

DRAFT COMPREHENSIVE PLAN AMENDMENTS

Land Use Element

COMPREHENSIVE PLAN MAP

Updated Comprehensive Plan Land Use Map (Figure LU-1) to include East Main Transit Oriented District designations.

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 District – 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.

POLICIES

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

Transit Oriented Districts

- A. Provide for a mix of housing, office, hotel, and retail uses in a compact walkable development pattern that optimizes the benefits of transit investment in Bellevue’s transit-oriented districts.
- B. Include walking and bicycle routes in the transit oriented district that are accessible to the public, provide safe and convenient connections to destinations and transit and connect with surrounding bicycle and pedestrian networks.
- C. Ensure that transit-oriented land use and development is responsive to the type of transit investment at the station area 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.

Southwest Bellevue Subarea Plan

COMPREHENSIVE PLAN MAP

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

East Main Transit Oriented District Vision

[East Main Transit Oriented District vision, goals and policies to be inserted as a separate section following the Overview section]

In 2035, the East Main district is a lively transit-oriented neighborhood that provides a graceful transition from Downtown to the surrounding neighborhoods. Building heights decrease from taller buildings in and near Downtown and the I-405 corridor to lower-scale buildings near the residential neighborhoods. Within the district, a variety of housing choices, offices, hotels and neighborhood-scale commercial services serve as a basis for a vibrant, livable and attractive neighborhood. New development incorporates open space and landscaping, helping to soften edges, integrate the natural and built environment and provide gathering places.

Small walkable blocks and connected pathways allow people to move easily between the light rail station and destinations in and around the district. Along the arterials that form the edge of the district, wide sidewalks, abundant landscaping and pedestrian oriented development create a safe and attractive environment. The transportation system has been carefully managed to ensure mobility, safety and to protect the residential neighborhood from negative traffic impacts.

GOALS & POLICIES

East Main Transit Oriented District

Land Use

Goal: To provide for compact, urban-scale transit-oriented development that optimizes the benefits of the light rail investment and complements existing neighborhoods.

1. Establish the East Main Transit Oriented District 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 6th Street should serve as the primary transit oriented district and accommodate the greatest amount and intensity of development.
 - b. The area south of SE 6th Street should serve as the secondary transit oriented district, with mixed use development at a lower scale development pattern, compared to the primary transit oriented district, due to its increased distance from the transit station and the presence of environmental constraints.
 - c. The entire East Main Transit Oriented District 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 that meets diverse household sizes and income levels and incentivize development of affordable housing 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.

Urban Design

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

6. Ensure that development is scaled to serve those who live and work in the transit oriented district and adjoining Southwest Bellevue Subarea (West Bellevue) neighborhoods; large format retail buildings are not appropriate in this setting.
7. 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.
8. 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.
9. 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.
10. Encourage the use of high quality and durable building materials that evoke a sense of permanence.
11. Encourage a lively public realm by integrating publicly accessible plazas, open spaces and other gathering places with public and private development.
12. Encourage design that reinforces the district's role as a significant downtown gateway from public viewpoints along northbound I-405 and Wilburton hill.
13. Allow for greatest building heights closest to Downtown and along I-405. Building heights should decrease toward the adjacent low-density residential neighborhood.
14. Provide abundant landscaping and amenities along 112th Avenue SE to enhance its pedestrian character.
15. Preserve sunlight and air circulation through thoughtful siting and spacing of towers.
16. Include landscaping treatment, building modulation, and other architectural measures in high-rise development to create interest, texture and a sense of human scale.

Transportation

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

Pedestrians and Bicycles

17. Prioritize pedestrian and bicycle movement as the primary means of travel within the transit oriented district.
18. Create an active, safe and inviting pedestrian and bicycle environment in the transit oriented district and along 112th Avenue SE.
19. Establish a clearly-defined pathway system to the station and other destinations, such as the Mercer Slough, and other nearby parks and open spaces.
20. Foster walkability and visual interest by establishing a pattern of small walkable blocks within the transit oriented district.
21. Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor.

Vehicles

22. Enhance mobility through development of one or more new east/west street between 112th and 114th avenues SE in the primary transit oriented district.
23. Develop parking standards that reflect the reduced reliance on vehicular travel in the transit oriented district.

Open Space

Goal: To 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.

24. Establish an open space system that incorporates:
 - a) abundant landscaping throughout the transit oriented district in both public and private areas;
 - b) Well-integrated publicly accessible plazas, paths, open spaces and other gathering places and
 - c) a clearly-defined pathway system that is connected to destinations in the East Main Transit Oriented District and the surrounding area.

Natural Environment

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

25. Encourage development adjacent to Sturtevant Creek to enhance the stream corridor and wetlands and treat them as an amenity. Use development regulations and incentives to help restore and enhance ecological function.
26. Promote environmentally sensitive design in public and private projects, including use of natural drainage systems, water conservation measures, and other practices.