

## CITY COUNCIL STUDY SESSION

Land Use Code Amendment for the East Main Station Area, creating a new Part 20.25Q in the Land Use Code.

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## DIRECTION NEEDED FROM COUNCIL

### DIRECTION

Tonight is the first in a series of study sessions for Council to consider the Land Use Code Amendment (LUCA) for the East Main Station Area, creating a new Part 20.25Q in the Land Use Code (LUC). Staff will review the strategy for Council to move forward with review of topics of interest in the LUCA, and present the first topic area, Streets and Blocks, for Council's review. Although no formal action is requested from Council tonight, staff is seeking direction on the content of this first topic area.

## RECOMMENDATION

Provide direction on the content of the first topic area, Streets and Blocks.

## BACKGROUND & ANALYSIS

### Background

The East Main Station Area is approximately 60 acres in size and abuts the southeast corner of Downtown, the East Main light rail station and Surrey Downs neighborhood to the west, Interstate 405 to the east, and Mercer Slough to the south (Attachment A).

Last July, Council decided to retain processing of the East Main LUCA. Just prior, Council had adopted the Comprehensive Plan Amendment (CPA) through Ordinance No. 6465 and Guiding Principles for the East Main Station Area. The CPA and Guiding Principles are available in the Council Library.

The CPA advanced Council's 2035 vision for the East Main Station Area through targeted goals and policies, including establishing this area as a Transit Oriented Development (TOD) district. These goals and policies included creating a vibrant people-oriented transit station area, distinct yet complementary to Downtown, that would leverage Bellevue's investment in East Link.

The stated Transportation policy goal adopted by Council for the East Main TOD district is to "create a complete and connected public transportation system that enhances mobility and protects neighborhoods from spillover traffic impacts." Council intended to have the new district take advantage of the East Link light rail alignment and station opening in 2023. From the East Main station,

passengers would be able to ride almost 40 miles of fast, reliable light rail, from the Eastside to downtown Seattle, Northgate and to Sea-Tac Airport.

In turn, the Guiding Principles provided a roadmap on how to implement the vision and policies for the East Main TOD district. The Guiding Principles directed the LUCA to prioritize vibrant mixed-use development of residential, office, retail and hotel, as well as establishing small-walkable blocks. This direction described the importance of a connected local street network, implementing a network of open spaces, and promoting multi-modal commuting choices, while ensuring the health and vitality of existing nearby residential neighborhoods.

**LUCA Topic Areas**

The proposed LUCA will create a new Part 20.25Q LUC, and include the range of zoning regulations needed to develop the East Main as a TOD district. An outline of this new Part 20.25Q LUC is provided as Attachment B. For ease of Council discussion and deliberation, the proposed LUCA will be presented through study sessions focused on three main topic areas: (1) Streets and Blocks; (2) Site Organization; and (3) Building Design.

The topic areas are organized as they would occur on a development site plan. Each topic area will require a number of Council policy decisions. Staff intends to progress Part 20.25Q LUC parallel to Council’s consideration of these topic areas. Attachment C provides a draft of Part 20.25Q related to Topic Area 1 – Streets and Blocks.

The three topic areas, corresponding policy questions, and anticipated schedule for Council’s consideration are listed below.

<b>Topic Areas</b>	
<input type="checkbox"/>	<p><b><u>Study Session 1 (July 6): Topic Area 1 – Streets and Blocks</u></b></p> <ul style="list-style-type: none"> <li>• Street Pattern and Activation</li> <li>• Block Sizes</li> </ul>
<input type="checkbox"/>	<p><b><u>Study Session 2 (July 27): Topic Area 2 – Site Organization</u></b></p> <ul style="list-style-type: none"> <li>• Ground Floor and Active Uses</li> <li>• Open Space</li> <li>• Parking</li> </ul>
<input type="checkbox"/>	<p><b><u>Study Session 3 (September): Topic Area 3 – Building Design</u></b></p> <ul style="list-style-type: none"> <li>• Economic Analysis Report</li> <li>• Amenity Incentive Program</li> </ul>
<input type="checkbox"/>	<p><b><u>Study Session 4 (October): Topic Area 3 – Building Design (cont.)</u></b></p> <ul style="list-style-type: none"> <li>• Maximum Building Height and Size</li> <li>• Floor Area Ratio (FAR)</li> <li>• Mix of Uses – Non-Residential and Residential</li> </ul>
<input type="checkbox"/>	<p><b><u>Regular Session 1 (November): Public Hearing</u></b></p> <ul style="list-style-type: none"> <li>• Required Public Hearing</li> </ul>
<input type="checkbox"/>	<p><b><u>Regular Session 2 (December): Final Action</u></b></p>

- Adoption of LUCA and Rezone Ordinances

**Topic Area 1: Street and Blocks**

To assist in Council’s consideration of the policy questions in this topic area, staff has organized the information into three sections. Section A identifies the applicable CPA policies, Guiding Principles, and existing codes referenced in the development of the LUCA. Section B notes any sections or chapters from other contextually related Land Use Districts, such as Downtown, BelRed, Eastgate TOD, and OLB-2, that are used as a guide or model code. Lastly, Section C describes staff’s recommendations of the LUCA components, as formulated with adopted CPA policies, Guiding Principles, and codes.

For Streets and Blocks in particular, there are substantial regulatory overlaps between the LUC, Transportation Code (Title 14 BCC), and Utilities Code (Title 24 BCC). As such, staff’s recommendations are informed by coordinating with other staff with expertise in these codes, to ensure that the LUCA works together with the Transportation Code and Utilities Code and avoids duplications and conflicts.

For instance, the Transportation Development Code, Chapter 14.60 BCC, provides the Transportation Department Director, or his or her designee, with the authority to classify streets during development review. Likewise, where the Transportation Code already requires certain distances between driveways and to intersections to maintain sightlines and safe turning, the LUC would refrain from duplicating those standards. Another example is that the LUCA would not include required roadway depths because the Transportation Code and the Utilities Code provide for siting standards for City-owned utilities. In all cases, specific review of how a development may be able to meet these types of requirements occur during development review of the project proposal.

<b>Topic Area 1: Streets and Blocks</b>
<b>A. Adopted CPA Policies (Policy), Guiding Principles (GP), and Codes (BCC or LUC)</b>
<b>Policy S-SW-42:</b> Emphasize great pedestrian quality through urban design strategies.
<b>Policy S-SW-49:</b> Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.
<b>Policy S-SW-50:</b> Create an active, safe and inviting pedestrian and bicycle environment in the station area and along 112th Avenue SE.
<b>Policy S-SW-51:</b> 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.
<b>Policy S-SW-52:</b> Foster walkability and visual interest by establishing a pattern of small walkable blocks within the station area wherever reasonably feasible.
<b>Policy S-SW-55:</b> 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 112 <sup>th</sup> Ave SE to 114 <sup>th</sup> Ave SE, as needed.
<b>Policy S-SW-68:</b> Provide abundant landscaping and amenities along 112th Ave SE to enhance its pedestrian character.

**GP 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.

**GP 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.

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

**GP 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.

**CAC GP:** Creating an engaging, pedestrian-oriented street frontage along the east side of 112th Avenue SE.

**CAC GP:** 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.

**BCC 14.60.130 a.4.d:** Private roads are allowed when... no circulation continuity is necessary.

**B. Model Code**

**LUC 20.25D.140 BelRed Street Development Standards**

**LUC 20.25P.090 Eastgate Landscape development and fence standards**

**LUC 20.25P.090 Eastgate Transit Oriented Development Land Use District street standards**

**C. Staff’s Recommendations**

New sections: LUC 20.25Q.070 – Landscape development; 20.25Q.090 – Streets standards

Applicable Standards.

*Block size.*

Maximum total perimeter distance of a block: 1,200 feet.

Maximum North-South block length: 350 feet.

Exceptions for parcels containing a stream or wetland; and abutting the Main Street Slip Ramp.

Public access. All streets shall be accessible to the public at all times. Gates or other means of restricting access are prohibited.

Street and parking design details. All roadway facilities and engineering designs shall meet all City codes and standards, including transportation and utility codes and requirements.

Required Streets.

*Purpose.* The intent of requiring local streets is to introduce and establish a public right-of way system to the station area. Public right-of-way is defined as public streets and property used by the public as streets.

*Where Required.*

Pre-located streets—new streets in accordance to Policy S-SW-55 to “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 112<sup>th</sup> Ave SE to 114<sup>th</sup> Ave SE, as needed.”

Potential streets—new streets for pedestrians or vehicles, or both, or open space.

Perimeter streets—existing streets requiring sidewalk improvements.

Additional streets may be required and/or modifications to the locations of required streets may be allowed through a Master Development Plan to respond to specific development proposal and site conditions, property ownership, and phasing considerations.

Street Diagram.

See Figure 1 in draft LUC 20.25Q.090.A.3.

The Director is authorized to require a specific type and width of street to satisfy transportation and utilities requirements for the future development.

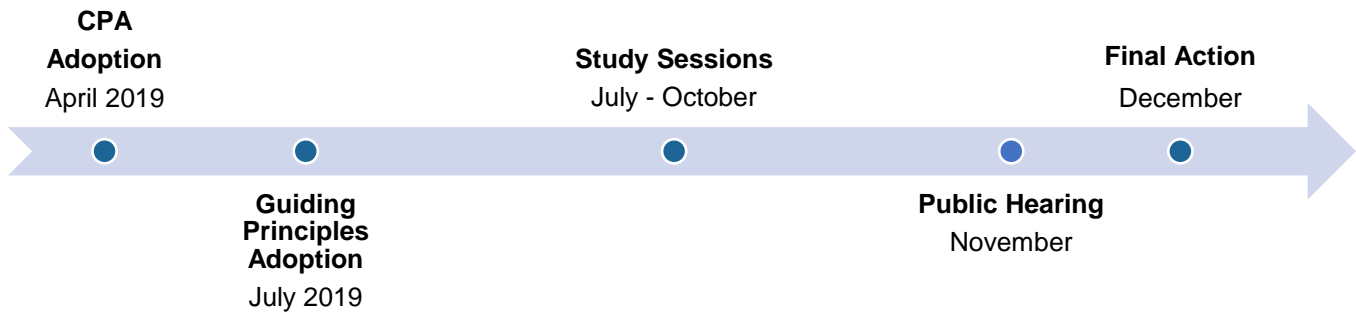
**Public Engagement**

For this LUCA, staff has developed a public engagement plan with three modes of outreach to ensure that affected community members and neighbors, property owners, and all stakeholders and interested parties have the opportunity to stay informed and to provide comments.

- A. Process IV Requirements. The LUCA process will follow the Chapter 20.35 LUC procedural requirements to provide opportunities for public comment, including:
  - notice of application of the proposed LUCA in July; and
  - public hearing on the proposed LUCA, anticipated in November.
- B. Direct Engagement and Feedback. Dialogue with stakeholders is proposed throughout the Council process, including:
  - re-engagement and contact with stakeholders;
  - open house for interested parties (if and when possible); and
  - regular discussions with stakeholders prior to study sessions.
- C. Online Presence. Staff will continue to update the East Main webpage to inform the public about this LUCA, including:
  - an inbox for public comments; and
  - public information messages regarding LUCA progression.

**Anticipated Schedule**

The anticipated timeline for processing of this proposed LUCA includes monthly study session review of the topic areas, July through October. One study session is planned for each of the first two topic areas (Streets and Blocks; and Site Organization) and two study sessions are planned for the third topic area (Building Design). Following these four study sessions, Council will hold a public hearing and take final action, anticipated in November and December.



## POLICY & FISCAL IMPACTS

### Policy Impact

This proposed LUCA creating a new Part 20.25Q LUC will implement the adopted policies adopted in the CPA and Guiding Principles for the East Main Station Area.

### Fiscal Impact

There is no fiscal impact associated with implementing this proposed LUCA.

## OPTIONS

1. Provide direction on the content of the first topic area, Streets and Blocks.
2. Provide alternative direction to staff.

## ATTACHMENTS & AVAILABLE DOCUMENTS

- A. East Main Station Area Map
- B. Outline of New Part 20.25Q LUC
- C. Recommended Code Draft for the First Topic Area, Streets and Blocks

## AVAILABLE IN COUNCIL LIBRARY

East Main CPA (Ordinance No. 6465)  
East Main Consolidated Guiding Principles  
CAC Report