

Mix of Uses



CAC recommendations

A mix of uses (residential, retail, office, hotel) within a project and/or individual building

Retail uses that do not include “big box” retail

Retail and service uses scaled to primarily serve the community and located within pedestrian areas to generate street-level activity

Draft land use code recommendations

Residential, retail, office and hotel uses

Limits on size of general purpose, neighborhood-serving grocery stores and hardware stores.

Size of retail development is limited; Uses such as auto sales, wholesale trade, rental services, warehousing and others are not permitted

Street Grid

CAC recommendations

Vision describes: Block lengths much shorter than downtown; wide sidewalks, on-street parking, and narrow travel lanes

Construct a new public street in vicinity of Red Lion/Hilton Hotel sites connecting 112th and 114th Avenues SE

Draft land use code recommendations

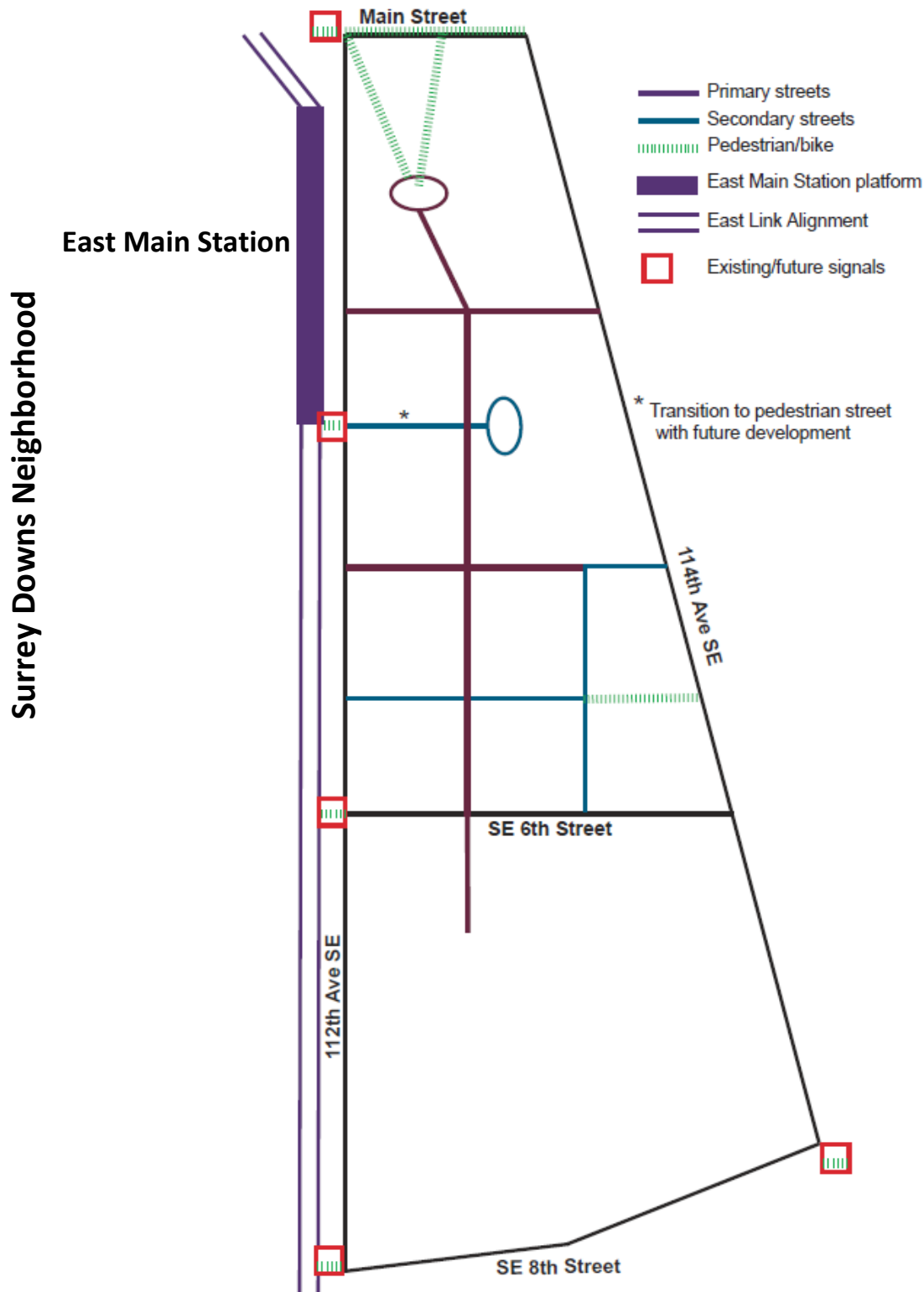
Street grid with smaller blocks than downtown; Variable-width sidewalks and narrow travel lanes

Two new east/west street connections



Draft Street Grid

Proposed street diagram



Open Space

CAC recommendations

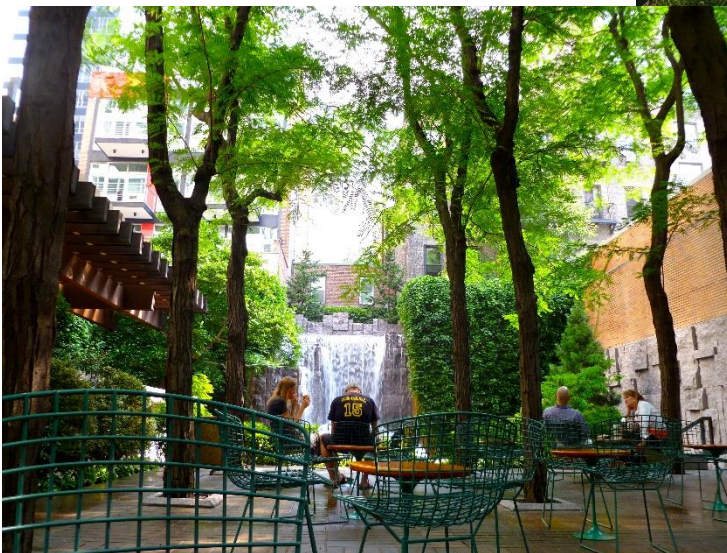
Vision describes: Ample public space, located throughout redevelopment area, trees and green space, passive and active areas;

Buildings strategically located to provide for more ground-level open space

Draft land use code recommendations

North and south district entrances, north and central gathering places;

Publicly accessible plazas associated with new development



Design Character

CAC recommendations

Vision describes: Good site and building design to create a pedestrian-oriented environment and ample public spaces and landscaping.

Compatible with nearby single-family residences to the west through building design and site planning

Draft land use code recommendations

Design guidelines address character, including:

- Emphasize entrances and transitions
- Maximize sunlight
- Integrate the natural environment
- Enhance pedestrian, cyclist, and transit connectivity
- Provide open space integrated with the development
- Continuous, visually rich pedestrian experience
- Protect pedestrians from the weather
- Provide for safety and security
- Use high-quality materials

Design Character



Transit-Oriented Development

8 Principles of Transit-Oriented Development

www.itdp.org/library/standards-and-guides/tod3-0/what-is-tod/

WALK | Develop neighborhoods that promote walking

CYCLE | Prioritize non-motorized transport networks

CONNECT | Create dense networks of streets and paths

TRANSIT | Locate development near high-quality public transport

MIX | Plan for mixed use

DENSIFY | Optimize density and transit capacity

COMPACT | Create regions with short commutes

SHIFT | Increase mobility by regulating parking and road use



Are there uses that you would or would not want to see ?



How would you imagine using the open space? What features would you like to see here?



What other comments and ideas do you want to share?



**Facing east toward 112th Ave. from 111th Ave.
in Surrey Downs**



**Facing east toward 112th Ave. from 110th Ave.
in Surrey Downs**



Facing west toward 112th Ave. from Hilton Hotel roof



Building height, floor area ratio, incentive zoning

CAC recommendation	Draft land use code recommendation
<p>Basic height: minimum base FAR that supports vibrant place-making development</p>	<p>Minimum base 1.5 FAR and 70-foot height limit</p>
<p>Tier 1: Maximum 4.0 FAR and 200' building height achieved through an incentive system that ensures quality development</p>	<p>Maximum 4.0 FAR and 200-foot height limit with provision of affordable housing through incentive system Design guidelines for quality development separate from incentive system</p>
<p>Tier 2: 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 through a development agreement or similar mechanism for greater quality of development and public benefit beyond the requirements for Tier 1.</p>	<p>Maximum 5.0 FAR and 300-foot height limit with increased provision of affordable housing beyond that required for Tier 1; Development agreement or similar mechanism for increased height and FAR Design guidelines for quality development separate from incentive system</p>

CITY COUNCIL GUIDING PRINCIPLES TO PLANNING COMMISSION (Approved 12/11/2017)

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).

Are there uses that you would or would not want to see ?

[Blank sticky note]

I would like to see
more of this kind of
use in the area
- more
- more
- more

I would like to see
more of this kind of
use in the area
- more
- more
- more

I would like to see
more of this kind of
use in the area
- more
- more
- more

I would like to see
more of this kind of
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- more
- more

[Blank sticky note]

I would like to see
more of this kind of
use in the area
- more
- more
- more

I would like to see
more of this kind of
use in the area
- more
- more
- more

The diversity of
use is
important
- more
- more
- more

I would like to see
more of this kind of
use in the area
- more
- more
- more



How would you imagine using the open space? What features would you like to see here?



Public transit parking

Public features
weight walking areas
with the public

A good place
to walk around
to have other
people to watch



Se

What other comments and ideas do you want to share?

Traffic to park
in cars want to
go higher? Get the
out of the car!

200-300 ft higher
possibly only oak
and wipe out
transmission
can single tree to
one shelter.

Please do not
see what you
think building
because I see my
Peters' response
- high school
etc. 10

Next Better
and out
and looking
living in the

Taller buildings in
area might be
more light and
more beautiful.

Would be nice to
be along the **MON** or
in a hill without
any buildings or just
a hill, and not being
at 100 ft or higher
building, one tower
and another (for hill)

Zoning should
require density
Structural Code

Upraise
single-family
requirements with
500 yards from
light rail station.
It should be 500.

Lower level
and should be
like a plan for
urban at the end

Building also
looking to be
done for urban
structure.

Should have
selection around
the 100 ft mark

