><b>Land Use 2</b> Apply a new "East Main TOD" zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"> <li>• A mix of uses (e.g. residential, retail, office, hotel) within a project and/ or individual building</li> <li>• Housing for a variety of family sizes and income levels that fits with the quality of the community</li> </ul> <p><i>(abbreviated, see Note 1 on page 1)</i></p>
<p><b>5</b> Establish a land use incentive system that offers additional floor area in exchange for affordable housing as a top priority, and may also include other improvements and amenities that contribute to the public good.</p>	<p><b>HO-7</b> Encourage the development of affordable housing through incentives and other tools consistent with state-enabling legislation.</p> <p><b>HO-12</b> Provide incentives to encourage residential development for a range of household types and income levels in multifamily and mixed use commercial zones.</p>	<p><b>Land Use 2</b> Apply a new "East Main TOD" zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"> <li>• A mix of uses (e.g. residential, retail, office, hotel) within a project and/ or individual building</li> </ul>

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	<b>HO-23</b> Encourage the development of affordable housing through incentives and other tools consistent with state-enabling legislation.	<ul style="list-style-type: none"><li>• Housing for a variety of family sizes and income levels that fits with the quality of the community</li><li>• Establish a minimum base FAR that is sufficiently high enough to support the kind of vibrant, place-making development described in the CAC’s recommended vision statement</li><li>• Allow additional FAR up to 5.0 and height up to 300 feet only within 250 feet of the Main Street right-of-way or 114th Avenue SE right-of-way and only through a development agreement or similar mechanism that provides greater quality of development and public benefit (e.g. architectural design, enhanced pedestrian environment and place-making, community benefits, public amenities) beyond the requirements for achieving the 4.0 FAR and 200 foot height <i>(abbreviated, see Note 1 on page 1)</i></li></ul>
<b>Transportation</b> <b>6</b> Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.	<b>LU-35</b> Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health. <b>TR-103</b> Promote and facilitate walking and bicycling. <b>TR-104</b> Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system. <b>UD-4</b> Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features. <b>UD-21</b> Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments. <b>UD-35</b> Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design. <b>UD-46</b> Encourage site and building designs that support and connect with existing or planned transit facilities.	No specific recommendations <b>City Council Guiding Principles to CAC:</b> <ul style="list-style-type: none"><li>• 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</li><li>• Facilitate bicycle access to the station by connecting to the City’s network of bicycle routes</li></ul>
<b>7</b> Create an active, safe and inviting pedestrian and bicycle environment in the station area and along 112 <sup>th</sup> Avenue SE.	<b>UD-4</b> Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features. <b>UD-12</b> Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities. <b>UD-63</b> Ensure continuous and safe sidewalks wide enough to serve current and planned uses along arterials that are integrated with abutting land uses. <b>UD-65</b> Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees,	<b>Character 3</b> Develop and implement a design for 112th Avenue SE from Main Street to SE 8th Street that preserves the current “green boulevard” look and feel and creates a safe and inviting environment for pedestrians and bicyclists. <b>Character 4</b> Develop and implement design guidelines for street frontage that complements the desired design character for 112th Avenue SE by allowing and encouraging an active pedestrian environment including: <ul style="list-style-type: none"><li>• Wide sidewalks</li><li>• Landscape strips separating traffic from sidewalks</li></ul>



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	<p>planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.</p> <p><b>UD-66</b> Design streets to be visually appealing connections between different parts of the city for motorists, bicyclists and pedestrians.</p> <p><b>UD-67</b> Give identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance circulation routes, soften the appearance of pavement and separate pedestrians from traffic.</p> <p><b>UD-68</b> Design key city boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a “City in a Park.” Use features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, street names, landscaping, decorative paving patterns and public art both within the right-of-way and on adjacent private development. (See Map UD-1<sup>3</sup>)</p> <p><b>S-SW-19</b> Provide for the aesthetic development of Bellevue Way S.E. and 112th Avenue S.E. including the provision of sidewalks and bicycle lanes on both sides of the street and landscaping along the entire street so as to provide the feeling of a continuous boulevard and a gateway for Bellevue.<sup>4</sup></p> <p><b>S-SW-25</b> Provide for pedestrian and bicycle facilities along Bellevue Way S.E. and 112th Avenue S.E. to enhance nonmotorized access from residential streets\ to Downtown.<sup>4</sup></p> <p><b>S-SW-26</b> Buffer the pedestrian and/or bicyclist from vehicular traffic on heavily traveled arterials such as Bellevue Way, 112th Avenue S.E., and Main Street.<sup>4</sup></p>	<ul style="list-style-type: none"> <li>• Large shade trees</li> <li>• Pedestrian-oriented storefronts and activities</li> </ul>
<p><b>8</b> Establish a clearly-defined public pedestrian system to the station area and other destinations, such as the Mercer Slough, and other nearby parks and open spaces.</p>	<p><b>TR-104</b> Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.</p> <p><b>UD-21</b> Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.</p> <p><b>UD-46</b> Encourage site and building designs that support and connect with existing or planned transit facilities.</p> <p><b>S-SW-21</b> Link activity areas, parks, and community facilities with trails and bikeways.</p>	<p>No specific recommendations regarding connections to Mercer Slough or other nearby parks; general recommendations for pedestrian and bicycle connectivity in the vision statement and pedestrian and bicycle recommendations.</p> <p><b>City Council direction to Planning Commission:</b></p> <ul style="list-style-type: none"> <li>• Consider a walking path between SE 6th Street and SE 8th Street to connect the redevelopment area with trails in the Mercer Slough;</li> </ul>

<sup>3</sup> Adjacent to the East Main transit-oriented district, Comprehensive Plan Map UD-1 identifies 112<sup>th</sup> Avenue SE and 114<sup>th</sup> Avenue SE as scenic boulevards.

<sup>4</sup> The East Main study area includes 112<sup>th</sup> Avenue SE from SE 8<sup>th</sup> Street to Main Street and Main Street from 112<sup>th</sup> Avenue SE to I-405. No portion of Bellevue Way is included in the study area.

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<p><b>9</b> Foster walkability and visual interest by establishing a pattern of small walkable blocks within the station area wherever reasonably feasible, as shown in Figure 1.</p>	<p><b>LU-35</b> Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health.</p> <p><b>TR-103</b> Promote and facilitate walking and bicycling.</p> <p><b>UD-4</b> Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.</p> <p><b>UD-21</b> Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.</p>	<p>No specific recommendations regarding block size; general description of block lengths much shorter than downtown blocks in the vision statement.</p> <p><b>City Council Guiding Principles to CAC:</b></p> <ul style="list-style-type: none"> <li>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</li> </ul>
<p><b>10</b> Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor.</p>	<p>Same as policies identified above for Draft Comprehensive Plan policy 8.</p>	<p><b>Pedestrian/Bicycle Access 5</b> Develop and implement pedestrian and bicycle safety improvements along the entire Main Street corridor between Bellevue Way and 116<sup>th</sup> Avenue. <sup>5</sup></p>
<p><b>11</b> Develop one or more new east/west public streets between 112<sup>th</sup> and 114<sup>th</sup> avenues SE in the primary TOD area.</p>	<p><b>TR-21</b> Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.</p> <p><b>TR-26</b> Increase system connectivity for all modes by providing for roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas.</p>	<p><b>Land Use 4</b> With redevelopment of the Red Lion and/or Hilton Hotel sites, construct a new public street along or in the immediate vicinity of their common property line to convey automobile, pedestrian and bicycle traffic between 112th Avenue SE and 114th Avenue SE and to provide additional access to both properties.</p>
<p><b>12</b> Establish a system of public streets organized in a small block grid pattern, as shown in Figure 1.</p>	<p><b>TR-21</b> Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.</p> <p><b>TR-26</b> Increase system connectivity for all modes by providing for roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas.</p>	<p>No specific recommendations regarding block size; general description of block lengths much shorter than downtown blocks in the vision statement.</p> <p><b>City Council Guiding Principles to CAC:</b></p> <ul style="list-style-type: none"> <li>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</li> </ul>
<p><b>13</b> Develop parking standards that reflect the reduced reliance on vehicular travel in the station area.</p>	<p><b>TR-74</b> Ensure that the transit system includes commuter parking facilities that are located and managed to intercept trips close to the trip origins.</p>	<p><b>Land Use 6</b> Re-evaluate parking ratios for TOD and encourage parking to be structured underground or located internal to other structures.</p>
<b>Urban Design</b>		
<p><b>14</b> Allow development to achieve maximum densities envisioned for the station area.</p>	<p><b>UD-43</b> Permit high intensity development subject to design criteria that assures a livable urban environment.</p> <p><b>UD-45</b> Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.</p>	<p><b>Land Use 2</b> Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"> <li>Maximum square footage for building footprints and floor plates</li> <li>Maximum site FAR of 4.0 and building height of 200 feet – both of which can only be achieved through a bonus/incentive system that ensures quality development</li> <li>Establish a minimum base FAR that is sufficiently high enough to support the kind of vibrant, place-making development described in the CAC’s recommended vision statement</li> </ul>

<sup>5</sup> The portion of Main Street in the East Main study area extends from 112<sup>th</sup> Avenue SE to I-405.

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		<ul style="list-style-type: none"> <li>• Allow additional FAR up to 5.0 and height up to 300 feet only within 250 feet of the Main Street right-of-way or 114th Avenue SE right-of-way and only through a development agreement or similar mechanism that provides greater quality of development and public benefit (e.g. architectural design, enhanced pedestrian environment and place-making, community benefits, public amenities) beyond the requirements for achieving the 4.0 FAR and 200 foot height</li> <li>• Limit building height to 65 feet within 50 feet of 112th Avenue SE for buildings outside of the additional FAR/Height (5.0, 300 feet) area; utilize building design that steps back height above 65 feet beyond the area within 50 feet of 112th Avenue SE (abbreviated, see Note 1 on page 1)</li> </ul>
<p><b>15</b> Ensure that development is scaled to serve those who live and work in the station area and adjoining Southwest Bellevue Subarea (West Bellevue) neighborhoods; large retail uses that serve a regional market are not appropriate in this setting.</p>	<p><b>LU-18</b> Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity.</p> <p><b>HO-13</b> Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.</p> <p><b>TR-7</b> Ensure that land use changes near high capacity transit stations are consistent with the Comprehensive Plan, recognizing that:</p> <ol style="list-style-type: none"> <li>1. Transit may support more intense development around some stations;</li> <li>2. Transit supportive design and orientation may be implemented without changes to land use intensity; and</li> <li>3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas</li> </ol> <p><b>UD-11</b> Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.</p> <p><b>UD-44</b> Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.</p>	<p><b>Land Use 2</b> Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"> <li>• Allow a mix of retail uses that does not include “big box” retail (abbreviated, see Note 1 on page 1)</li> </ul>
<p><b>16</b> Minimize the visual intrusion of required parking structures through thoughtful location and design, substantial landscaping, wrapping other uses around structured parking, integration of ground-level retail and pedestrian uses or other measures. Stand-alone parking structures are not appropriate in this setting.</p>	<p><b>UD-36</b> Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.</p>	<p><b>Land Use 6</b> Re-evaluate parking ratios for TOD and encourage parking to be structured underground or located internal to other structures.</p>
<p><b>17</b> Promote an inviting and safe walking environment through pedestrian-oriented storefronts, housing, abundant green space including trees, gathering places, welcoming building entrances or front stoops, and other measures.</p>	<p><b>HO-2</b> Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.</p> <p><b>UD-4</b> Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.</p>	<p><b>Character 4</b> Develop and implement design guidelines for street frontage that complements the desired design character for 112th Avenue SE by allowing and encouraging an active pedestrian environment including:</p> <ul style="list-style-type: none"> <li>• Wide sidewalks</li> <li>• Landscape strips separating traffic from sidewalks</li> <li>• Large shade trees</li> </ul>

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	<p><b>UD-12</b> Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities</p> <p><b>UD-63</b> Ensure continuous and safe sidewalks wide enough to serve current and planned uses along arterials that are integrated with abutting land uses.</p> <p><b>UD-65</b> Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.</p> <p><b>UD-66</b> Design streets to be visually appealing connections between different parts of the city for motorists, bicyclists and pedestrians.</p> <p><b>UD-67</b> Give identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance circulation routes, soften the appearance of pavement and separate pedestrians from traffic.</p>	<ul style="list-style-type: none"> <li>• Pedestrian-oriented storefronts and activities</li> </ul> <p><b>Land Use 7</b> Incorporate design standards that create safe and secure environments (e.g. visibility, lighting) in and around the new development.</p>
<p><b>18</b> Integrate pedestrian and bicycle access to transit in the design of public and private developments so that the form and connectivity of the built environment support non-motorized travel choices.</p>	<p><b>TR-67</b> Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.</p> <p><b>TR-104</b> Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.</p> <p><b>UD-21</b> Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.</p> <p><b>UD-46</b> Encourage site and building designs that support and connect with existing or planned transit facilities.</p>	<p>No specific recommendations integration of pedestrian and bicycle access; vision statement support for new mixed-use development and street enhancements to encourage walking, bicycling and transit use to reduce the need for automobile trips in and around the redevelopment area.</p> <p><b>City Council Guiding Principles to CAC:</b></p> <ul style="list-style-type: none"> <li>• 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</li> </ul>
<p><b>19</b> Provide for the use of high quality and durable building materials that evoke a sense of permanence.</p>	<p><b>HO-13</b> Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.</p> <p><b>UD-23</b> Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.</p> <p><b>UD-34</b> Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.</p> <p><b>UD-39</b> Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.</p>	<p>No specific recommendations; vision statement supports a new, unique, high quality neighborhood.</p>



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<p><b>20</b> Ensure a lively public realm by integrating publicly accessible plazas, open spaces and other gathering places with public and private development.</p>	<p><b>HO-2</b> Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.</p> <p><b>UD-3</b> Foster and value the preservation of open space as a dominant element of the city’s character.</p> <p><b>UD-4</b> Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.</p> <p><b>UD-12</b> Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.</p> <p><b>UD-17</b> Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.</p> <p><b>UD-27</b> Integrate high quality and inviting public and semi-public open spaces into major development.</p> <p><b>UD-48</b> Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.</p> <p><b>UD-58</b> Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.</p> <p><b>UD-59</b> Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.</p>	<p>No specific recommendations; vision statement supports ample public space throughout the redevelopment area to provide trees and green space, passive (e.g. seating) and active (e.g. play equipment) areas that are visually interesting and appealing (e.g. fountains, art work) for people to gather and interact in a community setting.</p>
<p><b>21</b> Achieve district design that reinforces the station area’s role as a significant downtown gateway from public viewpoints along northbound I-405 and Wilburton hill.</p>	<p><b>UD-10</b> Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed-use areas.</p> <p><b>UD-24</b> Encourage the creation of iconic visual reference points in the community through innovative site and building designs.</p> <p><b>UD-80</b> Ensure that all development abutting the freeway corridors includes special design features which provide an attractive entrance to the city.</p>	<p>No specific CAC recommendations.</p> <p><b>City Council Guiding Principles to Planning Commission</b></p> <ul style="list-style-type: none"> <li>• Reinforce the role that this area plays as a gateway to Bellevue by encouraging the use of iconic design;</li> </ul>
<p><b>22</b> Allow for greatest building heights closest to Downtown and along I-405. Building heights should transition down toward 112<sup>th</sup> Avenue SE and the adjacent low-density residential neighborhood.</p>	<p><b>LU-14</b> Protect residential areas from the impacts of non-residential uses of a scale not appropriate to the neighborhood.</p> <p><b>LU-18</b> Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity.</p> <p><b>TR-7</b> Ensure that land use changes near high capacity transit stations are consistent with the Comprehensive Plan, recognizing that:</p> <ol style="list-style-type: none"> <li>1. Transit may support more intense development around some stations;</li> </ol>	<p><b>Land Use 2</b> Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"> <li>• Maximum site FAR of 4.0 and building height of 200 feet – both of which can only be achieved through a bonus/incentive system that ensures quality development</li> <li>• Establish a minimum base FAR that is sufficiently high enough to support the kind of vibrant, place-making development described in the CAC’s recommended vision statement</li> </ul>

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	<p>2. Transit supportive design and orientation may be implemented without changes to land use intensity; and</p> <p>3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas</p> <p><b>UD-11</b> Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.</p> <p><b>UD-45</b> Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.</p> <p><b>UD-47</b> Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.</p>	<ul style="list-style-type: none"> <li>• Allow additional FAR up to 5.0 and height up to 300 feet only within 250 feet of the Main Street right-of-way or 114th Avenue SE right-of-way and only through a development agreement or similar mechanism that provides greater quality of development and public benefit (e.g. architectural design, enhanced pedestrian environment and place-making, community benefits, public amenities) beyond the requirements for achieving the 4.0 FAR and 200 foot height</li> <li>• Limit building height to 65 feet within 50 feet of 112th Avenue SE for buildings outside of the additional FAR/Height (5.0, 300 feet) area; utilize building design that steps back height above 65 feet beyond the area within 50 feet of 112th Avenue SE (abbreviated, see Note 1 on page 1)</li> </ul> <p><b>Land Use 5</b> Revise the standards for the “OLB” zone between 112th Avenue SE, SE 6th Street, SE 8th Street and 114th Avenue SE to allow for a broader mix of uses and taller buildings to enhance the limited redevelopment potential, including:</p> <ul style="list-style-type: none"> <li>• The same quality and similar design standards as the new “East Main TOD” zone</li> <li>• Increase maximum site FAR to 1.0 and increase building height to 100 to 120 feet achievable through a bonus/ incentive system that ensures quality development</li> </ul>
<b>23</b> Consider building placement and use of building materials to help reduce noise from I-405.		No specific recommendations. Vision statement supports strategic location of taller buildings to provide a noise buffer along I-405.
<b>24</b> Provide abundant landscaping and amenities along 112 <sup>th</sup> Avenue SE to enhance its pedestrian character.	<p><b>UD-4</b> Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.</p> <p><b>UD-47</b> Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.</p> <p><b>UD-63</b> Ensure continuous and safe sidewalks wide enough to serve current and planned uses along arterials that are integrated with abutting land uses.</p> <p><b>UD-66</b> Design streets to be visually appealing connections between different parts of the city for motorists, bicyclists and pedestrians.</p> <p><b>UD-67</b> Give identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance circulation routes, soften the appearance of pavement and separate pedestrians from traffic.</p> <p><b>UD-68</b> Design key city boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a “City in a Park.” Use features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, street names, landscaping,</p>	<b>Character 3</b> Develop and implement a design for 112th Avenue SE from Main Street to SE 8th Street that preserves the current “green boulevard” look and feel and creates a safe and inviting environment for pedestrians and bicyclists.

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	<p>decorative paving patterns and public art both within the right-of-way and on adjacent private development. (See Map UD-1<sup>6</sup>)</p> <p><b>UD-73</b> Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)</p> <p><b>UD-75</b> Minimize the removal of existing vegetation when improving streets to preserve the natural character of Bellevue.</p> <p><b>S-SW-19</b> Provide for the aesthetic development of Bellevue Way S.E. and 112th Avenue S.E. including the provision of sidewalks and bicycle lanes on both sides of the street and landscaping along the entire street so as to provide the feeling of a continuous boulevard and a gateway for Bellevue.<sup>4</sup></p> <p><b>S-SW-25</b> Provide for pedestrian and bicycle facilities along Bellevue Way S.E. and 112th Avenue S.E. to enhance nonmotorized access from residential streets\to Downtown.<sup>4</sup></p> <p><b>S-SW-26</b> Buffer the pedestrian and/or bicyclist from vehicular traffic on heavily traveled arterials such as Bellevue Way, 112th Avenue S.E., and Main Street.<sup>4</sup></p>	
<p><b>25</b> Support a future corridor design for Main Street that emphasizes safety and aspects of the character of the Old Bellevue district, along with wide sidewalks, planter strips, shade trees and lighting.</p>	<p><b>UD-4</b> Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.</p> <p><b>UD-63</b> Ensure continuous and safe sidewalks wide enough to serve current and planned uses along arterials that are integrated with abutting land uses.</p>	<p><b>Character 1</b> Develop and implement a design for Main Street that emphasizes safety and incorporates aspects of the look and feel of Old Bellevue along with wider sidewalks, planting strips, shade trees and lighting that reinforce the distinct land use context on each side of the street between Bellevue Way and 116th Avenue.<sup>4</sup></p>
<p><b>26</b> Preserve sunlight and air circulation through thoughtful siting and spacing of towers.</p>	<p><b>UD-22</b> Employ design guidelines to affect building placement and design in order to promote solar access in public spaces and a sense of openness.</p> <p><b>UD-33</b> Encourage public and private development to incorporate access to sunlight.</p> <p><b>UD-59</b> Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.</p>	<p>No specific recommendations; vision statement support for building design and site planning that considers shading and privacy issues.</p>
<p><b>27</b> Include landscaping treatment, building modulation, and other architectural measures in high-rise development to create interest, texture and a sense of human scale.</p>	<p><b>UD-23</b> Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development’s surroundings.</p>	<p><b>Land Use 2</b> Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards:</p> <ul style="list-style-type: none"> <li>• Use landscaping and architectural design to minimize the appearance of the “wall effect” (i.e. a solid line of building facades) along 114th Avenue SE.</li> </ul> <p>(abbreviated, see Note 1 on page 1)</p>

<sup>6</sup> Adjacent to the East Main transit-oriented district, Comprehensive Plan Map UD-1 identifies 112<sup>th</sup> Avenue SE and 114<sup>th</sup> Avenue SE as scenic boulevards.

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<b>Open Space</b>		
<p><b>28</b> Establish a public open space system in the station area that incorporates:</p> <ul style="list-style-type: none"> <li>a) Abundant landscaping;</li> <li>b) Well-integrated publicly accessible plazas, paths, open spaces and other gathering places; and</li> <li>c) A clearly-defined public pedestrian system that is connected to destinations within and surrounding the station area.</li> </ul>	<p><b>LU-33</b> Preserve open space and key natural features through a variety of techniques, such as sensitive site planning, conservation easements, transferring density, land use incentives and open space taxation.</p> <p><b>PA-1</b> Establish a coordinated and connected system of open space and greenways throughout the city that provide multiple benefits including preserving natural systems, protecting wildlife habitat and corridors, and providing land for recreation.</p> <p><b>PA-12</b> Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, schools and commercial centers.</p> <p><b>PA-14</b> Encourage the linkage and access of private facilities with those in the public system.</p> <p><b>UD-27</b> Integrate high quality and inviting public and semi-public open spaces into major development.</p> <p><b>UD-58</b> Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.</p> <p><b>UD-59</b> Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.</p>	<p>No specific recommendations; vision statement supports ample public space throughout the redevelopment area to provide trees and green space, passive (e.g. seating) and active (e.g. play equipment) areas that are visually interesting and appealing (e.g. fountains, art work) for people to gather and interact in a community setting.</p>
<b>Natural Environment</b>		
<p><b>29</b> Encourage development adjacent to Sturtevant Creek to enhance the stream corridor and wetlands as an amenity</p>	<p><b>LU-33</b> Preserve open space and key natural features through a variety of techniques, such as sensitive site planning, conservation easements, transferring density, land use incentives and open space taxation.</p> <p><b>EN-19</b> Retain existing open surface water systems in a natural state and restore conditions that have become degraded.</p> <p><b>EN-70</b> Improve wildlife habitat especially in patches and linkages by enhancing vegetation composition and structure and incorporating indigenous plant species compatible with the site.</p>	<p>No specific recommendations</p>
<p><b>30</b> Promote environmentally sensitive design in public and private projects, including use of natural drainage systems, water conservation measures, and other practices.</p>	<p><b>LU-33</b> Preserve open space and key natural features through a variety of techniques, such as sensitive site planning, conservation easements, transferring density, land use incentives and open space taxation.</p> <p><b>EN-19</b> Retain existing open surface water systems in a natural state and restore conditions that have become degraded.</p>	<p>No specific recommendations</p>



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	<b>EN-70</b> Improve wildlife habitat especially in patches and linkages by enhancing vegetation composition and structure and incorporating indigenous plant species compatible with the site.	
Other		
Proposal would amend the land use map to permit these uses in the East Main station area.	<b>S-SW-3</b> Limit expansion of retail service and professional office uses to locations where permitted by this subarea plan.	Proposal would amend the land use map to permit these uses in the East Main station area.
Proposed Comprehensive Plan amendments would incorporate East Main Station Area Plan recommendations.	Not applicable	<b>Land Use 1</b> Incorporate the recommendations of the East Main Station Area Plan into subsequent plans, studies and programs (e.g. Downtown Transportation Plan, multi-modal level of service, corridor studies) to achieve the vision for Main Street.