

## 20.20 General Development Requirements

### 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 20.25 for 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 when required by operation of LUC 20.20.561 or LUC 20.25E.040, as applicable to the development.

#### 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 20.30M, or specific and explicit 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 provided in RCW 35A.21.445.
2. "Major transit stop" shall have the definition 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:

1. Commercial uses smaller than 3,000 gross square feet;
2. Dwelling units smaller than 1,200 gross square feet;
3. Residential or mixed-use development located, wholly or partially, in a station area;
4. 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, ensuring that no physical impediment

**Commented [A1]:** Section 20.20.590 is proposed to be repealed and replaced as shown.

**Commented [A2]:** State law exempts changes of use between nonresidential uses or between nonresidential and residential uses from minimum parking requirements. This provision retains parking requirements for residential changes of use, which are not exempt.

**Commented [A3]:** Updated existing language on 'substantial redevelopment' with contemporary nonconformity code drafted this year.

**Commented [A4]:** This exception serves to tackle one of the directives by City Council for parking flexibility where changes-of-use or tenant changes result in the opportunity to reduce parking down to the current minimum.

**Commented [A5]:** Definitions specific to this section are listed here. 'Bus station area', 'rail station area', and 'station area' will be located within Definitions found in 20.50.

**Commented [A6]:** This section lists land uses which are exempt from minimum parking requirements, consistent with state law.

**Commented [A7]:** To ensure compliance with recent state mandates, Subsection F governs minimum vehicle space counts, subject to the explicit statutory exemptions designated in Subsection E. State law preempts local authority regarding vehicular parking minimums; it does not limit the City's authority to mandate multi-modal requirements, such as bicycle parking, nor does it change local ability to enforce the dimensional, safety, and operational standards contained in Subsection H.

exists that would require pedestrians to walk more than one-half mile to the major transit stop:

- a. Accessory dwelling units;
  - b. Middle housing; or
  - c. Rooming houses.
5. Affordable housing;
  6. Senior housing;
  7. Child care centers;
  8. Ground level nonresidential spaces in mixed-use developments;
  9. Existing buildings undergoing a change of use from a nonresidential to a residential use or between nonresidential uses; and
  10. Mass timber, modular construction, or passive house development consistent with LUC 20.20.536.

**F. Minimum Parking Requirements.**

1. Minimum Off-Street Parking Requirements. Unless exempt under subsection E, the property owner shall provide at least the minimum number of off-street parking spaces as indicated below:
  - a. Commercial uses: 2 spaces per 1,000 gross square feet.
  - b. Industrial uses:
    - i. High technology/industry: 4 spaces per 1,000 gross square feet; and
    - ii. Manufacturing/assembly: 1.5 spaces per 1,000 gross square feet.
  - c. Residential uses:
    - i. Single-family dwelling: 1 space per dwelling unit;
    - ii. Middle housing and multifamily dwellings: 0.5 spaces per dwelling unit;
    - iii. Rooming house: 0.25 spaces per co-living unit; and
    - iv. Accessory dwelling units: 1 space per accessory dwelling unit.
  - d. Unspecified Uses. For any use not listed in this subsection, the Director shall establish the minimum number of parking spaces required and may establish the maximum number of parking spaces allowed. The Director may consider but is not limited to the following in establishing 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.
  - e. 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.
  - f. 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

**Commented [A8]:** New section proposed with 2026 Omnibus LUCA and pending Council action. This section provides flexibility for mass timber, modular construction, and passive house certified development, consistent with state law.

**Commented [A9]:** This proposed update to LUC 20.20.590.F replaces existing minimum and maximum parking requirements to satisfy several regulatory and administrative goals. A primary driver of this change is the need for consistency with RCW 35A.21.445. Additionally, the proposal removes existing parking maximums which have rarely been used.

**Commented [A10]:** Commercial, industrial, and residential minimum requirements proposed are necessary for minimum compliance with state law.

**Commented [A11]:** This existing provision has been retained to inform parking for uses which are not commercial, industrial, or residential.

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. Unless exempt under subsection E, attached multifamily, detached multifamily, and 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.
- g. Substitution Prohibited. Short-term parking spaces shall not substitute for, or be counted toward, required long-term residential or nonresidential parking spaces.
- h. 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. Alternative Parking Configurations – Shared Use and Off-Site.
  - a. General. 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 and the Bellevue City Clerk 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 required by this section 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.
      - (3) Any amendment or termination of an agreement must be approved by the Director, filed with the King County Recorder's Office and Bellevue City Clerk, and officially recorded 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 primary development and the

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 recorded public access or common access easement ensuring continuous maintenance and pedestrian access must be provided.
  - (3) The availability of shared or off-street parking must be clearly marked by permanent signs compliant with BCC 22B.10.
- 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.

**G. Required Bicycle Parking.**

1. Minimum Bicycle Parking Requirements. The following requirements determine the total number of bicycle parking spaces. Property owners must provide secure, on-site bicycle parking that is accessible without moving other bicycles.
    - a. Residential uses:
      - i. Attached and detached multifamily dwellings must provide bicycle parking at a rate of one space per five dwelling units. Bicycle spaces may be located within garages.
      - ii. Single family dwellings and middle housing are exempt from bicycle parking requirements.
    - b. Nonresidential uses over 20,000 gross square feet must provide one space per 10,000
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gross square feet;

- c. Hotels and lodgings must provide one space per 20 rooms.

2. Allocation 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.
- ii. Location. At least 15 percent of required short-term bicycle parking spaces must be provided as outdoor bicycle parking located within 25 feet of building entries. If located within a garage, it must be in an unsecured area accessible to the general public.

b. Long-Term Bicycle Parking.

- i. Location. Required long-term bicycle parking must be located either on the same floor as a primary pedestrian entrance, within an on-site parking garage, or within a basement level.
  - (1) 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.
- ii. Minimum Security. For developments requiring five or more total bicycle spaces, long-term parking for residential tenants or commercial employees of a development must be in an enclosed, lockable area or individual bicycle lockers.
- iii. Charging Options. Where a development is required to provide 10 or more long-term bicycle spaces, the secure storage area 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.

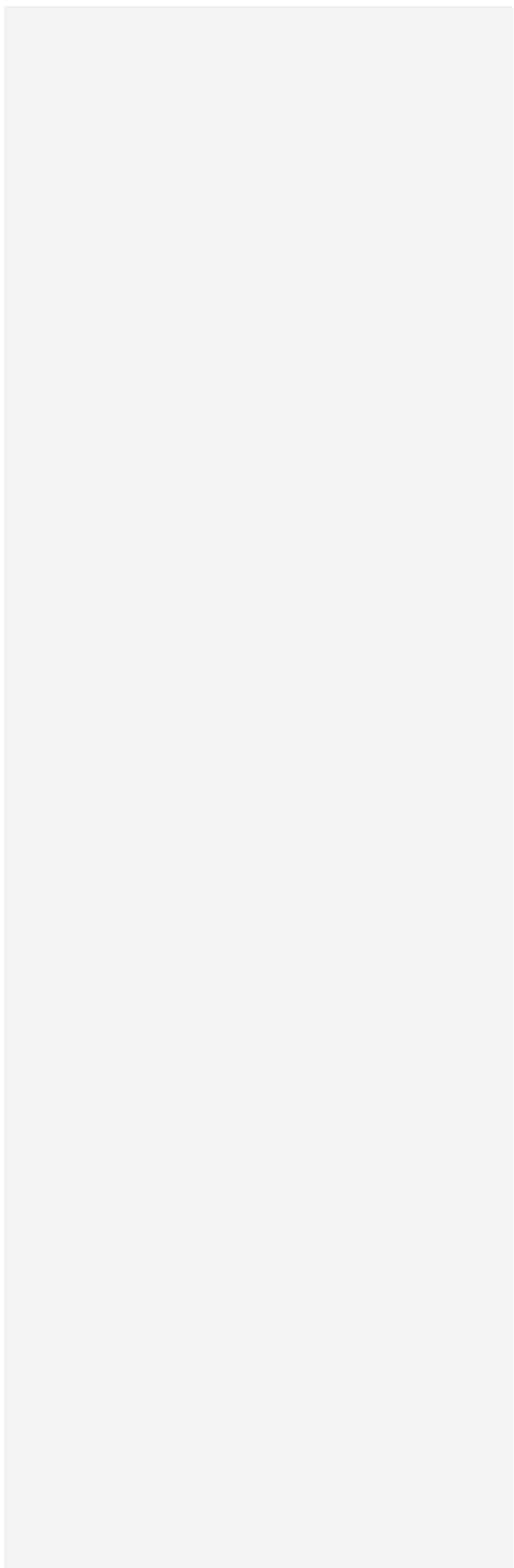
- 3. Access and Signage. Bicycle storage areas located in parking garages or basements must be accessible to cyclists via ramps or elevators. Clear directional signage must be posted at primary pedestrian and vehicle entries to guide users to the storage facility.

**H. Parking and Circulation Design Standards.**

Vehicular parking is permitted only in areas meeting the standards of this section. For residential lots, additional storage of recreational vehicles and trailers is governed by LUC 20.20.720. Where the standards of this section conflict with specific district standards, the district-specific standards shall prevail.

1. General.

- a. Surfacing and Marking. Parking and circulation areas must have durable, all-weather surfaces suitable for safe vehicle and pedestrian use.
  - 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 BCC 14.60 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.
  - c. Shared Access. For projects located within the Urban Core, 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 feet of maneuvering length.
    - i. No part of a delivery vehicle may project within a public right-of-way, access easement, or private road.
    - ii. The Director may reduce the required maneuvering length if the property owner 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:

**Commented [A12]:** This loading space size is reduced from the current 10x55 feet requirement. 10x30 is more consistent with peer cities, and is consistent with the goal of reducing parking barriers to development.

- 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.
  - 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, excluding the use 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:
      - 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. Parking areas, service yards, and other vehicular areas adjacent to slopes or grade separations 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. Internal Walkways.
    - a. When Required.
      - i. Land Use Districts. Except as otherwise provided in this section, the applicant shall provide internal walkways 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:
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- (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 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;
    - 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. Compact Parking.
    - a. Maximum Allowance. The property owner may design and construct compact parking spaces in accordance with the dimensions provided in subsection 13 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:
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- (1) Downtown, pursuant to LUC 20.25A;
  - (2) BelRed, pursuant to LUC 20.25D;
  - (3) East Main Transit Oriented Development, pursuant to LUC 20.25Q; or
  - (4) Mixed-Use Land Districts, pursuant to LUC 20.25R.
- 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.
10. Setback Area and Sidewalks. Development proposals without garages must provide sufficient area for required on-site parking. Parked vehicles shall not block sidewalks.
11. 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.
12. 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.

**Commented [A13]:** New minimum stall dimensions are necessary for minimum compliance with state law.

*[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. 45°: 12 feet if one-way; 20 feet if two-way.
  - iii. 60°: 17 feet if one-way; 20 feet if two-way.
  - iv. Perpendicular (90°): 22 feet for both one-way and two-way aisles.

**Commented [A14]:** Proposed aisle dimensions are shown in a different format than the tables currently used in the parking standards under the LUC. Current minimum aisle dimensions are established as parking bay width, including the aisle width together with the parking space depth. This shift is intended to simplify the layout of the minimum parking dimensions required to break the parking bay width apart and focus on each component separately, similar to peer jurisdictions.

*[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 spaces may count toward applicable parking requirements at a rate of one space for every 20 linear feet of tandem parking.
  - ii. 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 tenant to avoid operational conflicts; and
  - (4) Used only in residential, mixed-use, or employee-designated areas.
- iii. Tandem parking cannot be used to satisfy guest, customer, or accessible parking requirements.

**20.25A Downtown**

**20.25A.080 Parking standards.**

*(Reserved)*

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	<del>O-1, O-2</del>		<del>R, MU, OB, OLB</del>			
		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:							

**Commented [A15]:** This section's content is proposed to be removed, to be replaced with citywide standards in 20.20.590. Section heading proposed to be retained and reserved.

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
e. 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.140.~~

~~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.**

...

**D. Applicable Land Use Code Provisions.**

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

...

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

h.i. LUC 20.25D.130.E – Building Materials;

h.j. LUC 20.25D.150 – Design Guidelines.

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

*(Reserved.)*

**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)**

Use	Unit of Measure	MO-1, OR-1, OR-2, RC-1, RC-2, RC-3		MO, OR, RC, CR, GC, R, ORT			
		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

**Commented [A16]:** This section's content is proposed to be removed, to be replaced with citywide standards in 20.20.590. Section heading proposed to be retained and reserved.

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**

*(Reserved)*

**20.25J Medical Institution**

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

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

**Commented [A17]:** This section's content is proposed to be removed, to be replaced with citywide standards in 20.20.590. Section heading proposed to be retained and reserved.

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**

*(Reserved)*

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.

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**20.25N Camp and Conference Center District**

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**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.

**20.25P Eastgate TOD Land Use District**

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

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*(Reserved.)*

**A. General.**

1. **General.** The provisions of LUC 20.20.590.C, E, G, H, I, K, and L apply to development in the EG-TOD 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.<sup>(6),(7)</sup>

Use	Unit of Measure	EG-TOD		
		Min.	Max.	
a. Financial institution		Per 1,000 nsf	2.0	3.0/3.5 <sup>(4)</sup>
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 <sup>(4)</sup>
f. Office: Medical/dental/health-related services		Per 1,000 nsf	3.5	4.0/4.5 <sup>(4)</sup>
g. Residential		Per unit	0.75 <sup>(6)</sup>	2.0
h. Restaurant and bar <sup>(3)</sup>		Per 1,000 nsf	5.0 <sup>(4)</sup>	15.0
i. Retail, personal service, shopping center		Per 1,000 nsf	2.5 <sup>(4)</sup>	4.5
j. Retail and personal service in mixed-use development <sup>(2),(3)</sup>		Per 1,000 nsf	2.0	3.5
k. Senior housing: Nursing home <sup>(6)</sup>		Per patient bed	0.25	0.75
l. Senior housing: Senior citizen dwelling or congregate care <sup>(6)</sup>		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.I, 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**

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**20.25Q.090 Parking and circulation**

*(Reserved)*

**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:~~

**Commented [A20]:** This section's content is proposed to be removed, to be replaced with citywide standards in 20.20.590. Section heading proposed to be retained and reserved.

~~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.**

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

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**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.

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**20.50.046 S definitions.**

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

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