



City of Bellevue

450 110th Avenue NE
Bellevue, WA 98004

Meeting Agenda Planning Commission

Wednesday, July 22, 2026

6:30 PM

Room 1E-113

The Planning Commission meetings are conducted in a hybrid manner with both in-person and virtual options. To speak at the meeting, you may attend:

- In-person
- By calling (253) 215-8782 and entering Webinar ID: 860 6256 3586
- [www.zoom.us](https://www.zoom.us/j/86062563586) and entering Webinar ID: 860 6256 3586, Passcode: 983801

<https://cityofbellevue.zoom.us/j/86062563586>

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Reports of City Council, Boards and Commissions
5. Staff Reports
 - a) [26-468](#) Planning Commission Meeting Schedule

6. Written and Oral Communications

The total time for oral communications is 30 minutes. Speakers will be allowed up to three minutes to speak. Additional time shall only be allowed if the Chair or a majority of the Commission determines additional time to be allowed.

The form to sign-up to speak during Oral Communications will be available 12.00 p.m. to 6:00 p.m. on the date of the Planning Commission meeting. To be added to the speaker list for oral communications, you may sign-up in person using the QR code posted inside Room 1E-113 or online using this link:

www.Bellevuewa.gov/planning-oral-comms

- a) [26-469](#) Written Communications
- b) [26-470](#) Oral Communication

7. Public Hearing

Public testimony relating to topics scheduled for a public hearing will only be taken during the public hearing portion of the agenda. Speakers will be allowed up to three minutes to speak. Additional time shall only be allowed if the Chair or a majority of the Commission determines additional time be allowed. The form to sign-up to speak during Public Hearing oral communications will be available 12:00 p.m. to 6:00 p.m. on the date of the Planning Commission meeting. To be added to the speaker list for Public Hearing oral communications, you may sign-up in person using the QR code posted inside Room 1E-113 or online using this link:

www.bellevuewa.gov/planning-public-hearing

- a) [26-471](#) Final Review Public Hearing for Evans Plaza Comprehensive Plan Amendment (CPA) - 2026
- b) [26-472](#) Final Review Public Hearing for Transportation Conformance Comprehensive Plan Amendment (CPA) - 2026
- c) [26-473](#) Public Hearing for Parking Reform Land Use Code Amendment (LUCA)

8. Study Session

9. Other Business

10. Approval of Minutes

11. Executive Session

12. Adjournment

For alternate formats, interpreters, or reasonable modification requests please phone at least 48 hours in advance 425-452-4174 (voice) or email kgulledge@bellevuewa.gov. For complaints regarding modifications, contact the City of Bellevue ADA, Title VI, and Equal Opportunity Officer at ADATitleVI@bellevuewa.gov.

Rules of decorum for public communication and conduct at meetings were adopted by the City Council in Ordinance 6752. Copies of this ordinance can be found on the city's website, and are also available from the City Clerk's Office.

26-13	July 22, 2026			1E-113/ Hybrid
	2026 CPA: Evans Plaza Public Hearing	1-mandate (direction/action)	Public Hearing & Recommendation	
	Parking Reform LUCA: Public Hearing	1-mandate (direction/action)	Public Hearing & Recommendation	
	2026 CPA: Transportation Conformance Public Hearing	1-mandate (direction/action)	Public Hearing & Recommendation	
26-14	September 9, 2026			1E-113/ Hybrid
	BelRed LUCA: Request to set Public Hearing	1-mandate (direction/action)	Study Session	
	Bellevue College LUCA: Written Update	2-mandate (information)	Staff Report	
	Great Neighborhoods: Eastgate Public Hearing	1-mandate (direction/action)	Public Hearing & Recommendation	
26-15	September 23, 2026			1E-113/ Hybrid
	Great Neighborhoods: Factoria Public Hearing	1-mandate (direction/action)	Public Hearing & Recommendation	
	Downtown Livability 2.0 LUCA: Update	2-mandate (information)	Study Session	
26-16	October 14, 2026			1E-113/ Hybrid
	BelRed LUCA: Public Hearing	1-mandate (direction/action)	Public Hearing & Recommendation	
	Great Neighborhoods: Introduction Lake Hills & West Lake Sammamish	2-mandate (information)	Study Session	
26-17	October 28, 2026			1E-113/ Hybrid
	Economic Development Plan: Review	3-non-mandate	Study Session	
	Downtown Livability 2.0 LUCA: Request for Public Hearing	2-mandate (information)	Study Session	
	High Density Residential LUCA: Update	2-mandate (information)	Study Session	
26-20	December 9, 2026			1E-113/ Hybrid
	Downtown Livability 2.0: Public Hearing	1-mandate (direction/action)	Public Hearing & Recommendation	
26-18	November 4, 2026			TBD
	Wilburton Sustainable District: Phase 2 Update	3-non-mandate	Study Session	
	Retreat (tentative)			
26-19	November 18, 2026			
	TBD			



Amended BelRed LUCA Letter Submission

From Diana Leo <diana@bellevuechamber.org>

Date Wed 7/8/2026 4:03 PM

To Villaveces, Andres <AVillavece@bellevuewa.gov>; Ferris, Carolyn <CFerris@bellevuewa.gov>; Goepppele, Craighton <CGoepppele@bellevuewa.gov>; Khanloo, Negin <NKhanloo@bellevuewa.gov>; Lu, Jonny <JLu@bellevuewa.gov>; Kennedy, Mariah <MKennedy@bellevuewa.gov>; Nilchian, Arshia <ANilchian@bellevuewa.gov>; PlanningCommission <PlanningCommission@bellevuewa.gov>

Cc Malakoutian, Mo <MMalakoutian@bellevuewa.gov>; Hamilton, Dave <DHamilton@bellevuewa.gov>; Briar, Naren <NBriar@bellevuewa.gov>; Robinson, Lynne <LRobinson@bellevuewa.gov>; Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>; Bhargava, Vishal <VBhargava@bellevuewa.gov>; Sumadiwiry, Claire <CSumadiwiry@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Whipple, Nicholas <NWhipple@bellevuewa.gov>; Gallant, Kristina <KGallant@bellevuewa.gov>

[EXTERNAL EMAIL] Use caution when clicking links or opening attachments.

Dear Chair Lu and Planning Commissioners,

Please find [our follow-up letter](#) regarding the BelRed Look Forward LUCA. While I realize that this is very late and the meeting is in a few hours, I wanted it on the record that we are working hand in glove to ensure our letter reflects the email we received this morning from staff in response to our letter we submitted yesterday.

This letter updates our July 7th comments in light of the corrected working draft that City staff shared with us. While several of our earlier concerns have been addressed, our core issues around street grid feasibility, private street criteria, shared-use street typology, and the tension between mandatory affordability and project feasibility remain outstanding. We also restate our broader concern about the relative cost burden of this draft code compared to the Wilburton draft code.

We appreciate the continued engagement from City staff and look forward to further discussion on these items.

Please let us know if you have any questions.

V/r,
Diana

Diana Leo | Vice President of Government Affairs
Bellevue Chamber of Commerce
M: 435.760.0559 E: diana@bellevuechamber.org
330 112th Ave. NE, Suite 100, Bellevue, WA 98004



PLUSH COMMITTEE

Permitting, Land Use, Sustainability, & Housing

staff@bellevuechamber.org



July 8, 2026

Bellevue Planning Commission
City of Bellevue
450 110th Ave NE
Bellevue, WA 98004

Re: BelRed Look Forward LUCA: Corrected Strike Draft and Our July 7 Letter

Dear Chair Lu and Planning Commissioners,

Yesterday, on behalf of the Bellevue Chamber's PLUSH Committee and the BelRed Property Owners Group, we submitted a letter consolidating the status of our outstanding concerns with the BelRed Look Forward LUCA. This morning, City staff let us know that the strike draft published with the Commission's packet was the May study session version and shared the corrected working draft dated June 26, 2026. We write to update our comments based on this helpful communication from staff.

The updated draft addresses a number of the items we had raised, including the reduced active use frontage standard. We want to be clear that our July 7 letter was written against a draft that did not reflect staff's most recent work. Kristina Gallant, Nick Whipple, and their colleagues in Development Services have been consistent, engaged partners throughout this process, and their quick and transparent handling of this mix-up is a good example of that partnership.

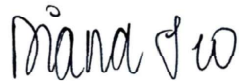
Having reviewed the changes, many of the requests and recommendations in our July 7 letter remain valid. Our core concerns are unchanged:

- **Mandatory street grid feasibility.** The flexibility language in 20.25D.020.B.1.c still does not allow a mapped street segment to be eliminated when it is impossible or too onerous to construct; each segment should be analyzed for physical and financial feasibility and the code modified accordingly. If the City wants a mandatory public street grid, it remains the only party that can deliver one: the grid has been proposed since 2009 and remains unbuilt because it is too onerous for private parties to accomplish.
- **Off-ramp and private street criteria.** If the City intends maximum flexibility, private streets that meet emergency vehicle access standards should be allowed outright.
- **Shared-use street typology.** The code still contains no shared-use or low-vehicular street typology, despite other cities' already-completed work.
- **Mandatory affordability and feasibility.** The tension between the mandatory affordability

more costly than the Wilburton draft code. Properties carrying street grid obligations or stream restoration requirements receive little credit against the code's other demands for absorbing those costs, and the added burden of providing upfront capital for electrical utility infrastructure (which is not a code issue but is a real impediment BelRed properties are facing) compounds them. These uncredited requirements continue to create dramatic impacts on the feasibility of projects, particularly lower-profitability projects with larger affordability set-asides, the very projects this code is intended to produce.

We will be meeting with staff again soon to work through additional details and recommendations, and we continue to appreciate their active engagement. Thank you for your attention to this work.

Sincerely,

A handwritten signature in black ink that reads "Diana Leo". The signature is fluid and cursive, with the first name "Diana" being more prominent than the last name "Leo".

Diana Leo
Vice President of Government Affairs
Bellevue Chamber of Commerce
On behalf of the PLUSH Committee and BelRed Property Owners Group

Cc: Mayor Mo Malakoutian, Deputy Mayor Dave Hamilton, Bellevue City Councilmembers; Kristina Gallant, Planning Manager; Nick Whipple, Code and Policy Director



Outlook

July 8th Planning Commission Meeting - Bel-Red LUCA

From Charlie Bauman <charlie@gtcptl.com>

Date Wed 7/8/2026 4:53 PM

To PlanningCommission <PlanningCommission@bellevuewa.gov>

[EXTERNAL EMAIL] Use caution when clicking links or opening attachments.

Dear Planning Commissioners,

I'm submitting these comments on the latest Bel-Red LUCA draft ahead of tonight's Staff review. Three topics deserve your discussion and direction.

- A. Provide a real cost offset for public-benefit infrastructure, streams and streets.** Projects burdened with required streets or streams face very high development costs, and the code doesn't offer a workable incentive or cost offset to make them feasible. The code also imposes a blanket mandatory affordability requirement that alone can cost a project millions, with no offset for the added cost of building public local streets or restoring a degraded stream. As written, the projects that are hardest to develop in the first place carry the same mandatory fees as every other project, plus the entire cost of public streets and stream restoration on top of that. That's untenable, and it will mean many of these projects simply don't happen, which is exactly the pattern that has left Bel-Red with a chronic undersupply of housing for 15+ years. The fix is a meaningful cost offset: spending on public-benefit infrastructure like roads and streams should be creditable against other mandatory fees.
- B. Treat stream daylighting and restoration equally.** One specific fix: expand 20.25D.050.B.2.c.i to include sites "restoring a stream," not just "daylighting" one. This section gives sites burdened by a degraded stream added flexibility on amenity points. The CAO defines "daylighting" narrowly as removing a stream from a culvert, and I'm concerned that a strict future interpretation will apply this flexibility only to culvert removal, not to restoration of degraded streams that are straightened or in armored channels. The CAO itself places equal weight on daylighting and restoration; the incentive code should too. As a concrete example, 60% of Goff Creek will be restored rather than daylit, both are ecologically important and both deserve equal incentive treatment under this code.
- C. Finish the fix on the street grid.** This code has come a long way toward fixing the "geometric" constraints that have blocked development in Bel-Red for 15+ years, most notably the overly prescriptive street grid and the extensive stream and critical area setbacks and buffers that, together, left too little buildable area for projects to pencil. Much of that has been addressed, but the remaining local street requirements still need work. They should be removed: they duplicate the 1,200-foot block perimeter requirement (which Staff already has discretion to apply through development review) and add unnecessary cost that makes projects harder to build.

Thank you for your continued dedication to bringing housing to Bel-Red.

Regards,

Charlie Bauman
GT Capital
charlie@gtcptl.com
(425) 802-3352
www.gtcptl.com



Bellevue Planning Commission

July 22, 2026

PLANNING COMMISSION AGENDA ITEM

SUBJECT

Final Review Public Hearing on Evans Plaza Comprehensive Plan Amendment

STAFF CONTACTS

Thara Johnson, Planning Director, 452-4087

Kate Nesse, PhD, Comprehensive Planning Manager, 452-2042

Teun Deuling, AICP, Senior Planner, 229-6534

Community Development Department

POLICY ISSUES

Staff recommend the Planning Commission amend the applicant's proposal from Lowrise 2 Mixed Use to Lowrise 1 Mixed Use and approve the proposed Evans Plaza Comprehensive Plan Amendment (CPA) as it would accommodate future mixed-use residential development in a Neighborhood Center in line with the growth strategy for Bellevue, as outlined in the Comprehensive Plan, and support the health and vitality of residential areas by planning for Neighborhood Centers.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION	DIRECTION	INFORMATION ONLY
☒	☐	☐
Request	Summary Guidance	
1. Conduct a Final Review public hearing for the proposed amendment	Direct staff to first review and present the staff recommendation, then open the public hearing and accept public testimony. Close the public hearing.	
2. Conduct a study session following the public hearing to make a recommendation	Review the staff recommendation, public record, and consider the public testimony. Ask questions of staff; review the proposed resolution.	
3. Take action on a recommendation	The Commission uses a resolution to the City Council for the recommendation action. Take action to provide Planning Commission recommendation by resolution.	

Annual CPA proposals are reviewed by the Planning Commission and acted upon by the City Council through the Final Review process set forth in the Land Use Code at [LUC 20.30I](#). Final Review evaluates the merits of proposed amendments included in the annual CPA work program. Final Review evaluation includes staff review, a Planning Commission public hearing and recommendation by resolution, and City Council action by ordinance. The Planning Commission holds Final Review public hearings and

makes recommendations. The City Council's subsequent action on Planning Commission recommendations is the final City action to amend the Comprehensive Plan.

RECOMMENDATION SUMMARY

The Final Review Decision Criteria for a proposed CPA are set forth in [LUC 20.30I.150](#). Based on a review and application of the criteria, Community Development staff developed the Final Review recommendation. The staff report includes the Final Review Decision Criteria.

The staff recommendation for the proposed amendment is included in the recommendation summary below. The full staff report is available [online](#) (also included as **Attachment A**) and included in the report materials provided to the Planning Commission along with [the July 1, 2026, Notice of Final Review public hearing](#).

Summary of Recommendation

Staff recommend an alternative Lowrise 1 Mixed Use land use designation for the proposed map change, based on a review of the land use designations of Neighborhood Centers elsewhere in Bellevue, PineView's characteristics as a Neighborhood Center focused on office uses, and the site's limited transit access.

During the 2024-2044 Comprehensive Plan Periodic Update, land use map changes were studied and implemented to allow for a mix of residential and commercial uses and low-rise buildings in most Neighborhood Centers. City Council provided direction at the time to only allow greater residential densities in a limited set of retail-focused Neighborhood Centers, in order to provide an opportunity for future redevelopment. Only three of the identified Neighborhood Centers – Kelsey Creek Shopping Center, Lake Hills Village, and Lakemont Village – have the Lowrise 2 Mixed Use designation, which allows for greater residential densities. Other Neighborhood Centers – such as Newport Hills Shopping Center, Northtowne Shopping Center, and BellEast Shopping Center – are more commonly mapped with Lowrise 1 Mixed Use, another mixed-use land use designation allowing for a similar mix of uses but at a lower scale and density than Lowrise 2 Mixed Use.

The Comprehensive Plan defines these land use designations as follows:

- Lowrise 1 Mixed Use: The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at **the lower end** of a low scale and density.
- Lowrise 2 Mixed Use: The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at **the higher end** of a low scale and density.

PineView is an office-focused Neighborhood Center with limited retail options, community gathering spaces and transit access to support higher residential densities. Access to nearby frequent, reliable transit service can be a rationale for allowing higher densities. Considering the site's limited transit access, future development could not be considered transit-oriented development as the site is not within one-half mile walking distance from Bellevue's frequent transit network.

Summary of Public Comment

Public comments received during the Final Review process are included in the public record and posted on the [Comprehensive Plan Amendments webpage](#). A total of 21 public comments from 14 individuals or organizations have been received to date. 15 comments were submitted by community members, one of which has voiced support for the proposal and 14 of which have expressed concerns. Four comments were submitted by or on behalf of the applicant in support of the application as submitted and in opposition to the later staff recommendation to consider an alternative land use designation for the proposed map change. Two comments were submitted by the King County

Wastewater Treatment Division (KCWTD) requesting the City to reach out to KCWTD if construction permit applications were to be received by the City to assess potential impacts on a nearby King County wastewater facility.

Concerns were mostly raised about the loss of existing businesses that would result from the site's redevelopment; the scale and intensity of future development and its impacts on the surrounding area and transportation network; whether the application meets the definition of "significantly changed conditions" as the Comprehensive Plan was last updated in 2024; and, the presence of unused development capacity nearby, especially within the BelRed subarea.

Summary of Planning Commission Input

The Planning Commission reviewed the application during Threshold Review per the decision criteria for Threshold Review of a privately-initiated Comprehensive Plan Amendment at LUC 20.30I.140.

After reviewing the geographic scope of the application at the meeting on January 14, 2026, the Planning Commission directed staff to include an additional parcel – the corner parcel on the block (parcel number 272505-9167) – in the proposed amendment (see the location map at the end of the Staff Report, **Attachment A**). Following the Threshold Review public hearing on February 11, the Planning Commission found that the proposed amendment is consistent with all the Threshold Review decision criteria and made a recommendation to the City Council that the Evans Plaza proposal be included in the 2026 annual Comprehensive Plan Amendment work program.

On March 10, City Council voted unanimously to include the Evans Plaza proposal in the 2026 work program and, therefore, moving it to Final Review. On June 10, as part of Final Review, Planning Commission studied and reviewed the staff agenda memo to evaluate merit-based issues. During the June 10 meeting, the Planning Commission and community members provided comments on the proposed application and staff's recommendation to consider an alternative Lowrise 1 Mixed Use land use designation for the proposed map change, as outlined below.

The Planning Commission requested additional information about:

- Considering the proposed amendment as part of the Great Neighborhoods program
- Examples of comparable developments located farther from transit facilities
- Air quality considerations for future residential development
- Using the CPA process to require affordable commercial space
- Providing additional community engagement opportunities

Planning Commission also asked staff to provide additional detail as to whether the proposed amendment addresses "significantly changed conditions", per the Final Review Decision Criteria defined in the Land Use Code in Section 20.30I.150. Please see the Staff Report, which is available [online](#) and included as **Attachment A**, for a detailed evaluation of the recommendation against the decision criteria.

Great Neighborhoods Program

At the June 10 meeting, Planning Commission asked staff whether the proposed amendment could instead be considered as part of the Great Neighborhoods program, which provides a process for developing neighborhood area plans through extensive community engagement to define specific neighborhood values and policies.

As part of Threshold Review, staff evaluated whether the proposed amendment raises policy or land use issues that are more appropriately addressed by an ongoing work program approved by City Council,

such as the Great Neighborhoods program. As outlined in more detail in the staff report prepared for the Threshold Review Public Hearing on February 11, and in response to decision criteria LUC [20.30I.140](#), staff concluded that the proposed amendment does not raise such issues.

At the time of Threshold Review, Council had not directed staff to include Bridle Trails – the neighborhood area where the site is located – in either the current or upcoming 2026/2027 and 2027/2028 iterations of the Great Neighborhoods program. As it was undetermined when Bridle Trails would be part of the Great Neighborhood program, it was concluded that the proposed amendment could not be addressed by that ongoing work program in a timely manner. Furthermore, the annual Comprehensive Plan amendment process provides a specific mechanism by which the city may periodically modify its land use, development, or growth policies to reinforce the role of the Comprehensive Plan in guiding growth in Bellevue. The amendment process provides opportunities for applicants of privately initiated amendments to demonstrate a change in the Comprehensive Plan is warranted per the process steps and decision criteria provided in the Land Use Code.

Comparable Developments

At the June 10 meeting, Planning Commission asked staff to provide examples of comparable low-rise mixed-use developments located farther from transit facilities in Bellevue. Reflective of the city's growth strategy up until 2024, that type of development has not been built yet.

In line with Bellevue's growth strategy, the current Comprehensive Plan (Bellevue 2044) as well as the preceding 2015 Comprehensive Plan directs most of the city's growth and compact, mixed-use development to Downtown and other mixed use centers (BelRed, Crossroads, Eastgate, Factoria, and Wilburton), which are all characterized by strong connections to transit. With the 2024 periodic update, the Comprehensive Plan now also designates Neighborhood Centers as appropriate locations for compact, mixed-use development as well. Neighborhood Centers are located throughout the city but not necessarily near frequent transit currently.

Lake Hills Village provides an example of low-rise mixed-use development in one of Bellevue's Neighborhood Centers, though Lake Hills Village is better served by transit. The staff presentation will provide images of Lake Hills Village and other low-rise mixed-use developments located near transit in Bellevue to provide additional context. The Comprehensive Plan was adopted in late 2024 and a subsequent land use code amendment (LUCA) to encourage housing opportunities in mixed-use areas (HOMA) was only passed earlier this year. Therefore, there are no known examples within Bellevue of comparable developments located further away from transit service. Since the site is not located near frequent transit, staff recommend amending the application to Lowrise 1 Mixed Use which provides for a lower scale of development than Lowrise 2 Mixed Use.

Air Quality Considerations for Future Development

Both the land use designation recommended by staff and the designation requested by the applicant would allow the proposed amendment site to be redeveloped with mixed-use residential development. Therefore, as Evans Plaza is located immediately north of SR-520, the proposed amendment would allow sensitive uses to be sited near a source of air and noise pollution. The Comprehensive Plan's Land Use Element provides policy direction to limit exposure to air pollution in (residential) developments:

LU-44. Promote measures to protect sensitive uses from risks of exposure to air and noise pollution by locating them away from pollution sources, where possible, or by use of feasible, effective building and site design measures to mitigate exposure.

LU-45. Design new development and encourage the retrofit existing buildings to improve indoor air quality and reduce resident exposure to air pollution.

LUCAs concerning other parts of the city near major highways sought to address air pollution consistent with these Comprehensive Plan policies. For example, the Wilburton LUCA included a code provision to locate, where feasible, sensitive uses further away from I-405 on sites within 500 feet of that highway. The draft BelRed LUCA, which is currently under development, includes similar language regarding BelRed properties.

The recently adopted HOMA LUCA – which applies to mixed-use areas located throughout the city and not necessarily near major highways – did not include provisions requiring sensitive uses to be separated from sources of air pollution. Therefore, the land use districts relevant to this proposed amendment do not impose site design requirements based on the site’s proximity to SR-520. The site currently includes at least one sensitive use, a childcare center. Redevelopment could address the location of sensitive uses although it would not be required to under the current land use code.

Additional Land Use Requirements for Affordable Commercial Space

Planning Commission asked staff if approving the proposed map change could be conditioned on the provision of affordable commercial space on-site. Individual land use approvals, such as CPAs and rezoning applications, are typically not conditioned in that way.

It is an established practice to develop Comprehensive Plan goals and policies that provide the basis for the adoption of regulations, programs and services, which implement the plan policies and apply generally. Business retention is a priority identified in City Council’s 2024-2026 Vision and Priorities, the Comprehensive Plan, and the 2026 Economic Development Plan. In implementing these policies, the City manages a range of programs, initiatives and strategies aimed at retaining businesses.

Direct business engagement by the City’s Cultural and Economic Development (CED) division is an important part of these efforts, such as monitoring Bellevue’s development pipeline to identify businesses at risk of displacement. At various stages when projects receive permit approvals, staff will visit the property with the goal of supporting each business’s transition to a new location. Additionally, Bellevue’s Small Business Development Center helps businesses, also those facing displacement or looking to relocate, including by accessing loans and other financing.

The recently adopted HOMA LUCA also reflects Council direction to minimize business displacement. Under HOMA code changes, incentives are available to encourage, 1) the location or retention on-site of affordable commercial space and 2) grocery stores, childcare, and non-profits. These incentives would be available to the property owner if the site is zoned Neighborhood Business (NB) or Community Business (CB) under the Lowrise 1 Mixed Use future land use designation, or Mixed Use 8-story (MU-8) under the Lowrise 2 Mixed Use future land use designation.

Providing Additional Community Engagement Opportunities

In response to Planning Commission’s request to consider providing additional opportunities for community engagement prior to tonight’s Final Review public hearing, staff have engaged the Bridle Trails Community Club’s (BTCC) leadership to identify options to reach Bridle Trails community members who haven’t already participated in the process. Staff previously presented at a January BTCC membership meeting, which was attended by approximately 60 community members, outlining opportunities for the community to engage during the CPA process. Staff subsequently had a follow-up meeting in February with several interested BTCC members to provide additional information and answer questions.

Following the June 10 meeting, staff have continued to utilize citywide publications to raise awareness across the city as well as provide updates to community members who are already engaged in the process. As coordinated with BTCC leadership, Community Development department leadership participated in the July 8 Neighborhood Walk and was available to answer Bridle Trails community members' questions related to this proposed amendment. The next section provides additional details on the community engagement and outreach efforts conducted to date.

AMENDMENT NOTICE

Notice of Application was published in the Weekly Permit Bulletin on December 31, 2025, and mailed and posted as required by [LUC 20.35.420](#).

Notice of Threshold Review Public Hearing, Staff Recommendation and Geographic Scoping was published in the Weekly Permit Bulletin on January 28, 2026, and included notice sent to parties of interest. Property owners within the 500-foot noticing perimeter of the site received official notice, as did people signed up to receive such notices.

A [Notice of Public Hearing was posted on July 1](#) along with this Staff Report (**Attachment A**) and the final SEPA threshold determination.

Effective Community Engagement, Outreach, and Public Comments

Applicants and community members are engaging across a variety of media in proactive community engagement and public participation during the 2026 annual CPA process. The City's early and continuous community engagement includes:

- Throughout the planning process, staff utilized citywide publications, such as Neighborhood News (three editions) and From Planning to Policy (two editions), to raise awareness and provide updates across the city.
- Official Weekly Permit Bulletin notices.
- Responsive early outreach to requests for information and to become parties of interest.
- Proactive communications to parties of interest providing updates and outline next steps.
- Responding to written public comments and returning phone calls.
- Updated Comprehensive Plan Amendments webpage on the City's website with application materials and next steps.
- A January 28 presentation to Bridle Trails Community Club's membership to provide an overview of the Comprehensive Plan Amendment process, outlining opportunities for the community to engage during this process.
- A February 5 follow-up meeting with Bridle Trails Community Club members to provide additional information and answer questions.

Per policy direction provided by the Comprehensive Plan, staff encouraged the applicant to engage the community directly about the proposed amendment.

Public comments come in throughout the process. All written comments are included in the public record for reference and for use by decision-makers. At the various steps, the public comments received are included in the public record and posted on the [Comprehensive Plan Amendments webpage](#).

ATTACHMENTS

- A. Staff Report and SEPA Determination
- B. Future Land Use Map of Evans Plaza
- C. Planning Commission Resolution for the Evans Plaza CPA



Development Services Department
 Environmental Coordinator
 450 110th Avenue NE
 Bellevue, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	Evans Plaza Comprehensive Plan Amendment
LOCATION:	13815 NE 24th St
FILE NUMBERS:	25 121477 -AC
PROPONENT:	Steve Malsam, Wakefield Properties
DESCRIPTION OF PROPOSAL:	
This privately-initiated application proposes a site-specific Comprehensive Plan Amendment on five parcels from General Commercial to Lowrise 2 Mixed Use.	

The Environmental Coordinator of the City of Bellevue has determined that this nonproject proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

This DNS is issued after using the DNS process in WAC 197-11-340. There is a minimum 14-day comment period on the DNS. Under SEPA, the determination may be appealed only after the City of Bellevue has taken a specific government action per RCW 43.21C.075 and WAC 197-11-680. Any appeal of this SEPA threshold determination herein will be considered along with an appeal of the City Council's action.

DATE ISSUED: 7/1/2026

END OF MINIMUM COMMENT PERIOD DATE: 7/15/2026

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project) or if the DNS was procured by misrepresentation or lack of material disclosure.

Issued by: Reilly Pittman
 Reilly Pittman, Environmental Coordinator
 Development Services Department

Date: July 1, 2026



Development Services

SEPA Environmental Checklist

Project Proposals

The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions

The checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully and to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions.

You may respond with "Not Applicable" or "Does Not Apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays. For assistance, see [SEPA Checklist Guidance](#) on the Washington State Department of Ecology website.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The city may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Background

1. Name of proposed project, if applicable Comprehensive Plan Update - Evans Plaza
2. Name of applicant The Evans Company/Steve Malsam
3. Contact person Steve Malsam Phone 425-462-8684
4. Contact person address 1457 130th Ave NE. Bellevue, WA. 98005
5. Date this checklist was prepared 05/14/2026
6. Agency requesting the checklist City of Bellevue

7. Proposed timing or schedule (including phasing, if applicable)

Anticipated to be adopted in Q4 2026 as part of the 2026 Comprehensive Plan Amendments. A rezone to Lowrise 2 Mixed-Use and/or MU8 under the HOMA zoning designations.

8. Do you have any plans for future additions, expansion or further activity related to or connected with this proposal? If yes, explain.

This is a non-project action. A rezone will follow.

9. List any environmental information you know about that has been prepared or will be prepared, that is directly related to this proposal.

None known.

2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation Final Environmental Impact Statement. DF

10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Comprehensive Plan Amendment approval. Rezone approval.

11. List any government approvals or permits that will be needed for your proposal, if known.

The SEPA Checklist fulfills SEPA review for two separate proposals - the first proposal would redesignate the Comprehensive Plan designation from General Commercial to Lowrise 2 Mixed Use or MU8. The second proposal would change the City's official Zoning Map from General Commercial to either Lowrise 2 Mixed Use or MU8.

DF

12. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Evans Plaza is approx. 10 acres. It is located north of SR 520, east of 136th Place NE, south of NE 24th Street and west of 140th Ave NE the original addresses are 2205 140th Ave NE, 2208 136th Ave NE, 2350 136th Ave NE, 2331 140th Ave NE and 13815 NE 24th St. The expanded geographical Scope includes 2353 140th Ave NE. The site is currently a neighborhood shopping center.

13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and the section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

see addresses and descriptions above.

Environmental Elements

Earth

1. General description of the site:

- ☒ Flat
☐ Rolling
☐ Hilly
☒ Steep Slopes
☐ Mountainous
☐ Other _____

2. What is the steepest slope on the site (approximate percent slope)? Non-project; no specific site.

The site is flat with some off-site steep slopes being present in close proximity. The steepest slope on the site is 15%. DF

3. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

No removal of soils proposed

This is a non-project action. Soil removal will be reviewed at the project level. DF

4. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No

This is a non-project action. Soil will be reviewed at the project level.

5. Describe the purpose, type, total area and approximate quantities and total affected area of any filling, excavation and grading proposed. Indicate the source of the fill.

No filling or excavation proposed

6. Could erosion occur as a result of clearing, construction or use? If so, generally describe.

No clearing or construction proposed

7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? non-project

8. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

N/A, nonproject action

Air

1. What types of emissions to the air would result from the proposal during construction, operation and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

No construction proposed

2. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None

State Route 520 is located south of the property. DF

3. Proposed measures to reduce or control emissions or other impacts to air, if any.

N/A, nonproject action

Water

1. Surface Water

- a. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No.

Valley Creek is located off-site to the east of the property. DF

- b. Will the project require any work over, in or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No construction work proposed

- c. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of the fill material.

N/A, nonproject action

- d. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose and approximate quantities, if known.

N/A, nonproject action

- e. Does the proposal lie within a 100-year floodplain? No.
If so, note the location on the site plan.

- f. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A, nonproject action

2. Ground Water

- a. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

N/A, nonproject action

- b. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A, nonproject action

3. Water Runoff (including stormwater)

- a. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A, nonproject action

- b. Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials being generated

- c. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

N/A, nonproject action

- d. Indicate any proposed measures to reduce or control surface, ground and runoff water, and drainage pattern impacts, if any.

N/A, nonproject action

Plants

1. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other _____
- ☐ evergreen tree: fir, cedar, pine, other _____
- ☒ shrubs
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards or other permanent crops
- ☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other _____
- ☐ water plants: water lily, eelgrass, milfoil, other _____
- ☐ other types of vegetation _____

2. What kind and amount of vegetation will be removed or altered?

N/A, nonproject action

3. List any threatened and endangered species known to be on or near the site.

None.

4. Proposed landscaping, use of native plants or other measures to preserve or enhance vegetation on the site, if any.

N/A, nonproject action

5. List all noxious weeds and invasive species known to be on or near the site.

N/A, nonproject action

None known. The site is predominately paved with existing development. Some landscaping trees are present. DF

Animals

1. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

Birds: ☐hawk, ☐heron, ☐eagle, ☐songbirds, ☒other N/A

Mammals: ☐deer, ☐bear, ☐elk, ☐beaver, ☒other N/A

Fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, ☒other N/A

2. List any threatened and endangered species known to be on or near the site.

Non-project action

None known. The site is predominately paved with existing development. Some landscaping trees are present. Valley Creek is located off-site to the east of the property. Impacts are not expected and will be reviewed on a project level basis. DF

3. Is the site part of a migration route? If so, explain.

Non-project action

4. Proposed measures to preserve or enhance wildlife, if any.

Non-project action

5. List any invasive animal species known to be on or near the site.

Non-project

Energy and Natural Resources

1. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Non-project action

2. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Non-project action

3. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

Non-project action

Environmental Health

1. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe.

None proposed

- a. Describe any known or possible contamination at the site from present or past uses.

None proposed

2353 140th (7-11) has been identified as a toxic cleanup site by WA DOE. Facility Site ID: 76437511
Cleanup Site ID: 10448 DF

- b. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None proposed

2353 140th (7-11) has been identified as a toxic cleanup site by WA DOE. Facility Site ID: 76437511
Cleanup Site ID: 10448 DF

- c. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None proposed

- d. Describe special emergency services that might be required.

None proposed

- e. Proposed measures to reduce or control environmental health hazards, if any.

None proposed

2. Noise

- a. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Traffic noise

- b. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)?
Indicate what hours noise would come from the site.

Non-project action

non project action. Noise impacts
will be reviewed on a project level.
DF

- c. Proposed measures to reduce or control noise impacts, if any.

Non-project action

Land and Shoreline Uses

1. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Non-project action

The site is being uses as a retail and services center. Retail, services, office parks, City Public Park, and SR 520 uses are adjacent. DF

2. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non-farm or non-forest use?

Non-project action

- a. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling and harvesting? If so, how?

None

3. Describe any structures on the site.

Non-project action

The site has a variety of one and two-story commercial buildings. DF

4. Will any structures be demolished? If so, what?

Non-project action

5. What is the current zoning classification of the site? General Commercial

6. What is the current comprehensive plan designation of the site? General Commercial

7. If applicable, what is the current shoreline master program designation of the site?

N/A

8. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Non-project action

No. DF

9. Approximately how many people would reside or work in the completed project? N/A

10. Approximately how many people would the completed project displace? N/A

11. Proposed measures to avoid or reduce displacement impacts, if any.

Non-project action

12. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

Potential policies consistent with the current Comprehensive Plan around future land use and the Future Land Use Map.

13. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any.

No agricultural or forest lands identified.

Housing

1. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A, non-project action

The CPA will add up to approximately 600-1000 housing units if developed fully.

2. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A, non-project action

None. DF

3. Proposed measures to reduce or control housing impacts, if any.

N/A; non-project action

Aesthetics

1. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

No proposed structures created through project

2. What views in the immediate vicinity would be altered or obstructed?

No views altered or obstructed through project

3. Proposed measures to reduce or control aesthetic impacts, if any

N/A

Light and Glare

1. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A

2. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A

3. What existing off-site sources of light or glare may affect your proposal?

N/A

4. Proposed measures to reduce or control light and glare impacts, if any.

N/A

Recreation

1. What designated and informal recreational opportunities are in the immediate vicinity?

N/A

Retail and commercial uses.
DF

2. Would the proposed project displace any existing recreational uses? If so, describe.

N/A

3. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

N/A

Historic and Cultural Preservation

1. Are there any buildings, structures or sites located on or near the site that are over 45 years old listed in or eligible for listing in national, state or local preservation registers located on or near the site? If so, specifically describe.

Non-project action

None known. DF Non project action.

2. Are there any landmarks, features or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Non-project action

None known. DF Non project action.

3. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

N/A, non-project action

4. Proposed measures to avoid, minimize or compensate for loss, changes to and disturbance to resources. Please include plans for the above and any permits that may be required.

N/A, non-project action

Transportation

1. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

140th AVE NE; NE 24th AVE, 136th AVE NE. SR 520, Northup Way

2. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Light-rail and Several King County Metro bus routes serve the neighborhood area.

3. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Non-project action

Impacts and required improvements will be reviewed on a project-level. DF

4. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

non-project action. However, a Traffic Analysis by the Transpo Group is attached as a part of this Checklist.

5. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

6. Proposed measures to reduce or control transportation impacts, if any.

Potential policies consistent with the Comprehensive Plan around mobility and access.

Public Service

1. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Non-project action

2. Proposed measures to reduce or control direct impacts on public services, if any.

Potential policies consistent with the Comprehensive Plan to support siting of city facilities to serve community.

Utilities

1. Check the utilities currently available at the site:

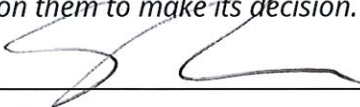
- ☒ Electricity
- ☒ natural gas
- ☒ water
- ☒ refuse service
- ☒ telephone
- ☒ sanitary sewer
- ☐ septic system
- ☐ other

2. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed.

Non-project action

Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature  _____

Name of signee Steve Malsam

Position and Agency/Organization Agent for the landowner

Date Submitted 10/15/2026



Non-project Action SEPA Checklist

These questions pertain to land use actions that do not involve building and construction projects, but rather pertain to policy changes, such as code amendments and rezone actions.

Because the questions are very general, it may be helpful to read them in conjunction with the Environmental Checklist. When answering these questions, be aware of the extent to which the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented.

Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Update to the plan is not expected to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise.

Indicate proposed measures to avoid or reduce such increases.

Potential policies would be consistent with the Comprehensive Plan around air quality, water resources, and noise, among others.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

Update to the plan is not expected to affect plants, animals, fish or marine life.

Indicate proposed measures to protect or conserve plants, animals, fish or marine life.

Potential policies would be consistent with the Comprehensive Plan around fish and wildlife habitat

3. How would the proposal be likely to deplete energy or natural resources?

The proposal is not planned to increase capacity beyond what has been studied for the Comprehensive Plan

Indicate proposed measures to protect or conserve energy and natural resources.

Potential policies would be consistent with the Comprehensive Plan around sustainable development and energy efficiency

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains or prime farmlands?

Update to the plan is not expected to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks,

Indicate proposed measures to protect such resources or to avoid or reduce impacts.

Potential policies would be consistent with the Comprehensive Plan around protection and enhancement of environmentally sensitive areas, as well as historic and cultural preservation.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Update to the plan is not expected to use or affect land and shoreline use in a manner that is incompatible with existing plans.

Indicate proposed measures to avoid or reduce shoreline and land use impacts.

Potential policies would be consistent with the Shoreline Master Program of the Comprehensive Plan.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal is not expected to increase transportation or public service demands beyond what has been studied for the Comprehensive Plan.

See attached trip study analysis dated 5/13/26. Overall anticipated CPA transportation impacts are not significant and will also be reviewed on a project level. DF

Indicate proposed measures to reduce or respond to such demand(s).

Potential policies consistent with the Comprehensive Plan around mobility and access.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal will not conflict with any local, state or federal laws or requirements for the protection of the environment.

This proposal may increase demands on water, sewer, and storm utilities. There are two old asbestos cement drinking water mains that may need replacement to adequately serve the new use of this area. One is located along 136th PL NE, and the other is located within parcel 2725059181. Sewer and storm utilities may need to be modified as well, depending on the size of the development. These needs will be reviewed on a project level. Future projects may require a UE permit, and other utility connection permits to review modifications to the utility services. DF

MEMORANDUM

Date:	May 13, 2026	TG:	1.26156.00
To:	Steve Malsam, Wakefield Properties		
From:	Dan McKinney Jr. and Kassi Leingang, PE – Transpo Group		
Subject:	Evans Plaza Rezone Trip Generation Analysis		

This memorandum summarizes the trip generation estimate in support of the proposed Comprehensive Plan amendment from General Commercial to Lowrise 2 Mixed Use on an approximately 10 acre site. The project description and background as well as review of the change in trip generation with the requested change in zoning is summarized in the sections below.

Project Description and Background

The proposal as noted above is a Comprehensive Plan amendment from General Commercial to Lowrise 2 Mixed Use on an approximately 10 acre site. The proposed change in zoning includes Evans Plaza and the adjacent parcel (see Figure 1).¹

Evans Plaza is currently occupied by several single-story commercial buildings including a range of large and small commercial services, retail and restaurants. It is under common ownership and located near transit, specifically bus service near NE BelRed Road and light rail service at the BelRed and Overlake Village stations (approximately 1 mile from the light rail stations). The intent of the site's future redevelopment is to replace the aging commercial center with mixed-use residential development. The leases on the current commercial uses within Evans Plaza are expiring and the buildings will soon become vacant.

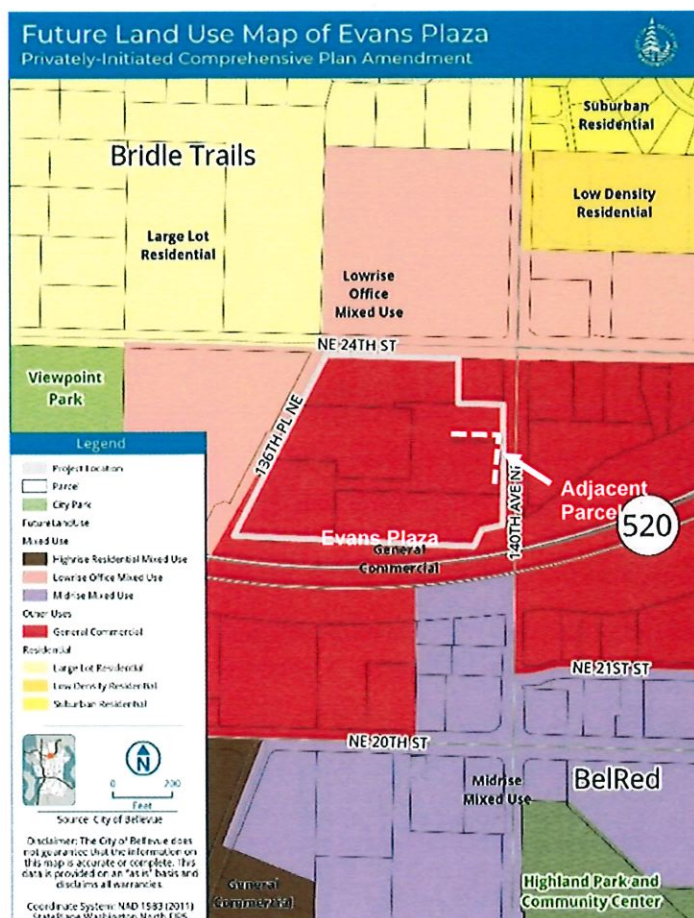


Figure 1: Site Location and current zoning

The site is located within the Pine View Neighborhood Center as identified in the Bellevue Comprehensive Plan. The proposed mixed-use residential redevelopment

¹ Evans Plaza includes the following locations: located at 2205 140th Ave NE, 2208 136th PI NE, 2350 136th PI NE, 2331 140th Ave NE, and 13815 NE 24th St. The adjacent parcel is located at 2353 140th Avenue NE. The adjacent parcel is included based on the Planning Commission recommendation.

of the site would be aligned with Comprehensive Plan policies and goals related to Neighborhood Centers. The combination of multifamily housing and commercial spaces would provide goods and services to local residents and serve as important focal points and gathering spaces for the community.

Trip Generation

Trip generation was estimated for the site assuming both the existing zoning of General Commercial and the proposed updated zoning of Lowrise 2 Mixed Use based on the City of Bellevue trip rates identified within the Transportation Impact Fee Schedule effective January 1, 2026. Under the current zoning, it was assumed that the site includes up to 120,000 square feet (sf) of commercial space, assumed as shopping center (land use 821). With the proposed zoning of Lowrise 2 Mixed Use, it was assumed that the site could develop up to 30,000 sf of commercial space with 800 dwelling units. Table 1 summarizes the comparison of weekday PM peak hour trip generation for the site for the current and proposed zoning potential.

Table 1. Trip Generation Summary – Weekday PM Peak Hour

Land Uses	ITE Land Use	Size	New Trip Rate ¹	New Trips		
				In ²	Out ²	Total
<u>Proposed Zoning: Lowrise 2 Mixed Use</u>						
Multi-Family Mid Rise - (3-10 stories)	221	800 units	0.38/unit	195	109	304
<u>Strip Retail Plaza (under 40k sf)</u>	<u>822</u>	<u>30,000 gsf</u>	<u>3.77/1,000 gsf</u>	<u>57</u>	<u>57</u>	<u>114</u>
Subtotal				252	166	418
<u>Current Zoning: General Commercial</u>						
Shopping Center (40k to 150k sf)	821	120,000 gsf	2.86/1,000 gsf	169	175	344
Difference				83	-9	74

Note: GFA = gross floor area, sf = square-feet

1. Impact fee rate based on *Transportation Impact Fee Rates*, effective 1/1/2026.

2. In/Out percentages based on ITE *Trip Generation Manual*, 12th Edition.

As shown in Table 1, the site under the current zoning generates up to 344 weekday PM peak hour trips whereas the site is forecast to generate up to 418 trips with the proposed zoning. The proposed zoning would result in a forecast increase of up to 74 weekday PM peak hour trips as compared with the current zoning.

2026 Annual Final Review Comprehensive Plan Amendment Recommendation
Privately-initiated Amendment

Evans Plaza

Staff Recommendation: Staff recommend the Planning Commission amend the applicant's proposal from Lowrise 2 Mixed Use to Lowrise 1 Mixed Use and approve the proposed Evans Plaza Comprehensive Plan Amendment as the application satisfies all Land Use Code decision criteria for Final Review; amending the land use designation of approximately 10 acres in the Bridle Trails neighborhood area from General Commercial to Lowrise 1 Mixed Use.

Application Number: 25-121477-AC

Neighborhood Area: Bridle Trails

Original Application: General Commercial to Lowrise 2 Mixed Use

Staff Recommended Land Use Designation: Lowrise 1 Mixed Use

Original Addresses: 2205 140th Ave NE, 2208 136th Pl NE, 2350 136th Pl NE, 2331 140th Ave NE, and 13815 NE 24th St

Expanded Geographic Scope: 2353 140th Ave NE

Applicant: Steve Malsam

The Comprehensive Plan may be amended no more frequently than once every year under the state Growth Management Act (GMA). Amendments to the Comprehensive Plan may be initiated by the city or by private individuals. The Bellevue Land Use Code, at Part 20.30I LUC and in compliance with the GMA, allows property owners to propose site-specific Comprehensive Plan Amendments (CPAs) and for anyone to propose non-site specific, or citywide, amendments. Privately proposed CPAs are accepted and reviewed annually and include the two tier-process of Threshold Review and Final Review. Final Review evaluates the merits of proposed amendments included in the annual CPA work program. Final Review evaluation includes staff review, a Planning Commission public hearing and recommendation by resolution, and City Council action by ordinance.

PROPOSAL

The applicant applied for a change in land use designation from General Commercial to Lowrise 2 Mixed Use on an approximately 10-acre site. The site, Evans Plaza, is located north of SR-520, east of 136th Place NE, south of NE 24th Street, and west of 140th Avenue NE (see **Attachment A**). The parcel numbers for the relevant properties here are 272505-9074, 272505-9179, 272505-9180, 272505-9181, and 272505-9233. Planning Commission previously directed staff to expand the geographic scope of the proposed amendment to include the corner parcel on the block (parcel number 272505-9167). Evans Plaza is currently occupied by several single-story commercial buildings

Work Program and Background

The Planning Commission evaluated the application during Threshold Review against the decision criteria for Threshold Review of a privately-initiated Comprehensive Plan Amendment at LUC 20.30I.140. After reviewing the geographic scope of the application at the meeting on January 14, 2026, the Planning Commission directed staff to include an additional parcel – the corner parcel on the block (parcel number 272505-9167) – in the proposed amendment. Following the Threshold Review public hearing on February 11, 2026, the Planning Commission found that the proposed amendment is consistent with all the Threshold Review decision criteria and made a recommendation to the City Council that the Evans Plaza proposal be included in the 2026 annual Comprehensive Plan Amendment work program. On March 10,

City Council voted unanimously to include the Evans Plaza proposal in the 2026 work program, moving it to Final Review.

During the CPA process, it was questioned whether significantly changed conditions existed to merit considering this proposed amendment. It is the staff recommendation that recent material changes to City policies and legislation, such as the 2024 Comprehensive Plan Periodic Update and subsequent Housing Opportunities in Mixed-Use (HOMA) Land Use Code Amendment (LUCA), have changed the existing context enough to warrant recommending this CPA for final approval to Council. Staff considered the magnitude of the changed context in this neighborhood and proposed a corresponding reduction in the designation of the proposed amendment from Lowrise 2 Mixed Use to Lowrise 1 Mixed Use. In addition, the staff recommendation with respect to the geographic scope of the proposed amendment also responds to the changed conditions supporting this CPA. As explained in more detail, this proposed CPA is calibrated to address the identified changed conditions to better enable the Comprehensive Plan to function as an integrated whole.

OVERVIEW OF STAFF RECOMMENDATION

Staff recommend an alternative Lowrise 1 Mixed Use land use designation for the proposed map change, based on a review of the land use designations of Neighborhood Centers elsewhere in Bellevue, PineView's characteristics as a Neighborhood Center focused on office uses, and the site's limited transit access.

During the 2024-2044 Comprehensive Plan Periodic Update, land use map changes were studied and implemented to allow for a mix of residential and commercial uses and low-rise buildings in most Neighborhood Centers. City Council provided direction at the time to only allow greater residential densities in a limited set of retail-focused Neighborhood Centers, to provide an opportunity for future redevelopment. Therefore, three of the identified Neighborhood Centers – Kelsey Creek Shopping Center, Lake Hills Village, and Lakemont Village – have the Lowrise 2 Mixed Use designation, which allows for greater residential densities. Other Neighborhood Centers – such as Newport Hills Shopping Center, Northtowne Shopping Center, and BellEast Shopping Center – are more commonly mapped with Lowrise 1 Mixed Use, another mixed-use land use designation allowing for a similar mix of uses but at a lower scale and density than Lowrise 2 Mixed Use.

The Comprehensive Plan defines these land use designations as follows:

- Lowrise 1 Mixed Use: The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at the lower end of a low scale and density.
- Lowrise 2 Mixed Use: The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at the higher end of a low scale and density.

PineView is an office-focused Neighborhood Center with limited retail options, community gathering spaces and transit access to support higher residential densities. Access to nearby frequent, reliable transit service can be a rationale for allowing higher densities. Considering the site's limited transit access, future development could not be considered transit-oriented development as the site is not within one-half mile walking distance from Bellevue's frequent transit network.

Staff recommend approving this proposed amendment – changing the proposed amendment site's land use designation from General Commercial to Lowrise 1 Mixed Use – because the application meets Land Use Code decision criteria for Final Review per LUC 20.30.150. In particular, the following decision criteria are met:

Final Review Decision Criteria	Meets/Does Not Meet
A – Obvious technical error	N/A
B1 – Consistent with Plan and other plans and law	Meets
B2 – Addresses interests and changed needs of entire city	Meets
B3 – Addresses significantly changed conditions	Meets
B4 – Could be suitably developed	Meets
B5 – Demonstrates a public benefit	Meets

FINAL REVIEW DECISION CRITERIA

A proposal must meet all Final Review Decision Criteria to be recommended for approval. Staff have concluded that the proposal meets all decision criteria. This conclusion is based on the following:

A. There exists obvious technical error in the pertinent Comprehensive Plan provision, or

Not applicable to this proposal.

B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies (CPP), the Growth Management Act and other applicable law; and

The proposed amendment is consistent with such plans, goals, and policies of the city and with the policy implementation of the CPPs, the GMA, and other applicable law.

The proposal is consistent with GMA planning goals (RCW 36.70A.020), which encourage development in urban areas where adequate public facilities and services exist, planning for and accommodating housing affordable to all, and promoting a variety of residential densities and housing types. The proposed amendment is consistent with Countywide Planning Policies around local centers and focusing housing growth there, such as DP-4, DP-38 and EC-17.

The proposed amendment is consistent with the Comprehensive Plan because it would fulfil the goals set forth in the Land Use Element, as well as other relevant elements, and is aligned with the growth strategy for Bellevue to support the health and vitality of residential areas by planning for Neighborhood Centers: Neighborhood-serving commercial and mixed use areas that serve some of the daily needs of people living in the primarily residential surrounding area.

The Land Use Element's goal is to develop and maintain a land use pattern that protects natural systems and retains trees and open space; maintains and strengthens the vitality, quality and character of Bellevue's neighborhoods; and focuses development activity in Downtown and other Mixed Use and Neighborhood Centers.

Given the proposed amendment site's proximity to SR-520, policies LU-44 and LU-45 provide relevant policy direction, specifically in relation to avoiding exposure to air pollution in new (residential) developments.

LU-44. Promote measures to protect sensitive uses from risks of exposure to air and noise pollution by locating them away from pollution sources, where possible, or by use of feasible, effective building and site design measures to mitigate exposure.

LU-45. Design new development and encourage the retrofit existing buildings to improve indoor air quality and reduce resident exposure to air pollution.

The proposal is consistent with the following policies from the Land Use Element:

LU-1. Focus the city's growth and development as follows:

1. Direct most of the city's growth to the Downtown Regional Growth Center, other Countywide Centers (see Map LU-3) and to other areas designated for compact, mixed use development served by a full range of transportation options.
2. Plan for housing growth with a broad range of housing choices to meet the changing needs of the community.
3. Enhance the health and vitality of existing single-family, multi-family and mixed use residential neighborhoods.
4. Provide for commercial uses and development that serve community needs.

LU-3. Prioritize the redevelopment of under-developed land over vacant land, open space and environmentally sensitive areas.

LU-7. Accommodate adopted growth targets of 35,000 additional housing units and 70,000 additional jobs for the 2019-2044 period and plan for the additional growth anticipated by 2044.

LU-10. Work toward a land use pattern that makes it possible for people to live closer to where they work regardless of household income.

LU-16. Enhance existing Neighborhood Centers (see Map LU-2) designed to serve neighborhoods, recognizing their multiple roles: serving residents' needs, acting as community gathering places and helping to establish neighborhood identity.

LU-18. Encourage new retail and services alongside residential in Neighborhood Centers, ensuring easy pedestrian access and enhancing the livability of the neighborhood.

The Neighborhoods Element's goal is to maintain and enhance the high quality of life in Bellevue's distinctive neighborhoods.

The proposal is consistent with the following policy from the Neighborhoods Element:

NH-1. Support the creation of a variety of land uses to fulfill each neighborhood's basic needs, including:

1. A range of housing types at various affordability levels;
2. Access to basic needs such as groceries, pharmacies, child care and other essential services;
3. Natural areas and open spaces; and
4. Public places to gather like community centers and parks and private places to gather like churches and country clubs.

The Housing Element's goal is to meet the housing needs of the entire community by promoting housing equity, increasing the overall housing diversity and supply, creating affordable housing, attending to individuals' unique housing needs, and preventing displacement and homelessness.

The proposal is consistent with the following policy from the Housing Element:

HO-18. Promote housing density, choice and affordability in areas served by the frequent transit network, businesses serving the community's day-to-day needs and significant nodes of employment.

The goal of the Economic Development Element is to support a strong local economy with opportunities for all to prosper consistent with a high quality of life and a sustainable natural environment.

The proposal is consistent with the following policies from the Economic Development Element:

ED-18. Facilitate development of a range of housing opportunities to accommodate Bellevue's growing workforce.

ED-23. Support economic development in the city's commercial areas.

B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and

The proposed amendment addresses the interests and changed needs of the entire city as it would accommodate future mixed-use residential development in a Neighborhood Center in line with the growth strategy for Bellevue, as outlined in the Comprehensive Plan, to support the health and vitality of residential areas by planning for Neighborhood Centers.

The proposed amendment site is in the PineView Neighborhood Center, one of thirteen Neighborhood Centers in Bellevue as identified on Map LU-2 in the Comprehensive Plan. Neighborhood Centers are commercial or mixed-use areas in locations that are otherwise primarily residential. They are envisioned to serve some of the daily needs of people living in the area. Neighborhood Centers range from commercial centers anchored by a grocery store, library or other major community asset to collections of a few small businesses. Larger centers may serve the needs of a wider community.

Bellevue's land use policies support a strategy for managing growth and development in a manner that is consistent with the regional strategy and supports the city's vision of the future. The 2044 Bellevue Comprehensive Plan established a growth strategy for Bellevue and related goals and policies that support the health and vitality of residential areas by planning for Neighborhood Centers, as identified by Bellevue. Specifically, as stated in the Plan's Land Use Element, "Bellevue supports continued engagement and investment to maintain the health of these important centers and allows Neighborhood Centers to become mixed use with some higher density residential alongside the commercial uses".

B3. The proposal addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 for the definition of "Significantly Changed Conditions"; and

Significantly Changed Conditions (LUC 20.50.046): Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole.

*The proposed amendment addresses significantly changed conditions (since the last time the pertinent Comprehensive Plan map or text was amended), affecting the subject site and the surrounding area, **because of changes to the pertinent Plan text**. Maintaining the site's land use designation in the 2044 Bellevue Comprehensive Plan has created a constraint on realizing the land use vision for Bellevue's Neighborhood Centers such as PineView.*

The 2024 adoption of the 2044 Bellevue Comprehensive Plan established a growth strategy for Bellevue and related goals and policies that support the health and vitality of residential areas by planning for Neighborhood Centers, as identified by Bellevue. Specifically, as stated in the Land Use Element, "Bellevue supports continued engagement and investment to maintain the health of these important centers and allows Neighborhood Centers to become mixed use with some higher density residential alongside the commercial uses", which is also captured in Comprehensive Plan policies focused on the city's land use strategy (LU-1) and Neighborhood Centers (LU-18).

As part of the Comprehensive Plan, the Future Land Use Map shows the vision for future development in Bellevue. The existing Future Land Use Map designation (General Commercial), which was maintained in the 2044 Bellevue Comprehensive Plan, for the proposed amendment site does not encompass residential uses, while there are a stated need and established policy for accommodating Bellevue's housing and job growth within areas designated for compact, mixed use development such as Neighborhood Centers.

This privately-initiated application proposes a Comprehensive Plan map change that would allow residential uses to be part of future development of the site. This change would make the Plan function as an integrated whole, where map designations are in alignment with the city's growth strategy and land use policies, allowing higher density residential alongside commercial uses in the PineView Neighborhood Center as identified by Bellevue.

- B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and**

The subject property of this site-specific proposed amendment is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications.

Properties to the north and west of the site are mapped with land use districts providing areas for low-intensity office uses (Professional Office District; PO) and business, financial, and professional service offices as well as residential uses (Office District; O). To the east, properties are in a land use district that provides for the location of a wide variety of business activities (General Commercial District; GC). Further to the north and west, beyond the previously described properties, properties are in a variety of low-density residential districts. The BelRed area is located on the opposite side of SR-520 and to the south of the proposed amendment site. Most properties here are within the

BelRed-General Commercial (BelRed-GC) land use district, providing areas for a wide variety of business activities. Properties along the western frontage of 140th Ave NE are in the BelRed-Commercial/Residential (BelRed-CR) land use district, providing areas for a mix of housing, retail and services.

The light rail stations at BelRed and Overlake Village are located a mile's distance from the site. Overlake Village light rail station also has Metro bus lines 222, 223 and 225. The nearest bus stop is on BelRed Road at the intersection with 140th Avenue NE at a one-half mile walking distance from the site. This bus stop is served by the 226 Metro bus line running between the Bellevue Transit Center and South Bellevue Station, making stops in the Overlake (Redmond) and Lake Hills neighborhoods as well as at Bellevue College. 226 Metro buses generally run every 30 minutes during the workday, with more frequent service at rush hour (approximately between 7 and 9am, and between 3 and 7pm) and once every hour in the evening starting at 7pm.

One or more land use (zoning) districts are associated with each land use designation in the Comprehensive Plan. Neighborhood Business (NB) and Community Business (CB) land use districts are associated with the Lowrise 1 Mixed Use land use designation, the staff recommendation for this proposed amendment. The recently adopted Housing Opportunities in Mixed-Use (HOMA) Land Use Code Amendment (LUCA) amended the CB land use district. This LUCA sought to encourage housing and vibrant neighborhood centers in Bellevue's mixed-use areas by increasing allowed residential densities and building heights, modifying form and site standards detrimental to housing production, providing incentives for uses beneficial to the community, requiring pedestrian-oriented commercial spaces, and requiring affordable housing.

B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare as it encourages vibrant and walkable Neighborhood Centers and promotes housing and affordable housing production, a noted need in Bellevue. The proposed amendment encourages the development of neighborhood-serving mixed-use areas that provide some of the daily needs of people living in the primarily residential surrounding area and serve as important focal points and community gathering spaces. Furthermore, the proposed amendment promotes a diverse housing stock, allowing community members to find housing that is at a cost, size, and form appropriate to their needs, while encouraging walkable and healthy neighborhoods.

PUBLIC NOTICE AND COMMENT

Notice of Application was published in the Weekly Permit Bulletin on December 31, 2025, and mailed and posted as required by [LUC 20.35.420](#).

This 2026 annual proposed amendment was introduced to the Planning Commission at their January 14th study session including an examination of the potential expansion of its geographic scope for this privately-initiated application.

Notice of Threshold Review Public Hearing, Staff Recommendation and Geographic Scoping was published in the Weekly Permit Bulletin on January 28, 2026, and included notice sent to parties of interest. Property owners within the 500-foot noticing perimeter of the site received official notice, as did people signed up to receive such notices.

A Notice of Public Hearing will be posted on July 1 along with this Staff Report and the final SEPA threshold determination.

Effective community engagement, outreach, and public comments

Applicants and community members are engaging across a variety of media in proactive community engagement and public participation during the 2026 annual comprehensive plan amendment process. The City's early and continuous community engagement includes:

- Throughout the planning process, staff utilized citywide publications, such as Neighborhood News (three editions) and From Planning to Policy, to raise awareness and provide updates across the city.
- Official Weekly Permit Bulletin notices.
- Responsive early outreach to requests for information and to become parties of interest.
- Proactive communications to parties of interest to provide updates and outline next steps.
- Responding to written public comments and returning phone calls.
- Updated Comprehensive Plan Amendments webpage on the City's website with application materials and next steps.
- A January 14, 2026, Planning Commission study session to introduce the proposed amendment and review the staff recommended geographic scope.
- A January 28, 2026, presentation to Bridle Trails Community Club's membership to provide an overview of the Comprehensive Plan Amendment process, outlining opportunities for the community to engage during this process.
- A February 5, 2026, follow-up meeting with Bridle Trails Community Club members to provide additional information and answer questions.
- A June 10, 2026, Final Review Planning Commission study session.

Per policy direction provided by the Comprehensive Plan, the City of Bellevue encouraged the applicant to engage the community directly about the proposed amendment.

Public comments come in throughout the process. All written comments are included in the public record for reference and for use by decision-makers. At the various steps, the public comments received are included in the public record and posted on the [Comprehensive Plan Amendments webpage](#).

A total of 20 public comments from 14 individuals have been received to date. 14 comments were submitted by community members, one of which has voiced support for the proposal and 13 of which have expressed concerns. Four comments were submitted by or on behalf of the applicant in support of the application as submitted and in opposition to the later staff recommendation to consider an alternative land use designation for the proposed map change. Two comments were submitted by the King County Wastewater Treatment Division (KCWTD) requesting the City to reach out to KCWTD if construction permit applications were to be received by the City to assess potential impacts on a nearby King County wastewater facility.

Concerns were mostly raised about the loss of existing businesses that would result from the site's redevelopment; the scale and intensity of future development and its impacts on the surrounding area and transportation network; whether the application meets the definition of "significantly changed conditions" as the Comprehensive Plan was last updated in 2024; and, the presence of unused development capacity nearby, especially within the BelRed subarea.

STATE ENVIRONMENTAL POLICY ACT

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold determination of non-significance (DNS) was issued on July 1, 2026.

ATTACHMENTS

A. Location Map of Evans Plaza

Evans Plaza

Privately-Initiated Comprehensive Plan Amendment

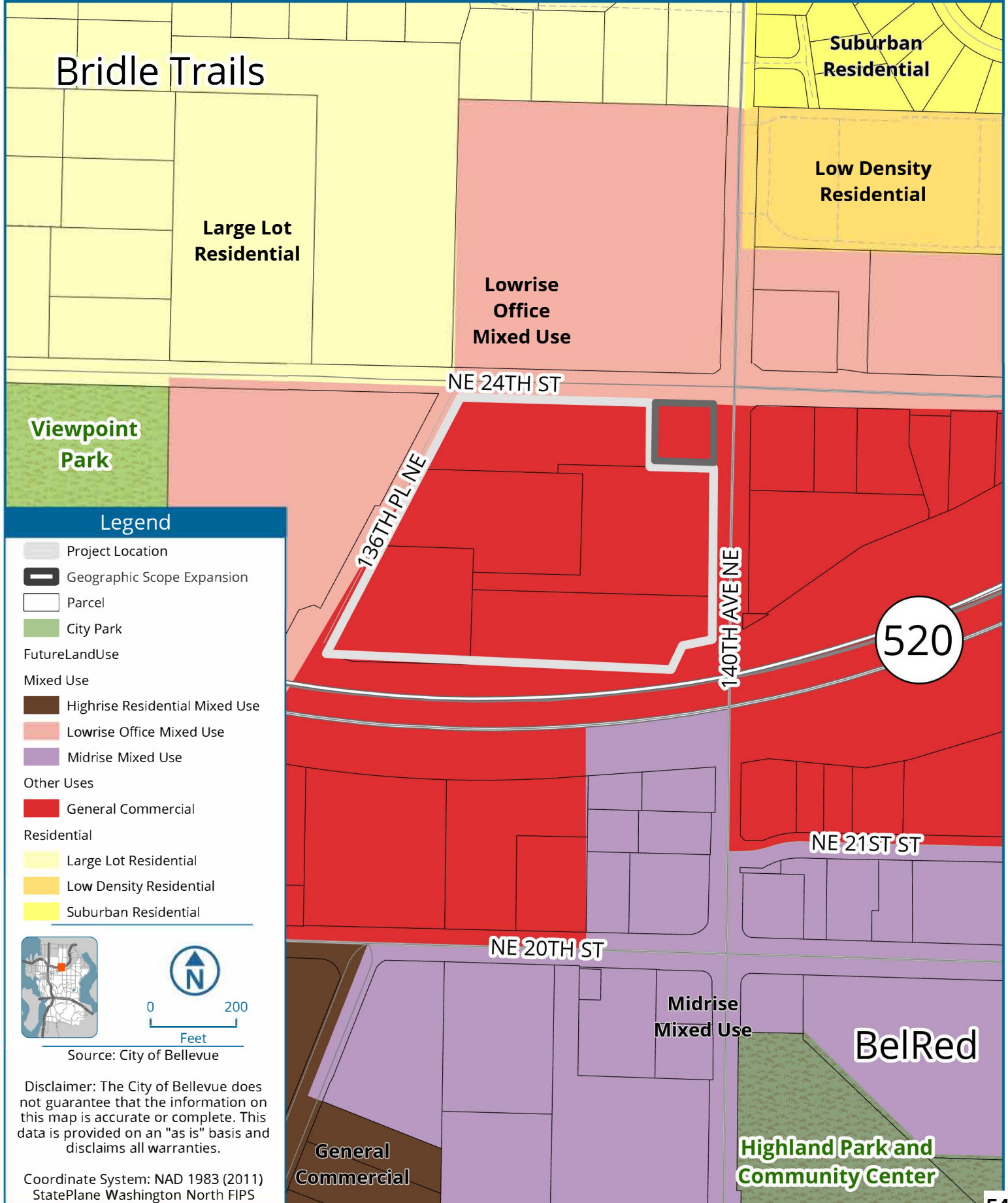
Attachment A



Future Land Use Map of Evans Plaza

Privately-Initiated Comprehensive Plan Amendment

Attachment B





Bellevue Planning Commission

A Resolution of the Planning Commission

July 22, 2026

2026 Annual Final Review Comprehensive Plan Amendment Recommendation
for the

Evans Plaza CPA

AYE	NAY	ABSENT	
			Jonny Lu, Chair
			Andres Villaveces, Vice-chair
			Carolynn Ferris
			Craighton Goepppele
			Mariah Kennedy
			Negin Khanloo
			Arshia Nilchian
On the motion of:			
Seconded by:			
The following resolution was adopted: Evans Plaza CPA Final Review Recommendation			

WHEREAS, the Growth Management Act, at RCW 36.70A.010 documents state Legislative findings that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state; and

WHEREAS it is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning; and

WHEREAS, section 3.64.070 of the Bellevue City Code establishes the powers and duties of the Planning Commission to act in an advisory capacity to the City Council by holding public hearings and conducting studies, performing analyses, and preparing reports requested by the City Council;

WHEREAS, under sections 20.30I.130.A.1.b and 20.35.410 of the Land Use Code (LUC), the Planning Commission shall review, advise and make recommendations to the City Council on the comprehensive plan and other planning documents of the city to determine if the city's plans, goals, policies and land use ordinances and regulations implement the state Growth Management Act and promote orderly and coordinated development within the city; and



Bellevue Planning Commission

WHEREAS, the Planning Commission has conducted Final Review according to Part LUC 20.30I LUC for the **Evans Plaza** proposed comprehensive plan amendment, providing for a public participation process, and holding information and review study sessions; and

WHEREAS, the Planning Commission held a Final Review public hearing for the Evans Plaza CPA on July 22, 2026, after the city published notice of the Final Review public hearing on July 1, 2026, and provided the staff recommendation and all materials submitted to the public record; and

WHEREAS the Planning Commission finds that the proposed amendment is consistent with all the Final Review Decision Criteria in LUC 20.30I.150.B.1-5:

20.30I.150 Final Review Decision Criteria

The Planning Commission may recommend, and the City Council may adopt or adopt with modifications an amendment to the Comprehensive Plan if:

- A. There exists obvious technical error in the pertinent Comprehensive Plan provision; or
- B. The following criteria have been met:
 - 1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the City, the Countywide Planning Policies, the Growth Management Act, and other applicable law; and
 - 2. The proposed amendment addresses the interests and changed needs of the entire City as identified in its long-range planning and policy documents; and
 - 3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 for the definition of "Significantly Changed Conditions;" and
 - 4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and
 - 5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City.

NOW, THEREFORE, the Planning Commission recommends to the City Council that it adopt the Evans Plaza (25-121477 AC) amendment to the Comprehensive Plan.

Jonny Lu, Chair

Date

Kate Nesse, staff liaison

Date



Bellevue Planning Commission

July 22, 2026

PLANNING COMMISSION AGENDA ITEM

SUBJECT

Final Review Public Hearing on Transportation Element Conformance Comprehensive Plan Amendment

STAFF CONTACTS

Thara Johnson, Planning Director, 452-4087

Kate Nesse, PhD, Comprehensive Planning Manager, 452-2042

Teun Deuling, AICP, Senior Planner, 229-6534

Community Development Department

Kevin McDonald, AICP, Principal Transportation Planner, 452-4558

Transportation Department

POLICY ISSUES

Staff recommend approval of the proposed city-initiated Comprehensive Plan Amendment (CPA) to incorporate limited amendments to ensure conformance between the Comprehensive Plan and specific transportation-related functional plans, reflecting recent updates to those plans.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION	DIRECTION	INFORMATION ONLY
☒	☐	☐
Request	Summary Guidance	
1. Conduct a Final Review public hearing for the proposed amendment	Direct staff to first review and present the staff recommendation, then open the public hearing and accept public testimony. Close the public hearing.	
2. Conduct a study session following the public hearing to make a recommendation	Review the staff recommendation, public record, and consider the public testimony. Ask questions of staff; review the proposed resolution.	
3. Take action on a recommendation	The Commission uses a resolution to the City Council for the recommendation action. Take action to provide Planning Commission recommendation by resolution.	

On November 25, 2025, the City Council adopted both the Mobility Implementation Plan (MIP) 2025 Update, incorporating and also superseding the 2009 Pedestrian and Bicycle Transportation Plan, and the 2026-2045 Transportation Facilities Plan (TFP). The proposed city-initiated amendment seeks to incorporate limited amendments, mainly to the Comprehensive Plan's Transportation Element, to

ensure conformance between the Comprehensive Plan and specific functional plans, reflecting recent updates to those plans. The City Council initiated the CPA on March 10, as part of the 2026 work program.

Pursuant to the Growth Management Act (GMA), the Bellevue City Code at Part 20.30I LUC (Land Use Code) permits the City Council to initiate CPAs at any time and provides a one-step process for review (Final Review). Privately proposed CPA applications are accepted and reviewed annually and include the two-tier process of Threshold Review and Final Review.

Annual Comprehensive Plan Amendment proposals are reviewed by the Planning Commission and acted upon by the City Council through the Final Review process set forth in the Land Use Code at [LUC 20.30I](#). Final Review evaluates the merits of proposed amendments included in the annual Comprehensive Plan Amendment work program. Final Review evaluation and decision includes staff review, a Planning Commission public hearing and recommendation by resolution, and City Council action by ordinance. The Planning Commission holds Final Review public hearings and makes recommendations. The City Council's subsequent action on Planning Commission recommendations is the final City action to amend the Comprehensive Plan.

RECOMMENDATION SUMMARY

The Final Review Decision Criteria for a proposed CPA are set forth in [LUC 20.30I.150](#). Based on a review and application of the criteria, Community Development staff developed the Final Review recommendation.

The staff recommendation for the proposed amendment is included in the Recommendation Summary below. The full staff report is available [online](#) (also included as **Attachment A**) and included in the report materials provided to the Planning Commission along with the [July 1, 2026, Notice of Final Review](#) public hearing.

The proposed amendment is exempt under SEPA as it is a text amendment resulting in no substantive changes respecting use or modification of the environment.

Summary of Recommendation

The proposed city-initiated amendment seeks to incorporate limited amendments, mainly to the Comprehensive Plan's Transportation Element, to ensure conformance between the Comprehensive Plan and specific functional plans, reflecting recent updates to those plans.

The proposed conformance amendments seek to amend policy TR-96 and to delete non-policy narrative references to the 2009 Pedestrian and Bicycle Transportation Plan in the Comprehensive Plan. The 2009 Pedestrian and Bicycle Transportation Plan is now fully incorporated into the MIP, which is the document that includes all mobility options (including walking and bicycling) within the city. The MIP is already fully incorporated into the Comprehensive Plan.

The proposed conformance amendments also seek to amend non-policy narrative references in the Transportation Element to the prior 12-year TFP timespan. City Council adopted the 2026-2045 TFP on November 25, 2025, extending its timespan from 12 to 20 years. The TFP serves as the city's intermediate-range, transportation capital facility planning document and functions as a bridge between the MIP, long-range facility plans, modal plans, and the funded projects in the Capital Improvement Program (CIP) Plan.

Staff recommend approving this proposed amendment because the application satisfies all Land Use Code decision criteria for Final Review of a Comprehensive Plan Amendment (LUC 20.30I.150). Also see the Staff Report which is available [online](#) and included as **Attachment A**.

Summary of Public Comment

Public comments received during the Final Review process are included in the public record and posted on the [Comprehensive Plan Amendments webpage](#). No comments were received to date.

Summary of Planning Commission Input

The Transportation Commission reviewed the staff recommended policy and narrative amendments to the Transportation Element on March 12. On May 14, the Transportation Commission recommended the proposed amendments and approved a transmittal memo to the Planning Commission. In addition to the Transportation Element amendments recommended by the Transportation Commission, staff recommended removing additional references to the Pedestrian and Bicycle Transportation Plan elsewhere in the Comprehensive Plan.

Planning Commission reviewed the Transportation Commission and staff recommended amendments to Comprehensive Plan at the June 10 meeting. A table providing an overview of all proposed amendments to the Comprehensive Plan is included in **Attachment B**.

AMENDMENT NOTICE

Notice of the application was published in the Weekly Permit Bulletin on [April 15, 2026](#), and mailed and posted as required by [LUC 20.35.420](#). Notice of the Final Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on [July 1, 2026](#), and the Seattle Times and included notice sent to parties of record.

ATTACHMENTS

- A. Staff Report
- B. Comprehensive Plan – Proposed Conformance Changes
- C. Planning Commission Resolution for the Transportation Element Conformance CPA

2026 Annual Final Review Comprehensive Plan Amendment Recommendation
Council-initiated Amendment

Transportation Element Conformance

Staff Recommendation: Staff recommend approving the proposed Transportation Element Conformance Comprehensive Plan Amendment as the application satisfies all Land Use Code decision criteria for Final Review.

Application Number: 26-106401-AC

Proposal: Transportation Element Conformance

Elements: Transportation Element, Glossary, and Introduction and Vision section

Subarea Plans: Citywide

PROPOSAL

Amendments to the Comprehensive Plan may be initiated by the city or by private individuals. Pursuant to the Growth Management Act (GMA), the Bellevue City Code at Part 20.301 Land Use Code (LUC) permits the City Council to initiate Comprehensive Plan Amendments (CPAs) at any time and provides a one-step process for review (Final Review) by the Planning Commission and consideration for approval by Council. Final Review evaluates the merits of proposed amendments included in the annual CPA work program. Final Review evaluation includes staff review, a Planning Commission public hearing and recommendation by resolution, and City Council action by ordinance.

Transportation Element Conformance (26-106401-AC)

On March 10, 2026, City Council initiated this proposed CPA to incorporate limited amendments to the Comprehensive Plan, most importantly the Transportation Element, to ensure conformance between the Comprehensive Plan and two transportation-related functional plans.

On November 25, 2025, the City Council adopted both the Mobility Implementation Plan (MIP) 2025 Update, incorporating and also superseding all prior City of Bellevue Pedestrian and Bicycle Transportation Plans, and the 2026-2045 Transportation Facilities Plan (TFP). As noted in the Council agenda materials, the Transportation Department would initiate and recommend a conformance amendment to the Comprehensive Plan in 2026 following the adoption of the 2025 update. As prior Pedestrian and Bicycle Plans are now fully incorporated into the MIP, which is the document that includes all mobility options (including walking and bicycling) within the city, the proposed conformance amendments seek to amend policy TR-96 and to delete non-policy narrative references to the Pedestrian and Bicycle Transportation Plan in the Comprehensive Plan. The proposed conformance amendments also seek to remove additional references to the Pedestrian and Bicycle Transportation Plan elsewhere in the Comprehensive Plan, specifically the Introduction and Vision section and Glossary.

On November 25, 2025, City Council also adopted the 2026-2045 TFP, extending its timespan from 12 to 20 years. The TFP serves as the city's intermediate-range, transportation capital facility planning document and functions as a bridge between the MIP, long-range facility plans, modal plans, and the five funded projects in the Capital Improvement Program (CIP) Plan. The proposed conformance amendments seek to amend non-policy narrative references in the Transportation Element to the prior 12-year TFP timespan.

The Transportation Commission reviewed the staff recommended policy and narrative amendments to the Transportation Element on March 12. On May 14, the Transportation Commission recommended the proposed amendments and approved a transmittal memo to the Planning Commission.

OVERVIEW OF STAFF RECOMMENDATION

Staff recommend approving this proposed amendment because the application meets Land Use Code decision criteria for Final Review per LUC 20.30.150. In particular, the following decision criteria are met:

Final Review Decision Criteria	Meets/Does Not Meet
A – Obvious technical error	N/A
B1 – Consistent with Plan and other plans and law	Meets
B2 – Addresses interests and changed needs of entire city	Meets
B3 – Addresses significantly changed conditions	Meets
B4 – Could be suitably developed	N/A
B5 – Demonstrates a public benefit	Meets

FINAL REVIEW DECISION CRITERIA

A proposal must meet all Final Review Decision Criteria to be recommended for approval. Staff have concluded that the proposal meets all decision criteria. This conclusion is based on the following:

A. There exists obvious technical error in the pertinent Comprehensive Plan provision, or

Not applicable to this proposal.

B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies (CPP), the Growth Management Act and other applicable law; and

The proposed amendment is consistent with such plans, goals, and policies of the city and of the CPP, the GMA, and other applicable law.

The proposed amendment does not encompass any substantive changes to existing goals and policies. The proposed amendment seeks to incorporate limited amendments to the Transportation Element to ensure conformance between the Comprehensive Plan and the recently updated Mobility Implementation Plan (MIP) and Transportation Facilities Plan (TFP), as well as references to those plans elsewhere in the Comprehensive Plan.

Those functional plans provide details and implementation specifics for transportation policy outlined in and consistent with the Comprehensive Plan. Concretely, Comprehensive Plan Transportation Element policy TR-28 supports the MIP 2025 Update:

TR-28. Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each periodic update of the Comprehensive Plan, or as warranted by changed circumstances.

City Council adopted the MIP 2025 Update, incorporating and also superseding all prior City of Bellevue Pedestrian and Bicycle Transportation Plans, on November 25, 2025. The MIP is already fully incorporated into the Comprehensive Plan.

Various policies in the Capital Facilities and Transportation elements of the Comprehensive Plan provide a framework for the City's periodic update of the TFP in compliance with the requirements of the Growth Management Act and the Multimodal Concurrency Code, including TR-30:

TR-30. Plan for and prioritize transportation system projects to support land use and to address Performance Target gaps in each update of the Transportation Facilities Plan.

On November 25, 2025, City Council adopted the 2026-2045 TFP, extending its timespan from 12 to 20 years. Extending the TFP to 2045 also put it into alignment with the Comprehensive Plan's time horizon, reinforcing the relationship between the vision for land use and transportation.

B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and

The proposed amendment addresses the interests and changed needs of the entire city as it ensures conformance between the Comprehensive Plan and specific transportation-related functional plans, offering details and implementation specifics to meet the need for transportation facility improvements for all modes in line with the Comprehensive Plan.

B3. The proposal addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 for the definition of "Significantly Changed Conditions"; and

Significantly Changed Conditions. Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole.

The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan text was amended in 2024 as part of the Comprehensive Plan Periodic Update. Both the MIP 2025 Update and the 2026-2045 TFP were adopted by City Council since then. This proposed amendment seeks to ensure conformance between the Comprehensive Plan and these two recently updated transportation-related functional plans, allowing the Comprehensive Plan to function as an integrated whole.

B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and

Not applicable to this proposal.

B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare as it ensures conformance between the Comprehensive Plan and specific transportation-related functional plans, allowing the Comprehensive Plan to function as an integrated whole.

PUBLIC NOTICE AND COMMENT

The Transportation Commission reviewed the staff recommended policy and narrative amendments to the Transportation Element on March 12. On May 14, the Transportation Commission recommended the proposed amendments and approved a transmittal memo to the Planning Commission. In addition to the Transportation Element amendments recommended by the Transportation Commission, staff recommended removing additional references to the Pedestrian and Bicycle Transportation Plan elsewhere in the Comprehensive Plan. Planning Commission reviewed the Transportation Commission and staff recommended amendments to the Comprehensive Plan at the June 10 meeting.

Notice of the application was published in the Weekly Permit Bulletin on [April 15, 2026](#), and mailed and posted as required by [LUC 20.35.420](#). Notice of the Final Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on July 1, 2026, and the Seattle Times and included notice sent to parties of record.

Public comments received during the Final Review process are included in the public record and posted on the [Comprehensive Plan Amendments webpage](#). No comments were received to date.

ATTACHMENTS

A. Comprehensive Plan - Proposed Conformance Changes

Comprehensive Plan – Proposed Conformance Changes

Element	Policy	Existing Language	Reason for Change
Introduction and Vision	N/A (p. IV-5, call out box)	FUNCTIONAL PLANS Bellevue has several plans that provide details and implementation specifics for policy areas in the Comprehensive Plan. These functional plans are updated more frequently than the Comprehensive Plan. The plans listed below are plans that the City maintains. The Shoreline Master Program is adopted as an element of the Comprehensive Plan. There are other plans that impact the implementation of the Comprehensive Plan maintained by other agencies such as King County and the Bellevue School District. ▪ Affordable Housing Strategy ▪ Diversity Advantage Plan ▪ Economic Development Plan ▪ Environmental Stewardship Plan ▪ Fire Department Strategic Plan ▪ Human Services Needs Update ▪ Mobility Implementation Plan ▪ Parks and Open Space System Plan ▪ Pedestrian and Bicycle Transportation Plan ▪ Police Department Strategic Plan ▪ Recreation Program Plan ▪ Storm and Surface Water System Plan ▪ Transit Master Plan ▪ Transportation Facilities Plan ▪ Wastewater System Plan ▪ Water System Plan ▪ Watershed Management Plan	Conformance with the Mobility Implementation Plan.

Element	Policy	Existing Language	Reason for Change
Transportation	N/A (p.TR-3, narrative)	To ensure that getting around Bellevue on foot is easy and safe, and that bicycling facilities accommodate riders of all ages and abilities, Bellevue implements and maintains a network illustrated and described in the <u>Pedestrian and Bicycle Transportation Mobility Implementation Plan</u> . This plan includes policies, design standards and a comprehensive and prioritized project list. The Mobility Implementation Plan defines Performance Targets for each mode that describes the intended user experience and <u>that</u> serves to identify and prioritize needed investments.	Conformance with the Mobility Implementation Plan.
Transportation	N/A (p.TR-3, call out box)	<u>PEDESTRIAN AND BICYCLE TRANSPORTATION MOBILITY IMPLEMENTATION PLAN</u> The <u>Pedestrian and Bicycle Transportation Mobility Implementation Plan</u> articulates a shared vision for walking and bicycling in Bellevue. The <u>plan Mobility Implementation Plan</u> identifies where the intended performance of the network does not meet the adopted targets so that project concepts can be developed more than 400 projects that, when funded, would <u>to</u> make biking and walking in Bellevue safer and easier.	Conformance with the Mobility Implementation Plan.
Transportation	N/A (p.TR-4, call out box)	TRANSPORTATION FACILITIES PLAN (TFP) Typically updated every two to three years, the TFP is a “financially constrained” plan meaning the identified cost of the projects in the TFP must be balanced with the city’s transportation revenue projections for the 1220 -year plan period. Some projects listed in the TFP include funding allocations for initial development or partial implementation only.	Conformance with the Transportation Facilities Plan.

Element	Policy	Existing Language	Reason for Change
Transportation	N/A (p.TR-7, call out box)	COMPLETE STREETS Performance Measures. Performance is measured against adopted Performance Targets in the <u>Mobility Implementation Plan</u> , and mode-specific plans, including the Pedestrian and Bicycle Transportation Plan and the Transit Master Plan.	Conformance with the Mobility Implementation Plan.
Transportation	N/A (Map TR-5)	Map TR-5. Pedestrian Facilities This map shows existing sidewalks, multi-purpose paths and trails that comprise the existing pedestrian network in Bellevue. Please refer to the Bellevue Pedestrian and Bicycle Transportation <u>Mobility Implementation Plan</u> for <u>a map of arterial pedestrian network Performance Target gaps and a list of trail projects</u> that would add to existing facilities.	Conformance with the Mobility Implementation Plan.
Transportation	N/A (Map TR-6)	Map TR-6. Bicycle Facilities This map shows existing bicycle lanes, shared shoulders, wide lanes, shared lanes and multi-purpose paths that comprise the existing bike network in Bellevue. Please refer to the Pedestrian and Bicycle Transportation <u>Mobility Implementation Plan</u> for <u>a map of arterial bicycle network Performance Target gaps and a list of trail projects</u> that would add to existing facilities.	Conformance with the Mobility Implementation Plan.
Transportation	TR-96	TR-96. Implement the Pedestrian and Bicycle Transportation Plan and e <u>Evaluate, describe, and prioritize projects concepts</u> that address Performance Target gaps through the Mobility Implementation Plan.	Conformance with the Mobility Implementation Plan.

Element	Policy	Existing Language	Reason for Change
Glossary	N/A (p. GL-2)	Bicycle Route — A route specifically designed and designated for bicycle travel, whether exclusively for bicyclists or to be shared with other transportation modes. Refer to the Pedestrian and Bicycle Transportation <u>Mobility Implementation</u> Plan for the various types of bicycle facilities that may be employed to create a bicycle route.	Conformance with the Mobility Implementation Plan.
Glossary	N/A (p. GL-2)	Bicycle System Plan Map — A map in the Pedestrian and Bicycle Transportation <u>Mobility Implementation</u> Plan, that depicts the plan for a complete and connected network of bicycle routes serving the entire community that is compatible with and connected to regional and interjurisdictional facilities.	Conformance with the Mobility Implementation Plan.
Glossary	N/A (p. GL-10)	Pedestrian System Plan Map — In the Pedestrian and Bicycle Transportation <u>Mobility Implementation</u> Plan, a map that depicts a complete and connected network of pedestrian facilities that serve the entire community and are compatible with regional and inter-jurisdictional facilities. Pedestrian facility types are defined and described in the Pedestrian and Bicycle Transportation Plan.	Conformance with the Mobility Implementation Plan.

Comprehensive Plan – Proposed Conformance Changes

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Transportation	N/A (p.TR-3, call out box)	<u>PEDESTRIAN AND BICYCLE TRANSPORTATION MOBILITY IMPLEMENTATION PLAN</u> The <u>Pedestrian and Bicycle Transportation Mobility Implementation Plan</u> articulates a shared vision for walking and bicycling in Bellevue. The <u>plan Mobility Implementation Plan</u> identifies where the intended performance of the network does not meet the adopted targets so that project concepts can be developed more than 400 projects that, when funded, would <u>to</u> make biking and walking in Bellevue safer and easier.	Conformance with the Mobility Implementation Plan.
Transportation	N/A (p.TR-4, call out box)	TRANSPORTATION FACILITIES PLAN (TFP) Typically updated every two to three years, the TFP is a “financially constrained” plan meaning the identified cost of the projects in the TFP must be balanced with the city’s transportation revenue projections for the 1220 -year plan period. Some projects listed in the TFP include funding allocations for initial development or partial implementation only.	Conformance with the Transportation Facilities Plan.

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Transportation	N/A (Map TR-5)	Map TR-5. Pedestrian Facilities This map shows existing sidewalks, multi-purpose paths and trails that comprise the existing pedestrian network in Bellevue. Please refer to the Bellevue Pedestrian and Bicycle Transportation <u>Mobility Implementation Plan</u> for <u>a map of arterial pedestrian network Performance Target gaps and a list of trail projects</u> that would add to existing facilities.	Conformance with the Mobility Implementation Plan.
Transportation	N/A (Map TR-6)	Map TR-6. Bicycle Facilities This map shows existing bicycle lanes, shared shoulders, wide lanes, shared lanes and multi-purpose paths that comprise the existing bike network in Bellevue. Please refer to the Pedestrian and Bicycle Transportation <u>Mobility Implementation Plan</u> for <u>a map of arterial bicycle network Performance Target gaps and a list of trail projects</u> that would add to existing facilities.	Conformance with the Mobility Implementation Plan.
Transportation	TR-96	TR-96. Implement the Pedestrian and Bicycle Transportation Plan and e <u>Evaluate, describe, and prioritize projects concepts</u> that address Performance Target gaps through the Mobility Implementation Plan.	Conformance with the Mobility Implementation Plan.

Element	Policy	Existing Language	Reason for Change
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Glossary	N/A (p. GL-10)	Pedestrian System Plan Map — In the Pedestrian and Bicycle Transportation <u>Mobility Implementation Plan</u> , a map that depicts a complete and connected network of pedestrian facilities that serve the entire community and are compatible with regional and inter-jurisdictional facilities. Pedestrian facility types are defined and described in the Pedestrian and Bicycle Transportation Plan.	Conformance with the Mobility Implementation Plan.



Bellevue Planning Commission

A Resolution of the Planning Commission

July 22, 2026

2026 Annual Final Review Comprehensive Plan Amendment Recommendation
for the

Transportation Element Conformance CPA

AYE	NAY	ABSENT	
			Jonny Lu, Chair
			Andres Villaveces, Vice-chair
			Carolynn Ferris
			Craighton Goepppele
			Mariah Kennedy
			Negin Khanloo
			Arshia Nilchian
On the motion of:			
Seconded by:			
The following resolution was adopted: Transportation Element Conformance CPA Final Review Recommendation			

WHEREAS, the Growth Management Act, at RCW 36.70A.010 documents state Legislative findings that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state; and

WHEREAS it is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning; and

WHEREAS, section 3.64.070 of the Bellevue City Code establishes the powers and duties of the Planning Commission to act in an advisory capacity to the City Council by holding public hearings and conducting studies, performing analyses, and preparing reports requested by the City Council;

WHEREAS, under sections 20.30I.130.A.1.b and 20.35.410 of the Land Use Code (LUC), the Planning Commission shall review, advise and make recommendations to the City Council on the comprehensive plan and other planning documents of the city to determine if the city's plans, goals, policies and land use ordinances and regulations implement the state Growth Management Act and promote orderly and coordinated development within the city; and



Bellevue Planning Commission

WHEREAS, the Planning Commission has conducted Final Review according to Part LUC 20.30I LUC for the **Transportation Element Conformance CPA** proposed comprehensive plan amendment, providing for a public participation process, and holding information and review study sessions; and

WHEREAS, the Planning Commission held a Final Review public hearing for the Transportation Element Conformance CPA on July 22, 2026, after the city published notice of the Final Review public hearing on July 1, 2026, and provided the staff recommendation and all materials submitted to the public record; and

WHEREAS the Planning Commission finds that the proposed amendment is consistent with all the Final Review Decision Criteria in LUC 20.30I.150.B.1-5:

20.30I.150 Final Review Decision Criteria

The Planning Commission may recommend, and the City Council may adopt or adopt with modifications an amendment to the Comprehensive Plan if:

- A. There exists obvious technical error in the pertinent Comprehensive Plan provision; or
- B. The following criteria have been met:
 - 1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the City, the Countywide Planning Policies, the Growth Management Act, and other applicable law; and
 - 2. The proposed amendment addresses the interests and changed needs of the entire City as identified in its long-range planning and policy documents; and
 - 3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 for the definition of "Significantly Changed Conditions;" and
 - 4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and
 - 5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City.

NOW, THEREFORE, the Planning Commission recommends to the City Council that it adopt the Transportation Element Conformance (26-106401 AC) amendment to the Comprehensive Plan.

Jonny Lu, Chair

Date

Kate Nesse, staff liaison

Date



Bellevue Planning Commission

July 22, 2026

PLANNING COMMISSION PUBLIC HEARING ITEM

SUBJECT

Public Hearing on the Parking Reform Land Use Code Amendment (LUCA) to implement Senate Bill (SB) 5184, SB 6015, and parking provisions of House Bill (HB) 1491

STAFF CONTACT(S)

Kristina Gallant, AICP, Planning Manager, 452-6196

Nick Whipple, Code and Policy Director, 452-4578

Development Services Department

POLICY ISSUES

In 2024 and 2025, the Washington State Legislature passed, and the governor signed into law, SB 6015, SB 5184, and HB 1491, which collectively:

- Standardize parking stall dimensions and certain other development standards for parking lots and structures;
- Establish minimum parking requirement caps for certain residential and nonresidential uses citywide; and
- Limit circumstances when minimum parking can be required within light rail and bus rapid transit station areas.

The Parking Reform LUCA will implement these changes to state law as well as implement Comprehensive Plan policies supporting parking reform and transit-oriented development, including Policies LU-32, LU-25, HO-16, and HO-18, which encourage reduced parking requirements, shared parking, and housing affordability and density in transit-served areas.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION



DIRECTION



INFORMATION ONLY



Following discussion on the proposed LUCA on June 24, the Planning Commission directed staff to schedule a public hearing. At tonight's meeting, the Commission will be asked to hold the public hearing on the proposed LUCA, included as Attachment A. After the public hearing, the Commission will be asked to make a recommendation on the proposed LUCA. The Planning Commission may also direct staff to schedule a subsequent meeting to make its recommendation. However, doing so would likely delay the project and jeopardize the city's ability to meet the January 27, 2027 compliance deadline established by SB 5184.

BACKGROUND/ANALYSIS

The proposed LUCA includes provisions required for compliance with SB 5184, SB 6015, and select parking provisions of HB 1491. Compliant code must be adopted by January 27, 2027. The proposed LUCA, which implements all minimum legal requirements, is provided as Attachment A.

Overview of Proposed LUCA

The proposed LUCA primarily implements the requirements of SB 5184, SB 6015, and HB 1491. While additional parking reforms have been adopted by other jurisdictions, the proposal is limited to state-required changes to allow time to evaluate implementation outcomes before considering future local amendments.

The LUCA also reorganizes and clarifies parking regulations to improve usability, consistency, and compliance with state law. The proposed amendments include:

- Technical code consolidation and standardized ratios
- Updates to ensure compliance with state law, including parking exemptions

Code Consolidation and Development Standards

The LUCA consolidates parking, circulation, and walkway standards into a single section of the Land Use Code (LUC 20.20.590) and establishes consistent citywide standards. Changes include:

- Consolidated regulations: Parking standards are centralized within LUC 20.20.590.
- Standardized parking ratios: Minimum parking requirements are established at one space per single-family dwelling, 0.5 spaces per middle housing and multifamily dwelling, and two spaces per 1,000 gross square feet for commercial uses, consistent with state law.
- Removal of parking maximums: Existing maximum parking limits are removed, reflecting current market conditions and reduced state parking requirements.
- Tandem parking: Definitions and minimum dimensional standards are incorporated into the code.
- Parking structures: General standards are established while allowing overlay districts to apply more specific requirements where applicable.

State Law Compliance

The LUCA incorporates state-required exemptions from minimum parking requirements, including:

- Residential and mixed-use development within designated transit station areas.
- Uses exempted by state law, including affordable housing, senior housing, child care centers, and qualifying small commercial and residential developments.
- Existing exemptions for accessory dwelling units, middle housing, and co-living housing located within one-half mile walking distance of a major transit stop, consistent with state law.

June 24 Study Session

At the June 24 study session, the Planning Commission reviewed the proposed Parking Reform LUCA and generally supported implementing the baseline requirements established by recent state legislation (SB 5184, SB 6015, and HB 1491) rather than pursuing further parking deregulation at this time.

The Commission discussed the significant changes required by state law and recognized that Bellevue's parking regulations will change substantially to comply with state law. The state legislation substantially reduces minimum parking requirements throughout Bellevue. For example, commercial uses will now largely be treated equally, requiring 2 parking spaces per 1,000 square feet and replacing previous requirements that ranged from 4 spaces per 1,000 square feet for office uses, 5 spaces for retail, and up to 16 spaces for restaurants. Residential requirements are similarly reduced from 2 spaces per single-family dwelling to 1 space, and from 1 space per multifamily dwelling to 0.5 spaces per dwelling. In addition, state law prohibits minimum parking requirements for residential and mixed-use development within designated light rail and bus rapid transit station areas, affecting much of Bellevue's mixed-use growth areas, including Downtown, BelRed, Wilburton, Crossroads, and East Main.

Allowing time to observe how development responds before considering additional parking reforms will provide an opportunity to evaluate implementation using Bellevue-specific data. Because new development occurs over several years, it is anticipated that approximately three to five years of implementation will be needed to meaningfully assess parking utilization, development feasibility, travel behavior, and the effectiveness of the new standards.

The Commission also requested additional information on two potential incentives to better manage parking supply and encourage more useable parking stalls:

1. Expanding opportunities for shared parking between developments with complementary parking demand.
2. Encouraging larger parking stall dimensions than the maximum size cities can require under state law.

Shared Parking

The proposed LUCA allows developments with complementary parking demands to enter into shared parking agreements and reduce required parking by up to 20 percent. Shared parking allows multiple uses to efficiently utilize the same parking supply during different peak demand periods. This concept has been implemented successfully in the city and is anticipated to become more attractive going forward given the reduced parking requirements and the elimination of minimum parking requirements in designated transit station areas proposed in this LUCA. For this reason, no further changes to the proposed shared parking provisions are recommended at this time.

Parking Stall Size Incentive

State law limits the maximum parking stall dimensions cities can require to 8 feet by 20 feet. While Bellevue cannot require larger stalls, the proposed LUCA has been updated to create an incentive for developers to voluntarily provide stalls at least nine feet wide. This larger width is consistent with Bellevue's current stall width requirements. Projects that stripe parking stalls at least nine feet wide may reduce required parking by up to 10 percent. Small sites (40,000 square feet or less) in mixed-use districts may receive up to a 15 percent reduction. This approach encourages more functional parking without conflicting with state law.

Decision Criteria

LUC 20.30J.135 establishes the decision criteria for amendments to the Land Use Code. The proposed Land Use Code Amendment (LUCA) satisfies these criteria as follows:

A. The amendment is consistent with the Comprehensive Plan.

Finding: The proposed LUCA is consistent with the Comprehensive Plan. The LUCA implements Comprehensive Plan policies that support parking reform, transit-oriented development, housing affordability, and efficient land use. Specifically, the proposal advances Policies LU-25, LU-32, HO-16, and HO-18 by reducing minimum parking requirements, expanding opportunities for shared parking, and supporting additional housing and mixed-use development in areas served by high-capacity transit.

B. The amendment enhances the public health, safety, or welfare.

Finding: The proposed LUCA enhances the public health, safety, and welfare by implementing state parking requirements intended to increase housing opportunities, improve access to transit, and reduce barriers to development. The amendments encourage more efficient use of land, support walkable and transit-oriented communities, reduce unnecessary development costs associated with excess parking, and provide flexibility for projects to better align parking supply with actual demand. The proposal also maintains parking requirements where appropriate while preserving the city's ability to monitor outcomes and consider future refinements as additional data becomes available.

C. The amendment is not contrary to the best interests of the citizens and property owners of the City of Bellevue.

Finding: The proposed LUCA is not contrary to the best interests of Bellevue residents or property owners. The LUCA implements state law, provides a consistent and predictable regulatory framework, and reduces unnecessary development constraints while maintaining appropriate parking standards. By aligning local regulations with state requirements and supporting housing production, economic vitality, and transportation choice, the proposal advances the community's long-term interests.

Public Engagement

A public engagement plan was implemented to inform the public, stakeholders, and interested parties throughout the Parking Reform LUCA process and provide opportunities for input on the proposed code amendments.

- **Process IV Requirements.** Consistent with Chapter 20.35 LUC procedural requirements, public input opportunities included a notice of application, notice of public hearing, and a public hearing.
- **Virtual Introductory Information Session.** A virtual information session was held on February 9 to introduce the project, applicable state requirements, and the scope of the proposed code amendments. Questions and comments helped identify areas where additional clarification was needed, including the distinction between on-street and off-street parking.

- **Public Open Houses.** Two in-person open houses were held to provide information and gather community feedback: a City Hall open house on April 20 and a Community Data Walk at the Crossroads Community Center on May 6.
- **Virtual Data Walkthrough.** A virtual data walkthrough was held on May 8 to present parking data and analysis prior to release of the draft code amendments for Planning Commission review.

LUCA Schedule

The Parking Reform LUCA launched at Council initiation in January and was followed by a focused period of public engagement and code drafting. The Planning Commission schedule has been structured to accommodate Council review process, with the goal of Council action by the end of 2026. This timeline is intended to ensure compliance in advance of the January 27, 2027, state deadline.

ATTACHMENT(S)

- A. Strike Draft
- B. Planning Commission Resolution

Parking Reform Strike Draft
July 14, 2026

Attachment A

20.20 General Development Requirements

20.20.120 Accessory Dwelling Units

...

B. Definitions:

- ~~1. Major Transit Stop. For the purposes of this section, major transit stop is as defined in RCW 36.70A.696.~~

Commented [A1]: Definition of "major transit stop" is incorporated into the revised LUC 20.20.590, and therefore can be deleted here.

B6. Standards – Generally Applicable to Both Attached and Detached Accessory Dwelling Units.

...

3. The gross floor area of an accessory dwelling unit shall be limited to a maximum of 1,200 square feet. For attached accessory dwelling units this gross floor area does not count towards the maximum allowable square footage for single-family and middle housing projects as regulated by LUC 20.20.390, except that:

...

- c. Up to 300 square feet per accessory dwelling unit used for parking or unheated storage space shall be exempt from the maximum gross floor area.

~~5. In addition to any off-street parking spaces required for the primary structure, off-street parking shall be provided for accessory dwelling units as follows:~~

- ~~a. No off-street parking is required for accessory dwelling units less than 1,000 square feet in floor area (excluding any garage area).~~
- ~~b. No off-street parking is required for accessory dwelling units located within one-half mile of a major transit stop as defined in this section.~~
- ~~c. One off-street parking space is required for each accessory dwelling unit, except as otherwise provided in subsection C.5.a or C.5.b of this section.~~

Commented [A2]: Incorporated into the revised LUC 20.20.590, and therefore can be deleted here.

- ~~56. A site may not contain both an accessory dwelling unit and a business subject to the regulations in Part 20.30N LUC for a Home Occupation Permit.~~

- ~~67. If a unit lot was created through a unit lot subdivision approved under Chapter 20.45A LUC or a unit lot short subdivision approved under Chapter 20.45B LUC and the unit lot was developed in accordance with such approval, then no new accessory dwelling unit is permitted to be developed on that unit lot.~~

...

20.20.537 Micro-Apartments.

...

B. Standards

The following standards apply to micro-apartments:

...

- ~~2. Parking shall be provided at a ratio of one-quarter parking space per micro-apartment. Micro-apartments meeting the definition of Affordable Housing in LUC 20.50.010 and those located in Mixed-Use Land Use Districts shall have no parking minimum.~~
- ~~3. The Director may modify the minimum parking ratio for micro-apartments as set forth in subsection B.2 of this section when supported by a parking demand analysis provided by the applicant, including but not limited to:
 - ~~a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or~~
 - ~~b. Evidence in available planning and technical studies relating to the proposed use; or~~
 - ~~c. Required parking for the proposed use as determined by other compatible jurisdictions.~~~~
- ~~4. 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.~~
- ~~5. Weatherproof and secure bicycle parking shall be provided at a ratio of one bicycle parking space per every five micro-apartments.~~
26. Micro-apartments shall be exempt from the provisions of LUC 20.20.540, Multifamily play areas.

20.20.561 Nonconforming uses, structures, and sites.

...

- E. Regulations Applicable to Nonconforming Structures and Nonconforming Sites.

...

3. Proportional Compliance.

Commented [A3]: Under current code, Micro-Apartments have a max gross floor area of 320 square feet. Under RCW 35A.21.445(3)(a), the city cannot require any minimum off-street parking for "residences under 1,200 square feet." This prior strike draft did not include this section. As shown in track changes, the conflicting parking requirement language has been deleted.

Commented [A4]: Addressed, or otherwise moved to, the revised LUC 20.20.590.

...

- e. Required Improvements.

...

- v. If all of the improvements that would otherwise be required under subsection E.3.f of this section have been constructed in a manner that complies with all currently applicable development regulations, then the nonconforming structure or nonconforming site shall be brought into full compliance with this Code. However, except as otherwise provided in RCW 36.70A.622, vehicular parking spaces that existed on June 6, 2024, are not required to be modified or resized and are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

Commented [A5]: Language added to comply with RCW 36.70A.622(2)

...

20.20.590 Parking, circulation, and walkway requirements.

A. Purpose.

This section contains standards and design requirements for parking, circulation, and internal walkways, except as otherwise provided in LUC Chapter 20.25 LUC for any one or more Special and Overlay Districts.

B. Applicability.

1. Number of Parking Spaces. The provisions of subsection F shall apply to the following, unless exempt under subsection E:
 - a. New development; and
 - b. Existing buildings undergoing a change of use between residential uses, unless exempt under LUC 20.20.727.
2. Other Requirements. All other standards and design requirements of this section apply in any one or more of the following circumstances:
 - a. New development;
 - b. Any change of use or expansion of use where parking is modified; and
 - c. Alterations to a nonconforming site or to a nonconforming structure only when required by operation of LUC 20.20.561 or LUC 20.25E.040, as applicable to the development.
3. Phased Development. In projects consisting of multiple phases, as shown on a Master Development Plan submitted under Chapter 20.30V LUC, any individual phase must provide parking spaces meeting the requirements of this section for that individual phase; Provided, that parking spaces required for a later phase may be constructed within the project limit of an earlier phase so long as all applicable requirements of this section are met.

C. Limitations on Use.

Areas approved for parking, circulation, or walkways must be used exclusively for those

purposes. Any other use requires a Temporary Use Permit, subject to [LUC-Part 20.30M LUC](#), or specific authorization under the Bellevue City Code or Land Use Code.

1. Exception. This restriction shall not apply to the permanent removal or repurposing of surplus parking spaces that exceed applicable minimum parking requirements following an authorized change of use or tenant improvement, provided such configurations are approved by the Director.

D. Definitions.

The following definitions are specific to this section. Where a term defined below is used in this section its meaning shall be as defined below.

1. "Commercial use" shall have the [definition-meaning](#) provided in RCW 35A.21.445.

- 4-2. ["Ground level" means, in the context of a building, any floor containing a primary building entrance that is accessible to the public.](#)

- 2-3. "Major transit stop" shall have the [definition-meaning](#) provided in:

- a. RCW 36.70A.696 for accessory dwelling units;
- b. RCW 36.70A.030 for middle housing; and
- c. RCW 36.70A.535 for rooming houses.

E. Exempt Uses.

The following land uses are exempt from the requirements under subsection F, except for visitor parking requirements under subsection F.2f.i, where applicable:

1. Commercial uses occupying 3,000 square feet or less of gross floor area;
2. [Dwelling units containing 1,200 square feet or less of gross floor area, except for accessory dwelling units and co-living units;](#)
- 2-3. [Accessory dwelling units containing 1,000 square feet or less of gross floor area, excluding any garage area;](#)
- 3-4. Residential or mixed-use development located, wholly or partially, in a station area;
- 4-5. [Any one or more of the following residential uses when located, wholly or partially, within one-half mile walking distance of a major transit stop; Provided, that if a physical or legal impediment exists that would require pedestrians to walk more than one-half mile to the major transit stop, then the Director may determine that the location is not within one-half mile of a major transit stop:](#)
 - a. Accessory dwelling units;
 - b. Middle housing; or
 - c. Rooming houses.
- 5-6. Affordable housing;
- 6-7. Senior housing;
- 7-8. Child care centers;
- 8-9. Nonresidential gross floor area located on the ground level of mixed-use developments;
- 9-10. Existing buildings undergoing a change of use from a nonresidential to a residential use or between nonresidential uses; and

Commented [A6]: Under RCW 35A.21.445(3)(f), we need to exempt "ground level nonresidential spaces in mixed-use buildings" from any minimum off-street parking requirements.

Commented [A7]: Physical impediments would include I-405, a creek with no bridge, etc.

Legal impediments would include an informal pre-existing trail across private property for which no access easement exists allowing the residents of the residential use to legally cross the private property.

~~40.11.~~ Mass timber, modular construction, or passive house development subject to LUC 20.20.536.

F. Minimum Parking Requirements.

1. Minimum Off-Street Parking Requirements. Unless exempt under subsection E, the development shall provide at least the minimum number of off-street parking spaces as indicated below:
 - a. Commercial uses: two spaces per 1,000 square feet of gross floor area.
 - b. Manufacturing uses: one and one-half spaces per 1,000 square feet of gross floor area.
 - c. Residential uses:
 - i. Single-family dwelling: one space per dwelling unit;
 - ii. Middle housing and attached or detached multifamily dwellings: one-half spaces per dwelling unit;
 - iii. Rooming house: one-quarter spaces per co-living unit; and
 - iv. Accessory dwelling units: one space per accessory dwelling unit containing more than 1,000 square feet of gross floor area, excluding any garage area.
 - d. Mixed-use development. For properties containing a mix of residential and nonresidential uses, the total minimum parking requirement shall be the sum of the requirements for each individual use.
 - i. The Director may approve a reduction of up to 20 percent of the total required spaces if the applicant satisfies the technical criteria for shared parking in subsection F.2.b.ii.
 - ii. Developments under unified single ownership are exempt from the legal agreement recording requirements of subsection F.2.a.i.
 - e. Unspecified Uses. For any use not listed in subsection F.1, the Director shall establish the minimum number of off-street parking spaces required and may establish the maximum number of off-street parking spaces allowed. The Director may consider but is not limited to the following in establishing off-street parking requirements for an unspecified use:
 - i. Documentation supplied by the applicant regarding actual parking demand for the proposed use;
 - ii. Evidence in available planning and technical studies relating to the proposed use; or
 - iii. Parking requirements established by comparable jurisdictions for the proposed or similar use.
 - ~~f. Fractions. If the parking requirements of this section result in a fractional number of spaces, any fraction of 0.5 or greater shall be rounded up to the next whole number, and any fraction less than 0.5 shall be rounded down to the previous whole number.~~
 - ~~g. Short-Term and Time-Restricted Parking. Where short-term or time-restricted parking is proposed, the applicant must clearly denote the stall locations, intended use, and enforcement mechanisms on the site plan. For projects exceeding 50 dwelling units or 20,000 gross square feet, the Director may require a parking demand analysis prepared by a qualified professional.~~
 - ~~i. Visitor Parking Requirements. Attached multifamily, detached multifamily, and~~

Commented [A8]: Moved to new subsection F.4 as it needs to apply to all subsections within subsection F.

~~mixed-use developments must provide visitor parking at a rate of one space per 20 units, providing no fewer than one space total. This requirement applies only to developments that meet either of the following criteria:~~

- ~~(1) Contain 7 or more dwelling units; and~~
- ~~(2) Are located within Downtown or the East Main Transit Oriented Development Land Use District.~~

~~h. Substitution Prohibited. Short-term parking spaces shall not substitute for, or be counted toward, required long-term residential or nonresidential parking spaces.~~

~~i. Management of Temporary and Time-Restricted Parking. Where short-term parking is provided to support operational site performance, the applicant must submit a Parking Management Plan that addresses the following:~~

- ~~i. Location and Signage. All visitor and short term parking spaces shall be clearly identified through permanent signage or pavement markings. Such markings must be maintained in a legible condition and positioned to be visible to motorists upon entry to the parking area.~~
- ~~ii. Duration Limits. The plan must establish maximum time limits to ensure vehicle turnover.~~
- ~~iii. Voluntary Provision. If visitor parking is provided voluntarily in excess of code minimums and is not used to justify a variance or deviation from other development standards, a formal Parking Management Plan and professional demand analysis shall be waived.~~

2. Minimum Visitor Parking Requirements.

a. In addition to any minimum off-street parking required under subsection F.1, any development containing seven or more dwelling units shall provide at least one visitor parking space per 20 dwelling units. As an alternative to the minimum visitor parking required under subsection F.2, the Director may modify the minimum visitor parking requirements of subsection F.2 based on the results of the visitor parking demand analysis, submitted by the applicant and prepared by a qualified professional, in the following circumstances:

- i. The development contains 50 or more dwelling units; or
- ii. The development contains 20,000 square feet or more of gross floor area.

b. Substitution Prohibited. Any visitor parking spaces shall not substitute for, or be counted toward, minimum off-street parking spaces required under subsection F.1.

c. Management of Visitor Parking. If a development is required to provide visitor parking under this section, then the applicant must submit a parking management plan that addresses the following:

- i. Location and Signage. All visitor parking spaces shall be clearly identified through permanent signage or pavement markings. Such markings must be maintained in a legible condition and positioned to be visible to motorists upon entry to the parking area.
- ii. Duration Limits. The plan must establish maximum time limits to ensure vehicle turnover in required visitor parking spaces.
- iii. Applicability to Voluntarily Provided Visitor Parking: If a development is not required to provide any visitor parking under this section, but chooses to voluntarily provide

visitor parking, then a parking management plan shall not be required.

2.3. Alternative Parking Configurations – Shared Use and Off-Site.

- a. General Standards. The Director may approve shared parking, off-site parking, or a combination of both to satisfy the minimum requirements of this section, provided the following criteria are met:
 - i. Legal Agreement. Prior to establishing shared or off-site parking, the property owner(s) must execute and record a legal agreement, in a form approved by the Director, with the King County Recorder's Office providing for shared use or off-site parking. The agreement shall be recorded on the title records of each affected property.
 - (1) An agreement may be terminated if the minimum number of parking spaces is no longer legally required for the associated use(s).
 - (2) An agreement may be amended if the current requirements of this section differ from the minimum parking levels mandated in the existing agreement and the amendment will conform the existing agreement to current requirements of this section.
 - (3) Any amendment or termination of an existing agreement must be approved by the Director and recorded with the King County Recorder's Office on the title records of every affected property.
 - ii. Notwithstanding any off-site allowance, all required visitor parking must be located on the same site as the primary use.
 - iii. Access and Connectivity. The link between the development and the shared use or off-site parking area must meet the following standards:
 - (1) A convenient, safe, and accessible pedestrian or shuttle connection is required.
 - (2) If the connection crosses private property, a public access or common access easement ensuring continuous maintenance and pedestrian access is required and must be recorded with the King County Recorder's Office on the title records of every affected property.
 - (3) The availability of shared or off-site parking must be clearly marked by permanent signs compliant with Chapter 22.10 BCC.
- b. Standards for Shared Parking. The total number of parking spaces required for shared use shall be determined as follows:
 - i. Where the uses to be served by shared parking do not overlap hours of operation, the required parking spaces are equal to the greater of the individual parking requirements.
 - ii. 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 spaces for all uses proposing to share parking if:
 - (1) The reduction is supported by a parking demand analysis performed by a professional independent traffic engineer; and
 - (2) The analysis follows professional methods, including documentation of

estimated demand and evidence from comparable technical studies or manuals.

- iii. When calculating the number of shared parking spaces: secured, gated, and visitor parking for residential uses shall not be counted toward the minimum parking required for commercial uses.

- (1) Exception. Secured, gated, and visitor parking for residential uses may be counted towards the requirements for commercial uses if the Director determines that physical access for trips to all uses is guaranteed during the hours of the shared use.

c. Standards for Off-site Parking.

- i. Off-site parking spaces must be located within a 1,000-foot walking distance of the primary use.

- ii. Off-site parking is permitted in a residential land use district or DT-R only if the primary use being served is also a permitted use within that district.

3.4. Fractions. If the parking requirements of this section result in a fractional number of spaces, any fraction of 0.5 or greater shall be rounded up to the next whole number, and any fraction less than 0.5 shall be rounded down to the next lower whole number.

G. Required Bicycle Parking.

1. Minimum Bicycle Parking Requirements. The following requirements determine the total number of bicycle parking spaces.
 - a. Residential uses:
 - i. Attached or detached multifamily dwellings must provide bicycle parking at a rate of one space per five dwelling units. Bicycle parking spaces may be located within garages.
 - ii. Single family dwellings and middle housing are exempt from bicycle parking requirements.
 - b. Nonresidential uses occupying 20,000 square feet or more of gross floor area must provide one space per 10,000 square feet of gross floor area;
 - c. Hotels and transient lodgings must provide one space per 20 rooms.
2. Allocation, Location, and Design Standards.
 - a. Short-Term Bicycle Parking.
 - i. ~~Applicability. Short-term bicycle parking is required for non-residential and attached and detached multifamily developments.~~Allocation. At least 15 percent of the required bicycle parking spaces shall be provided as short-term bicycle parking.
 - ii. Location. ~~At least 15 percent of r~~Required short-term bicycle parking spaces must be provided as outdoor bicycle parking located within 25 feet of any one or more primary building entrances accessible by the public. If located within a garage, it must be in an unsecured area accessible to the general public that is located within 25 feet of a primary building entrance accessible by the public.
 - b. Long-Term Bicycle Parking.
 - i. Allocation. At least 85 percent of the required bicycle parking spaces shall be provided as long-term bicycle parking.

i.ii. Location. Required long-term bicycle parking must be located inside a building, on the same floor as a primary building entrance accessible by the public, within an on-site parking garage, or within a basement level.

- (1) If there is a primary building entry-entrance for pedestrians accessible by the public fronting, and at the same grade as, either the Grand Connection or Eastrail Corridor, then any required bicycle parking area must be accessible from that primary building entry-entrance.

iii. Minimum Security. ~~For-If a development requiring is required to provide~~ five or more total long-term bicycle parking spaces, then long-term parking for residential tenants or commercial employees of a development each long-term bicycle parking space must meet at least one of the of the following design standards:

- (1) bBe in an enclosed and lockable bicycle storage area that is accessible only to residents living within the development, employees working within the development, and employees or agents of the property owner.
- (2) or iBe individual and lockable bicycle lockers.

ii.iv. Charging Options. ~~Where-If~~ a development is required to provide 10 or more long-term bicycle parking spaces, then the secure storage area bicycle storage area or bicycle lockers must include electrical outlets configured for charging electric-assist bicycles.

- (1) The property owner shall determine the total number of charging stations based on site demand, provided that at least one active charging station is installed in any area where long-term bicycle parking spaces are located.

- c. Access and Signage. ~~Bicycle storage areas~~ Any bicycle parking spaces located in parking garages or basements must be accessible to cyclists via ramps or elevators from a primary building entrance accessible to the public. Clear directional signage must be posted at primary pedestrian building entrances accessible to the public and, if applicable, at vehicle entries entrances to garages to guide users to the storage facility bicycle parking spaces. All bicycle parking spaces must be accessible without the need to move any parked bicycles.

H. Parking and Circulation Design Standards.

Vehicular parking is permitted only in areas meeting the standards of this section. In residential land use districts, additional storage of recreational vehicles and trailers is governed by LUC 20.20.720. If the standards of this section conflict with specific district standards contained in Chapter 20.25 LUC, then the district-specific standards shall control.

1. Surfacing and Marking.

a. Vehicular parking and circulation areas must be constructed with durable, all-weather hard surfaces suitable for safe vehicle and pedestrian use. If the applicable requirements listed below are satisfied, then one or more of the following may be used in lieu of hard surfacing in vehicular parking and circulation areas:

- i. Permeable pavement or other innovative techniques designed to mimic the function of a pervious surface may be used if the requirements of LUC 20.20.460.G are satisfied;
- ii. Grass block pavers;
- iii. Gravel surfaces in the following circumstances:

Commented [A9]: To comply with RCW 36.70A.622(1)(g)

Commented [A10]: To comply with RCW 36.70A.622(1)(d)

- (1) For legally established parking located within critical areas or buffers;
 - (2) During construction activities, provided the area is authorized by a valid Temporary Use Permit subject to LUC 20.30M; and
 - (3) A maximum of six pre-existing and legally nonconforming gravel-surfaced parking spaces may be used to satisfy the minimum parking requirements of this section. If redevelopment of, or alterations to, a project limit containing any legally nonconforming gravel-surfaced parking spaces triggers proportional compliance under LUC 20.20.561 or LUC 20.25E.040, as applicable to the development, then the surfacing used for such gravel parking spaces shall be changed to another surfacing permitted under this section.
 - a.—
 - i.—~~Hard surfaces or low-impact alternatives compliant with LUC 20.20.460.G are required. Parking spaces required by this section may consist of grass-block pavers.~~
 - ii.—~~Pavement markings, including parking spaces, directional arrows, and crosswalks, must be clearly maintained.~~
 - b.—~~Exemptions for Gravel Surfaces. Gravel surfaces may be permitted in the following circumstances:~~
 - i.—~~For legally established parking located within critical areas or buffers;~~
 - ii.—~~During construction activities, provided the area is authorized by a valid Temporary Use Permit subject to LUC 20.30M; and~~
 - iii.—~~A maximum of six legally nonconforming gravel-surfaced parking spaces may be used to satisfy the minimum parking requirements of this section. This exemption terminates upon redevelopment of, or alterations to, a nonconforming site or structure when required by operation of LUC 20.20.561.~~
 - c.—~~Existing Parking. Any parking spaces lawfully established prior to the effective date of this ordinance that do not conform to the dimensions or surfacing standards of this section are considered legally nonconforming.~~
 - i.—~~Legally nonconforming spaces may be maintained in their existing configuration and are not required to be modified or resized, except as necessary to comply with the federal Americans with Disabilities Act.~~
2. Dimensional Standards. Site access and internal circulation must comply with Chapter 14.60 BCC and provide safe, functional connections for vehicles and pedestrians.
 - a. Driveway Widths. Internal circulation driveways must be at least 20 feet wide for two-way traffic and 15 feet wide for one-way traffic. The Director may modify driveway width or access requirements when necessary to protect public safety.
 - b. Structured Parking Clearance. A minimum vertical clearance of eight and one-half feet shall be maintained for all parking and circulation areas. This clearance must be unobstructed by pipes, ducts, fire sprinklers, or other mechanical equipment.
 - i. Driveway entries and thresholds for parking structures must maintain vertical clearances consistent with the International Building Code and BCC, but in no case shall a structural threshold impede the minimum vertical clearance for accessible routes.

Commented [A11]: Moved to LUC 20.20.561, as shown in track changes in this strike draft.

- ~~c. Shared Access. For projects located within Downtown or Bel-Red, the Director may require shared driveways or private cross-access easements between neighboring nonresidential properties to accommodate future adjacent development and consolidate street access points. The property owners shall sign and record a private reciprocal easement agreement permitting customer and delivery access between the parcels.~~
3. Loading Spaces Requirements.
- a. Property owners must provide off-street loading spaces with direct access to a public street. The number and size of a loading space must be sufficient to accommodate the maximum number and size of vehicles that will be loaded or unloaded simultaneously during normal business hours.
 - b. Dimensions. Each loading space must be a minimum of 10 feet wide by 30 feet long. However, if a loading space is located next to an arterial street, the owner must provide an additional 40 foot maneuvering length.
 - i. When parked in a loading space, no part of a delivery vehicle may project within a public right-of-way, public access easement, or private road.
 - ii. The Director may reduce the required maneuvering length if the applicant proves that delivery vehicles can accomplish maneuvering into the loading space while complying with the requirement under subsection H.3.b.i.
 - c. The Director may waive loading space requirements if the property owner either:
 - i. Demonstrates that the development has, and will continue to have, no loading needs; or
 - ii. The applicant has secured an approved Right-of-Way Use Permit allowing for on-street loading.
 - d. The loading space requirements of this section are separate and distinct from the requirements under LUC 20.20.725 relating to recycling and solid waste collection areas.
4. Carpool and Vanpool Facilities.
- a. Applicability. This section applies to all new developments or alterations of commercial or institutional uses with a gross floor area of 30,000 square feet or greater.
 - b. Qualifying developments shall provide at least one designated carpool or vanpool loading facility. This facility must:
 - i. Be located entirely outside of required drive aisles and fire apparatus access roads.
 - ii. All carpool and vanpool spaces shall be clearly identified through permanent signage or pavement markings. Such markings must be maintained in a legible condition and positioned to be visible to motorists upon entry to the parking area.
 - c. Location and Priority. Carpool and vanpool spaces shall be located closest to the primary building entrance accessible to the public, excluding the use except as may otherwise be required for-of parking spaces reserved for accessible parking or emergency vehicle access.
 - d. ~~Flexibility. The Director may approve multiple designations of carpool or vanpool spaces to satisfy other municipal requirements, including but not limited to spaces for electrical vehicle charging or pick-up/drop-off, provided:~~

Commented [A12]: Currently, LUC 20.25R.020.B.2.d already governs driveways and access corridors across property lines in Wilburton. In the BelRed Look Forward draft, that language is also being applied to BelRed. So, we don't need this language here and, instead, can rely on the new Part 20.25B, 20.25C, and 20.25D to govern, as proposed in the BelRed Look Forward LUCA.

- ~~i. The primary designation during peak commute hours remains for high-occupancy vehicles; and~~
 - ~~ii. The dual use does not physically impede the loading or unloading of passengers.~~
- 5. Drive-Through Facility Stacking Lanes. Drive-through facilities must provide a minimum of seven stacking spaces per drive-through station in addition to required parking.
 - a. Stacking Space Dimensions. Each stacking space must be at least eight feet wide and 12 feet long and may not be delineated with pavement markings.
 - b. Location Restrictions. Stacking lanes may not occupy required driveways, internal circulation drives, or parking aisle widths.
 - c. Additional Queuing. The Director may require additional stacking capacity based on a Transportation Impact Analysis to ensure on-site queue containment.
- 6. Grade Separation Protection. If parking and circulation areas are located in areas adjacent to slopes or grade separations, then the development must provide walls, railings, or similar barriers sufficient to prevent uncontrolled vehicle movement and protect pedestrians from drop-off edges.

- ~~7. Landscaping. The property owner shall provide parking area landscaping as required by LUC 20.20.520. Parking area dimensions do not include any area devoted to landscape development or open space.~~

8.7. Internal Walkways.

- a. When Required.
 - i. Land Use Districts. Except as otherwise provided in this section, the applicant shall provide internal walkways ~~meeting the requirements of this section for new development or the alteration of a nonconforming site or structure, per LUC 20.20.561 or LUC 20.25E.040, within the following Land Use Districts~~any land use district except for the following: CCC, LL-1, LL-2, SR-1, SR-2, SR-3, SR-4, and LDR-1.
 - ~~(1) Industrial and Medical Institutional: LI and MI;~~
 - ~~(2) Mixed-Use: CB, F1, F3, MU-8, MU-16, MU-H, MU-M, MUR-M, NB, O, OLB, OLB 2, PO, and UC;~~
 - ~~(3) Commercial: GC;~~
 - ~~(4) Residential: LDR-2, LDR-3, MDR-1, and MDR-2;~~
 - ~~(5) Special Districts: BelRed, Downtown, EG-TOD, and EM-TOD.~~
 - ii. Specific Residential Applicability. ~~Within the districts listed above, this~~This requirement applies to both cottage housing and courtyard housing development but does not apply to other middle housing development.
 - iii. Schools. The requirement for internal walkways applies to schools in all land use districts throughout the city ~~at the time of new development or the alteration of a nonconforming site or structure, per LUC 20.20.561 or LUC 20.25E.040.~~
- b. Standards. Walkways must connect seamlessly to existing public sidewalks where available and align with the City's pedestrian circulation plans. Internal walkways must be positioned to provide safe, direct pedestrian access between:
 - i. Public sidewalks;

Commented [A13]: LUC 20.20.520.F.3 will apply without this cross-reference. In some overlays (e.g., LUC 20.25R.030.C.9) we have different rules for parking landscaping). To avoid confusion, this subsection has been deleted and instead we will rely on the rest of the code as written to apply as normal.

Commented [A14]: Redundant of the general applicability section of LUC 20.20.590, so can be deleted here.

- ii. Transit stops;
- iii. Parking areas; and
- iv. Primary building entrances.
- c. Design Criteria. Internal walkways must be paved with nonskid, hard-surfaced material, have a minimum clear width of four feet, and be either:
 - i. Raised at least six inches above the parking lot surface, except at driveway or aisle crossings, where walkways must be lowered for accessibility; or
 - ii. Clearly marked with contrasting paving or striping.
- d. Stairs. Stairs must maintain uniform riser heights and tread depths within a continuous flight, with no variation greater than 3/8 inch. Different dimensions are allowed between flights only if separated by at least eight horizontal feet of level walkway.
- e. Lighting. Night lighting is required at changes in grade or walking direction.
- f. Crossings. Walkways must be marked with contrasting materials or striping where they cross parking areas or vehicle circulation lanes.
- g. Handrails. Handrails are required where more than two risers are present, or as otherwise determined necessary for safety by the Director.

9-8. Compact Parking.

- a. Maximum Allowance. The property owner may design and construct compact parking spaces in accordance with the dimensions provided in subsection 42-10 of this section, subject to the following maximum thresholds:
 - i. General Standard. Except as provided in this subsection, up to 50 percent of the total parking spaces approved for an individual development may be compact parking spaces.
 - ii. Special District & Overlay Maximum. Up to 65 percent of the total approved parking spaces may be compact parking spaces when located within:
 - (1) Any Downtown land use district;
 - (2) Any BelRed land use district;
 - (3) The EM-TOD-H or EM-TOD-L; or
 - (4) Mixed-Use Land Use Districts subject to Part 20.25R LUC.
 - iii. Medical Institution Maximum. Compact spaces shall not exceed 25 percent of the total parking spaces approved for developments located within the MI district.
- b. Identification Required. The property owner must clearly identify compact spaces within the parking area using permanent pavement markings or signage designating them for compact vehicles. The location, dimensions, and exact distribution of all compact spaces must be illustrated on the approved site plan prior to permit issuance.

40-9. Temporary Construction Parking. The property owner shall obtain a Temporary Use Permit pursuant to Part 20.30M LUC for an off-site construction parking area.

41-10. Minimum Dimensions.

- a. Stall Dimensions. Off-street parking dimensions may not be less than the following, except as otherwise approved by the Director:

- i. Standard Spaces: eight feet in width and 20 feet in length.
- ii. Compact Spaces: seven and one-half feet in width and 16 feet in length.

[Placeholder: Graphic depicting location of parking space width and depth measurements to be provided]

- b. Aisle Dimensions. The minimum width for drive aisles is determined by the parking angle and the direction of traffic flow as follows:
 - i. Parallel (0°): 12 feet if one-way; 20 feet if two-way.
 - ii.i. Less than 45°: 12 feet if one-way; 20 feet if two-way.
 - iii.ii. 45° through 60°: 17 feet if one-way; 20 feet if two-way.
 - iv.iii. More than 60° Perpendicular (90°): 22 feet for both one-way and two-way aisles.

[Placeholder: Graphic depicting aisle width measurements based on one-way and two-way traffic flow to be provided]

- c. Tandem Parking. Drive aisles serving tandem spaces must maintain unobstructed access and turning radii consistent with aisle widths provided above.
 - i. Tandem parking must be:
 - (1) A minimum of eight feet in width;
 - (2) A minimum length of 20 feet per individual tandem parking space;
 - (3) Assigned to the same dwelling unit or to the same commercial use to avoid operational conflicts; and
 - ii. Tandem parking cannot be used to satisfy visitor parking requirements.

- d. Voluntary Incentive for Larger Parking Stalls. A development may reduce the minimum required number of off-street parking stalls if all parking stalls provided to satisfy the minimum parking requirement are at least nine feet in width and 20 feet in length.
 - i. Developments meeting this standard may reduce the minimum required number of parking stalls by up to ten percent.
 - ii. Developments located on a small site within Mixed-Use Land Use Districts subject to Part 20.25R LUC may reduce the minimum required number of parking stalls by up to fifteen percent.

Commented [A15]: The prior strike draft did not address parking angles less than or more than those specified. Language has been updated to include ranges to better address those situations, as shown in track changes.

Commented [A16]: This provision creates an incentive for developers to voluntarily provide parking stalls that are wider than the minimum dimensions established under state law.

20.20.700 Rooming Houses

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C. Standards.

The following standards apply to rooming houses:

...

~~2. **Walking Distance.** If a physical impediment exists that would require pedestrians to walk more than one-half mile to the major transit stop from the location of the co-living units, then the Director may determine that the location is not within one-half mile of a major transit stop.~~

Commented [A17]: Incorporated into revised LUC 20.20.590, so no longer needed in LUC 20.20.700.

~~23. **Transient Lodging.** Co-living units shall not be used for short-term stay use or for transient lodging.~~

20.20.900 Tree retention and replacement.

...

E. Minimum Tree Density.

...

5. Dimensional Standard Modification for Tree Retention.

- a. **Reduced Parking.** ~~Where~~ If the provision of required parking for a development containing at least one dwelling unit would impact the TPZ of Landmark Trees or of trees constituting Groves, then the Director may approve a reduction or waiver of required parking in order to avoid the Grove or Landmark Trees, if the reduction or waiver would result in a project that would avoid the applicable TPZs and that would meet or exceed the required minimum tree density credits.

...

20.25A Downtown

20.25A.080 Parking standards.

Section proposed to be deleted in its entirety.

~~A. **General.** The provisions of LUC 20.20.590, except as they conflict with this section, apply to development in Downtown.~~

~~B. **Minimum/Maximum Parking Requirement by Use – Specified Uses.** This subsection supersedes LUC 20.20.590.F.1. Subject to LUC 20.20.590.G, 20.20.590.H, and 20.20.590.L, the property owner shall provide at least the minimum and may provide no more than the maximum number of parking stalls as indicated below unless modified pursuant to applicable departure allowances contained in this section:~~

~~**Downtown Parking Requirements**~~

		Downtown Land Use Districts					
Land Use	Unit of Measure	O-1, O-2		R, MU, OB, OLB			
		Min.	Max.	Min.		Max.	
a. Auditorium/Assembly Room/Exhibition Hall/Theater/Commercial Recreation (1)		per 8 fixed seats or per 1,000 nsf (if there are no fixed seats)		1.0 (10.0)	2.0 (10.0)	1.5 (10.0)	2.0 (10.0)
b. Financial Institution		per 1,000 nsf		3.0	4.0	4.0	5.0
c. Funeral Home/Mortuary (1)		per 5 seats		1.0	1.0	1.0	no max.
d. High Technology/Light Industry		per 1,000 nsf		2.0	3.5	2.0	3.5
e. Home Furnishing/Retail/Major Appliances – Retail		per 1,000 nsf		1.5	3.0	1.5	3.0
f. Hospital/In-Patient Treatment Facility/Outpatient Surgical Facility		per 1.5 patient beds		1.0	2.0	1.0	2.0
g. Manufacturing/Assembly (Other than High Technology/Light Industrial)		per 1,000 nsf		0.7	1.0	1.0	1.5
h. Office (Business Services/Professional Services/General Office) (3)		per 1,000 nsf		2.0	2.7	2.5	3.0
i. Office (Medical/Dental/Health Related Services)		per 1,000 nsf		3.0	4.0	4.0	5.0
j. Personal Services:							
Without Fixed Stations		per 1,000 nsf		2.0	2.0	2.0	3.0
With Fixed Stations		per station		0.7	2.0	1.0	1.5
k. Residential (6) (8)		per unit		0	2.0	0.5 (5) (7)	2.0
l. Restaurant		per 1,000 nsf		0	15.0	10.0 (4)	20.0
m. Retail		per 1,000 nsf		3.3	5.0	4.0 (4)	5.0
n. Retail in a Mixed Development (except Hotel) (2)		per 1,000 nsf		0	3.3	2.0 (4)	4.0
o. Senior Housing (7):							

Nursing Home	per patient bed	0.4	0.8	0.4	0.8
Senior Citizen Dwelling or Congregate Care	per living unit	0	1.0	0.33	1.0

nsf = net square feet (see LUC 20.50.036)

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) If retail space in a mixed development exceeds 20 percent of the gross floor area of the development, the retail use parking requirements of subsection B of this section apply to the entire retail space.

(3) **Special Requirement in Perimeter Overlays:** The Director may require the provision of up to 3.5 parking stalls per 1,000 net square feet for office uses within the Perimeter Overlays to avoid potential parking overflow into adjacent Land Use Districts outside Downtown.

(4) Parking for existing buildings in the DT-OB District shall be provided according to the criteria set forth in this Note (4).

(a) **Existing Building Defined:** For this Note (4), "existing building" shall refer to any building in existence as of December 31, 2006, or any building vested as of December 31, 2006, per LUC 20.40.500, and subsequently constructed consistent with the 2006 vesting.

(b) **First 1,500 Net Square Feet of a Restaurant or Retail Use — No Parking Required.** The first 1,500 net square feet of a restaurant or retail use located in an existing building shall have a minimum parking ratio of zero.

(c) **Restaurant or Retail Uses in Excess of 1,500 Net Square Feet:** A restaurant or retail use that exceeds 1,500 net square feet and is located within an existing building shall provide parking according to the above table for any floor area in excess of 1,500 net square feet.

(d) **Limitation on Applicability of Note (4):**

(i) Buildings that do not meet the definition of an existing building shall provide parking for all uses according to the above table.

(ii) Parking in existing buildings for uses other than restaurant and retail uses shall be provided according to the above table.

(5) There is no minimum requirement for affordable housing.

(6) 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. For affordable housing and market rate multifamily dwelling uses with frequent transit service, the required visitor parking per unit shall be proportionately reduced for a combined number of resident and visitor parking per unit to not exceed a parking ratio of 0.75:unit.

(7) 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.

(8) See LUC 20.25A.070.C.2.b for affordable housing minimum parking standards for projects meeting the amenity incentive system requirements of LUC 20.25A.070.C.2.a.

C. Shared Parking.

~~1. General. In Downtown, 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 20.25A.030.D.1 and if:~~

~~a. A convenient pedestrian connection between the properties or uses exists; and~~

~~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).~~

~~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:~~

~~i. The reduction is supported by a parking demand analysis performed by a professional independent traffic engineer;~~

~~ii. The parking demand analysis adheres to professional methods and is supported by:~~

~~(1) Documentation of the estimated shared parking demand for the proposed use; and~~

~~(2) Evidence in available technical studies or manuals relating to the proposed mix of shared uses;~~

~~iii. 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;~~

~~iv. 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.~~

~~4. Documentation Required. Prior to establishing shared 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 use. A copy of the written agreement shall be retained by the Director in the project file. The agreement shall be recorded on the title records of each affected property.~~

~~D. Off Site Parking Location.~~

~~1. General. In Downtown, 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 20.25A.030.D.1 for a use to be located on a site other than the subject property if:~~

~~a. Adequate visitor parking exists on the subject property; and~~

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

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

~~2. Downtown-R District Limitations. Parking located in the DT-R District may only serve uses located in that district unless otherwise permitted through Design Review, Part 20.30F LUC, and then, only if such parking is physically contiguous and functionally connected to the use that it serves in an adjacent Land Use District.~~

3. ~~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 20.25A.030.D.1 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; and~~
- b. ~~Adequate directional signs in conformance with Chapter 22B.10 BCC (Sign Code) are provided.~~

4. ~~Documentation Required.~~ Prior to establishing 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 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.

E. ~~Commercial Use Parking.~~

1. ~~Any parking facilities or parking stalls located in Downtown and developed to meet the requirements of the Land Use Code for a particular use may be converted to commercial use parking (see definition at LUC 20.50.040); provided, that the property owner shall:~~

- a. ~~Comply with all parking and dimensional requirements and with the performance standards for parking structures of this Part 20.25A LUC.~~
 - b. ~~If the parking facility or parking stalls proposed for commercial use were approved for construction subsequent to the effective date of Ordinance 2964 (enacted on March 23, 1981); the commercial use parking facility or parking stalls shall comply with all landscaping requirements set forth at LUC 20.25A.110.~~
 - c. ~~If the parking facility or parking stalls proposed for commercial use were approved for construction prior to the effective date of Ordinance 2964 (enacted on March 23, 1981); and the commercial use parking facility occupies more than 30 spaces, the minimum landscaping requirements of this Code shall be deemed met where the property owner installs landscaping in compliance with an approved landscaping plan that achieves the following objectives:~~
 - i. ~~Surface parking areas shall be screened from street level views to a minimum height of four feet by a wall, hedge, berm or combination thereof.~~
 - ii. ~~The minimum width of any hedge planting area shall be three feet.~~
 - iii. ~~Visual relief and shade shall be provided in the parking area by at least one deciduous shade tree (12 feet high at planting) for every 20 parking stalls, provided such trees shall not be required in covered or underground parking. Each tree planting area shall be at least 100 square feet in area and four feet in width, and shall be protected from vehicles by curbing or other physical separation. If irrigation is provided, the planting area may be reduced to 40 square feet.~~
 - iv. ~~The proposed landscaping plan shall be reviewed by the Director for compliance with these objectives and shall be approved by the Director prior to initiation of the commercial use parking.~~
2. ~~Assurance Device.~~ The Director may require an assurance device pursuant to LUC 20.40.490 to ensure conformance with the requirements and intent of this subsection.

F. ~~Parking Area Improvements and Design.~~

- 1. ~~Landscaping.~~ This subsection F.1 supersedes LUC 20.20.590.K.7. The property owner shall provide landscaping as required by LUC 20.25A.110.
- 2. ~~Compact Parking.~~ This subsection F.2 supersedes LUC 20.20.590.K.9. The property owner may

~~design and construct up to 65 percent of the parking spaces in accordance with the dimensions for compact stalls provided in LUC 20.20.590.K.9.~~

~~3. Vanpool/Carpool Facilities. The property owner shall provide a vanpool/carpool loading facility that is outside of required driveway or parking aisle widths. The facility shall be adjacent to an entrance door to the structure and shall be consistent with all applicable design standards.~~

~~4. Performance Standards for Parking Structures. The Director may approve a proposal for a parking structure through Design Review, Part 20.30F LUC, and an Administrative Departure through LUC 20.25A.030.D.1. The Director may approve the parking structure only if:~~

- ~~a. Driveway openings are limited and the number of access lanes in each opening is minimized;~~
- ~~b. The structure exhibits a horizontal, rather than sloping, building line;~~
- ~~c. The dimension of the parking structure abutting pedestrian areas is minimized, except where retail, service, or commercial activities are provided;~~
- ~~d. The parking structure complies with the standards of LUC 20.25A.140 through 20.25A.180;~~
- ~~e. A wall or other screening of sufficient height to screen parked vehicles is provided at all above-ground levels of the structure consistent with the building's design. Screening from above shall be provided to minimize the appearance of the structure from adjacent buildings;~~
- ~~f. Safe pedestrian connection between the parking structure and the principal use exists;~~
- ~~g. Loading areas are provided for vanpools/carpools as required by subsection F.3 of this section; and~~
- ~~h. Vehicle height clearances for structured parking shall be at least eight feet for the entry level to accommodate accessible van parking.~~

~~G. Bicycle Parking. Office, residential, institutional, retail, and education uses are required to provide bicycle parking pursuant to the following standards:~~

~~1. Ratio.~~

- ~~a. One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf.~~
- ~~b. One space per every 10 dwelling units for residential uses.~~

~~2. Location. Minimum bicycle parking requirement shall be provided on site in a secure location.~~

~~3. Covered Spaces. At least 50 percent of required parking shall be protected from rainfall by cover.~~

~~4. Racks. The 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.~~

~~H. Director's Authority to Modify Required Parking. Through approval of an Administrative Departure pursuant to LUC 20.25A.030.D.1, the Director may modify the minimum or maximum parking ratio for any use in subsection B of this section as follows:~~

- ~~1. The modified parking ratio is supported by a parking demand analysis provided by the applicant, including but not limited to:~~
 - ~~a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or~~
 - ~~b. Evidence in available planning and technical studies relating to the proposed use; or~~

- ~~c. Required parking for the proposed use as determined by other compatible jurisdictions.~~
- ~~2. 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.~~
- ~~3. Assurance Device. The Director may require an assurance device pursuant to LUC 20.40.490 to ensure compliance with the requirements and intent of subsection F.1 of this section.~~
- ~~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.~~

20.25D BelRed

...

20.25D.070 Land Use Charts

Notes: Uses in land use districts – Residential:

...

(5) Bicycle parking shall be provided pursuant to ~~LUC 20.25D.120.G~~; LUC 20.20.590.G.

...

Notes: Uses in land use districts – Transportation and Utilities:

...

(5) Commercial lots and garages are only permitted to accommodate short-term parking (four hours or less). ~~Parking structures are required to meet the performance standards contained in LUC 20.25D.120.D.~~

Notes: Uses in land use districts – Services:

...

(10) Bicycle parking shall be provided pursuant to LUC ~~20.25D.120.G~~; 20.20.590.G.

20.25D.105 Operations and Maintenance Satellite Facility Development Requirements.

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D. Applicable Land Use Code Provisions.

1. Applicable BelRed Land Use District Sections Incorporated by Reference.

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~~h. LUC 20.25D.120 – Parking, Circulation and Internal Walkway Requirements;~~

hi. LUC 20.25D.130.E – Building Materials;

ij. LUC 20.25D.150 – Design Guidelines.

20.25D.120 Parking, Circulation, and Internal Walkway Requirements

Section proposed to be deleted in its entirety.

General.

1. ~~General.~~ The provisions of LUC 20.20.590.C, E, G, H, I, K, and L apply to development in the BR Land Use Districts in addition to the provisions contained in this section.

2. ~~Review Required.~~ The Director shall review the proposed parking, circulation, and walkways and may approve the proposed structure, alteration, site development, use, or occupancy only if the requirements of this section are met, subject to the provisions of LUC 20.25D.060 for existing conditions.

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

1. ~~Number of Parking Stalls.~~ The requirements of this section for the number of parking stalls apply to each new use and to each new tenant.

2. ~~Parking Standards for BelRed – Chart 20.25D.120.B.2.~~

Table 20.25D.120.B.2. ~~Parking Standards for BelRed (6)(7)~~

		MO-1, OR-1, OR-2, RC-1, RC-2, RC-3		MO, OR, RC, CR, GC, R, ORT			
Use	Unit of Measure	Min.	Max.	Min.	Max.		
a. Financial institution			Per 1,000 nsf	2.0	3.0/3.5 (1)	3.0	4.0
b. Manufacturing/assembly			Per 1,000 nsf	1.0	2.0	2.0	4.0
c. Home furnishing retail and major appliances retail			Per 1,000 nsf	1.5	3.0	1.5	3.0
d. Manufacturing/assembly (other than high technology/light industry)			Per 1,000 nsf	1.0	1.5	1.5	2.0
e. Office: Business services/professional services/general office			Per 1,000 nsf	2.0	3.0/3.5 (1)	3.0	4.0
f. Office: Medical/dental/health-related services			Per 1,000 nsf	3.5	4.0/4.5 (1)	4.0	5.0
g. Residential (5)			Per unit	0.75	2.0	1.0 (8)	2.0
h. Restaurant and bar (3)			Per 1,000 nsf	5.0 (4)	15.0	10.0	20.0

i.	Retail, personal-service, shopping-center	Per 1,000 nsf	2.5 (4)	4.5	3.0	5.0
j.	Retail and personal-service in mixed-use development (2, 3)	Per 1,000 nsf	2.0	3.5	3.0	4.5
k.	Senior housing: Nursing home (8)	Per patient bed	0.25	0.75	0.25	1.0
l.	Senior housing: Senior citizen dwelling or congregate care (8)	Per living unit	0.25	1.0	0.5	1.25
m.	Wholesale, warehouse	Per 1,000 nsf	1.5	2.0	1.5	No max.

Notes applicable to parking standards for BelRed (Chart 20.25D.120.B.2):

(1) The maximum parking ratio for financial institutions and office uses in Chart 20.25D.120.B.2.a and e may be increased from 3.0 to 3.5 per 1,000 nsf and in Chart 20.25D.120.B.2.f from 4.0 to 4.5 per 1,000 nsf as follows:

(a) For off-site parking, the additional 0.5 per 1,000 nsf increment shall be provided in an interim surface parking configuration no more than 500 feet away from the site. The interim parking will have a sunset clause of 10 years, or such other period approved through a phasing plan, Part 20.30V LUC; or

(b) For on-site parking, the additional 0.5 per 1,000 nsf increment may be constructed on-site if it is part of an approved phasing plan, Part 20.30V LUC, and dedicated for a portion of the parking requirement for a future phase of the project.

(2) If retail and personal-service space in a mixed-use development exceeds 25 percent of the net square footage of the development, the retail, personal-service, and shopping-center parking requirements in Chart 20.25D.120.B.2.i apply to the entire retail and personal-service space.

(3) If restaurant and/or bar uses exceed 25 percent of the total net square footage of a retail, shopping-center, or mixed-use development, the restaurant and bar requirements in Chart 20.25D.120.B.2.h apply to the entire restaurant and/or bar space.

(4) Inside nodes, no parking is required for retail and restaurant and/or bar uses under 2,000 nsf when the use is: directly adjacent to a public on-street parking supply of at least 20 spaces within 500 feet, or within 1,000 feet of a public parking garage, or within 500 feet of a light rail or bus rapid transit station.

(5) The minimum requirement for up to and including one-bedroom 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.

(6) **Vanpool/Carpool Facilities:** The applicant shall provide a vanpool/carpool loading facility that is outside of required driveway or parking aisle widths and that is contained within the required parking and circulation areas. The facility shall be adjacent to an entrance door to the structure served by the parking, or as nearly so as possible after barrier-free access parking has been provided, and shall be consistent with all applicable design guidelines.

(7) **Tandem/Stacked Parking Stalls:** The applicant may use tandem/stacked parking stalls to

~~exceed the minimum parking requirement, so long as the maximum parking requirement is not exceeded.~~

~~(8) 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.~~

~~C. **Off-Site Accessory Parking.** The Director may approve off-site accessory parking to meet the minimum and up to the maximum parking allowed to serve a specific use if the following criteria are met:~~

- ~~1. Adequate visitor parking is provided on the subject property;~~
- ~~2. Adequate pedestrian, van, or shuttle connections between the sites exists;~~
- ~~3. On-site signage is provided regarding accessory parking location;~~
- ~~4. The use being served is within 500 feet of a light rail, bus, or bus transit station; and~~
- ~~5. The off-site parking is within one-quarter mile of the use being served.~~

~~D. **Parking Structure Performance Standards.** The Director may approve a proposal for a parking structure through design review if the following criteria are met:~~

- ~~1. Driveway openings are limited to those needed to adequately serve the facility;~~
- ~~2. Exposed parking on the roof of a structure shall be screened by a parapet or other solid screening that equals or exceeds the height of the vehicles;~~
- ~~3. Safe pedestrian connection between the parking structure and the public right-of-way exists;~~
- ~~4. Unfinished ceilings visible from the public right-of-way shall be substantially screened from view; and~~
- ~~5. Lighting shall utilize cut-off shields to prevent spillover upon adjacent uses and the right-of-way and to conceal the light source.~~

~~E. **Phased Parking.** The property owner may install the required parking spaces in phases pursuant to a phasing plan, Part 20.30V LUC. Each phased parking installation must include the approved minimum to meet the parking requirements for the completed phases of the development for which the parking is provided. The phasing schedule must specifically indicate when all parking approved pursuant to this section will be provided.~~

- ~~1. Location. Phased parking may be located off site if the criteria of subsection C of this section are met.~~
- ~~2. Assurance Device. The Director may require an assurance device pursuant to LUC 20.40.490 to ensure compliance with the requirements and intent of subsection C of this section.~~

~~F. **Director's Authority to Modify Required Parking.**~~

- ~~1. The Director may modify the minimum or maximum parking ratio for any use in LUC 20.25D.120.B as follows:~~
 - ~~a. The modified parking ratio is supported by a parking demand analysis including but not limited to:~~
 - ~~i. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or~~
 - ~~ii. Evidence in available planning and technical studies relating to the proposed use; or~~
 - ~~iii. Required parking for the proposed use as determined by other comparable jurisdictions.~~

- ~~b. The proposal does not result in any adverse impact beyond the site; and~~
- ~~c. A shared parking agreement is executed pursuant to LUC 20.20.590.I, Shared Use of Parking.~~
- ~~2. Periodic Review. The Director may require periodic review of the reduced parking supply to ensure the terms of the approval are being met.~~
- ~~3. Assurance Device. The Director may require an assurance device pursuant to LUC 20.40.490 to ensure compliance with the requirements and intent of subsection F.1 of this section.~~
- ~~G. Bicycle Parking. Office, residential, institutional, retail, and education uses are required to provide bicycle parking pursuant to the following standards:~~
 - ~~1. Ratio:~~
 - ~~a. One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf.~~
 - ~~b. One space per every 10 dwelling units for residential uses.~~
 - ~~2. Location. Minimum bicycle parking requirement shall be provided on site.~~
 - ~~3. Covered spaces. At least 50 percent of required parking shall be protected from rainfall by cover.~~
 - ~~4. Racks. The 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.~~
- ~~H. Unspecified Uses. The Director shall establish the minimum number of parking spaces required and may establish the maximum number of parking spaces allowed for any use not specified in LUC 20.25D.120.B. The Director may consider but is not limited to the following in establishing parking requirements for an unspecified use:~~
 - ~~1. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or~~
 - ~~2. Evidence in available planning and technical studies relating to the proposed use; or~~
 - ~~3. Required parking for the proposed use as determined by other comparable jurisdictions.~~

20.25F1 Factoria 1

20.25F1.060 Parking and circulation

Section proposed to be deleted in its entirety.

~~Requirements for parking in the Factoria Land Use Districts shall be as required in LUC 20.20.590, except as follows:~~

~~A. Minimum and Maximum Parking Requirements. The Director of the Development Services Department shall establish the minimum number of parking spaces required and may establish the maximum number of parking spaces allowed as a component of the Master Development Plan approval that is required for all development in the F1 Land Use District. The Director of the Development Services Department may consider but is not limited to the following in establishing parking requirements:~~

- ~~1. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or~~

- ~~2. Evidence in available planning and technical studies relating to the proposed use; or~~
- ~~3. Required parking for the proposed use as determined by other comparable jurisdictions.~~
- ~~B. Director's Authority to Require Parking Exceeding Maximum. In the Factoria Land Use Districts, the Director of the Development Services Department may require the installation of more than the maximum number of parking stalls, for other than office uses, if the Director determines that:~~
 - ~~1. Such additional parking is necessary to meet the parking demand for a specified use; and~~
 - ~~2. Shared or off-site parking is not available or adequate to meet demand; and~~
 - ~~3. Any required Transportation Management Program will remain effective.~~
- ~~C. Circulation.~~
 - ~~1. Develop at least one vehicle access point on 124th Avenue SE along the alignment of SE 40th Street to operate as and visually signify the primary entry points to the retail center on the west side of the district.~~
 - ~~2. Place stop signs at the intersections of on-site streets and/or pedestrian paths through surface parking areas and provide weather protection for pedestrians at these locations.~~
 - ~~3. Provide at least one mid-block pedestrian connection from the F1 District across SE 41st Place and 124th Avenue SE. Provide at least two mid-block pedestrian connections from the F1 District across SE 38th Street.~~

20.25I Community Mixed-Use Design District

20.25I.080 Phased parking.

Section proposed to be deleted in its entirety.

- ~~A. Parking spaces may be provided in phases pursuant to a phasing plan approved during the review of a master development plan under Part 20.30V LUC. Each phased parking installation must include the approved minimum to meet the parking requirements for the completed phases of the development for which the parking is provided. The phasing schedule must specifically indicate when all required parking will be completed:~~
 - ~~1. Location. Phased parking may be located off site if the criteria of LUC 20.20.590-J are met.~~
 - ~~2. Assurance Device. The Director may require an assurance device pursuant to LUC 20.40.490 to ensure compliance with the requirements and intent of this section.~~

20.25J Medical Institution

20.25J.050 ~~Parking, t~~ransportation management and commute trip reduction requirements.

- ~~A. Parking.~~
 - ~~1. The provisions of LUC 20.20.590, except as they conflict with this section, apply to development in the Medical Institution District.~~

- ~~2. Performance Standards for Parking Structures. The Director may approve a proposal for a parking structure through the Design Review process of LUC 20.25J.015.B. The Director may approve the parking structure only if:~~
- ~~a. Driveway openings from public rights of way are limited and the number of access lanes in each opening are minimized.~~
 - ~~b. The structure exhibits a horizontal, rather than sloping, building line, as viewed from 116th Ave. NE and NE 12th Street.~~
 - ~~c. The dimension of the parking structure abutting pedestrian areas is minimized. If a parking structure abutting pedestrian areas is necessary for functional reasons, mitigation shall be provided through the addition of planting, modulation, materials variation, artwork or other features that would cover at least 50 percent of the parking structure facade area unless a smaller coverage area is approved through a Master Development Plan or Design Review where Master Development Plan approval is not required.~~
 - ~~d. The parking structure complies with the requirements of the Design Review Guidelines of LUC 20.25J.080.~~
 - ~~e. A wall or other screening of sufficient height to screen parked vehicles from views from adjoining rights-of-way and which exhibits a visually pleasing character is provided at all above-ground levels of the structure.~~
 - ~~f. Safe pedestrian connection between the parking structure and the principal use exists.~~
 - ~~g. Loading areas are provided for vanpools/carpools.~~
 - ~~h. Vehicle height clearances for structured parking must be at least seven and one-half feet for the entry level to accommodate vanpool parking.~~
 - ~~i. For all uses, no more than 25 percent of the required parking spaces may be designed and constructed in accordance with the dimensions for compact stalls provided in LUC 20.20.590.K.11.~~

AB. Transportation Management Program. The requirements of BCC 14.60.070 (Transportation Management Program) must be met as part of the Master Development Plan or Design Review where Master Development Plan approval is not required. An alternative TMP may be required by the City and/or proposed by the applicant, whereby a performance standard is designated and program features to attain this performance standard are established. Such program features may include special site design features, annual promotion events, contracted parking enforcement, shuttle services, financial incentives to employees, and a guaranteed-ride-home program.

BC. Commute Trip Reduction. The requirements of Chapter 14.40 BCC must be met as part of a required Master Development Plan or Design Review where Master Development Plan approval is not required.

20.25L Office and Limited Business-Open Space (OLB-OS) District

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20.25L.050 Parking requirements

Section proposed to be deleted in its entirety.

Reduction of the minimum parking ratio for "Office (1) business services/professional services/general office" established in Section 20.20.590.F.1(j) may be approved by the Director of the Development Services Department as part of the approval of the development permit under review, if the following criteria are satisfied:

A. The applicant submits a Transportation Management Plan (TMP) approved by the City's Transportation Department that demonstrates that parking demand generated by the business services/professional services/general office uses on the property covered by the TMP is less than the minimum parking ratio established in LUC 20.20.590.F.1. The TMP submitted may include the Development Area and any adjacent property under the same ownership or subject to parking agreements satisfying the criteria of Section 20.20.590.I; and

B. The overall parking ratio of all property included within the approved TMP is not reduced below 3.5 parking spaces per 1,000 net square feet.

20.25N Camp and Conference Center District

...

20.25N.070 Other development standards

...

C. Parking.

Parking shall be required through unspecified use parking analysis established by the Director through LUC 20.20.590.F.2. ~~20.20.590.F.1.d. Such analysis shall individually identify the maximum number of parking spaces required for uses which are identified and permitted in the MDP. Shared use provisions may be considered.~~

CD. Noise.

Uses in the CCC District are subject to the City of Bellevue Noise Control Code (Chapter 9.18 BCC). For the purpose of noise control, the CCC District shall be treated as a Residential Land Use District: Class A EDNA pursuant to BCC 9.18.025.

20.25P Eastgate TOD Land Use District

...

20.25P.080 Parking, circulation, and internal walkway requirements.

Section proposed to be deleted in its entirety.

A. General.

1. General. The provisions of LUC 20.20.590.C, E, G, H, I, K, and L apply to development in the

EGTOD Land Use District in addition to the provisions contained in this section.

2. Review Required. The Director shall review the proposed parking, circulation, and walkways and may approve the proposed structure, alteration, site development, use, or occupancy only if the requirements of this section are met.

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

1. Number of Parking Stalls. The requirements of this section for the number of parking stalls apply to each new use and to each new tenant.

2. Parking Standards for EG-TOD Land Use District—Chart 20.25P.080.B.2.

Chart 20.25P.080.B.2 Parking Standards for Eastgate Transit Oriented

Development Land Use District.^{(6),(7)}

		EG-TOD		
Use	Unit of Measure	Min.	Max.	
a. Financial institution		Per 1,000 nsf	2.0	3.0/3.5 ⁽¹⁾
b. Manufacturing/assembly		Per 1,000 nsf	1.0	2.0
c. Home furnishing retail and major appliances retail		Per 1,000 nsf	1.5	3.0
d. Manufacturing/assembly (other than high technology/light industry)		Per 1,000 nsf	1.0	1.5
e. Office: Business services/professional services/general office		Per 1,000 nsf	2.0	3.0/3.5 ⁽¹⁾
f. Office: Medical/dental/health-related services		Per 1,000 nsf	3.5	4.0/4.5 ⁽¹⁾
g. Residential		Per unit	0.75 ⁽⁶⁾	2.0
h. Restaurant and bar ⁽³⁾		Per 1,000 nsf	5.0 ⁽⁴⁾	15.0
i. Retail, personal service, shopping center		Per 1,000 nsf	2.5 ⁽⁴⁾	4.5
j. Retail and personal service in mixed use development ^{(2),(3)}		Per 1,000 nsf	2.0	3.5
k. Senior housing: Nursing home ⁽⁶⁾		Per patient bed	0.25	0.75
l. Senior housing: Senior citizen dwelling or congregate care ⁽⁶⁾		Per living unit	0.25	1.0
m. Wholesale, warehouse		Per 1,000 nsf	1.5	2.0

Notes applicable to parking standards for EG-TOD (Chart 20.25P.080.B.2):

(1) The maximum parking ratio for financial institutions and office uses in Chart 20.25P.080.B.2.a and e may be increased from 3.0 to 3.5 per 1,000 nsf and in Chart 20.25P.080.B.2.f from 4.0 to 4.5 per 1,000 nsf as follows:

a. For off-site parking, the additional 0.5 per 1,000 nsf increment shall be provided in an interim surface parking configuration no more than 500 feet away from the site. The interim parking will have a sunset clause of 10 years, or such other period approved through a phasing plan, Part 20.30V LUC; or

b. For on-site parking, the additional 0.5 per 1,000 nsf increment may be constructed on site if it is part of an approved phasing plan, Part 20.30V LUC, and dedicated for a portion of the parking requirement for a future phase of the project.

(2) If retail and personal service space in a mixed use development exceeds 25 percent of the net square footage of the development, the retail, personal service, and shopping center parking requirements in Chart 20.25P.080.B.2.i apply to the entire retail and personal service space.

(3) If restaurant and/or bar uses exceed 25 percent of the total net square footage of a retail, shopping center, or mixed use development, the restaurant and bar requirements in Chart 20.25P.080.B.2.h apply to the entire restaurant and/or bar space.

(4) No parking is required for retail and restaurant and/or bar uses under 2,000 nsf when the use is: directly adjacent to a public on-street parking supply of at least 20 spaces within 500 feet, or within 1,000 feet of a public parking garage, or within 500 feet of a light rail or bus rapid transit station.

(5) The minimum requirement for up to and including 1-bedroom 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.

(6) Vanpool/Carpool Facilities: The applicant shall provide a vanpool/carpool loading facility that is outside of required driveway or parking aisle widths and that is contained within the required parking and circulation areas. The facility shall be adjacent to an entrance door to the structure served by the parking, or as nearly so as possible after barrier-free access parking has been provided, and shall be consistent with all applicable design guidelines.

(7) Tandem/Stacked Parking Stalls: The applicant may use tandem/stacked parking stalls to exceed the minimum parking requirement, so long as the maximum parking requirement is not exceeded.

(8) See LUC 20.20.590.L for minimum parking standards when senior housing is located near frequent transit service.

C. ~~Parking Structure Performance Standards.~~ The Director may approve a proposal for a parking structure through Design Review if the following criteria are met:

1. ~~Exposed parking on the roof of a structure shall not be permitted;~~
2. ~~Unfinished ceilings visible from the public right-of-way shall be substantially screened from view;~~
3. ~~Lighting shall utilize cut-off shields to prevent spillover upon adjacent uses and the right-of-way and to conceal the light source;~~
4. ~~Parking structures shall include ground floor habitable space if fronting on a local street or public open space. In other areas, active ground floors facing streets or walkways are strongly encouraged;~~
5. ~~Parking garages shall be constructed with horizontal floors; and~~
6. ~~Design Standards of LUC 20.25P.100 shall be met.~~

D. ~~Phased Parking.~~ The property owner may install the required parking spaces in phases pursuant to a phasing plan, Part 20.30V LUC. Each phased parking installation must include the approved minimum to meet the parking requirements for the completed phases of the development for which

~~the parking is provided. The phasing schedule must specifically indicate when all parking approved pursuant to this section will be provided.~~

~~1. Location. Phased parking may be located off site if the criteria of subsection C of this section are met.~~

~~2. Assurance Device. The Director may require an assurance device pursuant to LUC 20.40.490 to ensure compliance with the requirements and intent of subsection C of this section.~~

~~**E. Director's Authority to Modify Required Parking.**~~

~~1. The Director may modify the minimum or maximum parking ratio for any use identified in subsection B of this section as follows:~~

~~a. The modified parking ratio is supported by a parking demand analysis including but not limited to:~~

~~i. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or~~

~~ii. Evidence in available planning and technical studies relating to the proposed use; or~~

~~iii. Required parking for the proposed use as determined by other comparable jurisdictions;~~

~~b. The proposal does not result in any adverse impact beyond the site; and~~

~~c. A shared parking agreement is executed pursuant to LUC 20.20.590.1, for any shared use of parking.~~

~~2. Periodic Review. The Director may require periodic review of the reduced parking supply to ensure the terms of the approval are being met.~~

~~**F. Bicycle Parking.** Bicycle parking is required for all uses permitted in the EG-TOD Land Use District pursuant to the following standards:~~

~~1. Ratio.~~

~~a. One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf.~~

~~b. One space per every 10 dwelling units for residential uses.~~

~~2. Location. Minimum bicycle parking requirement shall be provided on site.~~

~~3. Covered Spaces. At least 50 percent of required parking shall be protected from rainfall by cover.~~

~~4. Racks. The 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. Unspecified Uses.** The Director shall establish the minimum number of parking spaces required and may establish the maximum number of parking spaces allowed for any use not specified in subsection B of this section. The Director may consider but is not limited to the following in establishing parking requirements for an unspecified use:~~

~~1. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or~~

~~2. Evidence in available planning and technical studies relating to the proposed use; or~~

~~3. Required parking for the proposed use as determined by other comparable jurisdictions.~~

20.25P.100 Design Standards.

...

B. Site Standards.

...

2. The Pedestrian System.

...

b. Standards.

...

- ii. Parking structures shall be linked to the public right-of-way and include pedestrian walkways and comply with the parking structure performance standards of LUC 20.25P.080.

20.25Q East Main TOD Land Use District

...

20.25Q.090 Parking and circulation

Section proposed to be deleted in its entirety.

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.H and 20.20.590.I, the property owner shall provide at least the minimum and may provide no more than the 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

Use	Unit of Measure	TOD-H, TOD-L	
		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 1 stall per 20 units, but in no case shall the visitor parking be less than 1 stall. Visitor parking requirements may not be modified through an Administrative Departure.

(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

e. The shared parking is documented and recorded pursuant to subsection I of this section.

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 subsection H of this section:~~

- ~~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~~
- ~~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 subsection I of this section.~~

~~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.I.~~

~~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, the property owner shall provide a vanpool/carpool loading facility that is outside of required driveway or parking aisle widths. The facility shall be adjacent to an entrance door to the Structure and shall be consistent with all applicable design standards.~~

~~F. Underground Parking.~~

~~1. General. Underground parking Structures are permitted in East Main. Underground parking Structures and engineering 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.~~

~~2. Design.~~

~~a. Underground parking Structures must be covered by a Structure or developed Open Space, Potential Street, pre-located street, or pedestrian/bicycle path.~~

~~b. There shall be sufficient depth above the parking Structure and below the area devoted to Open Space, Potential Street, pre-located street, or pedestrian/bicycle path to accommodate tree and landscape growth and other project elements such as utilities and lighting.~~

~~G. **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: 1 space per 10,000 nsf.~~

~~b. Residential uses: 1 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.~~

~~H. **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.~~

~~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.~~

~~I. **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.~~

20.25R Mixed-Use Land Use Districts

20.25R.030 Site organization and public realm.

...

~~F. Vehicle and Bicycle Parking.~~

~~1. Intent. Thoughtfully integrate vehicle, bicycle, and micro-mobility parking into the urban fabric. This includes promoting underground or concealed parking solutions, designing visually appealing parking structures, and minimizing the impact of parking facilities on the overall urban aesthetic. Consider providing separate and visible ground floor entrances for safe bicycle storage access. Where possible, consider long-term flexibility of parking structures for future conversion potential. Provide a parking supply that meets the needs of residents, businesses, visitors and employees while encouraging active transportation and public transit as a safe and convenient alternative for traveling around Mixed-Use Districts.~~

~~2. Vehicular surface parking is prohibited except as provided in LUC 20.10.445.B or within an access corridor.~~

~~3. Where provided, vehicular parking must meet all requirements of LUC 20.20.590 and other applicable codes, regulations, and standards including, but not limited to, the Bellevue City Code and Transportation Design Manual.~~

~~4. Compact Parking. This subsection F.4 supersedes LUC 20.20.590.K.9. Up to 65 percent of the parking spaces may be designed and designated for use by compact cars in accordance with the dimensions for compact stalls provided in LUC 20.20.590.K.11.~~

~~5. Bicycle Parking. Developments shall provide bicycle parking as follows:~~

~~a. Required Amount.~~

~~i. Nonresidential uses over 20,000 net square feet: 1 space per 10,000 net square feet.~~

~~ii. Residential uses: one space per five dwelling units.~~

~~iii. Hotels, motels, and transient lodging: 0.05 spaces per room.~~

~~b. Location.~~

~~i. Short-Term Bicycle Parking. At least 15 percent of the required bicycle parking areas shall be provided as outdoor bicycle parking located within 25 feet of building entries.~~

~~ii. Long-Term Bicycle Parking. Bicycle parking for residential tenants or commercial employees of a development shall be provided as follows:~~

~~(1) Bicycle parking areas shall be located on the same floor level as a primary building entry for pedestrians and must be accessible from a primary building entry for pedestrians.~~

~~(2) If there is a primary building entry for pedestrians fronting, and at the same grade as, either the Grand Connection or Eastrail Corridor, any required bicycle parking area must be accessible from that primary building entry.~~

~~(3) Bicycle parking areas shall be in an enclosed, secure area that can be locked from the outside, or within individual lockers that can completely conceal and enclose a bicycle.~~

~~(4) Bicycle parking areas may be in parking garages, provided it is on a ground level with direct access outdoors, and so that bicycle users may access the bicycle parking without crossing vehicular circulation areas or using vehicular garage entries. The Director may allow for an alternative parking location within a parking garage if the alternate location is accessible for cyclists, with clear signage and ramps that can accommodate bikes.~~

~~c. Size Requirements. Each required bicycle parking space shall be accessible without moving another bicycle.~~

~~d. Charging options for battery operated or assisted bicycles shall be provided in the bicycle parking area. This amount will be provided at a rate determined by the owner based on site context.~~

~~e. Fractions. If the bicycle parking requirements of this section result in a fractional requirement, and that fraction is 0.5 or greater, then the property owner shall provide bicycle parking spaces equal to the next higher whole number. If that fraction is less than 0.5, then the number of bicycle parking spaces required shall be rounded down to the next lower whole number.~~

FG. Location-Specific Design.

20.30H Departures

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20.30H.115 Applicability

Applicability. ~~The Director may, through the Design Review process, approve a proposal that departs from specific numeric standards applicable in the overlay districts indicated below to the extent provided below for the overlay district at issue. If Design Review is not required for a development, then no administrative departure may be granted.~~

D. LUC 20.20.590. A departure from the specific numeric standards contained in LUC 20.20.590.F.1 (Minimum Off-Street Parking).

20.30H.120 Decision Criteria.

A. ~~Design Criteria. For departures authorized pursuant to LUC 20.30H.115.A, .B. or .C., the Director may approve, or approve with conditions, a requests for an aAdministrative dDepartures from applicable provisions of the Land Use Code~~ if the applicant demonstrates that the following criteria are met:

...

B. For departures authorized pursuant to LUC 20.30H.115.D, the Director may approve, or approve with conditions, a request for an administrative departure if the applicant demonstrates that the following criteria are met:

1. The criteria contained in subsections A.1, 3, and 4 of this section; and
2. Proposed modifications to numeric standards are, as evidenced by a Parking Demand Analysis prepared by a professional independent traffic engineer that is in a form acceptable

to the Director, either:

- a. The minimum reasonably necessary to provide adequate off-street parking spaces for all uses within the development; or
- b. The maximum amount of off-street parking that is feasible on the site given site constraints or tree retention requirements.

20.50 Definitions

20.50.012 B definitions.

...

Bus Station Area. Shall have the meaning provided in RCW 36.70A.030.

...

20.50.036 N definitions

Net Square Feet. The total number of square feet within the inside finished wall surface of the outer building walls of a structure, excluding major vertical penetrations of the floor (elevator and other mechanical shafts, stair wells), mechanical equipment, parking areas, common restrooms, common lobbies, and common hallways. Storage area is included in the net square feet calculation unless the property owner demonstrates that it cannot be converted to habitable space.

20.50.040 P definitions

Parking, Tandem. Parking spaces intended for two or more vehicles, one in front of or behind the other(s), with a single means of ingress and egress.

20.50.044 R definitions

...

Rail Station Area. Shall have the meaning provided in RCW 36.70A.030.

~~Remodeling, Substantial.~~ Construction which increases the floor area of an existing building or structure by at least 20 percent.

...

20.50.046 S definitions.

...

Station Area. Shall have the meaning provided in RCW 36.70A.030.

...



Bellevue Planning Commission

A Resolution of the Planning Commission July 22, 2026

Parking Reform Land Use Code Amendment Recommendation

AYE	NAY	ABSENT	
			Jonny Lu, Chair
			Andres Villaveces, Vice-Chair
			Negin Khanloo
			Carolynn Ferris
			Mariah Kennedy
			Arshia Nilchian
			Craighton Goepppele
On the motion of:			
Seconded by:			
The following resolution was adopted:			

WHEREAS, in 2024 and 2025, the Washington State Legislature passed, and the Governor signed into law, Senate Bill (SB) 6015, SB 5184, and House Bill (HB) 1491, which collectively standardize parking stall dimensions and certain other development standards for parking lots and parking structures, establish maximum allowable minimum parking requirements for certain residential and nonresidential uses citywide, and limit the circumstances under which minimum parking requirements may be imposed within light rail and bus rapid transit station areas; and

WHEREAS, this Land Use Code Amendment represents the implementation of these recent changes to state law into the City of Bellevue Land Use Code to ensure compliance with statewide parking regulations; and

WHEREAS, the Bellevue City Council initiated processing of this Land Use Code Amendment on January 13, 2026; and

WHEREAS, Comprehensive Plan Policy LU-25 encourages private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities.

WHEREAS, Comprehensive Plan Policy LU-32 encourages reducing parking requirements in areas with good access to transit and active transportation facilities and prioritize parking options to serve the community with special needs; and



Bellevue Planning Commission

WHEREAS, Comprehensive Plan Policy HO-16 encourages evaluation of the housing cost and supply implications of proposed regulations, policies and procedures and ensure that new regulations, policies and procedures promote affordability and housing diversity within the city; and

WHEREAS, Comprehensive Plan Policy HO-18 promotes housing density, choice and affordability in areas served by the frequent transit network, businesses serving the community's day-to-day needs and significant nodes of employment.

WHEREAS, Section 3.64.070 Bellevue City Code and section 20.35.410 Land Use Code establishes the powers and duties of the Planning Commission to act in an advisory capacity to the City Council by holding public hearings, advising, and making recommendations to the City Council on land use ordinances and regulations to implement the comprehensive plan; and

WHEREAS, the Development Services Department conducted public outreach throughout the Land Use Code Amendment process by providing project information on its website and encouraging public participation through informational sessions, in person and virtual open houses, and data walkthroughs to inform the public and gather community feedback; and

WHEREAS, the Planning Commission held a study session on February 25, 2026 and June 24, 2026, to discuss the proposed Parking Reform Land Use Code Amendment; and

WHEREAS, the Environmental Coordinator for the City of Bellevue determined that this text amendment to the LUC will not result in any probable, significant, adverse impact and issued a final threshold determination of non-significance on July 8, 2026;

WHEREAS, after providing legally required public notice, the Planning Commission held a public hearing on July 22, 2026, for the proposed Parking Reform Code Amendment; and

WHEREAS the Planning Commission finds that the proposed amendments meet the decision criteria of LUC 20.30J.135 and are consistent with the Comprehensive Plan, enhance the public safety and welfare, and are not contrary to the best interest of the citizens and property owners of the City of Bellevue; now, therefore,

THE PLANNING COMMISSION RECOMMENDS TO THE CITY COUNCIL THAT IT ADOPTS THE PARKING REFORM LAND USE CODE AMENDMENT (FILE NO. 26-114039 AD).

Jonny Lu, Chair

Date

Katherine Nesse, Staff Liaison

Date