

ATTACHMENT A**Consolidated East Main LUCA Principles**

The following guiding principles implement Bellevue's Comprehensive Plan which defines Transit-oriented development (TOD) as: "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."

Supplemental Guiding PrinciplesUrban Design

UD 1. Well-designed streets and open spaces are important to create and activate a TOD. Create opportunities for gathering in and around these open spaces. Encourage sidewalk and public realm activity through strategies like pedestrian-oriented streetscape design, corner plazas, transparent storefront windows, and active uses on the ground level.

UD 2. Provide convenient, visible, safe areas for vehicular passenger loading. Locate site servicing and utilities away from the public view and minimize the area that is used at ground level for servicing.

UD 3. Consider a hierarchical, landscaped, and functional open space system in the TOD that serves the immediate area and connects with the larger Bellevue Parks and Trails System and the East Main Station.

UD 4. Strive to create regulations that support future workplace trends through strategies such as convenient, weather-protected connections between uses and/or buildings.

Mobility

M 1. Provide infrastructure in the TOD that supports multi-modal commuting choices to reduce the demand for parking and the use of single occupancy vehicles.

M 2. Consider flexible parking standards that can be scaled for right-sized parking. Provide flexibility in the code to incorporate building uses, location and its proximity to transit, as well as other available modes of transportation when determining site-specific parking standards. Consider shared parking for uses with opposite peak parking times.

M 3. Provide a network of streets, bicycle, and pedestrian paths that are consistent with City street standards and connected to the City's circulation system while considering the long-term plans for 114th Avenue SE.

M 4. Streets, through-block connections, or comparable pedestrian paths, bicycle paths, and open spaces can be used to define block edges. Ensure that the block lengths are

shorter than Downtown superblocks and comparable to the developing block pattern in the BelRed Subarea.

M 5. Provide the flexibility to pursue rectilinear and/or curved blocks and to allow streets to be pedestrian and/or vehicular.

Regulatory Framework

R 1. Maximize transparency in the development regulations so that the development community and the public both understand the development regulations and potential outcomes.

R 2. Seek an appropriate balance between predictability in the development regulations and flexibility in their application.

R 3. Consider allowing a development agreement in exchange for greater quality of development and public benefit.

Housing

H 1. Provide an appropriate mix of housing, retail, service, and office uses including a minimum housing requirement to ensure an active and vibrant neighborhood.

Incentive System

IS 1. Focus the incentive system on making a vibrant East Main TOD neighborhood. Recognize that public benefit should be balanced with private gain when the gain results from an area-wide rezone and Bellevue's investment in light rail. Incentivize a list of amenities and public benefits that reflect council and public priorities.

IS 2. Use a current economic analysis to provide guidance on the policy issues that underlie the East Main Amenity Incentive System including but not limited to: the identification and prioritization of public amenities, the determination of base floor area ratio, and the value of the public amenities and benefit relative to the cost of development.

IS 3. Design the incentive system so that it reflects the East Main neighborhood identity.

IS 4. Create a simple streamlined incentive system with a clear structure and desired outcomes using the BelRed Tiered Amenity System as a guide. Provide the opportunity to focus resources on council-identified priorities.

IS 5. Develop an incentive system that creates an appropriate balance between private return on investment and public benefit.

2017 East Main Guiding Principles

1. Consider the East Main amendments in the broader context of the planning that has been done for Downtown and that is being done for Wilburton and make sure they fit together;

2. Use the regulatory framework of the Downtown Livability Initiative while recognizing the unique location of this area adjacent to an established single-family neighborhood to the west and its role as a gateway to the City of Bellevue. This area should have its own unique identity and character and comprehensive plan amendments should not amend the Downtown boundary;
3. Reinforce the role that this area plays as a gateway to Bellevue by encouraging the use of iconic design;
4. Strive to create regulations and design guidelines that achieve the density, mix of uses, quality of development and public benefits to achieve the type of transit-oriented development envisioned by the CAC Guiding Principles for optimum use of the light rail station with consideration for economic feasibility in the market;
5. Consider allowing larger floorplates along 114th Avenue SE to accommodate the building types desired by technology companies;
6. Review whether there is a material difference between 65 feet and 70 feet height limits for the 50-foot step back provision along 112th Avenue SE;
7. Encourage ways to create non-motorized connections between the redevelopment area and trails in the Mercer Slough Nature Park;
8. Conduct a process that provides opportunity for public input on implementation and respects and builds upon the work of the CAC, the direction established by Council approval of the East Main Station Area Plan and the initiation of these amendments;
9. Be diligent about adhering to the schedule for adoption of all amendments by the end of 2018 in order to evaluate the efficiency and transferability of the concurrent process
10. Implement the vision for the East Main station area as embodied in the Vision Statement for the approved plan and the CAC Guiding Principles below; and
11. Assess whether the land use code amendment is consistent with the current Comprehensive Plan and the proposed East Main comprehensive plan amendment(s).

East Main CAC Guiding Principles REV. 12/11/2017 (incorporated by reference)

(Previously approved by the East Main CAC and provided as additional guidance to the Planning Commission for purposes of understanding the CAC's recommended vision. Guiding principles that are not pertinent to the Planning Commission's charge have been omitted.)

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 by 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
- 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

NOTE: The guiding principles in this document are specifically referencing the redevelopment area described in the study area map (Figure 1) as “Primary TOD” and/or “Secondary TOD.” The redevelopment area is bounded by Main Street on the north, 112th Avenue SE on the west, 114th Avenue SE on the east, and SE 8th Street on the south. SE 6th Street is the boundary between the “Primary TOD” and “Secondary TOD” areas.

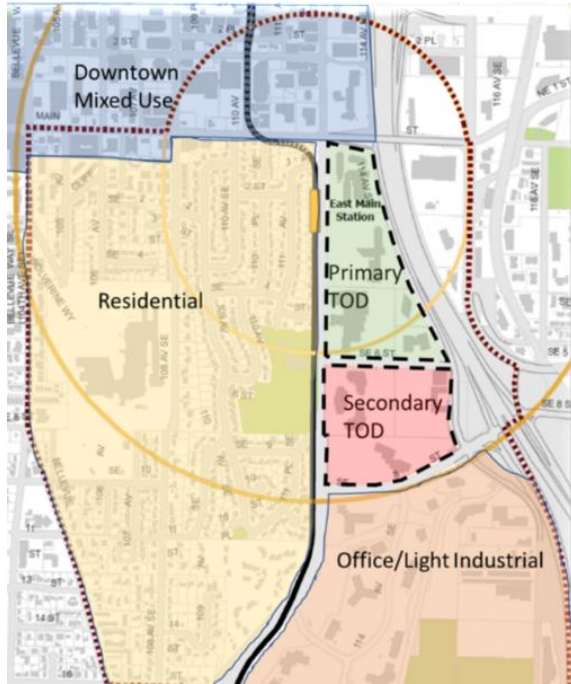


Figure 1