

1 Definitions

2 *Transit-oriented development (TOD)* – Development that is within one-half mile from and
3 oriented toward a transit station that provides frequent, reliable service. TOD optimizes transit
4 use through a compact mix of housing, retail and office uses and a walkable pedestrian-oriented
5 character.

6
7 *East Main – Transit Oriented Development (EM-TOD)* – A land use designation in the
8 Southwest Bellevue (West Bellevue) subarea designed to provide for a mix of office, housing,
9 retail, and services. Multiple uses and appropriate densities are encouraged to create a
10 concentration of activity that supports transit service and retail development.

11
12 Land Use Element

13 COMPREHENSIVE PLAN MAP

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

16
17 POLICIES

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

20 Transit Oriented Development Areas

- 21 A. Provide for a mix of housing, office, service and retail uses in a compact walkable
22 development pattern that optimizes the benefits of transit investment in Bellevue's
23 transit-oriented development areas.
- 24 B. Provide walking and bicycle routes in the station area that are accessible, safe and
25 convenient, and that connect to destinations, transit and surrounding bicycle and
26 pedestrian networks.
- 27 C. Ensure that transit-oriented land use and development is responsive to the type of
28 transit facilities and services provided and the context of surrounding area.
- 29 D. Consider a land use incentive system that offers additional floor area in exchange for
30 infrastructure and amenities that contribute to the public good.
- 31 E. **Consider allowing larger floorplates for office use to accommodate the building types**
32 **desired by technology companies. (LUCA related issue)**

33
34 Southwest Bellevue Subarea Plan

35 COMPREHENSIVE PLAN MAP

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

38
39 East Main TOD Vision

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

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

49
50 Small walkable blocks and connected pathways allow people to easily move between the light
51 rail station and destinations in and around the station area. Along 112th Ave SE, wide
52 sidewalks, ample landscaping and pedestrian oriented development create a safe and attractive
53 environment. Careful management of the transportation system has ensured that mobility and
54 safety is achieved while also protecting the adjacent lower density neighborhoods from negative
55 traffic impacts.

56
57 **GOALS & POLICIES**
58 **East Main Station Area**

59
60 **Land Use**
61 **Goal:** To develop regulations that provide for a compact urban-scale transit-oriented district that
62 optimizes the benefits of the light rail investment and complements existing neighborhoods.

63
64 1. Establish the East Main Transit Oriented Development (EM-TOD) area as a high quality,
65 mixed-use neighborhood, distinct from and complementary to Downtown and providing a
66 graceful transition from Downtown to adjacent residential neighborhoods and an iconic gateway
67 development on Interstate 405. Within this area:

- 68 a. The area north of SE 6th Street is the primary TOD area and accommodate the
69 greatest amount and intensity of development.
- 70 b. The area south of SE 6th Street is the secondary TOD area, with mixed use TOD
71 development at a lower scale development pattern, due to the increased distance from
72 the transit station and environmental constraints.
- 73 c. The entire East Main TOD area should maintain a consistent high design quality.

74
75 2. Promote a mix of housing, office, retail and hotel uses that create a vibrant active center
76 during both daytime and evening hours.

77
78 3. Ensure that land uses, parking and development patterns optimize transit use and access.

79
80 4. Emphasize great pedestrian quality through urban design strategies: **additional height can**
81 **optimize open spaces at the ground level; limiting the majority of parking access to the**
82 **perimeter of large sites reduces vehicle congestion in the pedestrian environment; and on sites**

83 ~~with varying topography, establish a consistent datum for the ground plane that allows for level,~~
84 ~~accessible and connected pedestrian spaces.~~ (LUCA related issue)

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

87 6. Establish a land use incentive system that offers additional floor area in exchange for
88 affordable housing as a top priority and may also include other improvements and amenities
89 that contribute to the public good.

90

91 Transportation

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

94

95 Pedestrians and Bicycles

96 7. Prioritize pedestrian and bicycle movement as the primary means of travel within the station
97 area.

98

99 8. Create an active, safe and inviting pedestrian and bicycle environment in the station area and
100 along 112th Avenue SE.

101

102 9. Establish a clearly-defined ~~public~~ ~~publicly accessible~~ pedestrian system through public
103 ~~easements~~ to the station area and other destinations, such as the Mercer Slough, and other
104 nearby parks and open spaces.

105

106 10. Foster walkability and visual interest by establishing a pattern of small walkable blocks
107 within the station area wherever reasonably feasible.

108

109 11. Allow for pedestrian sky bridge connections from the East Main Station across 112th
110 Avenue SE to the transit-oriented development east of 112th Avenue SE. (Language retained
111 per Council's direction Jan 22 2019.)

112

113 12. Support improved non-motorized connections on Main Street to the Wilburton neighborhood
114 and the Eastside Rail Corridor.

115

116 Vehicular Mobility

117 13. Develop one or more new east/west streets and a new north/south street between 112th
118 and 114th avenues SE in the primary TOD area. ~~Explore options to provide continuing access~~
119 ~~from Main Street to 114th Avenue SE and provide vehicular connections from a new north/south~~
120 ~~street east of 112th Avenue SE to Main Street.~~ (LUCA related language)

121

122 ~~14. Establish a system of public streets with public easements organized in a small block grid~~
123 ~~pattern.-(LUCA related issue and a public street recommended change)~~

124

125 15. Develop parking standards that reflect the reduced reliance on vehicular travel in the station
126 area.

127

128 ~~16. On large sites, use large, below grade garages to promote shared and efficient use of~~
129 ~~parking resources and to limit vehicular congestion in the pedestrian environment.-(LUCA~~
130 ~~related issue)~~

131

132 Urban Design

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

136

137 17. Allow development to achieve maximum densities envisioned for the station area.

138

139 18. Ensure that development is scaled to serve those who live and work in the station area and
140 adjoining Southwest Bellevue Subarea (West Bellevue) neighborhoods; large retail uses that
141 serve a regional market are not appropriate in this setting. Allow grocery stores, entertainment
142 and retail that serve Bellevue neighborhoods as well as transit.

143

144 19. Minimize the visual intrusion of required parking structures through thoughtful location and
145 design, substantial landscaping, wrapping other uses around structured parking, integration of
146 ground-level retail and pedestrian uses or other measures. Stand-alone parking structures are
147 not appropriate in this setting.

148

149 20. Promote an inviting and safe walking environment through pedestrian-oriented storefronts,
150 housing, abundant green space including trees, gathering places, welcoming building entrances
151 or front stoops, and other measures.

152

153 21. Integrate pedestrian and bicycle access to transit in the design of public and private
154 developments so that the form and connectivity of the built environment support non-motorized
155 travel choices.

156

157 22. Provide for the use of high quality and durable building materials that evoke a sense of
158 permanence.

159

160 23. Ensure a lively public realm by integrating publicly accessible plazas, open spaces and
161 other gathering places with public and private development.

162

163 24. Achieve district design that reinforces the station area's role as a significant downtown
164 gateway from public viewpoints along northbound I-405 and Wilburton hill.

165

166 25. Allow for greatest building heights closest to Downtown and along I-405. Building heights
167 should transition down toward 112th Avenue SE and the adjacent low-density residential
168 neighborhood.

169 26. Consider building placement and use of building materials to help reduce noise from I-405.

170

171 27. Provide abundant landscaping and amenities along 112th Avenue SE to enhance its
172 pedestrian character.

173

174 28. Support a future corridor design for Main Street that emphasizes safety and aspects of the
175 character of the Old Bellevue district such as wide sidewalks, planter strips, shade trees and
176 lighting

177

178 29. Preserve sunlight and air circulation through thoughtful siting and spacing of towers.

179

180 30. Include landscaping treatment, building modulation, and other architectural measures in
181 high-rise development to create interest, texture and a sense of human scale.

182

183 Open Space

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

187

188 31. **Establish an a public open space system in the station area that incorporates:**

189 a) Abundant landscaping;

190 b) Well-integrated publicly accessible plazas, paths, open spaces and other gathering
191 places; and

192 **c) A clearly-defined public pedestrian system that is connected to destinations within and**
193 **surrounding the station area.**

194

195 Natural Environment

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

198

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

201

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

204

205 In place of the Generalized Street Diagram, include the following language:

206 Create a new north-south street that runs east of and parallel to 112th Ave SE and create two
207 new east-west ~~streets connections~~ to connect 112th Ave SE to 114th Ave SE, as needed.

208

209 In place of the Generalized Open Space Diagram, include the following language:

210 Corner plazas may be appropriate at certain intersections. Larger open spaces should be
211 included in this district in locations that are accessible to and visible from the light rail station.