



Green Highlight/Confirmed Adjustment Council-directed change – confirmed

Red font color – Revised stakeholder requests per letters submitted for September 13, October 4, and October 18 Study Sessions

Topic	City Framework/Needs	Path
Study Session 4 – September 13; Study Session 7 – November 15		
Topic: Maximum Building Height		
A. Current Draft • 230'/250' • 70' (50' from 112th)	• Urban form "wedding cake" • Transition to DT and SF neighborhood	• No change to current draft • No timeline delay
B. Directed Adjustment • 300'/320' • 70' (for 50' from 112th)	• Transition to DT and SF neighborhood • CAC recommended	• Revise draft code • No timeline delay • DA for height to 400'/420' • DA for height to 90' (for 50' from 112th)
Wig Properties Request • 400'/420' (along 114th, Main) • 160'/ 180' (middle) • 90' (112th)	• Taller buildings near SF neighborhood • Beyond CAC study • Beyond environmental review	• Revise draft code • Additional environmental review and process • May need additional economic analysis • Add 4 – 6 months
Study Session 4 – September 13; Study Session 7 – November 15		
Topic: Minimum Housing Requirement and Affordable Housing Incentive		
A. Current Draft • 30% ≈ 1,298 units • ≈ 70 affordable units (First 75% public amenity)	• Generate needed housing supply and choices • Help to achieve jobs to housing balance	• No change to current draft • No timeline delay

Topic	City Framework/Needs	Path
	<ul style="list-style-type: none"> • Produce housing near job centers 	
B. Additional Housing <ul style="list-style-type: none"> • 35% ≈ 1,515 units • ≈ 87 affordable units (First 80% public amenity) 	<ul style="list-style-type: none"> • Exchange for added height to 300'/320' • Generate even more housing supply and choices • Achieve greater balance of jobs to housing • Additional production of homes nearest job centers 	<ul style="list-style-type: none"> • Revise draft code • No timeline delay • DA available to reduce minimum housing in exchange for more affordable housing
Wig Properties Request <ul style="list-style-type: none"> • 20% ≈ 865 units • ≈ 46 affordable units (First 75% public amenity) Request contingent upon: <ul style="list-style-type: none"> ○ Max. bldg. height: 400' ○ Max. FAR: 5.3 ○ Nonresidential floor plate of 26,000 gsf/f above 80' 	<ul style="list-style-type: none"> • Significantly reduced housing production • Further imbalance of jobs to housing • May not fully accomplish mix of uses within the area 	<ul style="list-style-type: none"> • Revise draft code • May need additional economic analysis and time
Study Session 5 – October 4; Study Session 6 – October 18 Topic: Floor Area Ratio (FAR)		
A. Current Draft <ul style="list-style-type: none"> • Base FAR: 2.5 nonresidential; 3.5 residential • Maximum FAR: 5.0 • First tier nonresidential: open space, child care, and potential street; first tier residential: affordable housing 	<ul style="list-style-type: none"> • The base FAR is set sufficiently high to support the vibrant, place-making development recommended by the CAC • Public amenities focus on Council-identified priorities by using a tiered amenity system 	<ul style="list-style-type: none"> • No change to current draft • No timeline delay
B. Directed Adjustment <ul style="list-style-type: none"> • Base FAR: 2.5 nonresidential; 3.5 residential • Maximum FAR: 5.0 • Nonresidential: First Tier— open space, child care (up to 15,000 sf), potential street, ped bridge, performing arts • Residential: First Tier— affordable housing, 80% AMI 	<ul style="list-style-type: none"> • The base FAR is set sufficiently high to support the vibrant, place-making development recommended by the CAC • Public amenities focus on Council-identified priorities by using a tiered amenity system 	<ul style="list-style-type: none"> • Revise draft code • No timeline delay • DA for maximum FAR of 5.3

Topic	City Framework/Needs	Path
Wig Properties Request <ul style="list-style-type: none"> • Base FAR: 3.5 nonresidential and residential • Maximum FAR: 5.3 • First tier public amenity to <i>also</i> include enhanced streetscape and pedestrian bridge, and increase bonusable FAR for child care to 15,000 sf 	<ul style="list-style-type: none"> • A base FAR above 2.5 may rule out large-scale use of the incentive system and the delivery of public benefits • The maximum value available for public benefit decreases as the base FAR increases • Maximum FAR request is beyond environmental review 	<ul style="list-style-type: none"> • Revise draft code • Additional environmental review and process • May need additional economic analysis • Add 4 – 6 months
Study Session 5 – October 4; Study Session 6 – October 18 Topic: Amenity Incentive Options		
A. Current Draft Amenity options: <ol style="list-style-type: none"> 1. Affordable Housing 2. Potential Streets 3. Open Space 4. Childcare 5. Stream and Wetland 6. Public Art 7. Enhanced Streetscape 8. Sustainability Cert 	<ul style="list-style-type: none"> • Amenities and public benefits reflect Council and public priorities and the East Main neighborhood identity 	<ul style="list-style-type: none"> • No change to current draft • No timeline delay
B. Directed Adjustment (Wig Properties Request) <ul style="list-style-type: none"> • Add: <ol style="list-style-type: none"> 9. Ped Bridge 10. Special Amenity 11. Performing Arts 	<ul style="list-style-type: none"> • Additional amenities reflect Council’s continued discussion of priorities for East Main 	<ul style="list-style-type: none"> • Revise draft code • No timeline delay
Study Session 5 – October 4; Study Session 6 – October 18 Topic: Development Agreements (DA)		
A. Current Draft <ul style="list-style-type: none"> • No DA option 		<ul style="list-style-type: none"> • No change to current draft
B. Directed Adjustment <ul style="list-style-type: none"> • Include DA for: departure from any development standard in East Main 	<ul style="list-style-type: none"> • Offer flexibility to future development 	<ul style="list-style-type: none"> • Revise draft code • No timeline delay • Future additional environmental review needed
Wig Properties Request <ul style="list-style-type: none"> • Include DA Option for: <ul style="list-style-type: none"> • Catalyst Project (fees) • Special Amenity • Open Space 	<ul style="list-style-type: none"> • Creates uncertainty for the developer, the public, and the City 	<ul style="list-style-type: none"> • Revise draft code

Identified Topics Review Schedule Updated December 6, 2021

Topic	City Framework/Needs	Path
<ul style="list-style-type: none"> • Other Provisions, limitless 		
Study Session 6 – October 18		
Topic: Affordable Housing		
A. Current Draft <ul style="list-style-type: none"> • Affordable housing 80% AMI 		<ul style="list-style-type: none"> • No change to current draft
B. Directed Adjustment <ul style="list-style-type: none"> • Affordable housing 80% AMI for first tier amenity option • Affordable housing condos 100% AMI for second tier amenity option 	<ul style="list-style-type: none"> • Expands affordable housing ownership opportunities 	<ul style="list-style-type: none"> • Revise Draft
Wig Properties Request <ul style="list-style-type: none"> • Affordable housing condos 100% AMI 		
Study Session 6 – October 18		
Minor Topic: Pedestrian/Bike Path		
A. Current Draft (Directed) <ul style="list-style-type: none"> • Ped/bike path between Pre-Located St and Main St ramp 		<ul style="list-style-type: none"> • No change to current draft • DA available to modify
Wig Properties Request <ul style="list-style-type: none"> • Ped only at this location 	<ul style="list-style-type: none"> • Require only ped path due to grade change 	<ul style="list-style-type: none"> • Revise Draft to remove bike path
Study Session 6 – October 18		
Minor Topic: Pre-Located Street (Private Road)		
Current Draft (Directed) (Wig Properties Request) <ul style="list-style-type: none"> • Pre-Located Street wholly on Hilton and BAC properties, or Pre-Located Street should not be a public right-of-way 	<ul style="list-style-type: none"> • Pre-Located Street only on Hilton Property • Pre-Located Street is not a public right-of-way 	<ul style="list-style-type: none"> • No change to current draft • DA available to modify
Study Session 7 – November 15		
Topic: Floor Plate Size/Stepback (Residential)		
A. Current Draft <ul style="list-style-type: none"> • Reduced Floor Plate/Stepback for all towers, between 40'-80'; Further reduction in Floor Plate/Stepback 80'-higher 	<ul style="list-style-type: none"> • Urban form consistent with Downtown and BelRed • Stepbacks and upper-level floor plate reductions create more walkable, attractive neighborhood 	<ul style="list-style-type: none"> • No change to current draft • DA available to modify

Identified Topics Review Schedule Updated December 6, 2021

Topic	City Framework/Needs	Path
<p>Wig Properties Request</p> <ul style="list-style-type: none"> No reduction in Floor Plate/no stepback for 40'-80' residential towers Reduced Floor Plate/Stepback for only 80' residential towers 	<ul style="list-style-type: none"> Inconsistent with urban form for Downtown and BelRed Does not result in pedestrian-friendly building design 	<ul style="list-style-type: none"> Revise draft code
<p>Study Session 7 – November 15 Topic: Floor Plate Size (Nonresidential)</p>		
<p>A. Current Draft</p> <ul style="list-style-type: none"> Floor Plate above 40 feet: 30,000 gsf/f Floor Plate above 80 feet: 20,000 gsf/f 	<ul style="list-style-type: none"> Urban form consistent with Downtown and BelRed Stepbacks and upper-level floor plate reductions create more walkable, attractive neighborhood 	<ul style="list-style-type: none"> No change to current draft DA available to modify
<p>Wig Properties Request</p> <ul style="list-style-type: none"> Floor Plate above 40 feet: 30,000 gsf/f Floor Plate above 80 feet: 26,000 gsf/f 	<ul style="list-style-type: none"> Inconsistent with urban form framework for Downtown and BelRed Increased shade/shadow impact Does not result in pedestrian-friendly building design 	<ul style="list-style-type: none"> Revise draft code
<p>Study Session 7 – November 15 Minor Topic: Perimeter Block Length</p>		
<p>A. Current Draft (Directed)</p> <ul style="list-style-type: none"> Maximum perimeter block length is 1300' Exception for perimeter block length 200' from 114th (to maintain requirements along 112th) 350' maximum n/s block length 	<ul style="list-style-type: none"> Consistent with Council direction from July 2020 Urban form framework consistent with Downtown through-block connections and BelRed block sizes Necessary to create walkable blocks 	<ul style="list-style-type: none"> No change to current draft DA available to modify
<p>B. Wig Properties Request</p> <ul style="list-style-type: none"> Eliminate perimeter block length requirement Retain 350' maximum n/s block length along 112th only 	<ul style="list-style-type: none"> Inconsistent with Downtown and BelRed urban form framework Does not provide walkable blocks 	<ul style="list-style-type: none"> Revise draft code

Topic	City Framework/Needs	Path
Study Session 7 – November 15		
Minor Topic: Below Grade Parking Garage		
A. Current Draft <ul style="list-style-type: none"> No affirmative allowance for below grade parking garage 		<ul style="list-style-type: none"> No change to current draft
Wig Properties Request <ul style="list-style-type: none"> Affirmative allowance for below grade parking garage 		<ul style="list-style-type: none"> Revise Draft to include affirmative allowance, and for compliance with all other codes and standards
Study Session 7 – November 15		
Topic: Nonconforming Provisions		
A. Current Draft <ul style="list-style-type: none"> Nonconforming provisions similar to Downtown 		<ul style="list-style-type: none"> No change to current draft
B. Directed Adjustment <ul style="list-style-type: none"> Revise Draft to depart from nonconforming provisions through a DA 		<ul style="list-style-type: none"> Revise Draft
Wig Properties Request <ul style="list-style-type: none"> Amend Master Development Plan process to allow nonconforming exceptions 	<ul style="list-style-type: none"> Inconsistent with Land Use Code Structure 	<ul style="list-style-type: none"> Not recommended
Study Session 7 – November 15		
Topic: Affordable Housing Fee-in-Lieu Option – Residential		
A. Current Draft <ul style="list-style-type: none"> No fee in lieu option for affordable housing (on-site performance required) 	<ul style="list-style-type: none"> Require on-site construction Promote affordable housing near transit and job centers 	<ul style="list-style-type: none"> No change to current draft
Wig Properties Request <ul style="list-style-type: none"> Fee in lieu option for affordable housing 	<ul style="list-style-type: none"> May result in fewer affordable units in East Main 	<ul style="list-style-type: none"> Revise Draft
Study Session 7 – November 15		
Topic: Affordable Housing Fee-in-Lieu Option – Nonresidential		
A. Current Draft <ul style="list-style-type: none"> No fee in lieu option for affordable housing for nonresidential 	<ul style="list-style-type: none"> Focus on-site affordable housing construction with residential development 	<ul style="list-style-type: none"> No change to current draft
Bellevue Athletic Club Request <ul style="list-style-type: none"> Fee in lieu option for affordable housing for nonresidential 	<ul style="list-style-type: none"> Support affordable housing 	<ul style="list-style-type: none"> Establish in-lieu fee option similar to BelRed Revise Draft

Topic	City Framework/Needs	Path
Study Session 7 – November 15 Topic: Bellevue Athletic Club Exceptions – Minimum Housing, Ground Floor Uses, Open Space		
A. Current Draft <ul style="list-style-type: none"> • Nonconforming provisions similar to Downtown • Minimum 30% housing • Ground Floor Uses required • Open Space required 	<ul style="list-style-type: none"> • Consistent with LUC • Generate housing choices and supply • Ground floor uses and open spaces activate the public realm 	<ul style="list-style-type: none"> • No change to current draft
Bellevue Athletic Club Request <ul style="list-style-type: none"> • No minimum housing, Ground Floor Uses, or Open Space requirements for expansion of athletic club/hotel 	<ul style="list-style-type: none"> • Consideration for BAC as legacy use 	<ul style="list-style-type: none"> • Revise Draft to exempt expansions up to the Base FAR
Regular Session – December 6 Finalize LUCA		

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6627

AN ORDINANCE amending the Land Use Code (LUC) to create a new Part 20.25Q East Main to establish requirements, standards, and design guidelines to implement the new East Main Transit Oriented Development (TOD); amending LUC 20.10.020 Land Use Districts and LUC 20.25H.045 Critical Areas Overlay District for consistency with the new Part 20.25Q LUC; providing for severability; and establishing an effective date.

WHEREAS, In May 2013, the City Council initiated the work program for station area planning; and

WHEREAS, In August 2014, the City Council appointed a group of residents and business owners to the East Main Station Area Planning Citizen Advisory Committee, which then recommended its East Main Station Area Plan on June 15, 2016; and

WHEREAS, the City Council intended to leverage the planned 2023 opening of the Sound Transit East Main light rail station south of the intersection of 112th Avenue SE and Main Street; and

WHEREAS, on May 20, 2019, the City Council adopted Ordinance No. 6465 to amend the Southwest Bellevue Subarea Plan and the City's Comprehensive Plan to establish the vision, goals, and policies for the East Main TOD and make changes to the Land Use Plan designation; and

WHEREAS, the East Main CPA aims to provide mixed-use, transit-oriented development within one-half mile of the East Main light rail station to maximize transit ridership by generating high transit usage and optimizing density and access to the transit network; and

WHEREAS, the City is required under RCW 36.70A.040(4)(d) to implement the goals and policies of the City's Comprehensive Plan by adoption of implementing development regulations; and

WHEREAS, from May 2020 to July 2021, City staff worked with community members in the East Main TOD, Surrey Downs neighborhood, and Bellecrest neighborhood to discuss the future of the East Main TOD, including requirements, standards, and design guidelines for land uses, building height, housing affordability, open space, walkability, and other development elements; and