

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6465

AN ORDINANCE adopting the East Main (18-103885 AC) amendment to the Comprehensive Plan to the City of Bellevue, pursuant to Chapter 36.70A RCW (Growth Management Act, as amended) and Chapter 35A.63 RCW; declaring an emergency to allow consideration of certain amendments outside of the 2019 annual update process; and establishing an effective date.

WHEREAS, the City Council adopted the Comprehensive Plan of the City of Bellevue on December 6, 1993, as subsequently amended, as required by the Growth Management Act of 1990 (GMA), as amended; and also adopted the Comprehensive Plan pursuant to Chapter 35A.63 RCW; and

WHEREAS, the GMA authorizes the City to, among other things, amend the comprehensive plan on no more than an annual basis in accordance with Chapter 36.70A.130(2)(a) RCW; and

WHEREAS, the GMA authorizes the City to adopt amendments or revisions to its comprehensive plan that conform to Chapter 36.70A RCW more frequently than annually after appropriate public participation whenever an emergency exists and in accordance with Chapter 36.70A.130(2)(b) RCW; and

WHEREAS, after extensive work the City Council-appointed East Main Citizen Advisory Committee recommended its East Main Station Area Plan on June 15, 2016; and

WHEREAS, the East Main Station Area Plan provided a clear community vision for the area that optimized the benefits of the City's light rail investments and ensured an active, people-oriented environment complementary to Downtown while retaining its qualities of distinct community character, light rail station advantages, and adaptive redevelopment; and

WHEREAS, on August 1, 2016, the City Council initiated the East Main proposed comprehensive plan amendment (CPA); and

WHEREAS, from January 2018 to November 2018, on the basis of eleven Council-directed guiding principles, the Planning Commission undertook review of the East Main CPA and included in its review eight public meetings, two open houses, and a public walking tour of the area; and

WHEREAS, on November 7, 2018, the Planning Commission held a public hearing on the East Main CPA, which was noticed on October 18, 2018 in the Seattle Times and in the City's Weekly Permit Bulletin, and at the conclusion of the public hearing made a Final Review recommendation; and

WHEREAS, on November 26, 2018, the Planning Commission presented its Final Review recommendation for the East Main CPA to the City Council; and

WHEREAS, the Planning Commission's Final Review recommendation for the East Main CPA included policies as amended by proposed amendment text first introduced at the November 7 public hearing; and

WHEREAS, at the conclusion of the November 26 study session, the City Council determined that its consideration of the new amending text first introduced at the November 7 public hearing required additional study and information to analyze the Final Review recommendation's consistency with the Council's guiding principles and the East Main Station Area Plan and still take concurrent legislative action on all the 2018 annual CPA work program within the GMA deadline; and

WHEREAS, on December 10, 2018, the City Council in its concurrent legislative action on the 2018 proposed Comprehensive Plan amendments through Ordinance No. 6450 included deferring the East Main proposed plan amendment to the 2019 annual Comprehensive Plan amendment work program to allow for the additional required study and analysis; and

WHEREAS, at study sessions on January 22 and April 22, 2019, the City Council undertook its additional study, confirmed understanding of identified questions and direction, proposed amendments to the proposed policies, and confirmed future scheduling intent for the subsequent Land Use Code amendment process for the East Main Station Area; and

WHEREAS, the East Main CPA and the Land Use Code amendments were originally scheduled for concurrent adoption to allow redevelopment to occur in time for the East Main station opening, which is scheduled to occur in 2023; and

WHEREAS, waiting to adopt the East Main CPA may hinder the City's ability to adopt Land Use Code amendments to allow re-development consistent with those policies concurrent with the arrival of light rail;

WHEREAS, the City Council has considered and discussed the proposed annual amendment to the Comprehensive Plan; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act (Chapter 43.21C RCW) and the City Environmental Procedures Code (Chapter 22.02 BMC); and

WHEREAS, the City Council desires to amend the Comprehensive Plan consistent with the foregoing; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON DOES ORDAIN AS FOLLOWS:

Section 1. As provided for in RCW 36.70A.130(2)(b), the City Council declares an emergency exists that requires adoption of the East Main CPA outside of the 2019 annual amendment process in order to allow Council to determine the proposed amendment's consistency with the East Main Station Area Plan and the Council's eleven East Main guiding principles, and to determine whether the proposed East Main CPA demonstrates a public benefit and enhances the public health, safety, and welfare of the City, and to allow the timely development, review, and adoption of Land Use Code amendments for the East Main Station Area.

Section 2. The amendments to the Southwest Bellevue Subarea Plan, and to the City's Comprehensive Plan regarding East Main, which are set forth in Attachment A to this ordinance, are hereby adopted.

Section 3. The City Council finds that the 2019 East Main CPA has met the Comprehensive Plan amendment decision criteria contained in the Land Use Code (Part 20.30I); that the amendment is consistent with the Comprehensive Plan and other goals and policies of the City; that the amendment addresses the interests and changed needs of the entire City as identified in its long-range planning and policy documents; that the amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was considered; that if a site-specific amendment, the subject property is suitable for development in general conformance with adjacent land use, the surrounding development pattern, and the zoning standards under the potential zoning classifications; and that the proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City.

Section 4. The City Council finds that public notice was provided for the East Main CPA as required by LUC 20.35.400 for Process IV amendments to the text of the Land Use Code and Comprehensive Plan.

Section 5. The Comprehensive Plan adopted pursuant to Chapter 35A.63 RCW, to the same extent and in the same respect as the Comprehensive Plan required by the Growth Management Act of 1990, as amended, is amended consistent with Section 1 of this Ordinance.

Section 6. This Ordinance shall take effect and be in force five (5) days after its passage and legal publication. This Ordinance and the Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

Passed by the City Council this _____ day of _____, 2019
and signed in authentication of its passage this _____ day of _____,
2019.

(SEAL)

John Chelminiak, Mayor

Approved as to form:
Kathryn L. Gerla, City Attorney

Catherine Drews, Assistant City Attorney

Attest:

Charmaine Arredondo, City Clerk

Published _____

Attachment A
East Main Transit Oriented District CPA

Comprehensive Plan Amendments for East Main

COMPREHENSIVE PLAN MAP

Amend the citywide Comprehensive Land Use Plan map with an EM-TOD designation on the East Main CPA site.

GLOSSARY

General Terms

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 Development (EM-TOD) – 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.

LAND USE ELEMENT

GOALS & POLICIES

Transit Oriented Development Areas

Policy LU-NEW Provide for a mix of housing, office, service and retail uses in a compact walkable development pattern that optimizes the benefits of transit investment in Bellevue’s transit-oriented development areas.

Policy LU-NEW Provide walking and bicycle routes in the station area that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.

Policy LU-NEW Ensure that transit-oriented land use and development is responsive to the type of transit facilities and services provided and the context of surrounding area.

Policy LU-NEW Consider a land use incentive system that offers additional floor area in exchange for infrastructure and amenities that contribute to the public good.

Amend **Map LU-1. Generalized Comprehensive Plan Land Use Designations** to include an East Main Transit Oriented Development designation.

SOUTHWEST BELLEVUE SUBAREA PLAN

COMPREHENSIVE PLAN MAP

Update the **Southwest Bellevue Land Use Plan** to include an East Main Transit Oriented Development designation.

East Main TOD Vision

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

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

GOALS & POLICIES

East Main Station Area

Land Use Goal:

- To develop regulations that provide for a compact urban-scale transit-oriented district that optimizes the benefits of the light rail investment and complements existing neighborhoods.

Land Use Policies:

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

1. The area north of SE 6th Street is the primary TOD area and accommodates the greatest amount and intensity of development
2. The area south of SE 6th Street is the secondary TOD area, with mixed use TOD development at a lower scale development pattern, due to the increased distance from the transit station and environmental constraints
3. The entire East Main TOD area should maintain a consistent high design quality

Policy S-SW-NEW Promote a mix of housing, office, retail and hotel uses that create a vibrant active center during both daytime and evening hours.

Policy S-SW-NEW Ensure that land uses, parking and development patterns optimize transit use and access.

Policy S-SW-NEW Emphasize great pedestrian quality through urban design strategies.

Policy S-SW-NEW Provide housing for diverse household sizes and income levels consistent with the city's Affordable Housing Strategy.

Policy S-SW-NEW 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.

Transportation Goal:

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

Transportation Policies:

Pedestrians and Bicycles

Policy S-SW-NEW Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.

Policy S-SW-NEW Create an active, safe and inviting pedestrian and bicycle environment in the station area and along 112th Avenue SE.

Policy S-SW-NEW Establish a clearly-defined public or publicly accessible pedestrian system to the station area and other destinations, such as the Mercer Slough, and other nearby parks and open spaces.

Policy S-SW-NEW Foster walkability and visual interest by establishing a pattern of small walkable blocks within the station area wherever reasonably feasible.

Policy S-SW-NEW Allow for pedestrian sky bridge connections from the East Main Station across 112th Avenue SE to the transit-oriented development east of 112th Avenue SE.

Policy S-SW-NEW Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor.

Vehicular Mobility

Policy S-SW-NEW Create a new north-south street that runs east of, and parallel to, 112th Ave SE and create two new east-west streets to connect 112th Ave SE to 114th Ave SE, as needed.

Policy S-SW-NEW Develop parking standards that reflect the reduced reliance on vehicular travel in the station area.

Policy S-SW-NEW Consider use of large, below-grade garages to promote shared and efficient use of parking resources and to limit vehicular congestion in the pedestrian environment.

Urban Design Goal:

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

Policy S-SW-NEW Allow development to achieve maximum densities envisioned for the station area.

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

Policy S-SW-NEW 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.

Policy S-SW-NEW 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.

Policy S-SW-NEW 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.

Policy S-SW-NEW Provide for the use of high quality and durable building materials that evoke a sense of permanence.

- Policy S-SW-NEW** Ensure a lively public realm by integrating publicly accessible plazas, open spaces and other gathering places with public and private development.
- Policy S-SW-NEW** Achieve district design that reinforces the station area’s role as a significant downtown gateway from public viewpoints along northbound I-405 and Wilburton hill.
- Policy S-SW-NEW** Allow for greatest building heights closest to Downtown and along I-405. Building heights should transition down toward 112th Avenue SE and the adjacent low-density residential neighborhood.
- Policy S-SW-NEW** Consider building placement and use of building materials to help reduce noise from I-405.
- Policy S-SW-NEW** Provide abundant landscaping and amenities along 112th Avenue SE to enhance its pedestrian character.
- Policy S-SW-NEW** Support a future corridor design for Main Street that emphasizes safety and aspects of the character of the Old Bellevue district such as wide sidewalks, planter strips, shade trees and lighting
- Policy S-SW-NEW** Preserve sunlight and air circulation through thoughtful siting and spacing of towers.
- Policy S-SW-NEW** Include landscaping treatment, building modulation, and other architectural measures in high-rise development to create interest, texture and a sense of human scale.

Open Space Goal:

- To develop regulations that 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.

- Policy S-SW-NEW** Establish a public or publicly accessible open space system in the station area that incorporates:
1. Abundant landscaping
 2. Well-integrated public or publicly accessible plazas, paths, open spaces and other gathering places and
 3. A clearly-defined public or publicly accessible pedestrian system that is connected to destinations within and surrounding the station area.

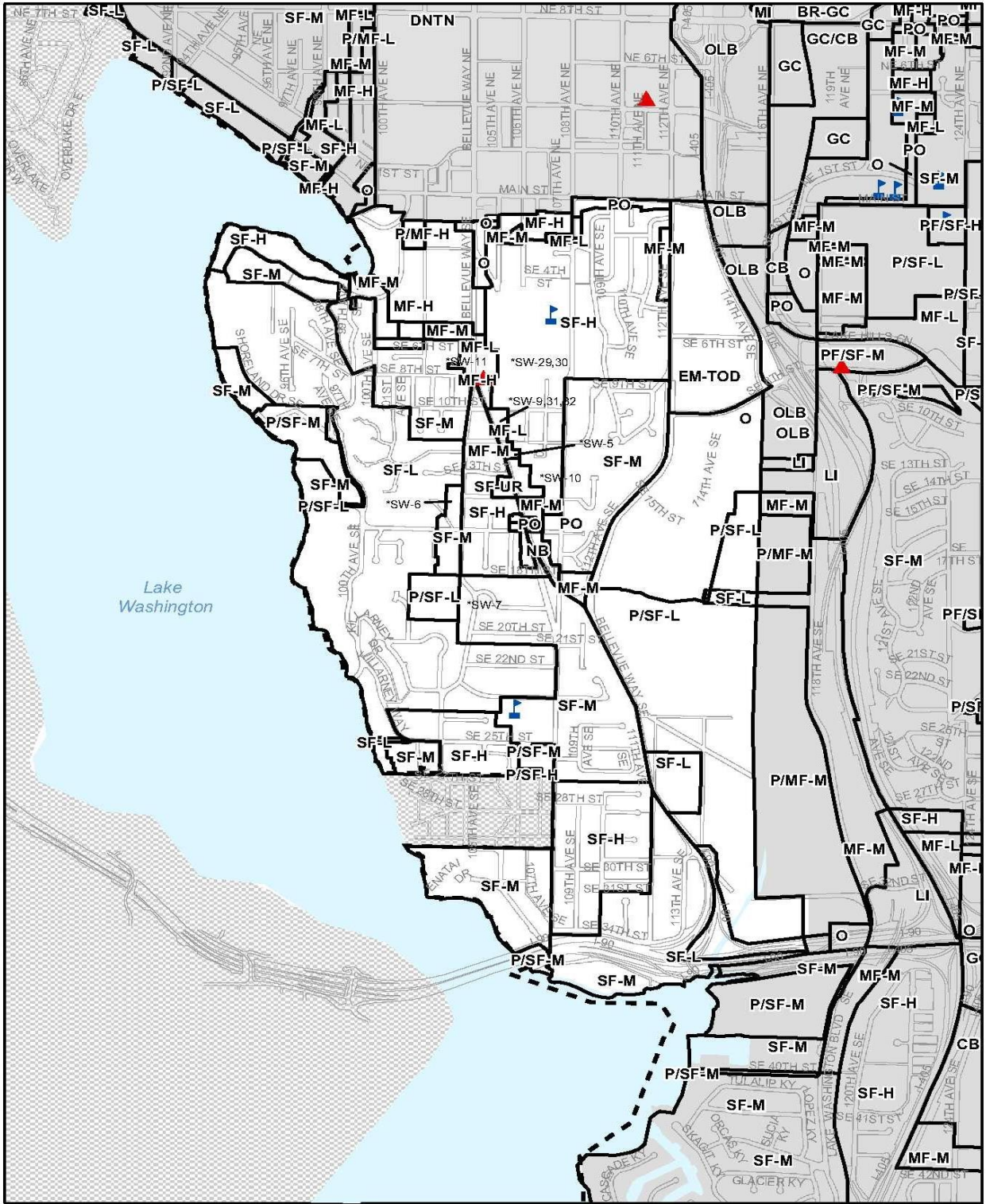
- Policy S-SW-NEW** Corner plazas may be appropriate at certain intersections. Larger open spaces should be included in this district in locations that are accessible to, and visible from, the light rail station.

Natural Environment Goal:

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

Policy S-SW-NEW Encourage development adjacent to Sturtevant Creek to enhance the stream corridor and wetlands as an amenity.

Policy S-SW-NEW Promote environmentally sensitive design in public and private projects, including use of natural drainage systems, water conservation measures, and other practices.



Southwest Bellevue Land Use Plan



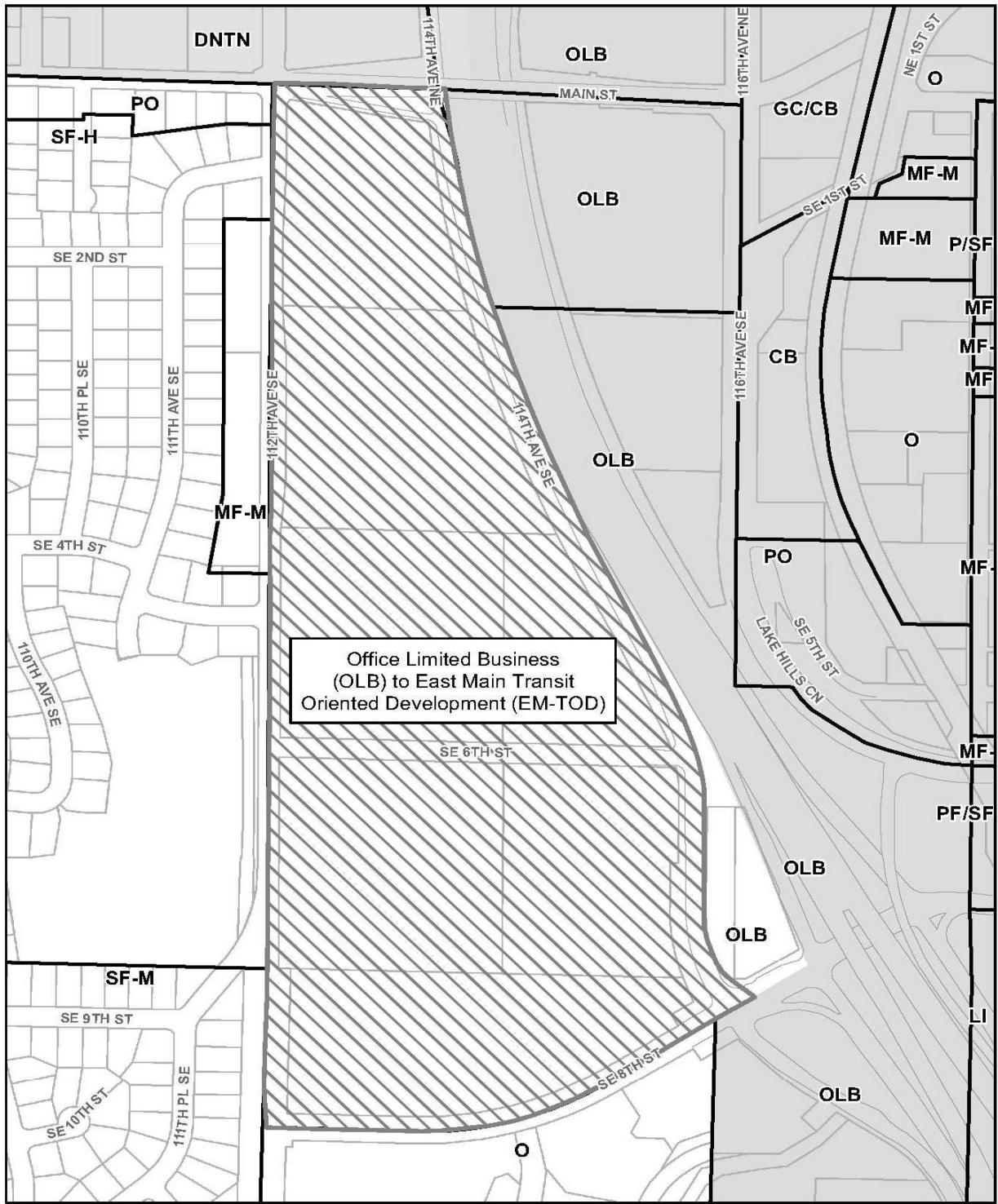
SF Single Family
 MF Multi Family
 -L Low Density
 -M Medium Density
 -H High Density
 -UR Urban Residential

PO Professional Office
 O Office
 OLB Office, Limited Business
 OLB-OS Office, Open Space
 NB Neighborhood Business
 CB Community Business
 GC General Commercial

LI Light Industrial
 PF Public Facility
 P Park
 NMU Neighborhood Mixed Use
 EG-TOD Eastgate -Transit Oriented Development
 OLB/EG-TOD OLB and Eastgate-Transit Oriented Development
 EM-TOD East Main -Transit Oriented Development

▲ Fire Station
 ■ Public School
 ■ Lake
 - - - Bellevue City Limit (2019)

* See Ord 5487



Office Limited Business
(OLB) to East Main Transit
Oriented Development (EM-TOD)



East Main Comprehensive Plan Amendment



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