

## Definitions

*Transit-oriented development (TOD)* – 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.

*East Main – Transit Oriented Development (EM-TOD)* – 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 and retail development.

## Land Use Element

### COMPREHENSIVE PLAN MAP

Update Comprehensive Plan Land Use Map (Map LU-1) to include East Main Transit Oriented Development designations

### POLICIES

*[new policies to be inserted under a separate Transit Oriented Development Areas heading following the Downtown and Mixed Use Centers heading]*

#### Transit Oriented Development Areas

- A. 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.
- 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.
- C. 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.
- D. Consider a land use incentive system that offers additional floor area in exchange for infrastructure and amenities that contribute to the public good.

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## Southwest Bellevue Subarea Plan

### COMPREHENSIVE PLAN MAP

Update Figure S-SW.1 Southwest Bellevue Land Use Plan to include East Main Transit Oriented Development designation.

#### East Main TOD Vision

*[East Main TOD vision, goals and policies to be inserted as a separate section following the Overview section]*

In 2035, the East Main station area is a vibrant, livable and memorable transit-oriented neighborhood. Anchored by a variety of housing choices, offices, hotel and supporting commercial services, the East Main neighborhood comfortably spans the change in character from Downtown to the low-density residential neighborhood west of 112<sup>th</sup> Ave SE. East Main's urban design character, expressed by varied buildings heights, abundant landscaping, an attractive open space system and informal gathering places, reflects its unique character and location.

Small walkable blocks and connected pathways allow people to easily move between the light rail station and destinations in and around the station area. Along 112<sup>th</sup> Ave SE, wide sidewalks, ample landscaping and pedestrian oriented development create a safe and attractive environment. Careful management of the transportation system has ensured that mobility and safety is achieved while also protecting the adjacent lower density neighborhoods from negative traffic impacts.

### GOALS & POLICIES

#### East Main Station Area

##### Land Use

**Goal:** To develop regulations that provide for a compact urban-scale transit-oriented district that optimizes the benefits of the light rail investment and complements existing neighborhoods.

1. 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:
  - a. The area north of SE 6<sup>th</sup> Street is the primary TOD area and accommodate the greatest amount and intensity of development.
  - b. The area south of SE 6<sup>th</sup> Street is 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.
  - c. The entire East Main TOD area should maintain a consistent high design quality.
2. Promote a mix of housing, office, retail and hotel uses that create a vibrant active center during both daytime and evening hours.
3. Ensure that land uses, parking and development patterns optimize transit use and access.

4. Provide housing for diverse household sizes and income levels consistent with the city's Affordable Housing Strategy.
5. 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.

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### Transportation

**Goal:** To create a complete and connected public transportation system that enhances mobility and protects nearby neighborhoods from spillover traffic impacts.

#### Pedestrians and Bicycles

6. Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.
7. Create an active, safe and inviting pedestrian and bicycle environment in the station area and along 112<sup>th</sup> Avenue SE.
8. 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.
9. 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.
10. Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor.

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#### Vehicular Mobility

11. 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.
12. Establish a system of public streets organized in a small block grid pattern, as shown in Figure 1.
13. Develop parking standards that reflect the reduced reliance on vehicular travel in the station area.

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### Urban Design

**Goal:** To develop regulations that achieve a distinctive pedestrian-oriented design character and a lively public realm that reflects the unique relationship of the station area to Downtown and the surrounding residential area.

14. Allow development to achieve maximum densities envisioned for the station area.
15. 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.
16. 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.

17. 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.
18. 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.
19. Provide for the use of high quality and durable building materials that evoke a sense of permanence.
20. Ensure a lively public realm by integrating publicly accessible plazas, open spaces and other gathering places with public and private development.
21. 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.
22. 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.
23. Consider building placement and use of building materials to help reduce noise from I-405.
24. Provide abundant landscaping and amenities along 112<sup>th</sup> Avenue SE to enhance its pedestrian character.
25. 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.
26. Preserve sunlight and air circulation through thoughtful siting and spacing of towers.
27. Include landscaping treatment, building modulation, and other architectural measures in high-rise development to create interest, texture and a sense of human scale.

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### Open Space

**Goal:** To develop regulations that create an attractive and functional open space system that serves the immediate neighborhood and that connects with the larger Bellevue parks and open space system.

28. Establish a public open space system in the station area that incorporates:

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- a) Abundant landscaping;
- b) Well-integrated publicly accessible plazas, paths, open spaces and other gathering places; and
- c) A clearly-defined public pedestrian system that is connected to destinations within and surrounding the station area.

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### Natural Environment

**Goal:** To promote environmental sustainability and realize opportunities provided by redevelopment to improve the health of natural features.

29. Encourage development adjacent to Sturtevant Creek to enhance the stream corridor and wetlands as an amenity.

Attachment 2

30. Promote environmentally sensitive design in public and private projects, including use of natural drainage systems, water conservation measures, and other practices.

Figure 1

Generalized  
Street Diagram  
September 21, 2018

