City of Bellevue

STAFF REPORT

DATE: July 26, 2021

TO: Mayor Robinson and Members of the City Council

FROM: Mike Brennan, Director, 452-4113
Trisna Tanus, Consulting Attorney, 452-2970
Development Services Department

SUBJECT: Public Hearing on a Land Use Code Amendment (LUCA) for the East Main Station Area or Transit Oriented Development (TOD), creating a new Part 20.25Q in the Land Use Code (LUC) to establish requirements, standards, and design guidelines for land uses, height and form, Floor Area Ratio (FAR or density), the amenity system, landscaping, parking, street and pedestrian circulation, pedestrian bridge, and other development elements, to implement the vision, goals and polices in the East Main Comprehensive Plan Amendment (CPA); and rezoning parcels in the East Main TOD to two new EM-TOD-H and EM-TOD-L Land Use Districts, pursuant to the new EM-TOD designation created by the East Main CPA. File No. 17-125852-AD.

I. BACKGROUND

A. Purpose of the Proposed LUCA

The East Main LUCA is the culmination of a City-initiated planning process for the East Main TOD, implementing the vision, goals and policies in the East Main CPA, adopted by Ordinance No. 6545 in May 2019. The proposed LUCA establishes requirements, standards, and design guidelines for land uses, height and form, FAR, the amenity system, landscaping, parking, street and pedestrian circulation, pedestrian bridge, and other development elements for the East Main TOD; and rezones parcels to two new EM-TOD-H and EM-TOD-L Land Use Districts.

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

Per the CPA, the East Main TOD is to be a vibrant, livable, and memorable transit-oriented neighborhood. This neighborhood is to be anchored by a variety of housing choices, offices, hotel and supporting commercial services, and is envisioned to comfortably span the change in character from Downtown to the low-density residential neighborhood west of 112th Ave SE. This new TOD is intended to take advantage of the City's investment in the

East Link light rail alignment and station (scheduled to open in 2023), where passengers will be able to ride almost 40 miles of fast, reliable light rail, from the Eastside to downtown Seattle, Northgate and to Sea-Tac Airport.

Further, the CPA calls for East Main to have an urban design character that is expressed by varied building heights, abundant landscaping, an attractive open space system and informal gathering places, and to reflect the TOD district's unique character and location. Small walkable blocks and connected pathways allow people to move easily between the light rail station and destinations in and around the station area. This neighborhood is to have wide sidewalks, ample landscaping, pedestrian-oriented development, and a safe and attractive environment along 112th Ave SE. At the same time, East Main is to employ a transportation system that achieves mobility and safety while also protecting the adjacent lower density neighborhoods from negative traffic impacts.

To achieve the vision, goals and policies for East Main as summarized above, the East Main CPA also created a new EM-TOD designation in the Southwest Bellevue Land Use Plan. This new EM-TOD designation is intended to significantly upzone or add development capacity to the East Main area in order to encourage and realize the development of this neighborhood as described in the East Main CPA. Correspondingly, this LUCA includes rezoning parcels in the East Main TOD to two new EM-TOD-H and EM-TOD-L Land Use Districts.

B. Draft LUCA

The draft LUCA currently before the City Council for consideration creates a new Part 20.25Q LUC. (Attachment A). The draft LUCA follows the code structure for other Districts, particularly Downtown. As listed below, the LUCA provides for requirements, standards, and design guidelines for land uses, height and form, Floor Area Ratio (FAR or density), the amenity system, landscaping, parking, street and pedestrian circulation, pedestrian bridge, and other development elements, which will be applicable to developments in the East Main TOD.

Section	Description
20.25Q.010 General	Includes how this new Part 20.25Q applies and its organizational structure, the purpose and location of the new EM-TOD-H and EM-TOD-L Land Use Districts, and the purpose of each of the EM-TOD Districts.
20.25Q.020 Definitions	Provides specific definitions for East Main and identifies general definitions in Chapter 20.50 LUC that do not apply.

20.25Q.030 Review required	Requires permit review processes of Master Development Plan and Design Review for development applications, and allows for an Administrative Departure process to vary from strict application of: • Maximum floor plate between 80 and 150 feet; • Upper-Level Stepbacks required on all buildings fronting the Pre-Located Street, Potential Streets, and rights-of-way other than 112th Avenue SE; • Floor plate exceptions and certain intrusions; • Designation of Ground Floor Use not listed; • Tree species substitution; • Landscaping requirements; • Fence height requirements; • Certain parking requirements; • Planter strip location/size; • Open Space size; • Parking garage glazing requirements; • Mechanical screening requirements; and • Minimum tower separation
20.25Q.040 Nonconforming uses, structures, and sites	Provides status and requirements to address nonconformities resulting from adoption of this LUCA, primarily modeled after the Downtown Code and standard City regulation of nonconformities.
20.25Q.050 Permitted uses	Provides for land uses that may be permitted in East Main, in order to accomplish a variety of housing choices, offices, hotel and supporting commercial services within East Main.
20.25Q.060 Dimensional requirements	Requirements for building height and form, primarily modeled after Downtown-OLB-S, including: • Maximum building height: 230' (250' with mechanical); • Maximum building height within 50 feet of 112th Ave SE: 70' • Base FAR: 2.5 (non-residential); 3.5 (residential); Max FAR: 5.0 (non-residential and residential) • Maximum floor plate size above 40': 30,000 gsf (non-residential), 20,000 gsf (residential); • Maximum floor plate size above 80': 20,000 gsf (non-residential), 13,500 gsf (residential); • Minimum tower separation: 60'

20.25Q.070 FAR and the amenity incentive system	Provides for exemptions to FAR calculation, calculation methods for FAR, allocation of amenities, and a list of bonusable amenities and ratios, as informed by the Economic Analysis Report by EcoNW. The list of bonusable amenities has eight (8) public amenities, consistent with the priorities in the East Main CPA. Additionally, the amenity incentive system requires the first 75 percent of amenity points to be earned from childcare services, open space, and potential streets in non-residential development, and affordable housing (with no fee-in-lieu option) in residential development.
20.25Q.080 Landscape development	Includes requirements for street trees and landscaping, on-site landscaping, landscape buffer, and fences. Flexibility for tree species substitution is available through an Administrative Departure process.
20.25Q.090 Parking and circulation	Provides minimum and maximum parking ratios by use; provisions for shared parking and off-site parking; standards for parking and circulation improvements; bicycle parking ratios; and Director's authority to modify certain parking requirements.
20.25Q.100 Street and pedestrian circulation standards	Provides standards for perimeter streets, pedestrian and bicycle routes, pre-located street, potential streets, and block size and length.
20.25Q.110 Pedestrian bridge.	Provides for the location of a pedestrian bridge and applicable standards.
20.25Q.120 Green and sustainability factor	Provides a score based system requiring an applicant to choose from a suite of landscaping and sustainability elements to install or preserve.
20.25Q.130 Design guidelines	Provides guidelines for the design of open spaces, transportation elements, gateways, site organization, streetscape and public realm, and buildings, with the intent of realizing a TOD district in East Main that has a unique character and is walkable and accessible.

II. REVIEW PROCESS

The LUCA adoption process is an action by the City Council, or a Process IV decision under LUC 20.35.400-.450. A Process IV decision requires a notice of application, a notice of public hearing, and a public hearing, prior to any action. Although typically the Planning Commission would act in an advisory capacity to first consider the proposed amendment,

hold the required public hearing, and make a recommendation to Council, for the East Main LUCA, Council has made a finding of necessity to retain the processing of this LUCA.

To date, Council has held three study sessions on July 6, 2020, July 27, 2020, and June 28, 2021) to consider the East Main LUCA. At the June 28 study session, Council was introduced to a complete draft LUCA. Council also received a list of changes to the draft LUCA from the property owners-stakeholders Wig Properties and Bellevue Athletic Club, which staff collated and then added notations to identify possible adjustments that Council could consider. (Attachment B).

The majority of these requested changes seek to modify provisions that are in the draft LUCA, with some requests advocating and needing certain substantive provisions to be added into the draft LUCA if directed by Council. These potential new provisions are:

- Accepting 100% AMI condominiums as affordable housing;
- Adding a fee-in-lieu option for affordable housing;
- Adding exceptions from nonconforming provisions;
- Adding a Development Agreement process for designation as a catalyst project, installation of a special amenity, and departure from nonconforming provisions, open space requirements, and other standards; and
- Adding an exception from certain requirements—such as minimum residential development, ground floor uses, pedestrian amenities, and open space—for expansions of an existing use, up to a certain percentage of the existing floor area or to an unlimited additional floor area

After discussion, Council directed staff to bring back additional information, including illustrative graphics, analysis, and required process and timing, about each of the requested changes. Council also directed setting the required public hearing on the East Main LUCA, so that Council may receive and consider comments from the public and interested parties on the draft LUCA as well as the property owner-stakeholder requested changes.

When an ordinance is to take effect in the jurisdiction of the East Bellevue Community Council (EBCC), there may be a courtesy EBCC hearing before the proposal goes to the Council and a final EBCC public hearing after the Council makes its decision. However, in this case, the East Main LUCA is not within the jurisdiction of the EBCC; thus no EBCC hearing or action is required for this LUCA.

III. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The application for SEPA review was noticed together with the notice of application for the East Main CPA and LUCA on February 22, 2018. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal for the East Main Station Area Plan, which includes the CPA and LUCA. A Determination of Non-significance (DNS) was issued on October 18, 2018, pursuant to the threshold determination requirements in WAC 197-11-310.

IV. PUBLIC ENGAGEMENT

Required Public Notice

The notice required for City Council Legislative Actions (Process IV) is governed by LUC 20.35.415 through 20.35.450. Notice of the LUCA application, including notice of the SEPA, was published in the Weekly Permit Bulletin on February 22, 2018, and availability of the Weekly Permit Bulletin was noticed in the Seattle Times. The Final SEPA Threshold Decision was published in the Weekly Permit Bulletin on October 18, 2018, and availability of the Weekly Permit Bulletin was noticed in the Seattle Times.

Notice of the Public Hearing was published in the Weekly Permit Bulletin on July 8, 2021, along with availability of this staff report, and availability of the Weekly Permit Bulletin was noticed in the Seattle Times. Notice of the Public Hearing was also published in the Seattle Times on July 12, 2021. The notice of public hearing was also provided to members of the EBCC and those individuals who have subscribed to receive these notices and those who have expressed interest on this topic.

Department of Commerce Notice

Pursuant to the Washington State Growth Management Act, proposed amendments to the LUC must be sent to the Washington State Department of Commerce to review and comment on the proposed amendments to the LUC. The required notice to the Department of Commerce and the initial draft LUCA were transmitted on July 1, 2021, and a copy of both documents is available for review in the code amendment file. The LUCA is identified by Commerce as ID_2021-S-2853. No comments have been received by Commerce as of the date of this report.

Enhanced Public Engagement

In addition to the requirements of LUC 20.35.415 *et seq* for City Council Legislative Actions under Process IV, staff has provided enhanced public outreach and engagement for this

LUCA. Staff has had numerous email communications and meetings with stakeholders, including property owners, neighborhood associations, and other interested parties.

V. DECISION CRITERIA

LUC 20.30J.135 establishes the decision criteria for an application to amend the text of the LUC. Those criteria, and the relationship of these proposed amendments to them, are discussed below:

A. <u>The amendment is consistent with the Comprehensive Plan; and</u>

Finding: The proposed LUCA is consistent with the Comprehensive Plan. The amendment will implement the vision, goals, and policies for the East Main TOD to be a vibrant, livable, and memorable transit-oriented neighborhood, as adopted by the East Main CPA. The proposed code amendment is supported by the following Comprehensive Plan policies:

Policy LU-28.1. 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-28.2. 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-28.3. 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-28.4. Consider a land use incentive system that offers additional floor area in exchange for infrastructure and amenities that contribute to the public good.

Policy S-SW-39. Establish the East Main Transit Oriented District (EMTOD) 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:

The area north of SE 6th Street is the primary TOD area and accommodates the greatest amount and intensity of development

The area south of SE 6th Street is a 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

The entire East Main TOD area should maintain a consistent high design quality.

Policy S-SW-40. 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-41. Ensure that land uses, parking and development patterns optimize transit use and access.

Policy S-SW-42. Emphasize great pedestrian quality through urban design strategies.

Policy S-SW-43. Provide housing for diverse household sizes and income levels consistent with the city's Affordable Housing Strategy.

Policy S-SW-44. 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.

Policy S-SW-45. Encourage development adjacent to Sturtevant Creek to enhance the stream corridor and wetlands as an amenity S-SW-46. Promote environmentally sensitive design in public and private projects, including the use of natural drainage systems, water conservation measures, and other practices.

Policy S-SW-46. Promote environmentally sensitive design in public and private projects, including the use of natural drainage systems, water conservation measures, and other practices.

Policy S-SW-47. 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-48. Corner plazas may be appropriate at certain intersections. Larger open space should be included in this district in locations that are accessible to, and visible from, the light rail station.

Policy S-SW-49. Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.

Policy S-SW-50. Create an active, safe and inviting pedestrian and bicycle environment in the station area and along 112th Avenue SE.

Policy S-SW-51. 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-52. Foster walkability and visual interest by establishing a pattern of small walkable blocks within the station area wherever reasonably feasible.

Policy S-SW-53. Allow for pedestrian sky bridge connections from East Main Station across 112th Avenue SE to the transit-oriented development east of 112th Avenue SE.

Policy S-SW-54. Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor. Vehicular Mobility

Policy S-SW-55. 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-56. Develop parking standards that reflect the reduced reliance on vehicular travel in the station area.

Policy S-SW-57. 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.

Policy S-SW-58. Allow development to achieve maximum densities envisioned for the station area.

Policy S-SW-59. 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-60. 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-61. 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-62. Integrate pedestrian and bicycle access to transit in the design of public and private developments so that form and connectivity of the built environment support nonmotorized travel choices.

Policy S-SW-63. Provide for the use of high-quality and durable building materials that evoke a sense of permanence.

Policy S-SW-64. Ensure a lively public realm by integrating publicly accessible plazas, open spaces and other gathering places with public and private development.

Policy S-SW-65. 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-66. Allow for greatest building heights closest to Downtown and along I-405. Building heights should transition down towards 112th Avenue SE and the adjacent low-density residential neighborhood.

Policy S-SW-67. Consider building placement and the use of building materials to help reduce noise from I-405.

Policy S-SW-68. Provide abundant landscaping and amenities along 112th Avenue SE to enhance its pedestrian character.

Policy S-SW-69. 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-70. Preserve sunlight and air circulation through thoughtful siting and spacing of towers.

Policy S-SW-71. Include landscaping treatment, building modulation, and other architectural measures in high-rise development to create interest, texture and a sense of human scale.

B. <u>The amendment enhances the public health, safety or welfare; and</u>

Finding: The amendment will enhance the public health, safety and welfare of people by ensuring that development in the East Main TOD includes appropriate permitted uses, dimensions, development standards, and design guidelines. The East Main LUCA will also achieve a vibrant, livable, and memorable East Main transit-oriented neighborhood, anchored by a variety of housing choices, offices, hotel and supporting commercial services. This new TOD will also take advantage of the East Link light rail alignment and station, where passengers will be able to ride almost 40 miles of fast, reliable light rail, from the Eastside to downtown Seattle, Northgate and to Sea-Tac Airport.

C. <u>The amendment is not contrary to the best interest of the citizens and property owners of the City of Bellevue.</u>

Finding: The amendment is consistent with the best interests of citizens and property owners of the City as it will create a vibrant, livable, and memorable East Main transit-oriented neighborhood, anchored by a variety of housing choices, offices, hotel and supporting commercial services. This new TOD will also take advantage of the East Link light rail alignment and station, where passengers will be able to ride almost 40 miles of fast, reliable light rail, from the Eastside to downtown Seattle, Northgate and to Sea-Tac Airport.

VI. RECOMMENDATION

The draft East Main LUCA included in Attachment A is consistent with the decision criteria required for adoption of a Land Use Code Amendment, pursuant to Part 20.30J LUC. Staff recommends the LUCA to the City Council for approval.

ATTACHMENTS:

A. Proposed East Main LUCA Strike-Draft
B. Stakeholder Requests and Possible Adjustments, June 28, 2021

Attachment A

East Main Draft LUCA
June 28, 2021

Part 20.25Q East Main Transit Oriented Development Land Use District

20.25Q.010 General.

20.25Q.020 Definitions.

20.25Q.030 Review required.

20.25Q.040 Nonconforming uses, structures, and sites.

20.25Q.050 Permitted uses.

20.25Q.060 Dimensional requirements.

20.25Q.070 FAR and the amenity incentive system.

20.25Q.080 Landscape development.

20.25Q.090 Parking and circulation.

20.25Q.100 Street and pedestrian circulation standards.

20.25Q.110 Pedestrian bridge.

20.25Q.120 Green and sustainability factor.

20.25Q.130 Design guidelines.

20.25Q.010 General.

A. **Applicability.**

1. General. This Part 20.25Q LUC, East Main Transit Oriented Development Land Use Districts (East Main or EM-TOD), contains requirements, standards, criteria, and guidelines that apply to development and activity within EM-TOD Districts as they are described in subsection B of this section. Except to the extent expressly provided in this Part 20.25Q LUC and as referenced in subsection A of this section, the provisions of the Land Use Code, other development codes, the City development standards, and all other applicable codes and ordinances shall apply to development and activities in EM-TOD Districts.

2. **Relationship to Other Regulations.**

   a. Where there is a conflict between the EM-TOD regulations in Part 20.25Q LUC and the Shoreline regulations in Part 20.25E, the Shoreline regulations will apply except

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where the project site is also in a Critical Areas Overlay District governed by Part 20.25H.

b. In the event of a conflict between the Shoreline Overlay District in Part 20.25E LUC and the Critical Areas Overlay District Part 20.25H, the provisions providing the most protection to the Critical Areas functions and values shall prevail.

3. **Land Use Code Sections Not Applicable in EM-TOD Districts.**

The following general sections of the Land Use Code, Title 20 Bellevue City Code, now or as hereafter amended, do not apply in EM-TOD Districts. Unless specifically listed below, all other sections apply.

a. LUC 20.10.400;

b. LUC 20.10.440;

c. LUC 20.20.005 through 20.20.025;

d. LUC 20.20.060 and 20.20.070;

e. LUC 20.20.120 and 20.20.125;

f. LUC 20.20.128;

g. LUC 20.20.135 and 20.20.140;

h. LUC 20.20.190 and 20.20.192;

i. LUC 20.20.250;

j. LUC 20.20.400;

k. LUC 20.20.525;

l. LUC 20.20.560;

m. LUC 20.20.700 and 20.20.720;

n. LUC 20.20.750 through 20.20.800;

o. LUC 20.20.890 and 20.20.900.

B. **Organization of Part 20.25Q LUC.**

Organization of Part 20.25Q LUC is composed of several regulatory layers that inform development in EM-TOD.

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1. General.

   a. Purpose. The EM-TOD Districts aim to provide mixed-use, transit-oriented development within one-half mile of the East Main Light Rail Station. Oriented to transit, the EM-TOD Districts will provide a mix of residential, office, retail, and hotel use supported by a robust ecological framework that will create an active and vibrant neighborhood. Development within the EM-TOD Districts will support a safe and active ground-level experience and access to an integrated network of open spaces and natural features with strong pedestrian connections throughout the neighborhood. This neighborhood will include walkable blocks and exceptional connectivity for pedestrians and cyclists to the Sound Transit East Main Station. People working, living, and visiting the neighborhood within the EM-TOD Districts will enjoy various mobility options, including walking, bicycling, bus, and light rail, as the primary transportation modes.

   b. Location. EM-TOD refers to the area of the City located generally from the centerline of 114th Avenue SE on the east to the centerline of 112th Avenue SE on the west and from Main Street on the north to SE 8th Street on the south, specifically within the boundaries described as follows:

      That portion of the east half of the SE quarter of Section 32, Township 25 North, Range 5 East, and the east half of the NE quarter of Section 5, Township 24 North, Range 5 East, and the NW quarter of Section 4, Township 24 North, Range 5 East, W.M., in King County, Washington, lying westerly of the westerly margin of Interstate 405 and the westerly margin of Wilburton Park and Ride lot, as shown on WSDOT Right-of-Way Plan set titled SR 405-SE 30th Street VIC. to NE 40th Street VIC. Sheets 12 through 18, approved and adopted February 11, 2005, described as follows:

      Beginning at the NW corner of aforesaid east half the SE quarter of Section 32, being the intersection of the centerlines of Main Street and 112th Avenue SE; thence easterly along the north line of said east half and centerline of said Main Street to aforesaid westerly margin of Interstate 405; thence southerly along said westerly margin to the to the north line of aforesaid Wilburton Park and Ride lot; thence southerly along aforesaid westerly margin of Wilburton Park and Ride lot to the northerly margin of SE 8th Street, being WSDOT station 283+69.05, 360.80 left; thence southeasterly to the centerline of said SE 8th Street, being WSDOT station 283+08.61, 358.04 left; thence westerly along said centerline of SE 8th Street to the centerline of 112th Avenue SE; thence northerly along said centerline of 112th Avenue SE to the south line of aforesaid SE quarter of Section 32; thence continuing along said centerline of 112th Avenue SE being the west line of the east half of

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aforesaid SE quarter of Section 32, to the centerline of aforesaid Main Street and the Point of Beginning.

2. Land Use Districts. See Figure 20.25Q.010.B.2.b for a map of the EM-TOD Districts.

   a. EM-TOD Higher Density (EM-TOD-H). The purpose of the EM-TOD-H Land Use District is to create a vibrant mixed-use hub of activity with an intensive mix of transit-supportive uses such as housing, office, retail, and hotel uses. This unique transit-proximate neighborhood is distinct from and complementary to Downtown. Due to its proximity to the Sound Transit East Main Station, the pattern and intensity of development in this district are intended to maximize transit ridership by generating high transit usage and optimizing density and access to the transit network. This district's size is limited to achieve desired intensities in a compact, walkable pattern that reinforces its role as development-oriented to transit. A balanced mix of housing, office, retail, and hotel uses supports a safe and active neighborhood during daytime and evening hours. The multi-modal transportation system prioritizes pedestrian and bicycle access as the primary means of travel within this district, while light rail will serve as the primary transportation system outside of the district.

   b. EM-TOD Lower Density (EM-TOD-L). The purpose of the EM-TOD-L Land Use District is to provide a mix of housing, office, retail, hotel, and open space uses. While within a reasonable walking distance to the Sound Transit East Main station, EM-TOD-L Land Use District location does not provide the immediate access to the station provided by the EM-TOD-H Land Use District. Mercer Slough and the associated wetland complex are prominent in EM-TOD-L and development is intended to maximize connections to these natural features. Mercer Slough and the associated wetland complex are Shorelines of Statewide Significance pursuant to RCW 90.58.020, which places the statewide interest over local interest and the preservation of the natural character above all other use preferences. Based on the presence of these natural systems, this district is intended to be supported by transit use and access, but at a lower intensity.

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20.25Q.020 Definitions specific to East Main.

Commented [A1]: Definitions section is the same as in DT, except where modified as needed to incorporate EM-specific conditions.

A. **East Main Definitions.**

EM – Build-To Line: A location along a block where a building shall be constructed. The build-to line is the back of the required Pre-Located Street, Potential Street, Open Space, or public right-of-way that form a block pursuant to LUC 20.25Q.100.E unless, upon the request of the applicant, it is designated otherwise by the Director through an Administrative Departure pursuant to LUC 20.25Q.030.D.1 to accommodate building

modulation that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the building.

EM – Building Height: The vertical distance measured from the average of finished ground level adjoining the building at exterior walls to the highest point of a flat roof, or to the mean height between the tallest eave and tallest ridge of a pitched roof. Where finished ground level slopes away from the exterior walls, reference planes shall be established by the lowest points within the area between the building and the lot line, or back of sidewalk where back of sidewalk is the setback line. If the lot line or back of sidewalk is more than six feet from the building, the reference line shall be established by using the lowest points between the building and a point six feet from the building.

EM – Enhanced Streetscape: A continuous space between the required sidewalk/walkway and the building face, which allows internal activities to be externalized or brought out to the sidewalk. This public space is larger than the required sidewalk width, and activated by small retail, restaurant, and other commercial entries.

EM – Floor Plate: Floor area in square feet within the surrounding exterior walls, measured from the interior wall surface and including all openings in the floor plate.

EM – Ground Floor Uses: Ground floor uses in the EM-TOD-H and EM-TOD-L Districts are intended to promote an active pedestrian environment while providing for a range of neighborhood-serving retail, service, and residential uses along street frontages. Ground floor uses include, but are not limited to, restaurants, breweries, retail, recreation activities (skating, bowling, gymnasiums, athletic clubs, health clubs, recreational instruction, fitness studio), art galleries, movie theatres, residential lobbies, residential units (with entry and stoop or private patio), private indoor amenity space (bike storage, gym, community room, or similar indoor amenity), travel agencies, banks, personal services (laundry, dry cleaning, barber and beauty, photography studio and shoe repair), child care service, pet grooming and pet day care, office (including office lobby), special schools, live/work space, major institutions, and community centers. Ground floor uses shall meet the standards and guidelines in LUC 20.25Q.150.B.

EM – Open Space: Outdoor plazas meeting the requirements of 20.25Q.140.E. Open Space may include publicly accessible multifamily play areas required by LUC 20.20.540. Open space shall not be located in a critical area, critical area buffer, or critical area structure setback required by Part 20.25H LUC.

Commented [A2]: Open Space includes multifamily play areas (SH request post Dec 2020 draft)

EM – Pedestrian Bridge: A pedestrian connection above the public right-of-way in conformance with LUC 20.25Q.110.

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EM – Pedestrian Scale: The quality of the physical environment that reflects a proportional relationship to human dimensions and that contributes to a person's comprehension of buildings or other features in the built environment.

EM – Points of Interest: Elements of a building's façade at the street level or in the streetscape that contribute to the active enrichment of the pedestrian realm and design character of a building. Some examples include permanent public artwork, architectural elements, landscape features, special walkway treatments, such as pavement mosaic and inlaid art, and seating areas.

EM – Potential Streets: A street intended to accommodate pedestrians and bicycles, or pedestrians, bicycles and vehicles off the main vehicular street grid. Potential streets provide an intimate pedestrian experience through a combination of residential, small retail, restaurant, and other commercial entries with meaningful transparency along the frontage building walls. This area shall not have a "back of house" feel.

EM – Public Realm: Streets, parks, other open spaces, and the publicly accessible parts of private buildings.

EM – Site: Refers to the total land area (measured in square feet or acres), within the project limit.

EM – Stepback: A building stepback of a specified distance, measured from the façade below that occurs at a defined height above the average finished grade. No portion of the building envelope can intrude into the required stepback above the defined height, except where intrusions are specifically permitted by this Code.

EM – Street Wall: A street wall is a building wall that generally abuts the sidewalk although there may be occasional setbacks and recesses for the purpose of plazas, open space, and building entries. The street wall helps define and enclose the street corridor, creating a sense of activity, intensity, and spatial containment. Street walls can incorporate arcades at the sidewalk level with habitable space above.

EM – Tower: Any building with a height of 100 feet or greater.

EM – Tower Separation: The horizontal space between the closest exterior points of two or more towers located within a single project limit.

EM – Tower Setback: A building setback of a specified distance, measured from the interior property line, that occurs at a defined height above average finished grade, when the building exceeds a specified height. No portion of the building envelope can intrude into the required setback above the defined height, except where specifically permitted by code or Administrative Departure.

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EM – Transparency: Ability to see through a window or door at the pedestrian eye level. The pedestrian eye level is 30 inches to eight feet up from the sidewalk, following the adjacent sidewalk slope.

EM – Weather Protection: A continuously covered area projecting from a building that functions as weather protection or a canopy projecting from the elevation of the building that is designed to provide pedestrians protection from the elements. Weather protection includes, but is not limited to, marquees and awnings that are made of durable materials.

B. **General Definitions Not Applicable to East Main.**

The general definitions contained in Chapter 20.50 LUC apply unless specifically listed below as inapplicable to East Main.

Active Recreation Area. LUC 20.50.010.

Alley. LUC 20.50.010.

Building Height. LUC 20.50.012.

Building Height – Transition Area Design Districts. LUC 20.50.012.

Open Space. LUC 20.50.038.

Site. LUC 20.50.046.

Stepback. LUC 20.50.046.

Tree – Large Diameter. LUC 20.50.048.

Tree – Small Diameter. LUC 20.50.048.

20.25Q.030 Review required.

Commented [A3]: Review required section is the same as in DT, except modified to remove redundant or inapplicable language and provisions for clarity, including:
- Removed Council Administrative Departures

A. **Effect of Approval.**

Approval of the Master Development Plan and/or the Design Review shall constitute the regulations governing development and operation of an approved development for the life of the project. Such approval shall be contingent upon compliance with the conditions specified in the approval, conformance with all applicable development standards, the payment of all fees, and the submittal of assurance devices as may be required. The approval shall expire as provided pursuant to LUC 20.40.500, unless otherwise provided for in this Part 20.25Q LUC.

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B. **Master Development Plan.**

1. Scope of Approval. Master Development Plan review (Part 20.30V LUC) is a mechanism by which the City shall ensure that the site development components of a multiple building or phased single building proposal are consistent with the Comprehensive Plan and meet all applicable development standards and guidelines. Design, character, architecture and amenity standards and guidelines shall be met as a component of the Design Review (Part 20.30F LUC). Master Development Plan approvals required pursuant to subsection B.2 of this section shall identify proposed building placement within the project limit and demonstrate compliance with the following development requirements, standards, and guidelines:

   a. Dimensional requirements pursuant to LUC 20.25Q.060 as listed below:

      ii. Building height for each building identified in subsection B.1 of this section;

      iii. Floor area ratio for each building. Floor area ratio shall also be provided to calculate the amenities required pursuant to LUC 20.25Q.070;

      iv. Square footage for each residential and nonresidential component of a building shall be identified in order to demonstrate compliance with the minimum residential requirement in LUC 20.25Q.060; and

      v. Open Space required.

   b. Areas identified to accommodate required parking with entrance and exit points and required loading shown in relationship to the public right-of-way as required pursuant to LUC 20.25Q.100.

   c. Areas identified to accommodate vehicular, bicycle, and pedestrian circulation pursuant to LUC 20.25Q.100.

   d. Areas identified to accommodate landscape development pursuant to LUC 20.25Q.080.

2. When Required. An applicant for a project with multiple buildings located within a single project limit shall submit a Master Development Plan for approval by the Director pursuant to Part 20.30V LUC. An applicant for a single building project shall submit a Master Development Plan for approval by the Director pursuant to Part 20.30V LUC when building construction is proposed to be phased.

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3. For the purposes of this section, the project limit may be drawn to encompass a vehicular, bicycle or pedestrian circulation that bisects a site, provided the Director finds that the following connectivity criteria can be met:

   a. A system of corner crossings shall be provided to functionally connect on-site pedestrian paths across the bisecting circulation within the project limit;

   b. Pedestrian paths shall be provided to connect all buildings and circulation crossings located within the proposed project limit; and

   c. Visual connections shall be provided between all buildings located within the project limit by minimizing topographic variation and through use of vegetation and outdoor spaces.

C. **Design Review.**

1. Scope of Approval. Design Review is a mechanism by which the City shall ensure that the design, character, architecture, amenity, and site development components of a proposal are consistent with the Comprehensive Plan and any approved Master Development Plan, and to ensure compliance with all applicable standards and guidelines contained in City Codes including the terms of any departure granted pursuant to subsection D of this section.

2. When Required. A Design Review is required for all East Main projects. An applicant shall submit a Design Review application for approval by the Director pursuant to Part 20.30F LUC.

3. Compliance with an applicable Master Development Plan or Departure. In addition to the decision criteria in LUC 20.30F.145, each structure and all proposed development shall comply with any approved Master Development Plan applicable to the project limit described in a Design Review application. If the application for Design Review contains elements inconsistent with an applicable Master Development Plan, the Director shall not approve the Design Review unless the Master Development Plan is amended to include those elements.

D. **Departures.**

1. Administrative Departures by the Director. Due to the varied nature of architectural design and the unlimited opportunities available to enhance the relationship that occurs between the built environment and the pedestrians, residents and commercial tenants that use built spaces, strict application of the Land Use Code may not always result in the East Main outcomes envisioned by the Comprehensive Plan. The purpose of this subsection is to provide an Administrative Departure process to modify provisions of

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the Land Use Code when the strict application would result in an East Main development that does not fully achieve the policy vision as it is articulated in the general sections of the Comprehensive Plan and the Southwest Bellevue Subarea Plan.

2. Applicability. The Director may, through the Master Development Plan or Design Review processes, approve a proposal that departs from specific numeric standards contained in LUC 20.25Q.080, 20.25Q.100 and 20.25Q.130 through 20.25Q.160 or that departs from Land Use Code requirements that specifically provide an opportunity for the Director to approve a departure subject to the provisions of this subsection.

3. Decision Criteria. The Director may approve or approve with conditions an Administrative Departure from applicable provisions of the Land Use Code if the applicant demonstrates that the following criteria have been met:

   a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and

   b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

   c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

   d. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met.

4. Limitation on Authority. Administrative Departures may only be approved consistent with the limitations contained in the Land Use Code section that authorizes the departure, or through a variance granted under the terms of Part 20.30G LUC.

E. **Procedural Merger.**

Within an East Main Land Use District, any administrative decision required by this Part 20.25Q LUC or by the Land Use Code, including but not limited to the following, may be applied for and reviewed as a single Process II Administrative Decision, pursuant to LUC 20.35.200 through 20.35.250:

1. Master Development Plan, Part 20.30V LUC;
2. Administrative Conditional Use Permit, Part 20.30E LUC;
3. Design Review, Part 20.30F LUC;
4. Variance, Part 20.30G LUC; and
5. Critical Areas Land Use Permit, Part 20.30P LUC.

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20.25Q.040 Nonconforming uses, structures, and sites.

Commented [A4]: Nonconforming section is the same as in DT, except modified for EM-specific terms and for clarity.

A. **Nonconforming Uses.**

1. A nonconforming use may be continued by successive owners or tenants, except where the use has been abandoned. No change to a different use classification shall be made unless that change conforms to the regulations of this Land Use Code.
2. If a nonconforming use of a structure or land is discontinued for a period of 12 months with the intention of abandoning that use, any subsequent use shall thereafter conform to the regulations of the Land Use District in which it is located. Discontinuance of a nonconforming use for a period of 12 months or greater constitutes prima facie evidence of an intention to abandon.
3. A nonconforming use may be expanded pursuant to an Administrative Conditional Use Permit.

B. **Nonconforming Structures.**

1. A nonconforming structure may be repaired or remodeled, provided there is no expansion of the building; and provided further, that the remodel or repair shall not increase the existing nonconforming condition of the structure.
2. A nonconforming structure may be expanded; provided, that the expansion conforms to the provisions of the Land Use Code, except that the requirements of LUC 20.25Q.130 through 20.25Q.160 shall be applied as described in subsections B.3 and B.4 of this section.
3. For expansions made within any three-year period, which together do not exceed 50 percent of the gross floor area of the previously existing structure, the following shall apply:
   a. Where the property abuts SE 6th Street, SE 8th Street, 114th Avenue SE, or 112th Avenue SE (south of SE 6th Street) the expansion is not required to comply with LUC 20.25Q.130 through 20.25Q.160.
   b. Where the property abuts Main Street or 112th Avenue SE (north of SE 6th Street) the expansion shall be in the direction of Main Street or 112th Avenue SE (north of SE 6th Street) so as to reduce the nonconformity of the structure, except that an expansion, which is no greater than 300 square feet in floor area and which is for the purpose of loading or storage, is exempted from this requirement.

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4. For expansions made within any three-year period, which together exceed 50 percent of the gross floor area of the previously existing structure, the structure shall be brought into conformance with LUC 20.25Q.130 through 20.25Q.160.

5. If a nonconforming structure is destroyed by fire, explosion, or other unforeseen circumstances to the extent of 100 percent or less of its replacement value, it may be reconstructed consistent with its previous nonconformity; provided, that the reconstruction may not result in an expansion of the building, nor an increase in the preexisting nonconforming condition of the structure.

C. **Nonconforming Sites.**

1. A nonconforming site may not be changed unless the change conforms to the requirements of this Code, except that parking lots may be reconfigured within the existing paved surface, except that this subsection shall not be construed to allow any parking lot reconfiguration that would result in a parking supply that does not conform to the minimum/maximum parking requirements for East Main, LUC 20.25Q.090.

2. A structure located on a nonconforming site may be repaired or remodeled, provided there is no expansion of the building; and provided further, that the remodel or repair shall not increase the existing nonconforming condition of the site.

3. For expansions of a structure or additions of new structures on a nonconforming site made within any three-year period, which together exceed 20 percent of the replacement value of the previously existing structures on the site:

   a. Easements for public sidewalks shall be provided, unless the Director of the Department of Transportation determines such easements are not needed; and

   b. A six-foot-wide walkway shall be provided from the public sidewalk or street right-of-way to the main building entrance, unless the Director determines the walkway is not needed to provide safe pedestrian access to the building. The Director may allow modification to the width of walkways so long as safe pedestrian access to the building is still achieved.

4. Expansions of a structure or additions of new structures located on a nonconforming site, made within any three-year period, which together do not exceed 50 percent of the previously existing gross floor area, do not require any increase in conformance of the existing and unaffected portions of the site with the site development regulations of this Code, except as otherwise provided in subsection B.3 of this section.

5. Expansion of a structure or additions of new structures located on a nonconforming site made within any three-year period, which together exceeds 50 percent of the gross

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floor area of the previously existing structure, the site shall conform to the site development regulations of this Code.

20.25Q.050 Permitted uses.

Commented [A5]: Permitted uses section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity.

A. **Land Use Chart.**

The following chart, entitled Uses in East Main Transit Oriented Development Districts, indicates the permitted land uses and required review procedure for each use within each land use district. The use chart description and interpretation provisions of LUC 20.10.400 do not apply in East Main.

B. **Use Chart Description and Interpretation.**

1. Description. In Chart 20.25Q.050.D, land use classifications and standard Land Use Code reference numbers are listed on the vertical axis. East Main Land Use Districts are shown on the horizontal axis.

   a. If the use is not included in Chart 20.25Q.050.D or if no symbol appears in the box at the intersection of the column and the row, the use is not allowed in EM-TOD Districts, except for interim uses, which are regulated under Part 20.30M LUC (Temporary Use Permit), and subordinate uses, which are regulated under LUC 20.20.840.

   b. If the symbol "P" appears in the box at the intersection of the column and row, the use is permitted subject to applicable general requirements of Chapter 20.20 LUC for the use and the Land Use District-specific requirements of this Part 20.25Q LUC.

   c. If the symbol "C" appears in the box at the intersection of the column and the row, the use is permitted subject to the Conditional Use provisions specified in Part 20.30B in addition to any applicable general requirements for the use and the Land Use District.

   d. If the symbol "A" appears in the box at the intersection of the column and the row, the use is permitted subject to the Administrative Conditional Use provisions as specified in Part 20.30E LUC in addition to any applicable general requirements for the use and the Land Use District.

   e. If a number appears in the box at the intersection of the column and the row, the use is permitted through the applicable review process and subject to the special limitations indicated in the corresponding Notes.

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C. **Interpretation of the Land Use Code Charts by the Director.**

In the case of a question as to the inclusion or exclusion of a particular proposed use, the Director shall have the authority to make the final determination per LUC 20.10.420.

D. **Use Charts.**

The following use chart applies to the East Main Transit Oriented Development Districts.

Chart 20.25Q.050.D Uses in East Main Transit Oriented Development Districts			
Std Land Use Code Ref	Land Use Classification	TOD-H	TOD-L
711	Library, Museum	P	P
7113	Art Gallery	P	P
7212 7214 7222 7231 7232	Public Assembly (Indoor): Sports, Arenas, Auditoriums and Exhibition Halls but Excluding School Facilities	P	P
7212 7214 7218	Motion Picture, Theaters, Night Clubs, Dance Halls and Teen Clubs	P	P
	Adult Theaters (1)	P	P
73	Commercial Amusements: Video Arcades, Electronic Games	P	P
7411 7413 7422 7423 7424 7441 7449	Recreation Activities: Miniature Golf, Tennis Courts, Community Clubs, Athletic Fields, Play Fields, Recreation Centers, Swimming Pools (2)	P	P

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7413 7414 7415 7417 7425	Recreation Activities: Skating, Bowling, Gymnasiums, Athletic Clubs, Health Clubs, Recreational Instruction	P	P
76	Private Leisure and Open Space Areas Excluding Recreation Activities Above	P	P
	Public/Private Park	P	P
	Two or More Dwelling Units Per Structure	P	P
12	Group Quarters: Dormitories, Fraternal Houses, Excluding Military and Correctional Institutions and Excluding Secure Community Transition Facilities	P	P
13	Hotels and Motels	P	P
15	Transient Lodging	C	C
	Congregate Care Senior Housing (3)	P	P
6516	Nursing Home, Assisted Living	P	P
61	Finance, Insurance, Real Estate Services (4)	P	P
62	Personal Services: Laundry, Dry Cleaning, Barber and Beauty, Photography Studio and Shoe Repair	P	P
	Family Child Care Home in Residence (5)	P	P
629	Child Day Care Center (5) (6)	P	P
629	Adult Day Care	P	P
63	Business Services, Duplicating and Blue Printing, Steno, Advertising (Except Outdoor), Travel Agencies, Employment, and Printing and Publishing	P	P
639	Rental and Leasing Services: Cars	P	P
	Professional Services: Medical Clinics and Other Health Care Related Services (7)	P	P
	Professional Services: Other	P	P
	Pet Grooming and Pet Day Care (8)	P	P

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671	Governmental Services: Executive, Legislative, Administrative and Judicial Functions	P	P
672 673	Governmental Services: Protective Functions and Related Activities Excluding Maintenance Shops	P	P
	Limited Governmental Services: Executive and Administrative, Legislative and Protective Functions (9)	P	P
681	Education: Primary and Secondary	A	A
682	Universities and Colleges	P	P
683	Special Schools: Vocational, Trade, Art, Music, Driving, Barber and Beauty Schools	P	P
691	Religious Activities	P	P
692 (A)	Professional and Labor Organizations Fraternal Lodge	P	P
692 (B)	Social Service Providers	P	P
	Administrative Office – General	P	P
	Computer Program, Data Processing and Other Computer-Related Services	P	P
	Research, Business Incubation, Development and Testing Services	P	P
	Homeless Services Uses (10)	C	C
42 4291	Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters	A	A
	Accessory Parking (11) (12) (13)	P	P
475	Radio and Television Broadcasting Studios	P	P
485	Highway and Street Right-of-Way (13)	P	P
	Utility Facility	C	C
	Local Utility System	P	P
	Regional Utility System	C	C
	Essential Public Facility (14)	C	C
	Regional Light Rail Transit Systems and Facilities (15)	C/P	C/P

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	Wireless Communication Facility (WCF): (without WCF Support Structures) (16) (17) (18)		
	Communication, Broadcast and Relay Towers Including WCF Support Structures (Freestanding) (16) (17)		
	Satellite Dishes (19)	P	P
	Electrical Utility Facility (20)	A/C	A/C
	Recycling Centers (21)	P	P
5251	Hardware, Paint, Tile and Wallpaper (Retail)(22) (23)	P	P
53	General Merchandise: Dry Goods, Variety and Dept. Stores (Retail) (22) (23)	P	P
54	Food and Convenience Store (Retail) (23) (23)	P	P
5511	Autos (Retail), Motorcycles (Retail) (25)	P	P
	Boats (Retail) (25)	P	P
552	Automotive and Marine Accessories (Retail)	P	P
553	Gasoline Service Stations (26)	P	P
56	Apparel and Accessories (Retail) (22) (23)	P	P
57	Furniture, Home Furnishing (Retail) (22) (23)	P	P
58	Eating and Drinking Establishments (27) (28)	P	P
59	Misc. Retail Trade: Drugs, Liquor, Antiques, Books, Sporting Goods, Jewelry, Florist, Photo Supplies, Video Rentals and Computer Supplies (22) (23) (29)	P	P
	Handcrafted Products (Retail) (22) (23) (30) (31)	P	P
	Adult Retail Establishments (1) (22)	P	P
59	Marijuana Retail Outlet (22) (27) (32)	A	A
5996	Garden Supplies, Small Trees, Shrubs, Flowers, Ground Cover, Horticultural Nurseries and Light Supplies and Tools (22) (23) (33)	P	P
5999	Pet Shop (Retail) (22) (23)	P	P
	Computers and Electronics (Retail) (22) (23)	P	P

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8221	Veterinary Clinic and Animal Hospital (34) (35)	P	P

Notes: Uses in East Main Land Use Districts:

(1) Adult theaters and adult retail establishments are subject to the regulations for adult entertainment uses in LUC 20.20.127.

(2) Limited to a maximum of 2,000 gross square feet per establishment.

(3) An agreement shall be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director, restricting senior citizen dwellings or congregate care senior housing to remain for the life of the project.

(4) Drive-in and drive-through facilities are permitted as a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible space. Parking shall comply with LUC 20.25Q.090.A.

(5) Refer to Chapter 20.50 LUC for definitions of child care service, family child care home, and child day care center.

(6) A childcare service may be located in a community facility in any Land Use District pursuant to LUC 20.20.170.E.

(7) Standalone emergency rooms are prohibited.

(8) Boarding and commercial kennels are permitted as a subordinate use to a pet grooming or pet day care meeting the criteria of LUC 20.20.130.

(9) Uses are limited to 1,000 square feet, except for protective functions that are limited to community police stations of 1,500 square feet or less.

(10) A homeless service use requires approval pursuant to LUC 20.20.455.

(11) The location of an off-site parking facility requires Director approval. See LUC 20.25Q.090.D.

(12) Accessory parking requires approval through the review process required for the primary land use that it serves pursuant to this section.

(13) Electric vehicle infrastructure, excluding battery exchange stations, is ancillary to motor vehicle parking and highways and rights-of-way, and is permitted through the applicable review process as a component of that use.

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(14) Refer to LUC 20.20.350 for general requirements applicable to essential public facilities (EPF).

(15) Refer to Part 20.25M LUC, Light Rail Overlay District, for specific requirements applicable to EPF defined as a regional light rail transit facility or regional light rail transit system pursuant to LUC 20.25M.020. A Conditional Use Permit is not required when the City Council has approved a regional light rail transit facility or regional light rail transit system by resolution or ordinance, or by a Development Agreement authorized by Chapter 36.70B RCW and consistent with LUC 20.25M.030.B.1.

(16) Wireless communication facilities (WCFs) are not permitted on any residential structure or site that is developed with a residential use; except WCFs are allowed on mixed-use buildings use buildings that include residential uses. This note does not prohibit locating WCF: on any nonresidential structure (i.e., churches, schools, public facility structures, utility poles, etc.) or in public rights-of-way.

(17) Refer to LUC 20.20.195 for general requirements applicable to WCFs and other communication, broadcast, and relay facilities.

(18) Antenna and associated equipment used to transmit or receive fixed wireless signals when located at a fixed customer location are permitted in all East Main Land Use Districts and are exempt from the requirements of LUC 20.20.010, 20.20.195 and 20.20.525 so long as the antenna and equipment comply with 47 C.F.R. 1.400, now or as hereafter amended. A building permit may be required to ensure safe installation of the antenna and equipment.

(19) Refer to LUC 20.20.730 for general requirements applicable to large satellite dishes.

(20) For the definition of an electrical utility facility, see LUC 20.50.018, and for reference to applicable development regulations relating to electrical utility facilities, see LUC 20.20.255. For new or expanding electrical utility facilities proposed on sensitive sites as described by Map UT-7 of the Utilities Element of the Comprehensive Plan, the applicant shall obtain Conditional Use Permit approval under Part 20.30B LUC, complete an alternative siting analysis as described in LUC 20.20.255.D and comply with decision criteria and design standards set forth in LUC 20.20.255. For expansions of electrical utility facilities not proposed on sensitive sites as described by Map UT-7, the applicant shall obtain Administrative Conditional Use Permit approval under Part 20.30E LUC and comply with decision criteria and design standards set forth in LUC 20.20.255.

(21) A recycling center is allowed as a subordinate use if it is consistent with LUC 20.20.725.

(22) This individual use is limited in size to no greater than 25,000 gross square feet per establishment.

Commented [A6]: Retail size is limited to 25,000 gross square feet per East Main per **Policy S-SW-59:** 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.

(23) All wholesale and retail uses, which offer shopping carts to customers, shall (a) designate a shopping cart containment area as defined in BCC 9.10.010; (b) display signage around shopping cart corrals and at the perimeter of the shopping cart containment area that provides notice that unauthorized removal of a shopping cart from the premises constitutes theft under RCW 9A.56.270 and unauthorized abandonment of a shopping cart more than 100 feet away from the parking area of a retail establishment or shopping cart containment area is a Class 3 civil infraction as defined in RCW 7.80.120; and (c) display information on each shopping cart that is consistent with the labeling requirements of RCW 9A.56.270 and includes a 24-hour toll-free phone number to report abandoned shopping carts. Abandoned shopping carts or shopping carts located outside of a shopping cart containment area constitute a public nuisance under BCC 9.10.030(H) and may be abated through the provisions of Chapter 1.18 BCC.

(24) Food and convenience stores (retail) shall contain at least 75 percent square footage of retail food sales not for consumption on premises.

(25) No on-site outdoor display or inventory storage. Loading and unloading shall not be permitted in the right-of-way.

(26) Battery exchange stations are ancillary to gasoline service stations and are permitted through the applicable review process as a component of that use. Operators of battery exchange stations shall comply with federal and state law regulating the handling, storage, and disposal of batteries.

(27) Drive-in windows and drive-throughs are not permitted.

(28) Microbrewery manufacturing is permitted when combined with an eating and drinking establishment.

(29) Drive-in and drive-through pharmacies are permitted as a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible space.

(30) Handcrafted product manufacturing is permitted subordinate to a retail establishment selling that product; provided, that the manufacturing use occupies not more than 50 percent of the total square footage of the combined establishment.

(31) No unreasonable threat to human health and the environment shall be caused by flammable, dangerous or explosive materials associated with this use.

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(32) Marijuana retail outlet excludes medical marijuana cooperative: Medical marijuana cooperatives, as authorized under RCW 69.51A.250, now or as hereafter amended, are prohibited in Bellevue. See LUC 20.20.535 for general requirements applicable to marijuana uses.

(33) Garden supplies excludes items such as large trees, rock and bulk supplies that require special handling equipment.

(34) See LUC 20.20.130 for general requirements applicable to this use.

(35) Boarding, commercial kennels, pet grooming, and pet daycare are permitted as subordinate uses to a retail pet shop, veterinary clinic or animal hospital meeting the criteria of LUC 20.20.130.

20.25Q.060 Dimensional requirements.

Commented [A7]: Dimensional requirements section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity, including:
- Minimum residential requirement;
- Critical Areas;

A. **Dimensional Chart.**

Chart 20.25Q.060.A sets forth the dimensional requirements applicable to each Land Use District that is mapped in Figures 20.25Q.010.A.

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Chart 20.25Q.060.A Dimensional Requirements in the East Main Transit-Oriented Development Districts				
East Main Land Use District	East Main Transit – Oriented District (Higher Density) Nonresidential (1)	East Main Transit – Oriented District (Higher Density) Residential (1)	East Main Transit – Oriented District (Lower Density) Nonresidential (1)	East Main Transit –Oriented District (Lower Density) Residential (1)
	EM-TOD-H Nonresidential (2)(3)	EM-TOD-H Residential (2)(3)	EM-TOD-L Nonresidential (3)	EM-TOD-L Residential (3)
Minimum Setbacks (4)(5)(6)				
Front	0	0	0	0
Rear	0	0	0	0
Side	0	0	0	0
Minimum Tower Setback above 80 ft where Building Exceeds 100 ft	20 ft	20 ft	N/A	N/A
Maximum Floor Plates above 40 feet gsf/f (6)(7)	30,000 gsf/f	20,000 gsf/f (7)	30,000 gsf/f	20,000 gsf/f
Maximum Floor Plates above 80 feet gsf/f (6)(7)	20,000 gsf/f (8)	13,500 gsf/f	20,000 gsf/f (8)	13,500 gsf/f
Base Building Height	115 ft	230 ft	70 ft	70 ft
Maximum Building Height (10)(11)(12)	230 ft	230 ft	100 ft	100 ft
Maximum Building Height with Mechanical Equipment (10)(11)(12)	250 ft (13)	250 ft (13)	100 ft	100 ft
Base FAR	2.5	3.5	0.5	0.5
Maximum FAR (14)(15)	5.0	5.0	1.0	1.0

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Tower Separation Above 80 ft Where Building Exceeds 100 ft	60 ft	60 ft	N/A	N/A

Notes: Dimensional Requirements in East Main Land Use Districts:

(1) For the purposes of this chart, a building is determined to be nonresidential or residential if more than 50 percent of the gross floor area of the building or tower is devoted to that use.

(2) In the EM-TOD-H Land Use District, all new development shall provide a minimum of 30 percent of total project gross square feet as residential use. No permit, approval or other entitlement for non-residential development shall be granted by the City when building permits have been issued for 60 percent of the non-residential development approved as a component of the Design Review (Part 20.30F LUC) or Master Development Plan (Part 20.30V LUC) capacity for the project limit. The requirements of this Note shall not apply to lots less than three (3) acres in size before January 1, 2021, when the proponent or applicant for a development provides documentation demonstrating that the lot was created pursuant to the subdivision process of Chapter 58.17 RCW.

(3) Hotels and motels shall be considered as residential structures for all dimensional standards except for minimum residential use requirement and maximum floor plate where they shall be considered nonresidential.

(4) See LUC 20.25H.035 for additional critical area setbacks.

(5) Certain non-critical area setbacks on sites in the Critical Areas Overlay District may be modified pursuant to LUC 20.25H.040.

(6) See subsection B of this section for exceptions to the minimum stepback and maximum building floor plate requirements.

(7) For residential buildings less than 80 feet in height, the maximum floor plate per floor is unlimited.

(8) The maximum floor plate between 80 and 150 feet may be increased through an Administrative Departure pursuant to LUC 20.25Q.030.D if the following criteria are met:

a. The maximum allowed floor plates above 80 feet are increased by no more than 25 percent;

b. Any building or portions of buildings located above 40 feet shall include a minimum building separation of 40 feet. The required separation shall provide for a continuous building separation corridor that extends between I-405 and 112th Ave SE;

Commented [A8]: Administrative Departure available consistent with DT-OLB-S (SH request post Dec 2020 draft)

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c. The applicant demonstrates that the increased floor plate size does not affect the light, air or privacy for pedestrians or adjacent properties, and any publicly accessible space that is located in the vicinity; and

d. Complies with all other dimensional standards of this section.

(10) No additional building height above the maximum shall be permitted through the Administrative Departure process.

(11) Maximum building height for any portion of a building located more than 300 feet from Main Street and within 50 feet of the back of sidewalk along 112th Avenue SE shall not exceed 70 feet in height.

(12) Upper-Level Stepbacks are required on all buildings fronting the Pre-Located Street, Potential Streets, and rights-of-way other than 112th Avenue SE. Each building façade shall incorporate a minimum 15-foot-deep stepback at a height between 25 feet and the level of the first floor plate above 40 feet. The dimensional requirements in this Note may be modified pursuant to an Administrative Departure provided in LUC 20.25Q.030.D.

(13) The additional 20 feet allowed for mechanical equipment is uninhabitable space and shall only include improvements or structures required to access, service or screen the mechanical equipment.

(14) The maximum permitted FAR may only be achieved by participation in the FAR Amenity Incentive System, LUC 20.25Q.070. Where residential and nonresidential uses occur in the same building, the FAR is limited to the maximum FAR for the building type as determined in accordance with Note (1).

(15) See LUC 20.25H.045 for calculation of density/intensity on sites in the Critical Area Overlay District.

B. **Exceptions to Dimensional Requirements.**

Exceptions authorized pursuant to this subsection shall be reviewed as Administrative Departures subject to the terms of LUC 20.25Q.030.D.

1. Floor Plate Exceptions.

   a. Connecting Floor Plates. For structures that do not exceed 70 feet in height, the Director may approve the connection of floor plates above 40 feet such that those floor plates exceed the "Maximum Building Floor Area per Floor Above 40 Feet;" provided, that:

      i. The connection is to allow for safe and efficient building exiting patterns;

      ii. The connecting floor area shall include required corridor areas, but may include habitable space;

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iii. The alternative design results in an appearance that each building segment is a separate and distinct building;

iv. The connection shall act as a dividing point between two floor plates, neither of which exceed the maximum floor plate size; and

v. The exterior space below a connected floor plate should support an attractive, inviting, and human-scaled pedestrian experience.

b. Performing Arts Centers may have unlimited floor plates up to 100 feet in height, measured from average finished grade; provided, that:

i. The floor plate exception applies only to that portion of the building that contains the performing arts use;

ii. The area is the minimum area necessary to accommodate the performing arts use;

iii. Subordinate uses do not exceed 25 percent of the total area; and

iv. The ground floor design shall have the highest orientation to pedestrians and shall meet these standards and guidelines:

(1) Transparency: 75 percent minimum;

(2) Weather Protection: 75 percent minimum, six feet deep;

(3) Points of Interest. Every 30 linear feet of the façade, maximum; and

(4) Vehicular Parking or Access. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance;

2. Intrusions into Required Dimensional Standards.

a. Intrusions over the Sidewalk.

i. Marquees, awnings, or other kinds of weather protection that comply with the requirements of LUC 20.25Q.150.A.2.b are permitted to extend over the public right-of-way upon approval of the Director of the Transportation Department and the Director notwithstanding the provisions of the Sign Code, Chapter 22B.10 BCC, or any other City Code.

b. Intrusions into Setbacks.

i. Architectural elements such as louvers and fins may intrude into the setback upon approval of the Director.

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ii. External decks and balconies that intrude into the tower setback are permitted upon approval of the Director.

c. Intrusions into Stepbacks.

i. The Director may approve modifications to the minimum required stepback if:

(1) The applicant can demonstrate that the resulting design will be more consistent with the Design Guidelines of LUC 20.25Q.130 through 20.25Q.160; and

(2) The intrusions for building modulation or weather protection features shall be a maximum of 20 percent of the length of the whole façade, an average depth of 25 percent of the required stepback, and a maximum of 10 feet in length per intrusion.

ii. The Director may approve modifications to the stepback requirements for performing arts centers if:

(1) Interesting roof forms, significant floor plate modulation, significant façade modulation, or other such unique architectural features are provided to minimize impacts to abutting structures.

20.25Q.070 FAR and the amenity incentive system.

Commented [A9]: FAR and amenity incentive system section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity, including:
- Exempt FAR for Affordable Housing is factored into the ratio for the Amenity Incentive option;
- On-site performance for amenities is required in EM;
- Based on Economic Analysis Report

A. **General.**

A building may exceed the base floor area ratio or base building height permitted for development within an East Main District pursuant to LUC 20.25Q.060.A only if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted for the district unless expressly permitted by the terms of this Code.

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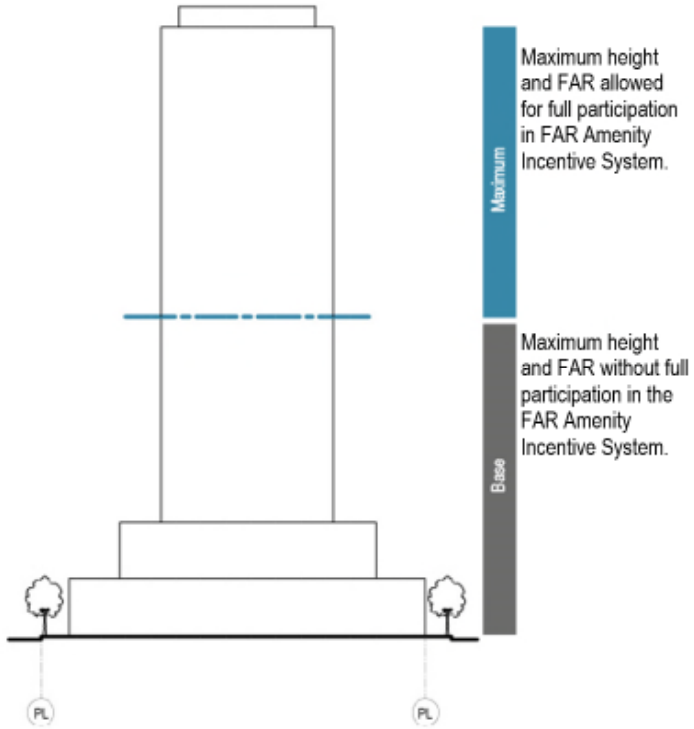

B. **Review Required.**

The Director may approve an amenity that complies with subsection D of this section if all the specific amenity system requirements are satisfied and established design criteria for the amenity have been met.

C. **FAR Exemptions.**

1. FAR Exemption for Ground-Level and Upper-Level Uses. For purposes of applying the Amenity Incentive System, a level shall be considered the ground level so long as less than half of that ground-level story height is located below the average finished grade of the adjacent public right-of-way or pedestrian connection. The single building story immediately above the ground level story and intended to activate the ground level pedestrian environment through demonstrated compliance with the Upper-Level Uses design guidelines contained in LUC 20.25Q.150.C shall be considered an upper level.

a. Ground Level Floor Areas Meeting the Definition of Ground Floor Uses. Except where provided by the terms of this Code, an exemption from calculation of the maximum floor area of up to 1.0 FAR is allowed for each square foot of ground level floor area of ground floor uses that satisfies the requirements of LUC 20.25Q.020 and complies with the following design guidelines:

   i. Transparency: 75 percent minimum;

   ii. Weather Protection: 75 percent minimum, six feet deep;

   iii. Points of Interest. Every 30 linear feet of the façade, maximum; and

   iv. Vehicular Parking or Access. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance.

b. Upper-Level Floor Areas Meeting the Definition of Ground Floor Uses. Each square foot of upper-level floor area of Ground Floor Uses that satisfies the requirements of LUC 20.25Q.020 and complies with the design guidelines contained in LUC 20.25Q.150.C (Upper-Level Uses) shall be eligible for an exemption from the calculation of maximum floor area of up to 0.5 FAR, except where specifically provided by the terms of this Code.

c. Designation of a Ground Floor Use. The Director may approve a Ground Floor Use not otherwise listed in the definition contained in LUC 20.25Q.020, through an Administrative Departure pursuant to LUC 20.25Q.030.D.1, if the following criteria are met:

   i. The use is within a building and supports pedestrian activity;

   ii. The use promotes a high degree of visual and physical interaction between the building interior and the adjacent public realm; and

   iii. The use meets the design criteria in FAR Exemption for Ground-Level and Upper-Level Uses in LUC 20.25Q.150.C, LUC 20.25Q.070.C.1.a and C.1.b, and the design guidelines for the applicable East Specific Main Streetscape in LUC 20.25Q.150.B.

D. **Amenity Incentive Program.**

1. Participation in the Amenity Incentive System shall comply with Chart 20.25Q.070.D.4. Amenity bonus rates and applicability shall follow EM-TOD Land Use Districts shown in Chart 20.25Q.070.D.4.

2. Development within a project limit may only exceed its base FAR or base building height by providing amenities as described in Chart 20.25Q.070.D.4 and this subsection.

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a. Calculation of Required Amenity Incentive Points. The process below shall be used to determine the required amenity incentive points by individual building. There are two conditions that shall guide a building's required amenity incentive points based on its being above or below the base building heights shown in LUC 20.25Q.060.A:

Condition 1: All building floor area is developed below the base building height. In this case, the amount of square footage above the base FAR is equal to the required amenity points.

Condition 2: A portion of the building floor area is developed above the base building height. In this case, the greater of the floor area being constructed above base FAR, or the floor area being constructed above base height divided by two shall count as the required amenity incentive points for each building. For example: A building has 60,000 square feet above base FAR and 30,000 square feet above base building height divided by two = 15,000; the requirement would be 60,000 amenity points. A building with zero square feet above base FAR and 20,000 square feet above base building height divided by two would require 10,000 amenity points.

For multi-building development, the individual building amenity calculations shall be combined for an overall development's required amenity incentive points.

b. Allocation of Amenities. For residential development, the Amenity Incentive System has a focus on Affordable Housing, and for nonresidential development, the focus is on Child Care Service, Potential Streets, and Open Space. A residential development or a residential portion of a development shall earn 75 percent or more of the project's amenity points from the Affordable Housing amenity, as described in Chart 20.25Q.070.D.4. A nonresidential development or a nonresidential portion of a development shall earn 75 percent or more of the project's amenity points from the Child Care Service, Potential Street, or Open Space amenities, as described in Chart 20.25Q.070.D.4. The remaining 25 percent of a project's required amenity points may be earned from any other amenity on the amenity list.

3. In a multi-building development within a single project limit, amenities may be allocated among all buildings within the project limit; provided, that such allocation shall be approved by the Director through a Master Development Plan. If construction of the multi-building development is to be phased, each phase shall provide for a proportionate installation of amenities as established in an approved Master Development Plan phasing plan. No phase may depend on the future construction of amenities.

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4. Amenity Incentive System.

LIST OF BONUSABLE AMENITIES	APPLICABLE LAND USE DISTRICTS AND BONUS RATIOS			
	East Main Transit-Oriented District Higher Density (EM-TOD-H)		East Main Transit-Oriented District Lower Density (EM-TOD-L)	
	Nonresidential	Residential	Nonresidential	Residential
Affordable Housing	N/A	3.2:1	N/A	3.2:1
	Design Criteria:			
	1. Threshold bonus for residential/mixed-use development at up to 80% median income level for rental and up to 80% income level for ownership. 2. Affordable Housing units shall be dispersed throughout the market rate housing building. 3. Design shall be generally consistent with associated market rate housing; provided, that unit size, amenities, and interior finishes may vary from market rate units; and further provided, that the bedroom mix and exterior finishes shall be comparable to the market rate units.			
Potential Streets	6.7:1	5.5:1	6.7:1	5.5:1
	Design Criteria:			
	1. This bonus shall apply only to Potential Streets meeting the requirements of LUC 20.25Q.100.D. 2. Square footage for purposes of calculating amenity points shall not include vehicle or loading drive surfaces.			
Open Space	9.4:1	7.8:1	9.4:1	7.8:1
	Design Criteria:			
	1. This bonus shall apply only to Open Space meeting the requirements of LUC 20.25Q.140.E. 2. Minimum open space size is 3,000 square feet with a maximum bonusable area of 20 percent of the project limit. Open Spaces larger than 10,000 square feet may earn 10 percent additional bonus points if they are designed in a manner to provide for activities to promote general public assembly. 3. Minimum open space size may be met through the linking of smaller open spaces in a cohesive, logical manner with a strong design narrative. 4. Square footage for purposes of calculating amenity points shall not include vehicle or loading drive surfaces.			

Commented [A10]: Ratios based on the recommended exchange rate of $24 per square foot of bonus area for nonresidential and $29 per square foot of bonus area for residential, as provided in the final Economic Analysis Report dated December 10, 2020.

Commented [A11]: Affordable Housing ratio based on the December 10, 2020 Economic Analysis Report recommended set aside rate of 23.77%.

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Stream and Wetland Restoration	41.6 sf building area bonus per $1,000 stream and wetland restoration for nonresidential, and 34.5 sf of building area bonus per $1,000 stream and wetland restoration for residential. The restoration amount does not include land value.			
	Design Criteria:			
	1. A restoration plan shall be prepared by a qualified professional and approved by the City. 2. The restoration bonus shall be applied to improvements above and beyond the City's Critical Areas provision, Part 20.25H LUC. 3. Must be coordinated with public trail system to the greatest extent possible. 4. Minimum 10,000 sq. ft. 5. Shall occur on site. 6. Owner shall provide easement allowing City access for maintenance, monitoring, and trail construction.			
Public Art	41.6:1	34.5:1	41.6:1	34.5:1
	Forty-one and six hundreths bonus points per every $1,000 of appraised art value for nonresidential, and thirty-four and five hundredths bonus points per every $1,000 of appraised art value for residential.			
	Design Criteria:			
	1. Shall be permanent and located outside in areas open to the general public or visible from the adjacent public right-of-way, Pre-Located Street, Potential Street, or Open Space. 2. May be an artist-made object or artist-made integrated feature of the building's exterior or other visible infrastructure such as paving, hand railings, walls, seating, or other elements visible to the public or in publicly accessible areas. 3. Public art can include murals, sculptures, art elements integrated with infrastructure, and special artist-designed lighting. 4. Standalone or landmark artworks shall be at a scale that allows them to be visible at a distance. 5. Value of art to be determined through appraisal accepted by Bellevue Arts Program. 6. Maintenance of the art is the obligation of the owner of that portion of the site where the public art is located for the life of the project.			

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Enhanced Streetscape	7.8:1	6.4:1	7.8:1	6.4:1
	Design Criteria:			
	1. Space between back of curb and building face shall meet the minimum sidewalk and landscape dimensions. This amenity bonus is intended for an additional six to eight feet of activated public space between the back of the required sidewalk/walkway and the building face. 2. Enhanced streetscape shall contain street furniture that is open to the public and intended to support pedestrian activity and comfort, including benches, and movable tables and chairs. 3. The applicant shall comply with three of the five design standards below: a. Additional landscaping such as seasonal pots and plantings. b. Decorative paving. c. Small artistic elements. d. Additional weather protection. e. Other features suggested that assist in activating the space. 4. Visual access shall be provided to abutting commercial spaces.			
Sustainability Certification	Tier 1: Living Building Net Zero Energy; Built Green 5-Star; or LEED Platinum; 0.25 FAR Tier 2: Passivhaus PHIUS+2015 Verification; Built Green 4-Star; or LEED Gold; 0.2 FAR.			
	Design Criteria:			
	1. Buildings shall meet minimum criteria for LEED, Built Green, or Living Building Challenge certification in the chosen category. 2. A performance bond equivalent to the value of the bonus shall be provided to the City by the developer. In the event the project does not achieve the planned rating within 18 months of project completion, the bonded fund shall be used for environmental improvements within East Main identified by the City.			
Child Care Service	8.9:1	7.4:1	8.9:1	7.4:1
	Design Criteria:			
	1. Up to 10,000 square feet per project is eligible for this bonus, any floor area beyond that limit shall not be eligible for amenity bonus points. 2. The floor area delineated for child care service shall be required to remain dedicated to child care service for the life of the project.			

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	3. Applicant shall record with King County Recorder's Office (or its successor agency) and provide a copy to the Director of a binding document allocating those spaces only for child care service for the life of the building. 4. No other uses shall be approved for future tenancy in those spaces dedicated for child care service. 5. Spaces shall provide visual access from the street.

E. **Recording.**

The total amount of bonus floor area earned through the Amenity Incentive System for a project, and the amount of bonus floor area to be utilized on site for that project shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director.

20.25Q.080 Landscape development.

Commented [A12]: Landscape development section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity, including:
- Tree Species selected by Parks;

A. **Street Trees and Landscaping.**

1. Purpose. Landscape development within EM-TOD provides a distinctive visual quality to the district with an emphasis on preserving the natural character of Mercer Slough and Sturtevant Creek. Landscape development enhances the pedestrian environment, promotes a compact, urban pattern of development, reduces the impacts of development on the storm drainage system and water resources, and provides a better transition between the various land use districts surrounding the TOD.

2. Tree Species. Chart 20.25Q.080.A.2 sets forth the location, street tree species, and size required within East Main. The property owner shall install street trees, in addition to any landscaping required by LUC 20.25Q.080.B, according to Chart 20.25Q.080.A.2.

Chart 20.25Q.080.A.2 EM-TOD Required Street Tree Species		
Location	Proposed Street Trees	Tree Size
112th Avenue SE (Main to SE 8th)	Scarlet oak: Quercus coccinia	Large
114th Avenue SE (Main to SE 6th)	Carpinus caroliniana 'Native Flame'	Small
114th Avenue SE (SE 6th to SE 8th)	Cornus 'Starlight'	Small
SE 6th Street	Ulmus 'Frontier'	Medium
SE 8th Street	Quercus bicolor	Large

3. Street Landscaping. Street trees together with shrubs, groundcover and other approved plantings are required in a planter strip along the length of the frontages described in Chart 20.25Q.080.A.2. Vegetation included in the planter strip shall be able to withstand

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urban conditions, shall be compatible with other plantings along the same street, and shall reflect the character of the area within which they are planted, as approved by the Director.

4. Installation and Irrigation.

   a. Installation. Street trees, identified in Chart 20.25Q.080.A.2, shall be at least 2.5 inches in caliper or as approved by the Director, and shall be planted at least 3 feet from the face of the street curb. A street tree planter strip may also include step-off pavers (when adjacent to parallel parking), decorative paving and other plant materials, except grass that requires mowing. The use of planter strips for stormwater treatment is encouraged. Installation shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

   b. Irrigation. A permanent automatic irrigation system shall be provided at the time of installation of the required street trees and sidewalk planter strip landscaping located in a required planter strip. The irrigation system shall be served by a separate water meter installed by the applicant and served by City-owned water supply with 24-hour access by the City. The use of rainwater to supplement irrigation is encouraged. Irrigation system shall be designed per the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

5. Species Substitution. If a required tree species is not available due to circumstances such as disease or pest infestation, it may be substituted with a different species or cultivar as approved by the Director as an Administrative Departure pursuant to LUC 20.25D.030.D. The substitution shall be of the same size and canopy spread as the tree species that is being replaced.

B. On-Site Landscaping.

1. The provisions of LUC 20.20.520, except as they conflict with this section, apply to development in East Main.

2. Site perimeter and parking structure landscaping shall be provided in EM-TOD according to the following chart, Landscape Development Requirements. In addition, street trees may be required by LUC 20.25Q.080.A.2.

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Chart 20.25Q.080.B.2 Landscape Development Requirements			
Land Use District	Street Frontage	Rear Yard	Side Yard
EM-TOD-H EM-TOD-L	If buffering a parking area – 8' Type III (1)	If buffering a surface vehicular access or parking area – 5' Type III (1)	If buffering a surface vehicular access or parking area – 5' Type III (1)
(1) An alternative design may be approved through Alternative Landscaping Option, LUC 20.20.520.J, through the Administrative Departure process contained in LUC 20.25Q.030.D.1.			

C. **Fences.**

1. No fence shall be permitted to violate the sight obstruction restrictions at street intersections. See BCC 14.60.240, as now or hereafter amended.

2. Fences are not permitted adjacent to a street. For residential patios and stoops, fences less than four feet in height may be approved at a street frontage as an Administrative Departure pursuant to LUC 20.25Q.030.D.

3. Prohibited Fences. The following types of fences are prohibited:

   a. Barbed wire.

   b. Electric fences.

   c. Chain link fences are not permitted on any street frontage in EM-TOD except as follows:

      i. To secure a construction site or area during the period of construction, site alteration, or other modification; or

      ii. In connection with any approved temporary or special event use.

20.25Q.090 Parking and circulation.

Commented [A13]: Parking and circulation section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity, including:
- Lower minimum parking requirements and the maximum parking ratios are consistent with light rail and DT-O-1 and DT-O-2;

A. **General.**

The provisions of LUC 20.20.590, except as they conflict with this section, apply to development in East Main.

B. **Minimum/Maximum Parking Requirements by Use – Specified Uses.**

This subsection supersedes LUC 20.20.590.F.1. Subject to LUC 20.20.590.G and 20.20.590.H, the property owner shall provide at least the minimum and may provide no more than the

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maximum number of parking stalls as indicated below unless modified pursuant to applicable departure allowances contained in this section:

Table 20.25Q.090.B EM-TOD Parking Requirements				
			TOD-H, TOD-L	
Use		Unit of Measure	Min.	Max.
a.	Auditorium/Assembly Room/Exhibition Hall/Theatre/Commercial Recreation (1)	Per 8 fixed seats or per 1,000 nsf (if there are no fixed seats)	1.5 (10.0)	2.0 (10.0)
b.	Financial institution	Per 1,000 nsf	1.0	4.0
c.	Office: Business services/professional services/general office	Per 1,000 nsf	1.0	2.7
d.	Office: Medical/dental/health-related services	Per 1,000 nsf	2.0	4.0
e.	Residential (2)	Per unit	0.5 (3) (4)	2.0
f.	Restaurant and bar	Per 1,000 nsf	3.0	15.0
g.	Retail, personal service, shopping center	Per 1,000 nsf	1.0	5.0
h.	Retail and personal service in mixed use development (except Hotel)	Per 1,000 nsf	0.5	3.0
i.	Senior housing: Nursing home (3)	Per patient bed	0.25	0.8
j.	Senior housing: Senior citizen dwelling or congregate care (3)	Per living unit	0.25	0.8

Notes to Parking Requirements:

(1) Room or seating capacity, as specified in the International Building Code, as adopted and amended by the City of Bellevue, at the time of the application, is used to establish the parking requirement.

(2) Visitor parking shall be provided in residential buildings at a rate of one stall per 20 units, but in no case shall the visitor parking be less than one stall. Visitor parking requirements may not be modified through an Administrative Departure

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(3) See LUC 20.20.590.L for affordable housing, market rate multifamily dwelling, and senior housing minimum parking standards when these residential uses are located near frequent transit service.

(4) The minimum requirement for studio apartment units available to persons earning 60 percent or less than the median income as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area is 0.25 stalls per unit. An agreement to restrict the rental or sale of any such units to an individual earning 60 percent or less of the median income shall be recorded with the King County Recorder's Office (or its successor agency), and a copy shall be provided to the Director.

C. **Shared Parking.**

1. General. In East Main, this subsection supersedes LUC 20.20.590.I.1.
2. Subject to compliance with other applicable requirements of City Codes, the Director may approve shared development or use of parking facilities located on adjoining separate properties or for mixed-use or mixed retail use development on a single site through approval of an Administrative Departure pursuant to LUC 20.25Q.030.D and if:
   a. A convenient pedestrian connection between the properties or uses exists;
   b. The availability of parking for all affected properties or uses is indicated by directional signs, as permitted by Chapter 22B.10 BCC (Sign Code); and
   c. The Shared Parking is documented and recorded pursuant to LUC 20.25Q.090.H.
3. Number of Spaces Required.
   a. Where the uses to be served by shared parking do not overlap their hours of operation, the property owner or owners shall provide parking stalls equal to the greater of the applicable individual parking requirements; and
   b. Where the uses to be served by shared parking have overlapping hours of operation, the Director may approve a reduction of up to 20 percent of the total required parking stalls if the following criteria are met and supported by a parking demand analysis pursuant to LUC 20.25Q.090.G:
      i. The parking demand analysis for the proposed mix of shared uses may take into consideration how parking supply for a similar use has been calculated and performed at other locations in Bellevue, where available, or comparable circumstances in other jurisdictions; and

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ii. Required visitor parking for residential uses, and secured/gated parking that is dedicated to residential uses only, shall not be included in the number of parking stalls available for shared use.

D. **Off-Site Parking Location.**

1. General. In East Main, this subsection supersedes LUC 20.20.590.J. Except as provided in subsection D.2 of this section, the Director may approve a portion of the approved parking through approval of an Administrative Departure pursuant to LUC 20.25Q.030.D for a use to be located on a site other than the subject property if the following criteria are met:

   a. Adequate visitor parking exists on the subject property;

   b. Adequate pedestrian, van or shuttle connections between the sites exist;

   c. Adequate directional signs in conformance with Chapter 22B.10 BCC (Sign Code) are provided; and

   d. The Off-Site Parking is documented and recorded pursuant to LUC 20.25Q.090.H.

2. Short-Term Retail Parking Facilities. The Director may approve the development of short-term retail parking facilities (see definition at LUC 20.50.040) not associated with a specific use. Upon the separate approval of an Administrative Departure pursuant to LUC 20.25Q.030.D by the Director, a property owner or owners may satisfy all or a portion of the parking requirement for a specified retail use through an agreement providing parking for the use at a designated short-term retail parking facility; provided, that:

   a. Adequate pedestrian, van or shuttle connections exist between the sites;

   b. Adequate directional signs in conformance with Chapter 22B.10 BCC (Sign Code) are provided; and

   c. The Off-Site Parking is documented and recorded pursuant to LUC 20.25Q.090.H.

E. **Parking Area and Circulation Improvements and Design.**

1. Landscaping. This subsection E.1 supersedes LUC 20.20.590.K.7. The property owner shall provide landscaping as required by LUC 20.25Q.080.

2. Compact Parking. This subsection E.2 supersedes LUC 20.20.590.K.9. The design and designation of up to 65 percent of the spaces for use by compact cars are allowed.

3. Vanpool/Carpool Facilities. For a nonresidential building, Tthe property owner shall provide a vanpool/carpool loading facility that is outside of required driveway or parking

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aisle widths. The facility shall be adjacent to an entrance door to the structure and shall be consistent with all applicable design guidelines.

F. **Bicycle Parking.**

Office, residential, institutional, retail, hotel and motel, and education uses shall provide bicycle parking pursuant to the following standards:

1. Ratio.
   a. Nonresidential uses greater than 20,000 nsf: One space per 10,000 nsf.
   b. Residential uses: One space per every 10 dwelling units.
   c. Hotel and motel uses: 0.05 space per every hotel room.
2. Location. Required bicycle parking shall be provided on site in a secure location.
3. Covered Spaces. At least 50 percent of required bicycle parking shall be covered.
4. Racks. Bicycle rack(s) shall be securely anchored and a bicycle six feet long can be securely held with its frame supported so the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.
5. Size Requirement. Each required bicycle parking space shall be accessible without moving another bicycle.

G. **Director's Authority to Modify Required Parking.**

Through approval of an Administrative Departure pursuant to LUC 20.25Q.030.D.1, the Director may modify the minimum or maximum parking ratio required in this section or the use of shared parking or off-site parking as follows:

1. The modified parking ratio or the use of shared parking or off-site parking is supported by a parking demand analysis performed by a professional independent traffic engineer and provided by the applicant; and
2. The parking demand analysis adheres to professional methods and is supported by:
   a. Documentation supplied by the applicant regarding actual parking demand for the proposed use;
   b. Evidence in available planning and technical studies relating to the proposed use; and/or
   c. Required parking for the proposed use as determined by other compatible jurisdictions.

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3. Periodic Review. The Director may require periodic review of the proposed review of the reduced parking supply to ensure the terms of the approval are being met.

4. To increase the maximum parking ratio, the applicant must show that shared or off-site parking is not available or adequate to meet demand.

5. Any required Transportation Management Program will remain effective.

H. Documentation Required. Prior to establishing shared parking or off-site parking, or any use to be served thereby, the property owner or owners shall file with the King County Recorder's Office (or its successor agency) a written agreement approved by the Director providing for the shared parking or off-site parking use. The agreement shall be recorded on the title records of each affected property and a copy of the recorded document shall be provided to the Director.

20.25Q.100 Street and pedestrian circulation standards.

Commented [A14]: Street and pedestrian circulation standards section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity, including:
- Pedestrian and bicycle connectivity;
- Pre-Located Street (using DT Through-Block Connection framework);
- Potential Streets (using DT Alleys with Addresses framework/"C" ROW);
- Block size and length per Council direction in SS #1

A. **Perimeter Streets.**

1. Sidewalk Widths. The minimum width of a perimeter sidewalk shall be as prescribed in Table 20.25Q.100.A.1, plus a six-inch curb. A five-foot planter strip shall be included within the prescribed minimum width of the sidewalk.

Table 20.25Q.100.A.1 Sidewalk Widths	
Perimeter Street	Sidewalk Width
112th Avenue SE (Main to SE 8th Street)	16 feet
114th Avenue SE (Main to SE 8th Street)	12 feet
Main Street	12 feet
SE 6th Street	12 feet
SE 8th Street	12 feet

2. Unobstructed Travel Path. Within the width of the walkway or sidewalk, at least six feet of unobstructed travel path shall be maintained for safe pedestrian access in new development.

3. Planter Strips. Planter strips shall be at least five feet wide and as long as the street frontage, excluding curb cuts, driveways, and spacing for utilities. Planter strips shall be located adjacent to the curb unless precluded by existing utilities that cannot be reasonably relocated. Pursuant to LUC 20.25Q.030.D.1, the Director may approve an Administrative Departure for the location or size of planter strips if the applicant is

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unable to meet the requirements of this subsection due to utility placement or other obstructions that are out of the applicant's control.

B. **Pedestrian and Bicycle Route.**

1. Intent. Pedestrian and bicycle routes are critical to East Main's success and will allow greater permeability through East Main. The routes are used for transit station accessibility, access to the Lake Washington Loop Trail, and an accessible passageway through a site.

2. Standards and guidelines.

   a. Location. A pedestrian and bicycle route shall connect 112th Avenue SE to 114th Avenue SE. The route shall be no closer than 350 feet from Main Street or the Pre-Located Street. The proposed application for Master Development Plan, or Design Review if a Master Development Plan is not required, shall identify the location of the pedestrian and bicycle route.

   b. Minimum width. The minimum width of the pedestrian and bicycle route is 14 feet.

   c. Design.

      i. Form a logical and direct route between 112th Avenue SE and 114th Avenue SE;

      ii. Provide access that complies with the Americans with Disabilities Act;

      iii. Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;

      iv. Provide lighting that is appropriately scaled for its public users, compatible with the landscape design, and improves safety;

      v. Be developed as a combination walkway and bicycle path; and

      vi. Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the pedestrian and bicycle route to ensure that the connection is used, feels safe, and is not isolated from view.

   d. Hours. The pedestrian and bicycle route shall be open at all times.

   e. Legal Agreement. Owners of property that are required to provide a bicycle and pedestrian route as part of the Design Review process shall execute a legal agreement providing that such property is subject to a nonexclusive right of use and access by the public.

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f. Signage. Directional signage shall identify circulation routes for all users and be visible from all points of access. Walkways and cycleways shall be delineated on the surface of the route. Signage shall comply with all applicable City Codes, including the Transportation Department Design Manual.

C. **Pre-Located Street.**

1. Intent. The Pre-Located Street shall create a new street to accommodate vehicular, bicycle, and pedestrian circulation into and through East Main from 112th Avenue SE to 114th Avenue SE and to reduce the scale of the blocks within East Main.

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2. Pre-Located Street Map.

Figure 20.25Q.100.C.2

3. Standards.

   a. The Pre-Located Street shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, as now or hereafter amended.

   b. Minimum Width and Configuration.

      i. Vehicular travel lane – 10 feet.

      ii. Sidewalk – 10 feet.

iii. Parking Lane/Enhancement Zone – 10 feet. The Parking Lane/Enhancement Zone acts as a flexible space that buffers the sidewalk from moving traffic. This Zone accommodates elements such as on-street parallel parking, street trees, planter strips, and street furniture, and ensures these elements are located and arranged in a way to enhance the pedestrian experience. This Zone may contain a mixture of one or more of the following elements and shall be in addition to the minimum requirements provided in other subsections in this section and other sections in this Part:

(1) Trees, landscaping and planter strips;

(2) On-Street Parking; and

(3) Street Furniture, including seating, lighting, bicycle racks, or similar feature intended to enhance the pedestrian experience.

iv. The Pre-Located Street may be straight or curved.

c. Location. The Pre-Located Street is required north of the existing east-west property lines and as provided in Figure 20.25Q.100.C.2. The Director may approve a location shift on the Pre-Located Street; provided, that it provides the intent in subsection C.1 of this section.

d. Entire Segment. If development is built north of the Pre-Located Street, and within 100 feet of the south edge of the Pre-Located Street as shown in Figure 20.25Q.100.C.2 of this section, the applicant shall construct the entire segment of the Pre-Located Street along the length of the project limit adjacent to the Pre-Located Street at the time of such development. When the project is phased, the Director may approve an interim Pre-Located Street to accommodate an existing structure or impediment located in a future phase, provided that the interim Pre-Located Street shall be at least 40 feet in width, and that the interim Pre-Located Street improvements satisfy the intent of this section and shall be replaced by permanent Pre-Located Street improvements that strictly comply with the requirements of this section at the time any development occurs on any portion of the site containing the existing structure or impediment and allocated for this future phase.

Commented [A15]: Interim condition to allow existing Hilton structure to remain (SH request post Dec 2020 draft)

e. Hours. Pre-Located Street shall be open at all times.

f. Legal Agreement. Owners of property that are required to provide the Pre-Located Street as part of the Design Review process shall execute a legal agreement providing that such property is subject to a nonexclusive right of use and access by the public.

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g. Signage. Directional signage shall identify circulation routes for all users and be visible from all points of access. Signage shall comply with all applicable City Codes, including the Transportation Department Design Manual.

4. Guidelines. The Pre-Located Street shall:

a. Form logical routes from its origin to its destination;

b. Offer diversity in terms of activities and pedestrian amenities;

c. Incorporate design elements of adjacent rights-of-way, such as paving, landscaping, and signage to identify the Pre-Located Street as a public space;

d. Accentuate and enhance access to the Pre-Located Street from the rights-of-way and other pedestrian, bicycle or vehicular connections by use of multiple points of entry that identify it as a public space;

e. Identify the Pre-Located Street as a public space through clear and visible signage;

f. Provide lighting that is appropriately scaled for its public users, compatible with the landscape design, and improves safety;

g. Provide high-quality design and durable materials;

h. Provide landscaping to define and animate the space wherever possible;

i. Incorporate trees and landscaping to provide enclosure and soften the experience of the built environment;

j. The use of artistic elements and water features is encouraged to provide moments of interest for the user;

k. Provide access that complies with the Americans with Disabilities Act;

l. Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;

m. Be developed as a combination walkway, bicycle path, and vehicular lane;

n. Incorporate decorative lighting and seating areas; and

o. Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the Pre-Located Street to ensure that the connection is used, feels safe, and is not isolated from view.

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D. **Potential Streets.**

1. Intent. Potential Streets shall be installed where necessary to accommodate pedestrians and bicycles, or pedestrians, bicycles and vehicles, within and through East Main and to meet the requirements of this section. Potential Streets shall have a high orientation to pedestrians with any vehicular activity being secondary to the pedestrian. This is achieved by emphasizing the relationship between the vertical street wall and the ground plane devoted to the Potential Street. This relationship should emphasize, to the greatest extent possible, both physical and visual access into and from the structure at frequent intervals, as well as the amenities and features of the outside pedestrian space. To achieve the intended level of vitality, design diversity, and pedestrian activity on a Potential Street, retail, restaurant, and other commercial entries shall be provided for in the design. Ground floor live/work units and residential units with stoops can also help to bring life to the paths with multiple entrances and meaningful transparency along the building frontage.

2. Standards.

   a. Potential Streets shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, as now or hereafter amended.

   b. Width and Configuration. Potential Streets shall have a minimum 20 feet in width exclusive of drive lane widths. Potential Streets may be straight or curved.

   c. Location. Potential Streets shall connect to other Potential Streets, 112th Avenue SE, 114th Avenue SE, SE 6th Street, SE 8th Street, the Pre-Located Street, or Open Space.

   d. Hours. Potential Streets shall be open at all times.

   e. Potential Streets shall meet the intent, standards and guidelines in LUC 20.25Q.150.B.2.

   f. Each tenant space shall have an exterior entrance facing the Potential Street and be addressed off the Potential Street.

   g. Legal Agreement. Owners of property that are required to provide any Potential Streets as part of the Design Review process shall execute a legal agreement providing that such property is subject to a nonexclusive right of use and access by the public.

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h. Signage. Directional signage shall identify circulation routes for all users and be visible from all points of access. Signage shall comply with all applicable City Codes, including the Transportation Department Design Manual.

3. Guidelines.

a. Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way or Pre-Located Street to identify it as part of the public realm.

b. Potential Streets may be covered in some areas but shall not be enclosed.

c. Access from the public right-of-way, other Potential Streets, Open Space, and Pre-Located Street should be encouraged and enhanced by multiple clear points of entry that identify the Potential Street as a public space. Access through the site should form a clear circulation logic.

d. Wayfinding, signage, symbols, and lighting should identify the alley as a public space.

e. Design of the ground-level and upper-level uses should relate to the Potential Street and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color.

f. Variation should be incorporated into the design by including dimensional and level changes at both the ground plane and building walls.

g. Pedestrian-scaled lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare. Design should be high quality, and materials should be durable and convey a sense of permanence.

h. Landscaping should be used to animate and soften the space. The use of art and water is also encouraged.

i. Automobile access and use shall be secondary to pedestrian use and movement. Potential Street design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in a Potential Street when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours.

j. Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.

k. Provide a finer-scaled building design at the pedestrian level to emphasize the pedestrian realm and to provide scale relief from the primary massing.

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E. **Block Size and Length.**

1. Perimeter Block Size. The total perimeter distance of a block shall not exceed 1,300 feet, except as provided in subsection E.4 of this section.
2. North-South Block Length. The maximum north-south block length shall not exceed 350 feet except as provided in subsection E.4 of this section.
3. For the purpose of measuring perimeter distance and block length, a block may be formed by an interconnected grid system of the Pre-Located Street as provided in subsection C of this section, Potential Streets as provided in subsection D of this section, and Open Spaces as provided in LUC 20.25Q.140.E. Where a Potential Street or Open Space is used to meet the perimeter distance and block length required by subsection E.1 and E.2 of this section, such Potential Street or Open Space, or portion thereof, shall have a minimum width of 50 feet.
4. Exceptions.
   a. 114th Avenue SE. Block size and length requirements shall not apply to the any project limit wholly contained within 200 feet from 114th Avenue SE.
   b. Sturtevant Creek. Block size and length requirements shall not apply to the any lot or project limit wholly contained within 400 feet of Sturtevant Creek, as measured from the top-of-bank.

20.25Q.110 Pedestrian bridge.

Commented [A16]: Pedestrian bridge section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity, including:
- Removing DA requirement, replaced with Director approval

A. **Where Permitted.**

This Chapter does not apply to pedestrian bridges that are owned by public entities and located wholly within City of Bellevue or Sound Transit public right-of-way. One pedestrian bridge over the public right-of-way may be allowed at or near Sound Transit's East Main Light Rail Station in the following location:

1. On 112th Avenue SE, within 200 feet north or south of Sound Transit's East Main Light Rail Station.

B. **Public Benefit Required.**

The Director of Development Services or the Director of Transportation may approve, or approve with modifications, a proposed East Main pedestrian bridge provided the following criteria are met:

1. The bridge improves pedestrian mobility;
2. The bridge does not detract from street level activity; and

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3. The bridge functions as part of the public realm.

C. **Development Standards.**

The East Main pedestrian bridge shall be developed in compliance with the following standards:

1. The bridge shall be open from at least 6:00 a.m. to midnight, or during the hours of Sound Transit's light rail service operating hours, whichever is greater. Signs shall be posted in clear view stating that the pedestrian bridge is open to the public during these hours;
2. The bridge connects from within 200 feet of Sound Transit's East Main Station to the west, to the upper-level publicly accessible space within East Main, east of 112th Avenue SE. Upper-level connections shall provide a graceful and proximate connection between the sidewalk and the bridge level that is visible and accessible from the sidewalk. The vertical connection shall occur within 50 feet of the sidewalk;
3. Vertical circulation elements shall be designed to indicate the bridge is a clear path for crossing the public right-of-way;
4. Directional signage shall identify circulation routes for all users;
5. Structures connected by the bridge shall draw pedestrians back to the sidewalk at the ground level immediately adjacent to both ends of the pedestrian bridge;
6. It is preferred that the bridge remain unenclosed on the sides, but allow enclosure or partial enclosure if the applicant demonstrates it is necessary for weather protection;
7. Visual access shall be provided from the sidewalk and street into the bridge;
8. The bridge may not diverge from a perpendicular angle to the right-of-way by more than 30 degrees;
9. The interior width of the bridge, measured from inside face to inside face shall be no less than 10 feet and no more than 14 feet;
10. The bridge shall be located at the second building level, with adequate vertical clearance, as determined by the Director of Transportation. In no case shall the minimum vertical clearance be less than 16 feet above the grade of the public right-of-way;
11. Impacts on view corridors, as described in LUC 20.25Q.130.A and E, shall be minimized;
12. Impacts on the function of City infrastructure, including but not limited to utilities, lighting, traffic signals, etc., shall be avoided or mitigated;

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13. Lighting shall be consistent with public safety standards;
14. Signage on the exterior of the bridge, or on the interior of the bridge that is visible from a public sidewalk or street is not permitted;
15. The bridge shall be architecturally distinct from the structure that it connects; and
16. The bridge shall exhibit exemplary artistic or architectural qualities.

D. Public Access – Legal Agreement.

1. Owners of property that is used for pedestrian bridge circulation and access between the bridge and public sidewalk shall execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of bridge operation.
2. The agreement shall provide that the public right for pedestrian use shall be enforceable by the City of Bellevue, and the City shall have full rights of access for the pedestrian bridge and associated circulation routes for purposes of enforcing the rights of the public under this agreement.
3. Owners of property subject to this legal agreement shall maintain the pedestrian access route and may adopt reasonable rules and regulations for the use of this space; provided, that the rules and regulations are not in conflict with the right of pedestrian use and access and consistent with this section.
4. The agreement shall be recorded with the King County Recorder's Office or its successor agency and a copy provided to the Director.

20.25Q.120 Green and sustainability factor.

Commented [A17]: Green and sustainability factor section is the same as in DT.

A. **General.**

All new development shall provide landscaping and other elements that meet a minimum Green and Sustainability Factor score. All required landscaping shall meet standards promulgated by the Director to provide for the long-term health, viability, and coverage of plantings. These standards may include, but are not limited to, the type and size of plants, spacing of plants, depth of soil, and the use of drought-tolerant plants. The Green and Sustainability Factor score shall be calculated as follows:

1. Identify all proposed elements, presented in Table 20.25Q.120.A.5.
2. Multiply the square feet, or equivalent unit of measurement where applicable, of each landscape element by the multiplier provided for that element in Table 20.25Q.120.A.5 according to the following provisions:

a. If multiple elements listed in Table 20.25Q.120.A.5 occupy the same physical area, they may all be counted. For example, groundcover and trees occupying the same physical space may be counted under the ground cover element and the tree element.

b. Landscaping elements and other frontage improvements in the right-of-way between the lot line and the roadway may be counted.

c. Elements listed in Table 20.25Q.120.A.5 that are provided to satisfy any other requirements of Part 20.25Q LUC may be counted.

d. Unless otherwise noted, elements shall be measured in square feet.

e. For trees, large shrubs and large perennials, use the equivalent square footage of each tree or shrub provided in Table 20.25Q.120.A.5. Tree sizing shall be determined by the Green and Sustainability Factor Tree List maintained by the Director in the Development Services Department. If a tree species is not included on the list, the Director shall determine the size of the proposed tree species.

f. For green wall systems, use the square footage of the portion of the wall that will be covered by vegetation at three years. Green wall systems shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green and Sustainability Factor Score.

g. All vegetated structures, including fences counted as vegetated walls shall be constructed of durable materials, provide adequate planting area for plant health, and provide appropriate surfaces or structures that enable plant coverage. Vegetated walls shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green and Sustainability Factor Score.

h. For all elements other than trees, large shrubs, large perennials, green walls, structural soil systems and soil cell system volume; square footage is determined by the area of the portion of the horizontal plane that lies over or under the element.

i. All permeable paving and structural soil credits may not count for more than one-third of a project's Green and Sustainability Factor Score.

3. Add together all the products calculated in Table 20.25Q.120.A.5 to determine the Green and Sustainability Factor numerator.

4. Divide the Green and Sustainability Factor numerator by the lot area to determine the Green and Sustainability Factor score. A development shall achieve a minimum score of 0.3.

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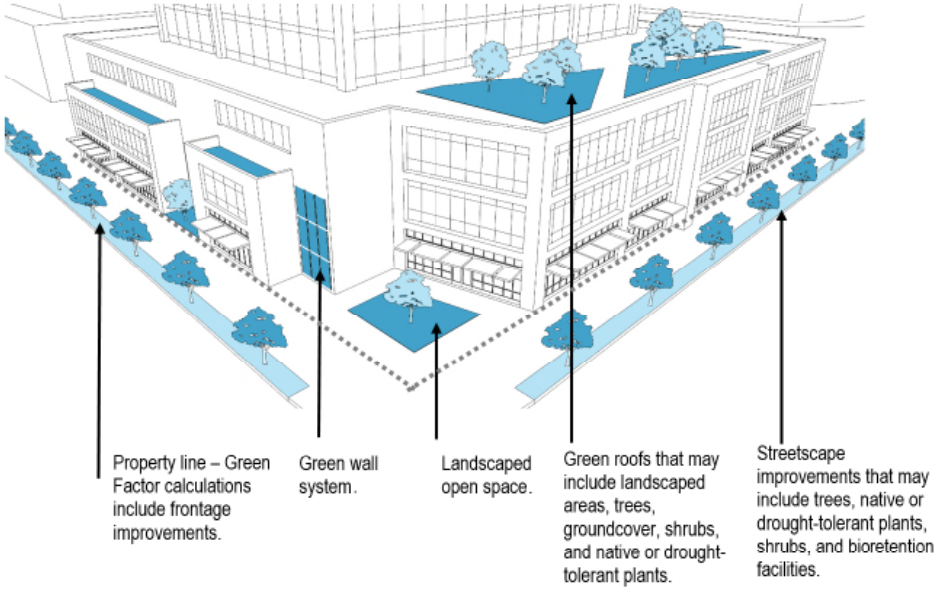
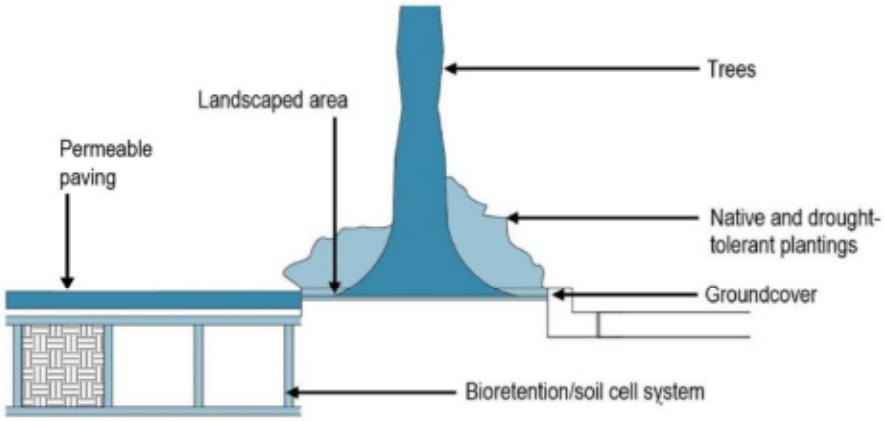
5. The Director has the final authority in determining the accuracy of the calculation of the Green and Sustainability Factor score.

Table 20.25Q.120.A.5.		
A. Landscape Elements		**Multiplier**
	1. Bioretention Facilities and Soil Cells. Bioretention facilities and soil cells shall comply with Bellevue's Storm and Surface Water Engineering Standards. Bioretention facilities shall be calculated in horizontal square feet. The soil cell systems shall be calculated in cubic feet. The volume of the facility shall be calculated using three feet of depth or the depth of the facility, whichever is less.	1.2
	2. Structural Soil Systems. The volume of structural soil systems can be calculated up to three feet in depth. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using three feet of depth or the depth of the facility, whichever is less.	0.2
	3. Landscaped Areas with Soil Depth Less than 24 Inches.	0.1
	4. Landscaped Areas with Soil Depth of 24 Inches or More.	0.6
	5. Preservation of Existing Trees. Existing trees – proposed for preservation shall be calculated at 20 square feet per inch d.b.h. Trees shall have a minimum diameter of six inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	1.0
	6. Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 square feet per inch d.b.h. and shall have a minimum diameter of six inches at d.b.h.	0.1
	7. Shrubs or Large Perennials. Shrubs or large perennials that are taller than two feet at maturity shall be calculated at 12 square feet per plant.	0.4

	8. Small Trees. Small trees shall be calculated at 90 square feet per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	0.3
	9. Medium Trees. Medium trees shall be calculated at 230 square feet per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	0.3
	10. Large Trees. Large trees shall be calculated at 360 square feet per tree. Consult with the Green and Sustainability Factor Tree List for size classification of trees.	0.4
B. Green Roofs		
	1. Green Roof, Two to Four Inches of Growth Medium. Roof area planted with at least two inches of growth medium, but less than four inches of growth medium.	0.4
	2. Green Roof, at Least Four Inches of Growth Medium. Roof area planted with at least four inches of growth medium.	0.7
C. Green Walls		
	1. Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of three years' growth. A year-round irrigation and maintenance plan shall be provided.	0.2
	2. Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.	0.7
D. Landscape Bonuses		
	1. Food Cultivation. Landscaped areas for food cultivation.	0.2
	2. Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	0.1
	3. Landscape Areas at Sidewalk Grade.	0.1

	4. Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.	0.2
E. Permeable Paving		
	1. Permeable Paving, Six to 24 Inches of Soil or Gravel. Permeable paving over a minimum of six inches and less than 24 inches of soil or gravel.	0.2
	2. Permeable paving over at least 24 inches of soil or gravel.	0.5
F. Publicly Accessible Bicycle Parking		
	1. Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at nine square feet per bike locking space and shall be visible from sidewalk or public area.	1.0
	2. Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 square feet per locker, and shall be visible from public areas and open for public use.	1.0


Property line – Green Factor calculations include frontage improvements.
Green wall system.
Landscaped open space.
Green roofs that may include landscaped areas, trees, groundcover, shrubs, and native or drought-tolerant plants.
Streetscape improvements that may include trees, native or drought-tolerant plants, shrubs, and bioretention facilities.


Trees
Landscaped area
Permeable paving
Native and drought-tolerant plantings
Groundcover
Bioretention/soil cell system

20.25Q.130 Design guidelines.

Commented [A18]: Design guidelines section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity.

A. **Relationship to Height and Form of Other Development.**

1. Intent. Each new development provides an opportunity to enhance the aesthetic quality of East Main and its architectural context. The relationship that a development has to its environment is a part of creating a well-designed, accessible, vibrant community.

2. Guidelines.

   a. Architectural elements should enhance, not detract from, the area's overall character;

   b. Locate the bulk of height in multi-building projects away from lower intensity Land Use Districts;

   c. Minimize off-site impacts from new development, such as lights and noise, by directing them away from adjacent properties and less intense uses;

   d. Incorporate human-scaled architectural elements at a scale and location that ensures detailing is proportionate to the size of the building; and

   e. Use forms, proportions, articulation, materials, colors and architectural motifs that are suggested by and complement adjacent buildings.

B. **Relationship to Publicly Accessible Open Spaces.**

1. Intent. Publicly accessible open spaces are provided for public enjoyment and are areas of respite for those who live and work in the area. Publicly accessible open spaces provide numerous benefits for people including: active and passive recreation, a place to sit and gather, a place for events, and relief from the built environment. Any negative impacts from new projects to adjacent publicly accessible spaces should be minimized.

2. Guidelines.

   a. Organize buildings and site features to preserve and maximize solar access into existing and new public open spaces wherever possible;

   b. When designing a project base or podium, strive to enhance the user's experience of adjacent public open spaces. For example, views of an adjacent existing public open space can be framed by new development; and

   c. Promote use and visual and physical accessibility of publicly accessible open spaces through site and building design.

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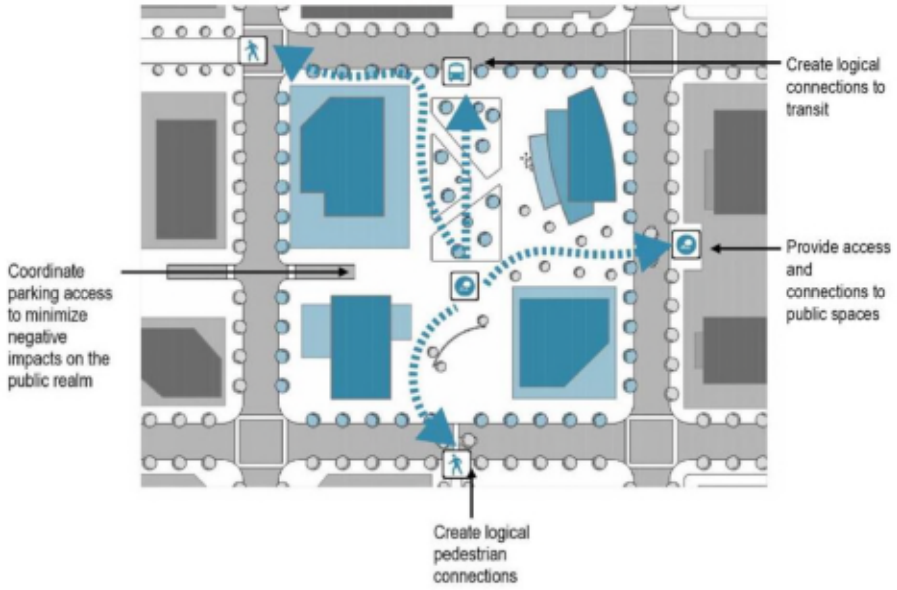
C. **Relationship to Transportation Elements.**

1. Intent. East Main residents, employees, and visitors depend on safe, inviting, efficient transportation options. New development is a key link in creating a reliable transportation system with connections to different modes of transportation that place an emphasis on safety for the pedestrian.

2. Guidelines.

   a. Create logical connections to transit options, walking and biking trails, pedestrian routes, and streets; and

   b. Coordinate service and parking access to maximize efficiency and minimize negative impacts on adjacent land uses and the public realm.



D. **Emphasize Gateways.**

1. Intent. Entrances and transitions into and within East Main should be celebrated.

2. Standard. Gateways are required in the following locations and shall be visible from and accessible to the Sound Transit East Main Station. Locations include (1) the intersection of Main Street and 112th Avenue SE; and (2) the east side of 112th Avenue SE across from the Sound Transit East Main Station.

3. Guideline. Use architectural and site design elements to emphasize gateways. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of "entering" or moving into East Main.

E. **Maximize Sunlight on Surrounding Area.**

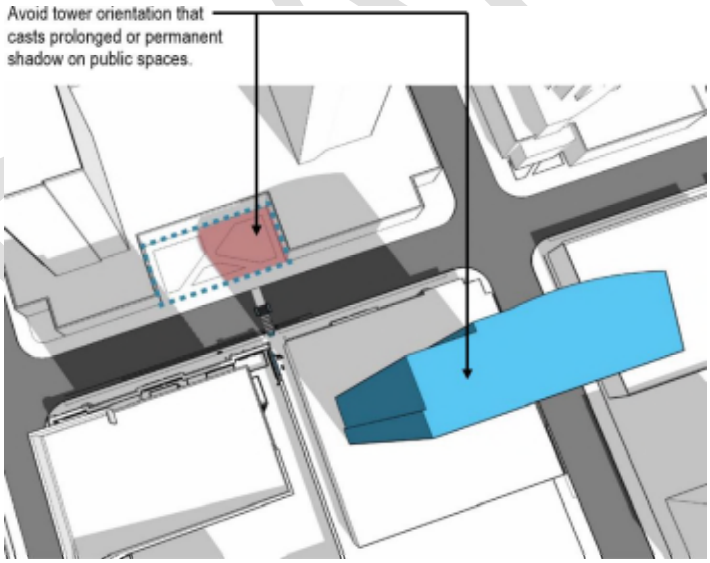
1. Intent. Outdoor spaces are more enjoyable and functional if they are filled with sunlight. Loss of sunlight and sky view reduces the comfort, quality, and use of publicly accessible open space. Trees and vegetation need sunlight to thrive.

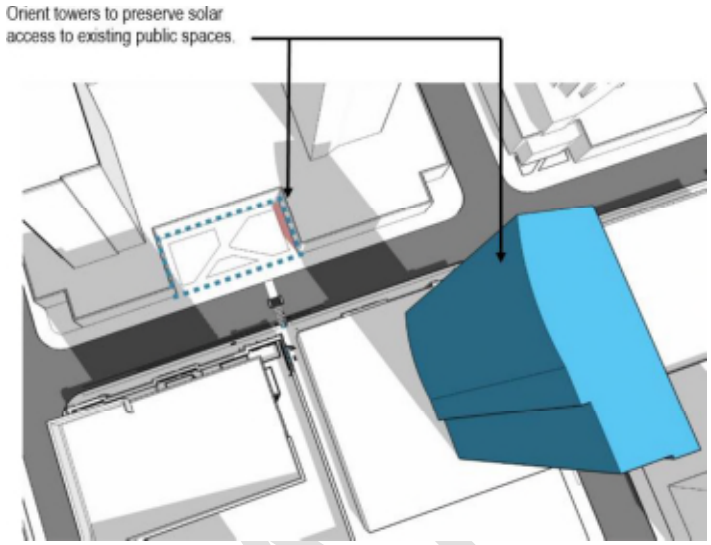
2. Guidelines.

   a. Evaluate alternative placement and massing concepts for individual building sites at the scale of the block to ensure the greatest amount of sunlight and sky view in the surrounding area;

   b. Maximize sunlight and sky view for people in adjacent developments and streetscape; and

   c. Minimize the size of shadows and length of time that they are cast on pedestrians in the streetscape.





20.25Q.140 Site organization.

Commented [A19]: Site organization section follows the same structure as in DT, and modified for EM-specific policies and conditions and for clarity, including:
- Open space;
- Standards from the amenity incentive chart have been incorporated into this section.

A. **Introduction.**

East Main is unique in its long block configurations positioned between 112th Avenue SE to the west and Interstate 405 to the east. These blocks, which are longer than the 600-foot superblocks of Downtown (measured north-south), offer flexibility in site design. However, they also create a greater need to provide for ground-level activation and coordinated internal circulation.

B. **On-Site Circulation.**

1. Intent. The vitality and livability of East Main are dependent on a safe, walkable environment that prioritizes the pedestrian and reduces conflicts between pedestrians and other modes of transportation. The design should encourage the free flow of pedestrians, cyclists, and cars onto, off, and through the site. Walkability includes the creation of Pre-Located Street, Potential Streets, Open Space, Pedestrian and Bicycle Routes, and other paths that offer attractive and convenient connections from the Sound Transit East Main Station and away from heavy arterial traffic. These connections also break down the long blocks into a pedestrian-friendly grid.

2. Guidelines.

a. Site Circulation for Servicing and Parking.

i. Minimize conflicts between pedestrians, bicycles, and vehicles;

ii. Provide access to site servicing and parking at the rear of the building from a lane or shared driveway when possible;

iii. Provide access to site servicing, such as loading, servicing, utilities, vehicle parking, either underground or within the building mass and away from the public realm and public view;

iv. Minimize the area of the site used for servicing through the use of shared infrastructure and shared driveways;

v. Provide service access through the use of through-lanes rather than vehicle turnarounds, if possible; and

vi. Locate above-ground mechanical and site servicing equipment away from the public sidewalk, the Pre-Located Street, Potential Street, Open Space, pedestrian and bicycle routes, and other spaces designated open to the public.

b. On-Site Passenger and Guest Loading Zones, Porte Cocheres, and Taxi Stands.

i. Plan for increased activity found in passenger and guest loading areas during site plan development. Loading functions shall take place on private property, except as provided below;

ii. Locate passenger and guest loading zones and taxi stands so that the public right-of-way will remain clear at all times;

iii. Locate passenger and guest loading zones and taxi stands to minimize conflicts with pedestrians and other modes of transportation. Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians, bicyclists, and other modes of transportation;

iv. Walkways should be placed to provide pedestrian access from the public sidewalk to the building entry without requiring pedestrians to walk in the driveway or come into conflict with vehicles;

v. Pull-through drives should have one lane that is one-way where they enter from and exit to the street;

vi. Long-term parking is not allowed in passenger and guest loading areas; and

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vii. If private bus activity is anticipated, provide an off-street passenger loading area for this size of a vehicle. Passenger loading functions may not take place in the public right-of-way;

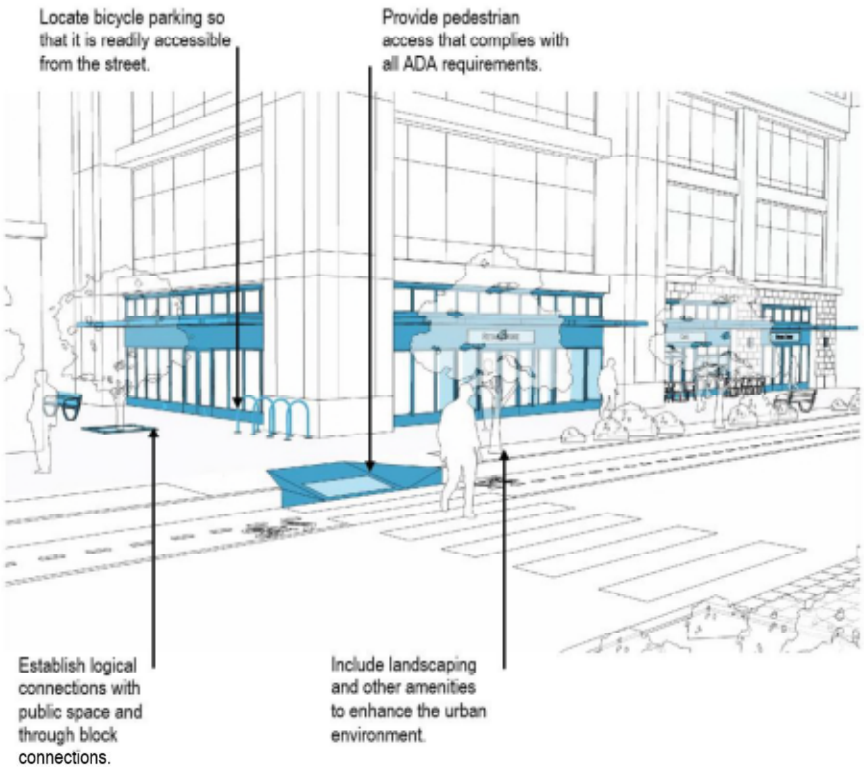
c. **Pedestrian and Cycling Connections.**

i. Include direct, logical, safe, and continuous routes for pedestrians and cyclists;

ii. Provide pedestrian access through the site that is available to all and consistent with the Americans with Disabilities Act;

iii. Include trees, landscaping, pedestrian-scale lighting, and other amenities that enhance use of such connections during every season; and

iv. Locate bicycle parking so that it has direct and visible access to the public street, building entrances, transit, and other bicycle infrastructure.



C. **Relationship to I-405.**

1. Intent. East Main residents, employees, and visitors should enjoy healthy spaces to live, work, and play.

2. Guideline. Where reasonably feasible, locate housing, child care service, active open space, and other sensitive land uses further from I-405 and closer to 112 Avenue SE near the Sound Transit East Main Station.

D. **Building Entrances.**

1. Intent. Direct access from the public sidewalk to each building animates the street and encourages pedestrian activity to occur in the public realm rather than inside the building.

2. Guidelines. To enhance walkability, safety, and security, ensure that the primary building entrances front onto major public streets, including 112th Avenue SE, SE 6th Street, and SE 8th Street, and ensure entrances are well defined, clearly visible, and accessible from the adjacent public sidewalk.

E. **Open Space.**

1. Intent. Open Space is an integral part of EM-TOD Districts because it provides people a place for recreation, gathering, and reflection in a built environment. A vibrant East Main includes open spaces that encourage active and passive recreation, gathering, spontaneous and planned events, and the preservation of the natural environment.

   a. Develop a hierarchical, landscaped, and functional open space system in East Main that serves the immediate area and connects with the larger Bellevue Parks and trails system and the East Main Station.

   b. Create opportunities for gathering in and around these open spaces.

   c. Establish a public or publicly accessible open space system in the station area that incorporates:

      i. Abundant landscaping;

      ii. Well-integrated public or publicly accessible plazas, paths, open spaces and other gathering places; and

      iii. A clearly-defined public or publicly accessible pedestrian system that is connected to destinations within and surrounding the station area.

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2. Standards.

   a. Size. Each development in East Main shall provide Open Space in the amount of 10 percent of the project limit; provided, that the Open Space shall be no less than 3,000 square feet in size. In no event shall the Open Space be required by the Director to exceed one acre in size. Open spaces may be consolidated to allow larger open spaces in locations that are accessible to, and visible from, the light rail station. The Open Space shall be provided on-site within the project limit; within 30 inches of the right-of-way, Potential Street, Pre-Located Street, or other Open Space; and with physical and visual access from the adjacent right-of-way, Potential Street, Pre-Located Street, or other Open Space. Vehicle and loading drive surfaces shall not be counted as Open Space.

   b. Modification of the Open Space size. The Director may approve a modification to reduce the 10 percent requirement for open space through an Administrative Departure pursuant to LUC 20.25Q.030.D.1; provided, that the following minimum criteria are met:

      i. The Open Space is not less than 3,000 square feet in size;

      ii. The Open Space is functional and is not made up of isolated unusable fragments; and

      iii. The Open Space meets the design criteria for Open Space in the floor area ratio and Amenity Incentive System, Chart LUC 20.25Q.070;

   c. Location. Open Space provided north of the Pre-Located Street as shown in Figure 20.25Q.100.C.2, shall be accessible to, and where reasonably feasible, shall be visible from, the Sound Transit East Main Station.

   d. Ownership. The owners of property to be devoted to open space will retain fee ownership of that property.

   e. Hours and Legal Agreement. Required open space shall be open to the public at all times and require an easement for public right of pedestrian use in a form approved by the City.

   f. Signage. Directional signage shall be provided to identify circulation routes for all users and inform the public that the space is accessible to the public at all times. The signage shall be visible from all points of access and comply with the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this provision and achieves the design objectives for the building and the site may

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propose an alternative that is consistent with this provision and achieves the design objectives for the building and the site.

g. Seating. Minimum seating provided shall be one linear foot of seating space per 30 square feet of open space.

h. Landscape area. A minimum of 20 percent of the area eligible for bonus amenity points in the open space shall be landscaped.

3. Guidelines.

a. Site and building design should capitalize on the proximity to the Sound Transit East Main Station and significant elements of the natural environment, planned parks, and open space. Designs should incorporate open space amenities for residents, employees, and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments;

b. Orient gathering places and walkways toward the Sound Transit East Main Station, parks, and open spaces. Provide clear and convenient public access to open space amenities;

c. Include elements that engage the natural environment where the sight, sound, and feel of nature can be directly experienced;

d. Locate buildings to take maximum advantage of adjacent open spaces;

e. Create attractive views and focal points;

f. Use publicly accessible open space to provide pedestrian connections through the site where possible;

g. Include features and programming opportunities to encourage year-round use;

h. Define and animate the edges of publicly accessible open space with well-proportioned building bases, permeable façades, and Ground Floor Uses at grade;

i. Provide access that complies with the Americans with Disabilities Act, additional access may be provided through the building if necessary, to meet this requirement;

j. Provide weather protection for pedestrians at key intersections, building entrances, and points of interest;

k. Use artistic elements and water features where possible;

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l. Use design elements, such as surface materials, furnishings, landscaping and pedestrian-scale lighting that are high quality, functional, and environmentally sustainable;

m. Maximize safety and comfort by including access to sunlight, clear views to and from adjacent streets and buildings, compliance with the Americans with Disabilities Act, and protection from wind and inclement weather;

n. Design for events where feasible by providing electrical hookups and areas for staging;

o. Open space design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an open space when reasonable alternatives are not feasible. When the above-referenced activities must be incorporated into an open space design, operational procedures shall require the above-referenced activities to occur after normal business hours; and

p. Employ decorative lighting.

20.25Q.150 Streetscape and public realm.

Commented [A20]: Streetscape and public realm section follows the same structure as in DT, and modificed for EM-specific policies and conditions and for clarity, including:
- Natural Environment guidelines to align with EM goals and policies

A. Streetscapes.

1. Define the Pedestrian Environment.

a. Intent. A building should provide a continuous, visually rich pedestrian experience along its ground-floor or second-floor street front where Ground Floor Uses are present.

b. Guidelines.

i. The most important part of a building to a pedestrian is its ground floor, which a person experiences walking past or entering the building. This “pedestrian experience zone” shall provide eyes on the street, a sense of enclosure, and a continuous, safe, and comfortable street edge for the pedestrian. Ground-floor building transparency should foster interaction between the public and private realms;

ii. Windows and building entries that are transparent should be provided at the street level;

iii. Visual interest should be created on walls by using a variety of forms, colors, and compatible cladding materials;

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iv. Façades should provide a varied pedestrian experience by using bays, columns, pilasters, or other articulation at the street level;

v. Weather protection should help to define the upper edge of the pedestrian experience zone. A change in materials and scale will further define this zone;

vi. Signs and lighting at the ground level should complement the pedestrian scale;

vii. Building edges should maintain strong visual and physical connections to the sidewalk;

viii. Primary entries should support an active year-round pedestrian experience with an exceptionally high level of visual and physical porosity through features that include, but are not limited to, concertina doors, large pivot doors, roll-up doors, and large operable windows; and

ix. Street corners should be enlarged and/or designed to accommodate a higher volume of pedestrians and ground floor uses.

2. Protect Pedestrians from the Elements.

a. Intent. Provide pedestrians with protection from wind, sun, and rain while allowing light to filter through to the occupants below.

b. Guidelines.

i. Weather protection along the ground floor of buildings shall protect pedestrians from rain and provide shade in summer, but allow some daylight penetration;

ii. The design of weather protection shall be an integral component of the building façade;

iii. Weather protection shall be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures, or other street furniture;

iv. Weather protection shall assist in providing a sense of enclosure for the pedestrian;

v. Durable materials shall be used for weather protection;

vi. Awning and marquee designs shall be coordinated with building design;

vii. The minimum height for awnings or marquees is eight feet above finished grade, except as otherwise required in the International Building Code, as adopted and amended by the City of Bellevue;

viii. The maximum height for awnings or marquees is 12 feet above finished grade;

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ix. Pavement below weather protection shall be constructed to provide for drainage;

x. Weather protection shall have a horizontal rather than a sloping orientation along the building elevation; and

xi. Weather protection shall follow the pattern of storefronts.

3. Create a Variety of Outdoor Spaces.

a. Intent. Provide comfortable and inviting outdoor spaces for a variety of activities during all hours and seasons.

b. Guidelines.

i. Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;

ii. All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;

iii. Provide gateways, courtyards, squares, and plazas to enhance adjacent ground floor uses;

iv. Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by Ground Floor Uses and programming within the space;

v. Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;

vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;

vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and

viii. Provide pedestrian walkways and courtyards in residential or office development areas.

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4. Integrate the Natural Environment.

   a. Intent. Integrate new landscape areas, sustainable design elements, natural drainage/LID features, and green open spaces. Reinforce existing linkages, and orient buildings to East Main's natural and landscaped features.

   b. Guidelines.

      i. Site and building design should capitalize on existing elements of the natural environment, such as habitat corridors, Sturtevant Creek, Mercer Slough, and trail connections including the Lake Washington Loop Trail, Lake to Lake Trail and other points of interest.

      ii. Designs should also integrate new natural features, such as pedestrian connections, street trees, natural drainage systems and open space amenities for residents, employees and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments.

      iii. The following existing natural environments and connections should be protected and incorporated into new development or redevelopment:

         (1) Clear and convenient public access to open space amenities.

         (2) Views of urban elements against the green, forested backdrop of Mercer Slough.

         (3) Open spaces and/or access points to the Lake Washington Loop trail and the Lake to Lake trail.

      iv. The landscape development requirements of LUC 20.25Q.080 shall apply.

      v. New buildings should be sited to take maximum advantage of Sound Transit's East Main station, natural areas, and open spaces.

      vi. Architectural elements should use materials, colors and forms that are harmonious with the natural surroundings.

      vii. The Lake Washington Loop trail, Lake to Lake trail, Sturtevant Creek, and Mercer Slough should be identified as assets to new development and redevelopment through the provision of complementary open spaces and access points, signage and other design elements that raise awareness and use of the trails and open space.

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viii. Green walls, green roofs, rain gardens and abundant landscaping are encouraged on and around buildings visible from the Interstate 405 corridor, to promote the natural character of East Main.

ix. Rain gardens, modular wetlands, and stormwater planters pursuant to Bellevue Utilities Department Engineering Standards Chapter D9, now or as hereafter amended, are encouraged.

x. Developments and design features that promote environmental sustainability such as low impact development, preservation and enhancement of critical areas, and energy efficiency are encouraged.

xi. All plant selections should be selected to provide year-round interest.

xii. Plant selections should support a variety of sensory experiences and ecological functions.

xiii. Explore the expansion of tree beds to accommodate understory plantings.

5. Provide Places for Stopping and Viewing.

a. Intent. People watching, socializing, and eating are restful and pleasurable activities for the pedestrian; providing special places where they can do these activities increases the pedestrian's sense of enjoyment. Seating and resting places can add vitality to the urban environment. People will use available seating in open, well-designed areas, not in secluded or highly exposed areas.

b. Guidelines.

i. Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;

ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;

iii. Provide seating adjacent to sidewalks and pedestrian walkways;

iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;

v. Create a sense of separation from vehicular traffic; and

vi. Provide comfortable and inviting places where people can stop to sit, rest and visit.

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6. Integrate Artistic Elements.

   a. Intent. Artistic elements should complement the character of a site, building or Land Use District as a whole. Art enriches the development by making buildings and open spaces more engaging and memorable. Art is integral to creating a memorable experience for those who live, work, and visit East Main, especially when the art is integrated into the design of the building or outdoor space. To maximize the opportunities for art on a site, applicants are encouraged to include artists on design teams.

   b. Guidelines.

      i. Use both permanent and temporary art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;

      ii. Use art to support orientation/wayfinding, mark entryways, corners, gateways and view termini;

      iii. Integrate art into building elements, including but not limited to: façades, canopies, lighting, etc.;

      iv. Designate a location for the artwork that activates the public realm and is in scale with its location; and

      v. Use materials and methods that will withstand public use and weathering if sited outdoors.

      vi. Explore opportunities to enhance the history of diversity in the Bellevue community, technological innovation, and/or environmental context of Bellevue. This can be achieved through the installation of multilingual and universally accessible placards, pedestal signage, embedded markings, or through an artistic element.

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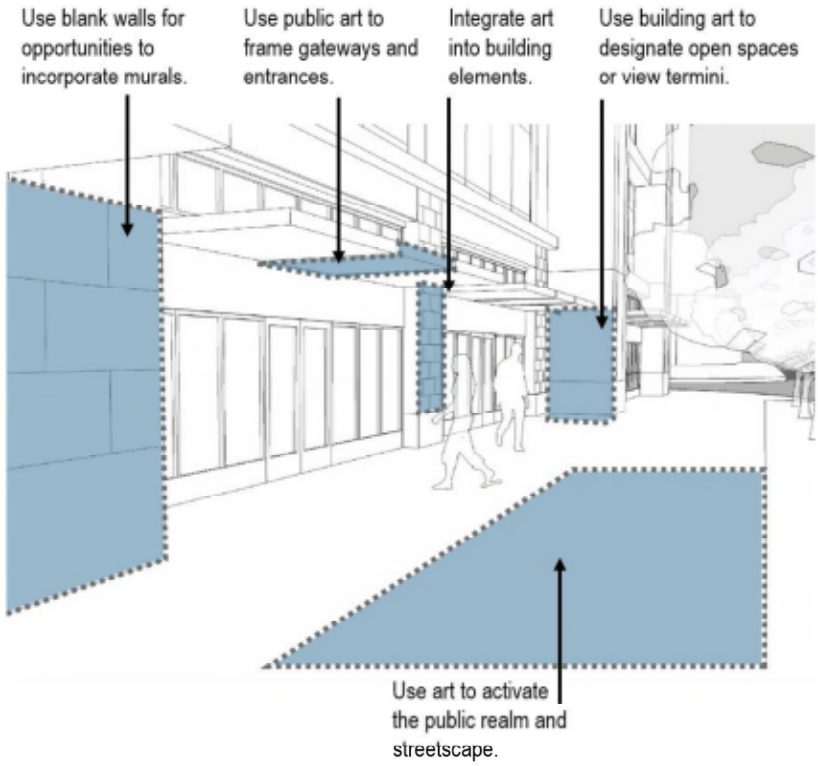

7. Orient Lighting toward Sidewalks and Public Spaces.

   a. Intent. Pedestrian-scaled lighting should be used to highlight sidewalks, bike racks and lockers, street trees, and other features, and harmonize with other visual elements in the subarea.

   b. Guidelines.

      i. Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;

      ii. Lighting should be dimmable and compatible among projects within East Main to accentuate its unique character;

      iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape;

iv. Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas and to create an inviting and safe ambiance;

v. Use lighting to highlight landscape areas;

vi. Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;

vii. Install foot lighting that illuminates walkways and stairs;

viii. Direct bollard lighting downward toward walking surfaces;

ix. Provide festive lighting along streets on buildings and trees;

x. Decorative lighting may be used in open spaces to make the area more welcoming; and

xi. Explore the potential for catenary lighting where possible.

8. Orient Hanging and Blade Signs to Pedestrians.

a. Intent. Signs may provide an address, identify a place of business, locate residential buildings or generally offer directions and information. Their function shall be architecturally compatible with and contribute to the character of the surrounding area. Hanging signs should be oriented to the pedestrian and highly visible from the sidewalk. Hanging signs can contribute significantly to a positive retail and pedestrian environment and reinforce a sense of place. Signs shall comply with the provisions of the Chapter 22.10B BCC (Sign Code).

b. Guidelines.

i. Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;

ii. Sign lighting should be integrated into the façade of the building;

iii. Signs should be constructed of high-quality materials and finishes;

iv. Signs should be attached to the building in a durable fashion; and

v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.

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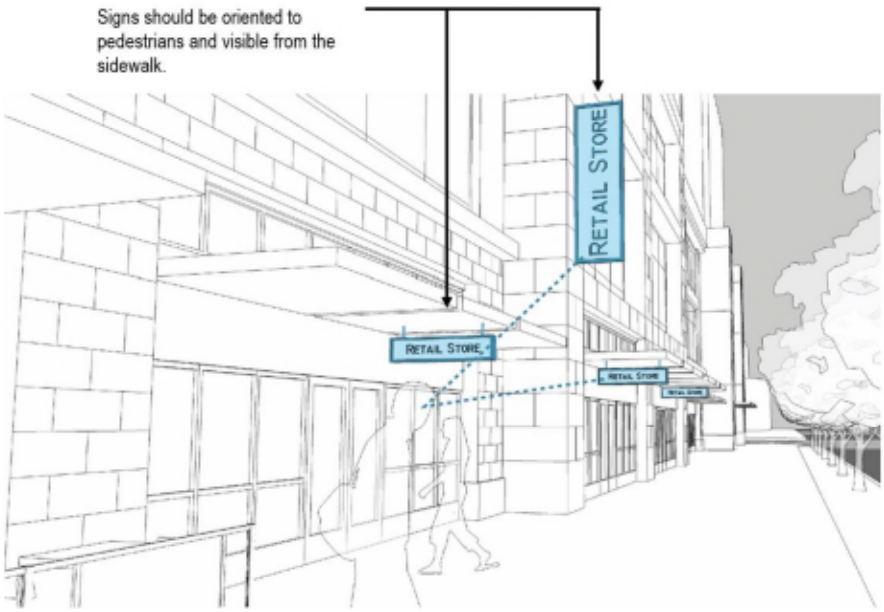

9. Build Compatible Parking Structures.

   a. Intent. Use design elements to enhance the compatibility of parking garages and integrated structured parking with the urban streetscape.

   b. Standards and Guidelines.

      i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable space for residential, office, or commercial use. The following right-of-way is excluded from this requirement:

         (1) 114th Ave NE;

         (2) Main Street between 112th Ave SE and 114th Ave SE;

      ii. Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;

      iii. Parking garage openings shall be glazed when adjacent to right-of-way or adjacent to the Pre-Located Street, Potential Street, Open Space, or pedestrian

Commented [A21]: Requirement for parking garage "wrap" removed along Main Street (SH request post Dec 2020 draft)

and bicycle route above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;

iv. Openings shall be provided adjacent to interior property lines to avoid blank walls and shall be glazed to function as windows;

v. Parking garage floors shall be horizontal to accommodate adaptive reuse;

vi. Stairways, elevators, and parking entries and exits shall occur at mid-block;

vii. Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;

viii. Design shall include vertical expression of building structure that provides continuity with the surrounding development;

ix. Profiles of parking structure floors shall be concealed and not visible to the public through façade treatments and materiality while providing openings consistent with residential and nonresidential buildings;

x. Parking garages and structured parking should be designed to be compatible with the urban streetscape;

xi. Sill heights and parapets shall be sufficient to screen view of automobiles;

xii. Rhythm and spacing of openings should reflect a typical commercial or residential development;

xiii. Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International Building Code Section 406.5.2, as amended by the Bellevue Building Code, whichever is greater, to ensure the natural ventilation of the garage; and

xiv. Except as provided in LUC 20.25Q.150.A.9.b.i.(1) and (2), the Director may approve an Administrative Departure pursuant to LUC 20.25Q.030.D.1 for the use of art in conjunction with less glazing as a garage treatment if the applicant demonstrates that the use of art to enhance the compatibility of parking garages and integrated structured parking provides an equal or better result than the requirements of this section.

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B. **East Main Specific Streetscapes.**

Introduction: The East Main Streetscapes provide design guidelines for the streetscapes in East Main. These rights-of-way are a representation of the East Main vision for the future, rather than what currently exists. These guidelines and standards are intended to provide activity, enclosure, and protection on the sidewalk for the pedestrian.

1. 112th Avenue SE (north of SE 6th Street).

   a. Intent. 112th Avenue SE (north of SE 6th Street) shall have moderate to heavy orientation to pedestrians. This shall be achieved by developing the design so that there is a close relationship between exterior and internal activities with respect to both physical and visual access. Design attention shall be given to sidewalk-related activities and amenities.

   b. Standards and Guidelines.

      i. Transparency: 75 percent minimum;

      ii. Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection C.1.b of this section for more guidelines on weather protection;

      iii. Points of Interest: Every 60 linear feet of the façade, maximum;

      iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and

      v. One hundred percent of the street wall shall incorporate Ground Floor Uses.

2. Main Street and Potential Streets.

   a. Intent. Main Street and Potential Streets shall have a moderate orientation to pedestrians. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access. Design attention shall be given to sidewalk-related activities and amenities.

   b. Standards and Guidelines.

      i. Transparency. 75 percent;

      ii. Weather Protection. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;

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iii. Points of Interest. Every 75 linear feet of façade, maximum;

iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and

v. Fifty percent of street wall shall incorporate Ground Floor Uses.

Commented [A22]: Requirement for Ground Floor Uses reduced to 50% consistent with NE 2nd and Main Street (SH request post Dec 2020 draft)

3. 112th Avenue SE (south of SE 6th Street), 114th Avenue SE, SE 6th Street, and SE 8th Street.

   a. Intent. 112th Avenue SE (south of SE 6th Street), 114th Avenue SE, SE 6th Street, and SE 8th Street may have a lower volume of pedestrians. Such rights-of-way are intended to provide a visual buffer between East Main, Interstate 405, and the surrounding residential neighborhoods. Emphasis shall be placed on how the street is viewed from outside East Main. These streets shall provide a quality streetscape to users of the Lake Washington Loop Trail, and a graceful transition to adjacent residential Land Use Districts outside of East Main.

   b. Standards and Guidelines.

      i. Transparency. Blank walls and inactive uses may occupy 25 percent of the façade;

      ii. Weather Protection. At entries;

      iii. Points of Interest. Every 90 linear feet of façade, maximum; and

      iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.

C. **Upper-Level Uses.**

1. Intent. Upper-level uses include all uses defined as Ground Floor Uses in LUC 20.25Q.020 and are intended to activate the ground-level pedestrian environment. This is accomplished through extensive visual access to the upper level from the exterior, convenient and frequent access from the street or Potential Streets, clear line of sight from grade, and visibility of ongoing activity within the upper-level use. An upper-level use should be designed and managed so as to draw the attention and interest of the pedestrian to the upper level and to increase opportunities for interaction and movement between the ground and upper levels. To achieve the intended level of vitality, design diversity, and human activity at the upper-level , the following characteristics shall be provided in the design.

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2. Standards.
    a. Points of physical vertical access between the ground level and upper levels shall be located no more than 150 feet apart to facilitate frequent pedestrian access to upper-level uses.
    b. Each tenant space shall have an exterior entrance.
    c. Floor area and building façades directly below upper-level uses shall comply with the following standards and guidelines:
        i. Transparency: 75 percent minimum;
        ii. Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;
        iii. Points of Interest. Every 30 linear feet of the façade, maximum;
        iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and
        v. One hundred percent of the street wall abutting the build-to line shall incorporate Ground Floor Uses.
    d. Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.
3. Guidelines.
    a. Architectural treatment of the upper-level use space should read as part of the ground level and be distinct from the architectural treatment of the building above.
    b. Extensive visual access into the upper-level space should be available from the sidewalk or the Potential Street with frequent clear lines of sight from grade.
    c. Lighting and signage should be used to enliven and draw attention to upper-level arcade or balcony, or directly through ground level use for a multilevel single tenant.

20.25Q.160. Building design (base, middle, and top).

A. **Introduction.**

A building should consist of three carefully integrated parts: a building base, middle, and top.

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B. **Overall Building Design.**

1. Encourage High-Quality Materials.

   a. Intent. Create a sense of permanence in East Main through the use of high-quality building materials. Quality façade materials can provide a sense of permanence and bring life and warmth to a neighborhood. Façade and building materials shall enhance the street environment while complementing the aesthetic quality of adjacent buildings.

   b. Guidelines.

      i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;

      ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;

      iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and

      iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

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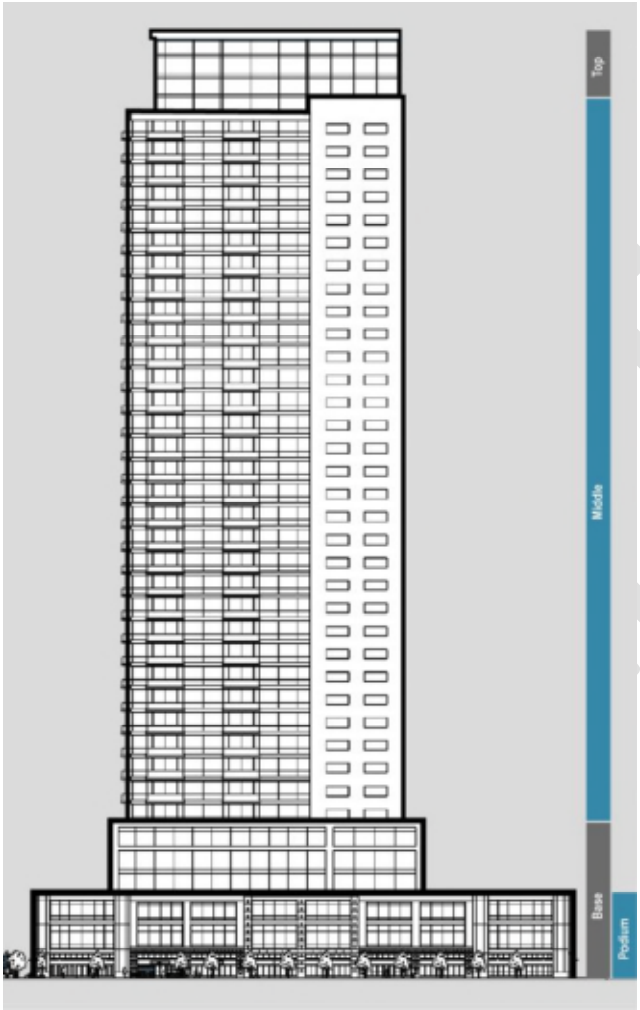


2. Provide Interesting Building Massing.

    a. Intent. Use scale-defining articulation and other techniques to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure and human scale by establishing a dynamic, continuous street edge.

b. Guidelines.

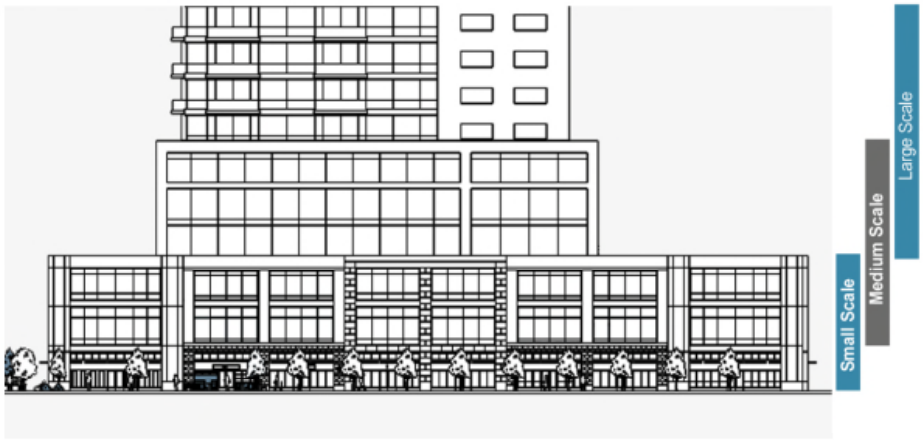
i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;

ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;

iii. Reduce the scale of elevations both horizontally and vertically;

iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and

v. Design should feature vertical articulation of windows, columns, and bays.



C. **Mechanical equipment screening and location standards.**

1. Applicability. The requirements of this section shall be imposed for all new development, and construction or placement of new mechanical equipment on existing buildings. Mechanical equipment shall be installed so as not to detract from the appearance of the building or development.

2. Location Requirements.

a. To the maximum extent reasonable and consistent with building and site design objectives, mechanical equipment shall be located in the building, below grade, or on the roof.

b. Where the equipment must be located on the roof, it shall be consolidated to the maximum extent reasonable rather than scattered.

c. Mechanical equipment shall not be located adjacent to a sidewalk, Pre-Located Street, Potential Street, Open Space, pedestrian and bicycle route, or other spaces designated open to the public.

3. Screening Requirements.

a. Exposed mechanical equipment shall be visually screened by a predominantly solid, nonreflective visual barrier that equals or exceeds the height of the mechanical equipment. The design and materials of the visual barrier or structure shall be consistent with the following requirements:

i. Architectural features, such as parapets, screen walls, trellis systems, or mechanical penthouses shall be consistent with the design intent and finish materials of the main building, and as high, or higher than the equipment it screens.

ii. Vegetation or a combination of vegetation and view-obscuring fencing shall be of a type and size that provides a visual barrier at least as high as the equipment it screens and provides year-round interest, 50 percent screening at the time of planting, and a dense visual barrier within three years from the time of planting.

iii. Screening graphics may be used for at-grade utility boxes.

b. Mechanical equipment shall be screened from above by incorporating one of the following measures, in order of preference:

i. A solid nonreflective roof. The roof may incorporate nonreflective louvers, vents, or similar penetrations to provide necessary ventilation or exhaust of the equipment being screened;

ii. Painting of the equipment to match or approximate the color of the background against which the equipment is viewed;

iii. Mechanical Equipment Installed on Existing Roofs. The Director may approve alternative screening measures not meeting the specific requirements of this section if the applicant demonstrates that the existing roof structure cannot safely support the required screening; or the integrity of the existing roof will be so compromised by the required screening as to adversely affect any existing warranty on the performance of the roof.

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4. Exhaust Control Standards.

   a. Purpose. Where technically feasible, exhaust equipment shall be located so as not to discharge onto a sidewalk, right-of-way, or area designated accessible to the public; including but not limited to the Pre-Located Street, Potential Street, Open Space, pedestrian and bicycle route, and other spaces designated open to the public.

   b. Exhaust Location Order of Preference. Mechanical exhaust equipment shall be located and discharged based on the following order of preference:

      i. On the building roof;

      ii. On the service drive, alley, or other façade that does not abut a public street, sidewalk or right-of-way;

      iii. Located above a driveway or service drive to the property such as a parking garage or service court; or

      iv. A location that abuts a public street or easement; provided, that the exhaust discharge is not directly above an element that has earned FAR Amenity Incentive System points, such as a public plaza.

   c. If mechanical exhaust equipment is located as provided in subsection D.2.c or D.2.d of this section, then it shall be deflected from such public space and located at least 16 feet above finished grade, street, easement or other area designated accessible to the public.

   d. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points, such as a public plaza.

5. Modifications. The location and screening of mechanical equipment and exhaust systems are subject to review and approval at the time of land use review. The Director may approve an Administrative Departure pursuant to LUC 20.25Q.030.D.1 if the applicant demonstrates that the alternate location or screening measures provide an equal or better result than the requirements of this section.

6. Noise Requirements.

   a. Mechanical equipment shall meet the requirements of Chapter 9.18 BCC, Noise Control.

   b. The applicant shall be required to demonstrate the mechanical system compliance with the requirements of Chapter 9.18 BCC prior to issuance of a certificate of occupancy.

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D. **Building Base (Podium).**

1. Introduction. The role of the building base is to relate buildings to the human scale and fit harmoniously within the existing or planned street wall context; define the edges of adjacent streets, parks, and open space in good proportion; and maintain access to sunlight for pedestrians, open and public spaces, and adjacent properties.

2. Upper-Level Stepbacks.

   a. Upper-Level Stepback. Each building façade located along the pre-located street as provided in 20.25Q.100.C.2, Potential Street, and rights-of-way other than 112th Avenue SE shall incorporate a minimum 15-foot-deep stepback at a height between 25 feet and the level of the first floor plate above 40 feet. This required stepback may be modified if the applicant demonstrates through Design Review (Part 20.30F LUC) that:

      i. The modification is necessary to achieve design elements or features encouraged in the design guidelines of LUC 20.25Q.130 through 20.25Q.160. Where a modification has been granted, the upper-level stepback may be incorporated between 25 feet and the level of the first floor plate above 45 feet.

3. Articulate the building base with high-quality materials and design elements that fit with the aesthetic quality of neighboring buildings and contribute to the pedestrian scale and experience.

   a. Intent. The building façade shall provide an architectural expression that relates to its surroundings and shall include materials and elements that can be viewed and appreciated at the speed, scale, and proximity of the pedestrians.

   b. Guidelines.

      i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;

      ii. Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and

      iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.

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4. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.
    a. Intent. At street level, a series of unobstructed views into and out of buildings enriches the urban experience for pedestrians and building occupants. Transparency enhances visual interest, vitality, and increases safety for all.
    b. Guidelines.
        i. Transparent windows should be provided on façades facing streets, parks, and open spaces;
        ii. Views into and out from ground floor uses may not be obstructed by window coverings, internal furnishings, or walls;
        iii. Interior walls may be placed a minimum of 20 feet from the window on the façade where ground floor uses are a requirement.
5. Design Inviting Retail and Commercial Entries.
    a. Intent. Design retail and commercial entries to create an open atmosphere that draws customers inside while creating opportunities to engage the public.
    b. Guidelines.
        i. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;
        ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;
        iii. Building lighting should emphasize entrances;
        iv. Provide transom, side lights, or other combinations of transparency to create visual interest;
        v. Provide double or multiple door entries; and
        vi. Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.

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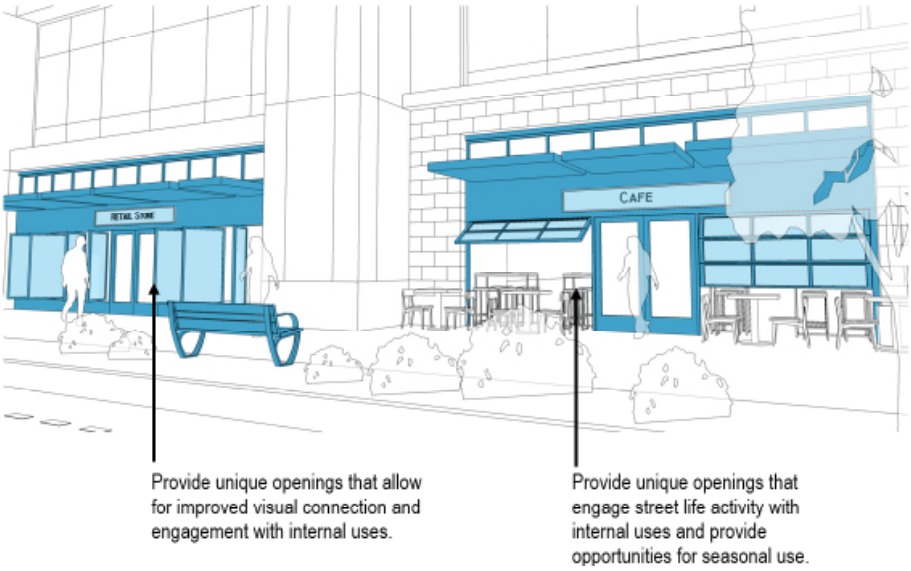

6. Encourage Retail Corner Entries.
   a. Intent. Use corner entries to reinforce intersections as important places for pedestrian interaction and activity.
   b. Guidelines.
      i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;
      ii. Locate primary building entrance at the corner;
      iii. Use weather protection, special paving, and lighting, to emphasize corner entry;
      iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and
      v. Use doors with areas of transparency and adjacent windows.
7. Encourage Inviting Ground Floor Uses and Commercial Windows.
   a. Intent. Use transparency to enhance visual interest and to draw people into retail and commercial uses.

b. Guidelines.

i. Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;

ii. Use clear window glazing;

iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;

iv. Install transom windows or other glazing combinations that promote visual interest.

8. Provide Multiple Entrances.

a. Intent. Multiple entrances break up monotonous façades, enhance visual interest, and enrich the pedestrian experience.

b. Guideline. Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

9. Integrate Building Lighting.

a. Intent. Architectural lighting that enhances and helps articulate building design, including illumination of architectural features and entries, points of interest, uplighting and other effects.

b. Guidelines.

i. Exterior lighting of buildings should be an integral component of the façade composition. Lighting should be used to create effects of shadow, relief, and outline that add visual interest and highlight aspects of the building;

ii. Lighting should not cast glare into residential units or onto adjacent development or streets;

iii. Use accent lighting for architectural features;

iv. Provide pedestrian-oriented lighting features;

v. Integrate lighting within the landscape; and

vi. Provide dimmable exterior lighting.

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E. Middle (Tower).

1. Tower Placement.

   a. Intent. Tower placement can directly affect those on the ground plane by affecting wind conditions and the scale of the building as compared to the pedestrian. Thoughtful tower placement can minimize these effects.

   b. Guidelines.

      i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

      ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.

2. Required Tower Separation. Tower separation is intended to provide privacy, natural light and air, and contribute to a distinctive skyline.

   a. Applicability. This subsection shall apply to multiple towers within East Main built within a single project limit.

   b. Separation. Two or more towers built within a single project limit shall maintain a tower separation of 60 feet.

   c. Modification with Criteria. Tower separation may be reduced to a minimum of 20 feet between the closest points of multiple towers measured 80 feet above average finished grade through an Administrative Departure pursuant to LUC 20.25Q.030 if the following criteria are met:

      i. A maximum of 10 percent of the façade is within the tower separation distance of another building's façade; and

      ii. The applicant demonstrates that the intrusion does not affect the light, air or privacy of the users of either building.

3. Maximize energy efficiency in tower orientation and articulation.

   a. Intent. Tower orientation, articulation, and other features should be designed to respond to maximize solar orientation and to reduce mechanical heating and cooling.

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b. Guidelines.

i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized;

ii. Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;

iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and

iv. When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.

4. Design tower to provide visual interest and articulation.

a. Intent. Tower design should incorporate articulation, design excellence, and sustainable materials.

b. Guidelines.

i. Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and

ii. Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.

5. Promote Visually Interesting Upper Floor Residential Windows.

a. Intent. Upper floor residential windows should create an open and inviting atmosphere that adds visual interest and enhances the experience of the building both inside and out.

b. Guidelines.

i. The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows; and

ii. Windows should be operable.

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F. **Top.**

1. Create Attractive Building Silhouettes and Rooflines.
    a. Intent. Building rooflines should enliven the pedestrian experience and provide visual interest with details that create dynamic and distinct forms.
    b. Guidelines.
        i. Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;
        ii. Include towers or similar vertical architectural expressions of important building functions such as entries;
        iii. Vary roof line heights; and
        iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.
2. Foster Attractive Rooftops.
    a. Intent. Integrate rooftop elements into the building design.
    b. Guidelines.
        i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design;
        ii. Provide rooftop terraces, gardens, and open spaces;
        iii. Incorporate green roofs that reduce stormwater runoff;
        iv. Consolidate and screen mechanical units; and
        v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.

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East Main LUCA

Attachment B

Wig Properties April 28 Requests and BAC May 7 Requests

June 28, 2021

#	Draft LUCA	Requests	Possible Adjustments
Urban Form			
Wig 1	Max Height: 230'/250' (mech) Max Height 50' of 112th: 70' (include mech)	Max Height (114th, Main): 400'/420' (mech) Max Height (middle): 125'/145' (mech) Max Height 50' of 112th: 70'/90' (mech) Average Max 285'	Recommended Change Revise Draft to Max Height 300'/320' (with mech); no change to 112th Max Height Implications: 1. Higher than 300'/320' may require additional environmental study
Wig 4	Reduced Floor Plate/Stepback for all towers, between 40'-80'; Further reduction in Floor Plate/Stepback 80'-higher	No reduction in Floor Plate/no stepback for residential towers between 40'-80'; Reduced Floor Plate/Stepback for residential towers only 80'-higher	Implications: 1. May result in massive 80'-high wall/structure; 2. May create non-pedestrian friendly environment **Council Direction Needed**
Wig 7	Ped/bike path between Pre-Located Street and Main Street slip ramp	No bike path at this location	Recommended Change Revise Draft to remove bike path; and require only ped path due to grade change
Wig 9	Exception for block length and perimeter 200' from 114th (to maintain requirements along 112th)	Exception for block length and perimeter 400' from 114th	Implications: 1. Northern portion of Red Lion parcel will be completely excepted **Council Direction Needed**
BC 6	Pre-Located Street (private road) on Hilton property	Delete Pre-Located Street on Hilton and BAC properties, or Pre-Located Street should not be a public right-of-way	Recommended Change Both are already in Draft; Pre-Located Street only on Hilton Property; and Pre-Located Street is not a public right-of-way

East Main LUCA **Attachment B**

Wig Properties April 28 Requests and BAC May 7 Requests

June 28, 2021

#	Draft LUCA	Requests	Possible Adjustments
Housing			
Wig 2	Min 30% Res before 60% Non-Res	Min 300,000 (400 units) (10%), with 100,000 (135 units) before 60% Non-Res	Implications: 1. May result in further imbalance of jobs/housing; 2. Inconsistent with accomplishing mix of uses within the area **Council Direction Needed**
BC 1	Min 30% Res before 60% Non-Res	No Res requirement for expansion of athletic club/hotel	Implications: 1. May result in further imbalance of jobs/housing; 2. May not fully accomplish mix of uses within the area; 3. Can use BelRed Existing Conditions framework to except expansion up to 20% **Council Direction Needed**
Wig 5	Affordable Housing at 80% AMI	Affordable Housing Condos at 100% AMI (similar to BelRed)	Recommended Change Revise Draft to allow Affordable Housing Condos at 100% AMI
	No fee in lieu option for Affordable Housing	Fee in lieu option for Affordable Housing	Implications: 1. May result in further imbalance of jobs/housing; 2. May not fully accomplish mix of uses within the area **Council Direction Needed**
BC 3	Affordable Housing as top tier amenity for Res, no fee in lieu option	Fee in lieu option, add requirement for commercial to pay fee in lieu to support Affordable Housing	Implications: 1. May result in further imbalance of jobs/housing; 2. May not fully accomplish mix of uses within the area; 3. Can use BelRed Existing Conditions framework to except expansions up to certain (20) percent **Council Direction Needed**

East Main LUCA **Attachment B**

Wig Properties April 28 Requests and BAC May 7 Requests

June 28, 2021

#	Draft LUCA	Requests	Possible Adjustments
Code Structure			
Wig 3	Nonconforming provisions	Amend Master Development Plan process to allow exceptions from nonconforming provisions	Recommended Change Revise Draft to depart from nonconforming provisions through a DA
Wig 6	No DA option	DA for: • Catalyst Project (fees); • Special Amenity	Recommended Change Revise Draft to allow DA for specific provisions: • Special Amenity; • Open Space
Wig 10	No affirmative allowance for any potential development proposal (including below grade parking garage)	Affirmative allowance for below grade parking garage	Recommended Change Revise Draft to include affirmative allowance, and for compliance with all other codes and standards
BC 2	Nonconforming provisions	Legacy property exempt from nonconforming provisions for expansion of athletic club/hotel	Recommended Change Revise Draft to use BelRed Existing Conditions framework to except expansions up 20%
BC 4	Ground Floor Uses (include retail) required to activate pedestrian experience	Remove Ground Floor Uses for properties south of the Pre-Located Street	Recommended Change Revise Draft to use BelRed Existing Conditions framework to except expansions up to 20%
BC 5	Open Space required as first tier amenity for Non-Res (to go above base height and FAR)	Remove Open Space requirement for properties south of the Pre-Located Street	Recommended Change Revise Draft to use BelRed Existing Conditions framework to except expansions up to 20%