

Wilburton Vision Implementation LUCA

Public Hearing

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February 26, 2025





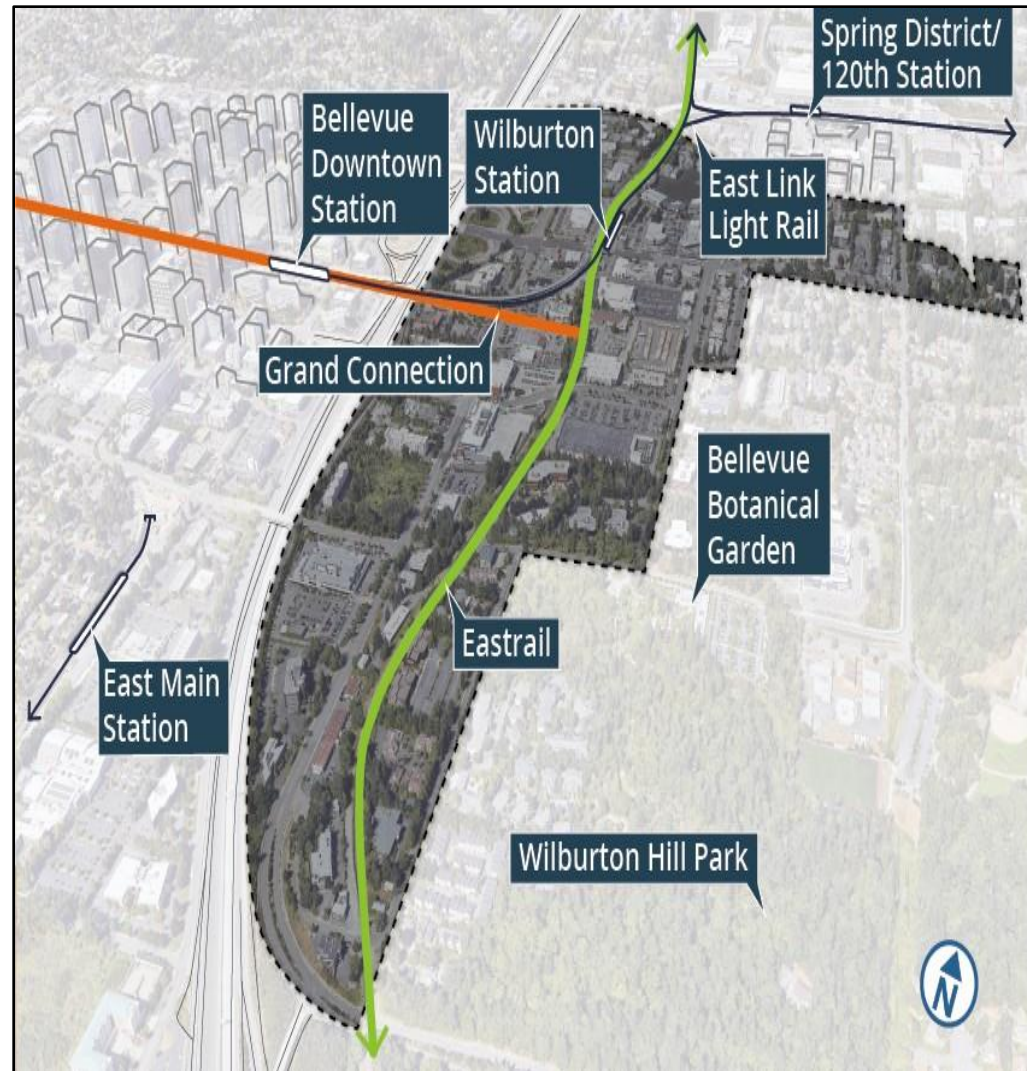
Planning Commission Direction

Hold a public hearing on the proposed LUCA, then either recommend approval to the City Council or provide input for a future study session.

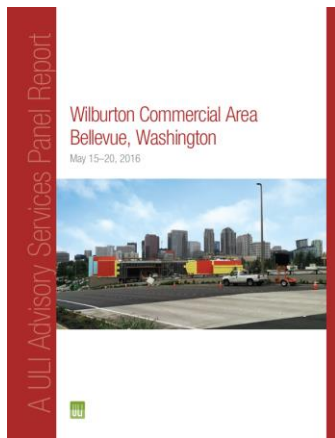


Agenda

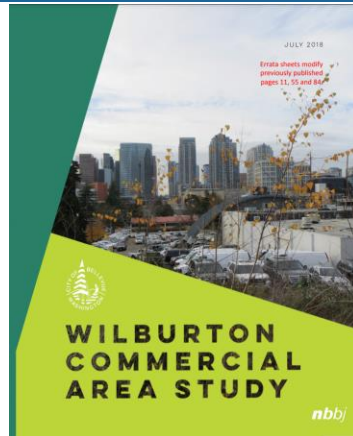
1. Comprehensive Plan & Vision Recap
2. LUCA Elements
3. Public Engagement
4. Outstanding Topics
 - Access Corridors
 - Parking
 - Small Sites
 - Affordable Housing
5. Decision Criteria & Direction



Integration of Plans and Studies



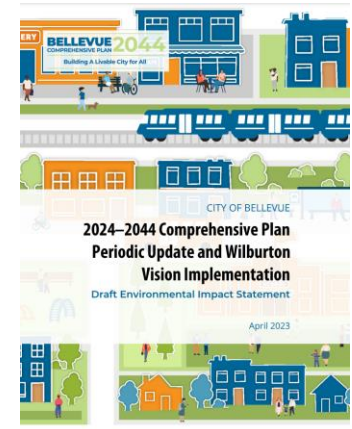
**Wilburton Commercial Area
ULI Report (May 2016)**



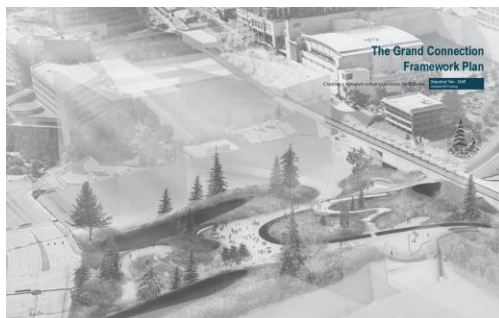
**Wilburton Commercial
Area Study (July 2018)**



**Wilburton Commercial
Area DEIS (Feb 2018)**



**CPPU & Wilburton
EIS (2022-2024)**



**Grand Connection
Framework Plan (2017-2018)**



**Environmental Stewardship
Plan (Dec 2020)**



**Eastrail Framework
Plan (Sep 2023)**



A Vision Shaped by Community



City of Bellevue

Major Policy Moves

Cultural & Community Connections



Active,
vibrant
identity



Unique mix of
businesses



Multimodal
connections

Future Land Use



Trail- and
transit-
oriented



Diverse and
affordable
housing



Range of
implementation
tools

Open Space & Natural Systems



Urban park
system



Enhanced
natural
features



Sustainable
district



Eastrail linear
park



Purpose of the LUCA

- **Objective:** Implement Wilburton Vision through Land Use Code Amendments (LUCA)
- **Key Ordinances:**
 - CPA: Ordinance No. 6802 (July 23, 2024)
 - Citywide Comp Plan: Ordinance 6811 (October 22, 2024),



Study Session Topics

**Study Session
1**
Feb. 14, 2024

Summary of LUCA
purpose &
structure

**Study Session
2**
Mar. 27, 2024

Block standards

Access typologies

Parking minimums

**Study Session
3**
Sept. 11, 2024

Land use
districts/Uses

Block standards &
access corridors

Open space &
green factor

**Study Session
4**
Nov. 6, 2024

Site Organization

Block standards &
access corridors

Active uses

Open space

**Study Session
5**
Dec. 11, 2024

Building Design

Building height,
FAR, floorplates

Land uses &
nonconformances

Parking minimums

**Study Session
6**
January 22

Inclusive TOD

Affordable Housing
approach

Amenity incentive
program

Access corridors



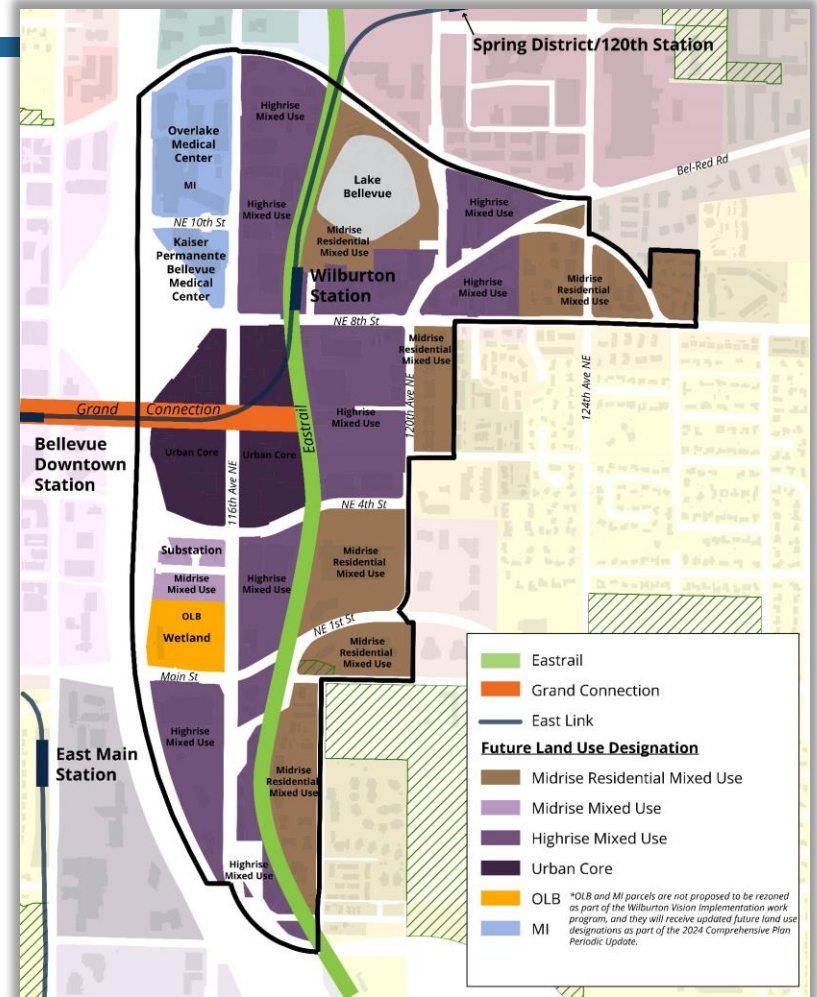


LUCA Elements



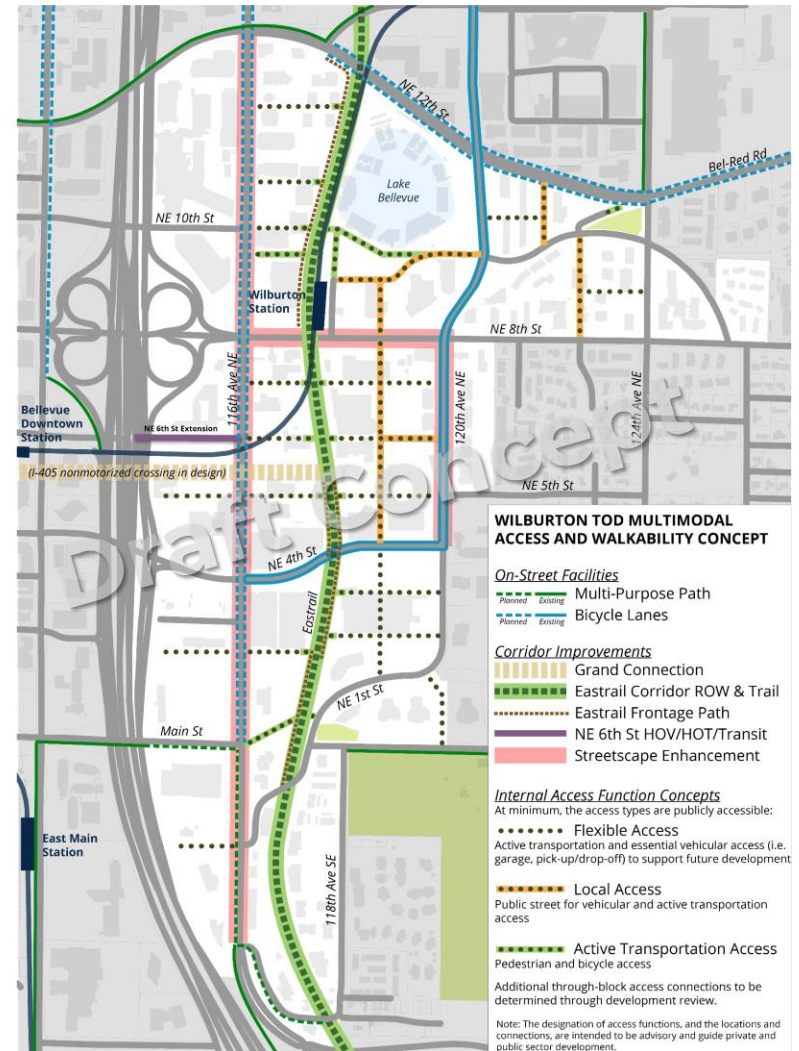
Land Use Districts

- New land use districts
 - Urban Core
 - Mixed-Use Highrise
 - Mixed-Use Midrise
 - Mixed-Use Residential Midrise
- Base and max height/FAR
 - Varies by land use district
 - Creates tapering of building scale in TOD
 - Amenity points to “earn” FAR and height
 - Additional flexibility for Life Science uses



Access, Streets, and Blocks

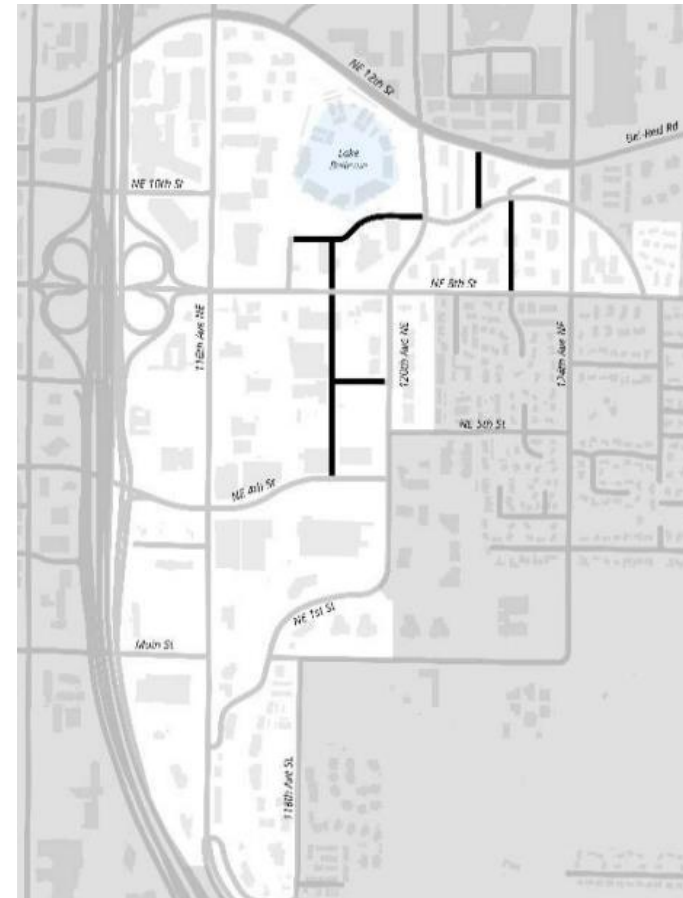
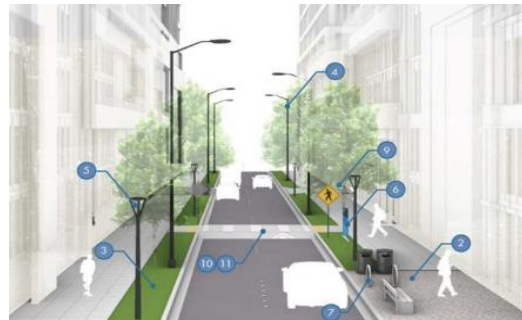
- Integrating block size, site access, local streets, Eastrail improvements
- New Block Requirements
 - Sites over 105,000 sf
 - Flexibility within max perimeter and block length
 - Can be bounded by public ROW, private access corridor, Eastrail, or Grand Connection
 - Options for private access corridors



Access, Streets, and Blocks

- Local Streets
- Access Corridors
 - Flexible Access
 - Active Transportation
 - Shared-Use Path
- Commercial Driveways

Reinforces active, vibrant transit and trail-oriented area



Open Space and Green Factor

- Flexible 10% open space requirement
- Exemption for small sites
- Options to accommodate
 - Plazas
 - Access corridors
 - Landscaping
- Green factor approach for site design
 - Flexible menu of options
 - Increased scoring for tree retention



Affordable Housing

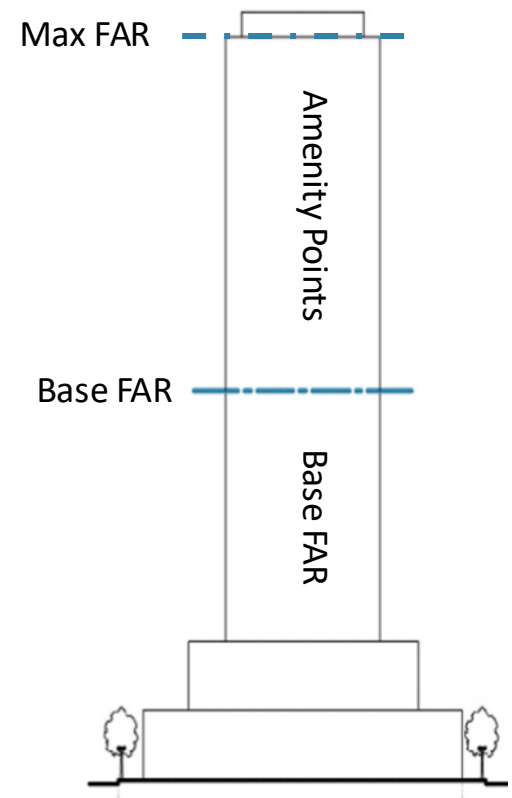
Policy Approaches:

- Option A (staff recommendation): Mandatory inclusion of affordable housing or fee-in-lieu option
- Option B: Voluntary inclusion of affordable housing or fee-in-lieu

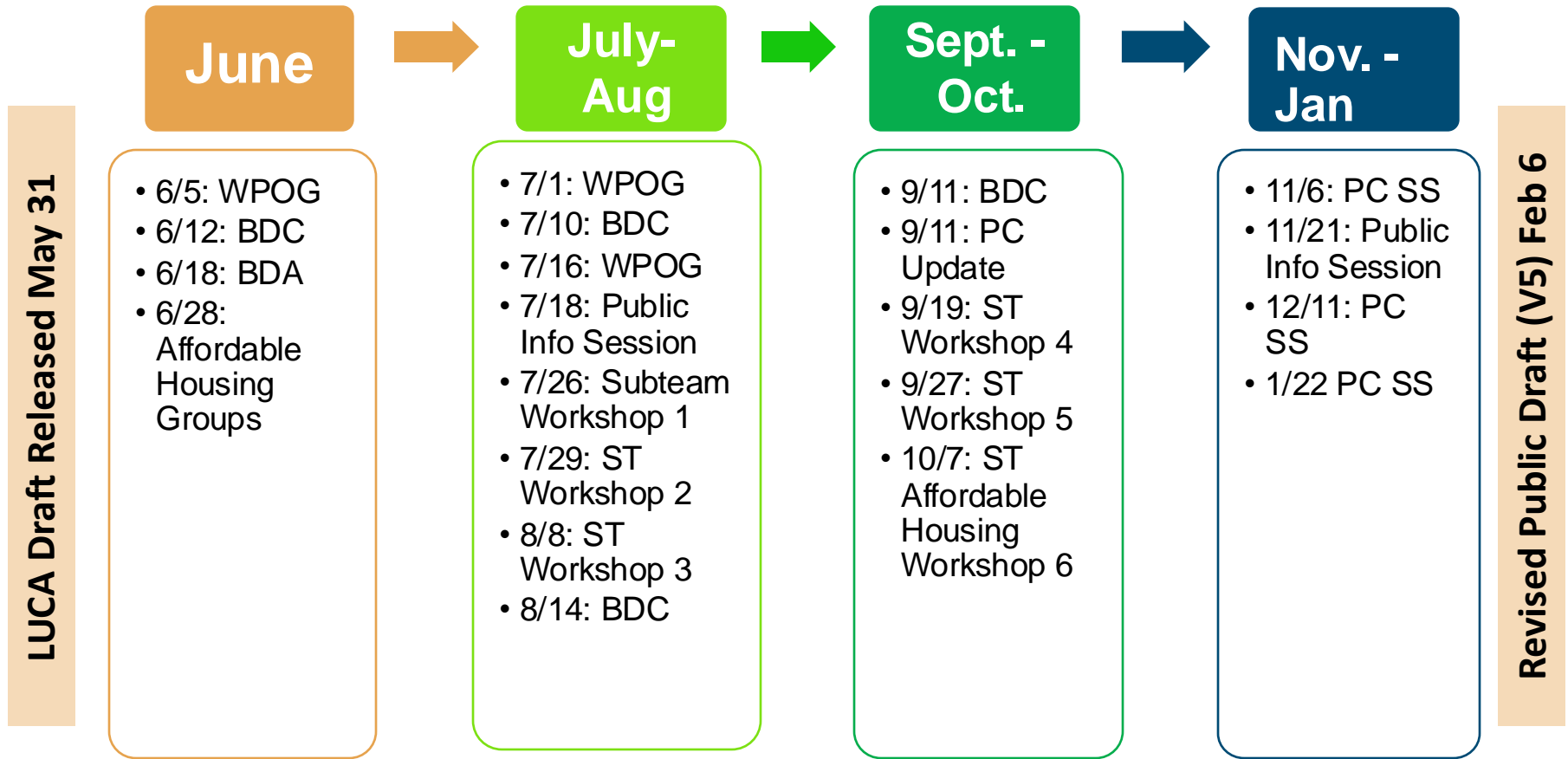


Amenity Incentive System

- Participation required to exceed base FAR
- Options to exceed base:
 1. Affordable housing/deeper affordability
 2. Access and Connectivity
 3. Affordable Commercial Space
 4. Child Care Service
 5. Critical Area Restoration and Enhancement
 6. Eastrail Corridor Improvements
 7. Family-size housing
 8. Grand Connection improvements
 9. Green building performance
 10. Open Space
 11. Park Dedication
 12. Public Art



LUCA Engagement



Outstanding Topics

- Access corridors
- Off-street parking
- Small sites
- Affordable Housing



Streets & Sidewalks

Access Type	Option A: Current Draft	Option B: Property Owner Request	Option C: Potential Adjustment
Local Street	67-foot corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • (2) 8' parking • (2) 5' amenity zone • (2) 10' sidewalk 	<u>59-foot</u> corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • (2) 8' parking • (2) 5' amenity zone • (2) <u>6' sidewalk</u> 	<u>51-foot</u> corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • (2) 8' parking • (2) 5' amenity zone • (2) 10' sidewalk
Flexible Access	51-foot corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • (2) 5' amenity zone • (2) 10' sidewalk 	<u>37-foot</u> corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • <u>(1) 4' amenity zone</u> • (2) <u>6' sidewalk</u> 	<u>47-foot</u> corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • (2) 5' amenity zone • (2) <u>8' sidewalk</u>
Commercial Driveways & Sidewalks	<ul style="list-style-type: none"> • Commercial driveways: 10' sidewalk, when required • Existing city streets: 10' sidewalk 	<ul style="list-style-type: none"> • Commercial driveways: <u>6'</u> sidewalk, when required • Existing city streets: 10' sidewalk 	Same as Option B.

Green = Staff recommendation



Active Transportation

Access Type	Option A: Current Draft	Option B: Property Owner Request	Option C: Potential Adjustment
Active Transportation	30-foot corridor: <ul style="list-style-type: none"> • 20' paved path • (2) 5' amenity zone 	<u>20-foot</u> corridor: <ul style="list-style-type: none"> • 20' paved path • <u>No amenity zone</u> <p><u>Purpose: May be used for "back of house" service, accommodating fire lane, garbage, and incidental loading</u></p>	<u>20-foot</u> corridor: <ul style="list-style-type: none"> • 20' paved path • <u>No amenity zone</u> <p><u>Purpose: Restrict to Active Transportation and fire lane only</u></p>
Shared-Use Path	Option added in October 2024 draft <ul style="list-style-type: none"> • 14' paved path 	<ul style="list-style-type: none"> • <u>10'</u> paved path 	<ul style="list-style-type: none"> • N/A

Green = Staff recommendation



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Access Corridors Summary

Access Type	Option A: Current Draft	Option B: Property Owner Request	Option C: Potential Adjustment
Local Street	67-foot corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • (2) 8' parking • (2) 5' amenity zone • (2) 10' sidewalk 	<u>59-foot</u> corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • (2) 8' parking • (2) 5' amenity zone • (2) <u>6' sidewalk</u> 	<u>51-foot</u> corridor: <ul style="list-style-type: none"> • (2) 10' vehicle travel • (2) 6" curb • (2) 8' parking • (2) 5' amenity zone • (2) 10' sidewalk
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Commercial Driveways & Sidewalks on Existing City Streets	<ul style="list-style-type: none"> • Commercial driveways: 10' sidewalk, when required • Existing city streets: 10' sidewalk 	<ul style="list-style-type: none"> • Commercial driveways: <u>6'</u> sidewalk, when required • Existing city streets: 10' sidewalk 	Same as Option B.

Off-Street Parking

Minimum Parking Requirement	
Option A: Current Draft	75% reduction to the citywide minimum required parking
Potential Adjustment	No minimum parking

Green = Staff recommendation



Small Sites

Small Site Flexibility	
Option A: Current Draft	No amenity incentive flexibility for small sites
Potential Adjustment	Allow residential projects to achieve full development capacity through two items: <ul style="list-style-type: none">• Green building incentive• Provision of affordable housing

Green = Staff recommendation



Affordable Housing Fees

- Right-Sizing Affordable Housing Fees is a balance
- Five factors evaluated:
 1. The cost to build affordable housing
 2. Nexus and Proportionality findings
 3. The public subsidy required to bridge affordability gap
 4. Developer investment loss per square foot for including affordable units
 5. A comparison to neighboring cities



Affordable Housing Fees

Other Considerations:

- Regional competitiveness
- Effectiveness of existing subsidy programs
- Broader citywide affordable housing goals, such as addressing the need for lower AMI thresholds,
- Long-term feasibility for developers
- Recalibration of fees on a recurring basis to ensure delivery of in-lieu affordable housing is feasible.

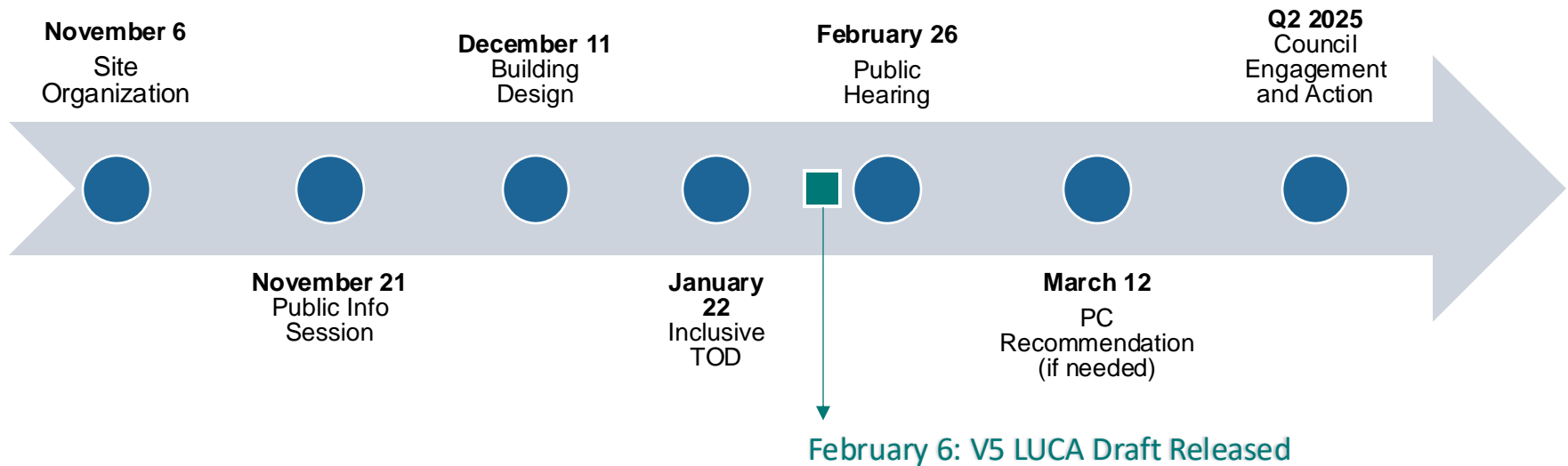


Catalyst Program

Catalyst Program	
Roundtable Request (Jan. 22)	Waive affordable housing fees and requirements for: <ul style="list-style-type: none">• The first 2,000 residential units.• The first 800,000 square feet of commercial development.
Potential Adjustment (recommended, if PC suggests a catalyst program)	Phase-in affordability requirements as follows: <ul style="list-style-type: none">• 5% set-aside requirement for first 500 residential units.• 10% set-aside requirement for remaining units. Fees: <ul style="list-style-type: none">• 25% fee reduction for the first 600,000 square feet of commercial development• 50% fee reduction for 500,000 square feet of life science uses (separate from commercial fee reduction above)• A “look back” on fees and catalyst program after a five-years



Next Steps



Decision Criteria

- A. The amendment is consistent with the Comprehensive Plan; and
- B. The amendment enhances the public health, safety or welfare; and
- C. The amendment is not contrary to the best interest of the citizens and property owners of the City of Bellevue.





Planning Commission Direction

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