

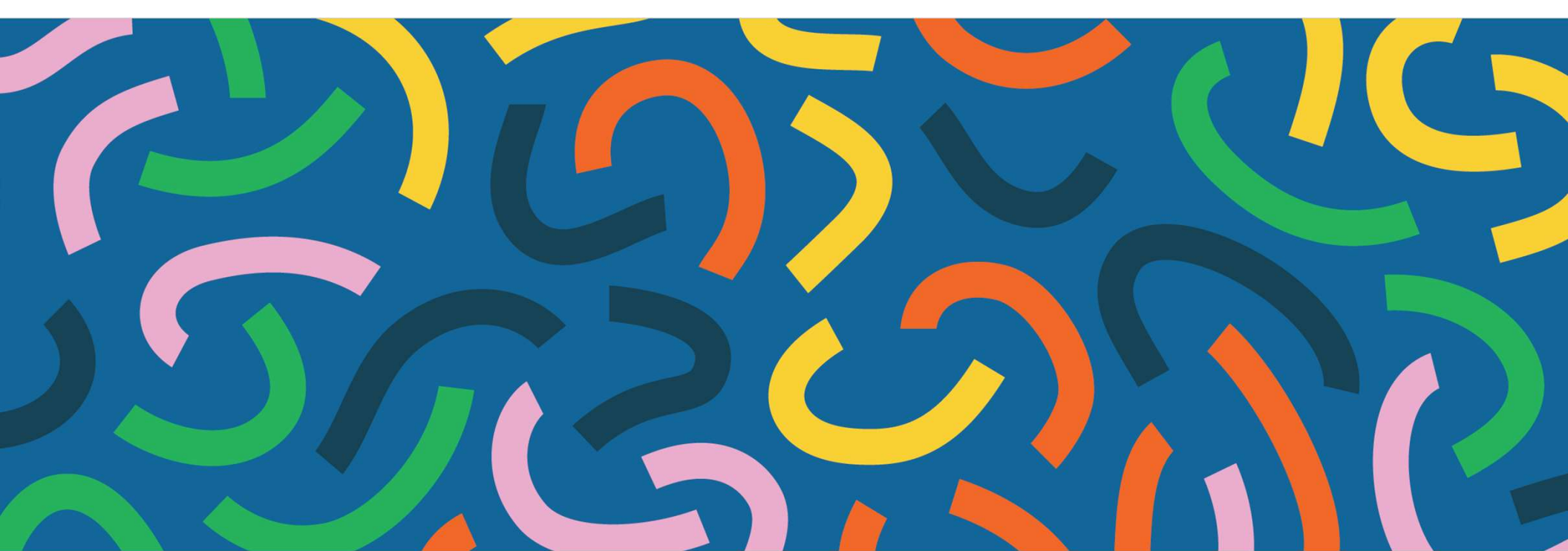
BelRed Look Forward Land Use Code Amendment (LUCA)

Study Session

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Development Services Department

April 22, 2026





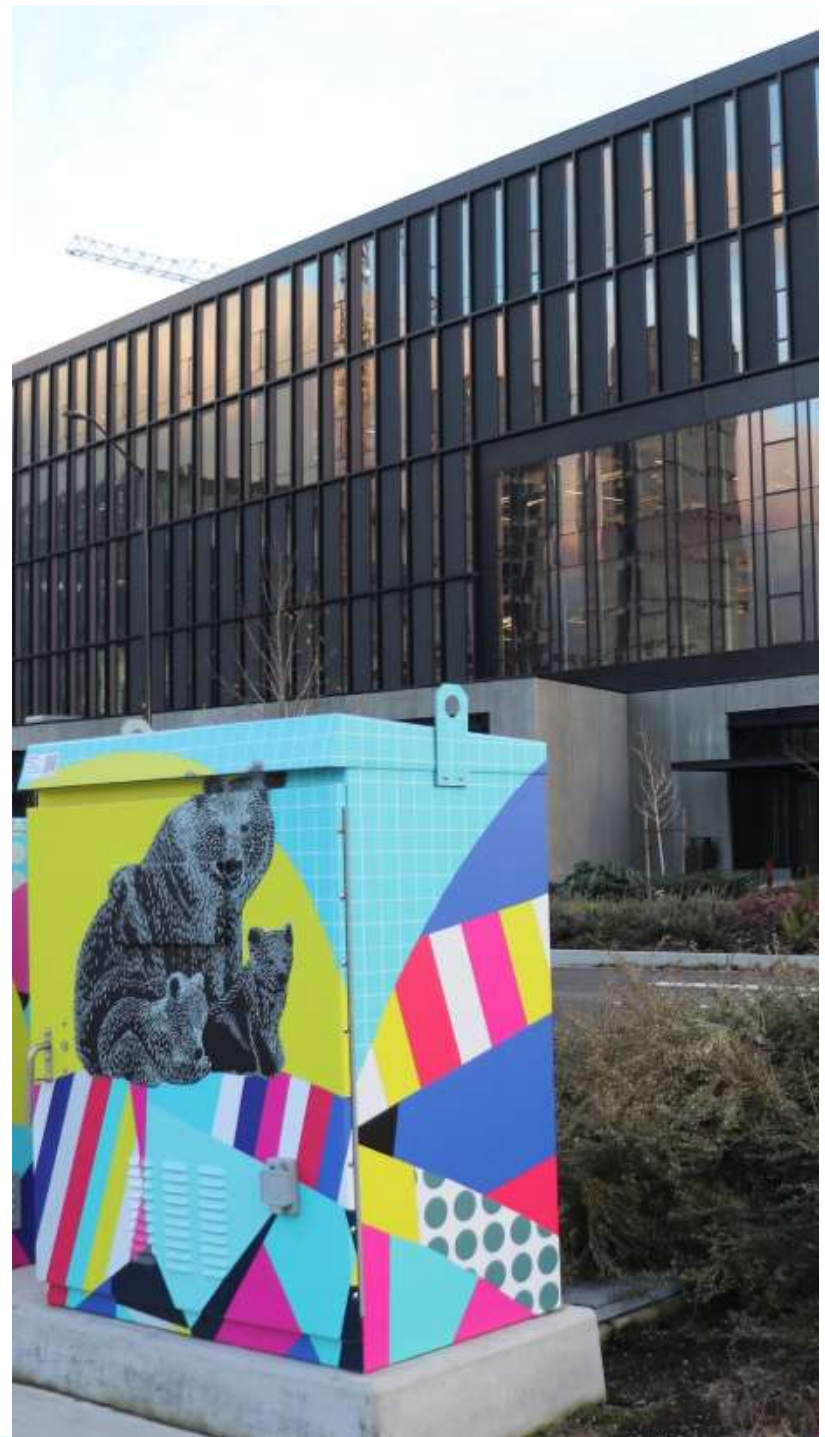
Planning Commission Direction

Provide feedback on the key components of the LUCA



Agenda

1. Land Use Districts
2. Mixed-Use Land Use District Standards
3. BelRed Street Network
4. LUCA Schedule



LUCA Topics by Meeting

Tonight

- LUCA Structure
- Land Use Districts
- Mixed-Use Land Use District Standards
- BelRed Street Network

May 27

- Neighborhood Districts and Arts District Intensive Area
- Other BelRed-specific standards, including:
 - Base FARs
 - Mandatory Affordable Housing
 - Amenity Incentive System



Mixed Use Land Use District Framework

General Standards:
Part 20.10-20.20

Part 20.25B: Mixed Use Land Use Districts

Part 20.25C: Wilburton

Part 20.25D: BelRed



Land Use Districts

2009 Housing Goal: *To encourage BelRed redevelopment to result in a diversity of housing types and prices, including a significant share of “workforce housing”*

- By 2017, 1,817 units built in BelRed
 - Only 89 (**4.8%**) affordable to 80% AMI
 - More than \$900,000 in fees-in-lieu
- By 2025, around 3,000 units built



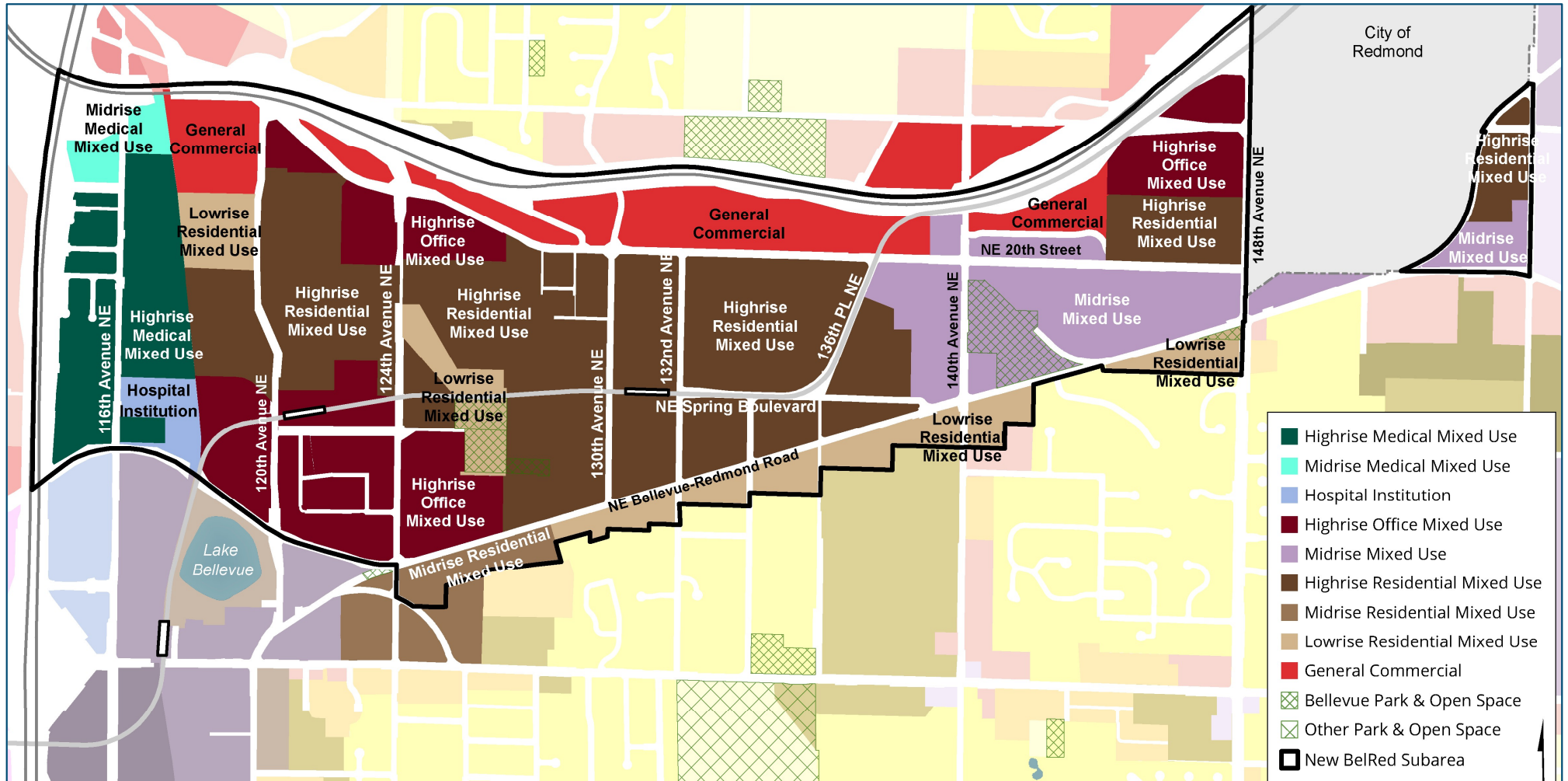
Land Use Districts

2024 Housing Goal: *To accommodate people at all stages of life by meeting the housing needs of all household types, sizes and incomes wanting to live in BelRed*

- Adding capacity to accommodate 7,900 housing units and 14,200 jobs by 2044
 - 23% of citywide housing growth and 20% of job growth
 - Over the next 10 years, 1,287 out of 3,160 need to be affordable to 80% AMI



Land Use Districts



MULUD Standards

Nonconforming Uses, Structures and Sites

- Allowed when established but prohibited today
- Allows nonconformance to remain, operate as usual, conduct repairs and upgrades
- Prevents new nonconformance
- With substantial upgrades, some progress toward conformance may be required



MULUD Standards

Permitted Land Uses

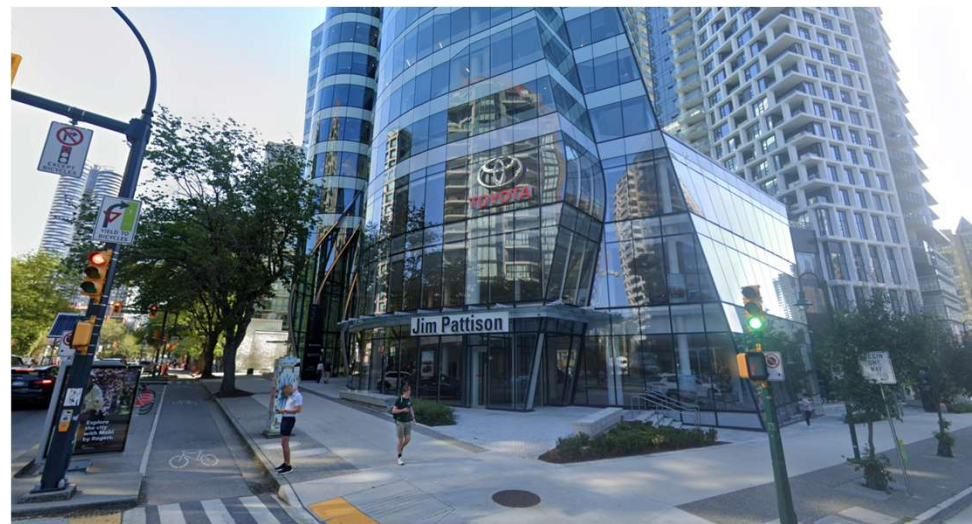
- All uses permitted unless prohibited or conditioned
 - Limits focused on uses that are hazardous, likely to impact neighbors, or not compatible with transit-oriented development
- Craft-friendly approach to manufacturing
- Pedestrian-friendly approach to car dealerships
- Extra flexibility for BelRed-GC district
 - Car dealerships, warehousing and storage allowed outright



MULUD Standards

Pedestrian-Friendly Car Dealerships

- Standards to be permitted anywhere in MULUD:
 - No outdoor storage between building and public ROW
 - Outdoor storage limited to 10% of lot area, can increase through Administrative Departure
- Update for BelRed:
Permitted outright in BR-GC



BelRed Land Use Changes

**Staying BelRed-
General Commercial**
Dealerships, Manufacturing,
Warehouses permitted

**Currently BelRed-
General Commercial**
Dealerships and
warehouses permitted
Manufacturing permitted,
most limited to 20,000 sf

Change to MULUD

Ped-friendly dealerships, craft-friendly
manufacturing permitted outright
New warehouses and storage not permitted

**Currently BelRed-
Commercial Residential**
Dealerships ACUP, with limits
on storage
Some manufacturing permitted,
all limited to 20,000 sf
Warehouses not permitted



MULUD Standards

Access and Connectivity

- Standards for buildings cantilevering over and connecting across private access corridors
- Public access requirements, including easements, for private access corridors



MULUD Standards

Site Organization and Public Realm

- Standards for landscape areas, including street tree planting requirements
- Green and Sustainability Factor
- Public realm standards, including blank walls, exterior lighting, weather protection, and bike parking
- Landscape buffer requirements along freeways



MULUD Standards

Building Design

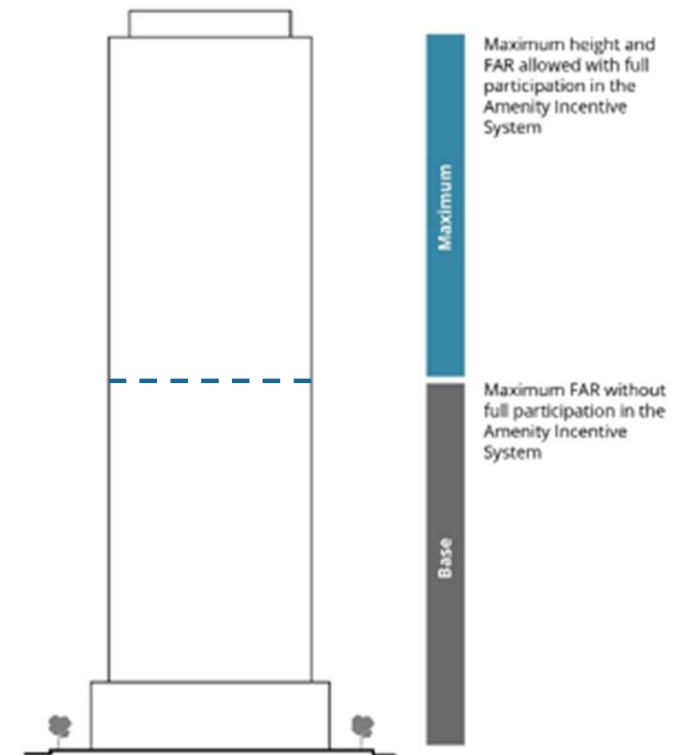
- Floor plate flexibility for medical and life sciences uses and mass timber, with new increase for residential
- Standards for connecting towers and minimum separation
- Standards for active use spaces and parking garages
- Façade modulation requirements, with new exceptions
- Screening mechanical equipment



MULUD Standards

Amenity Incentive System

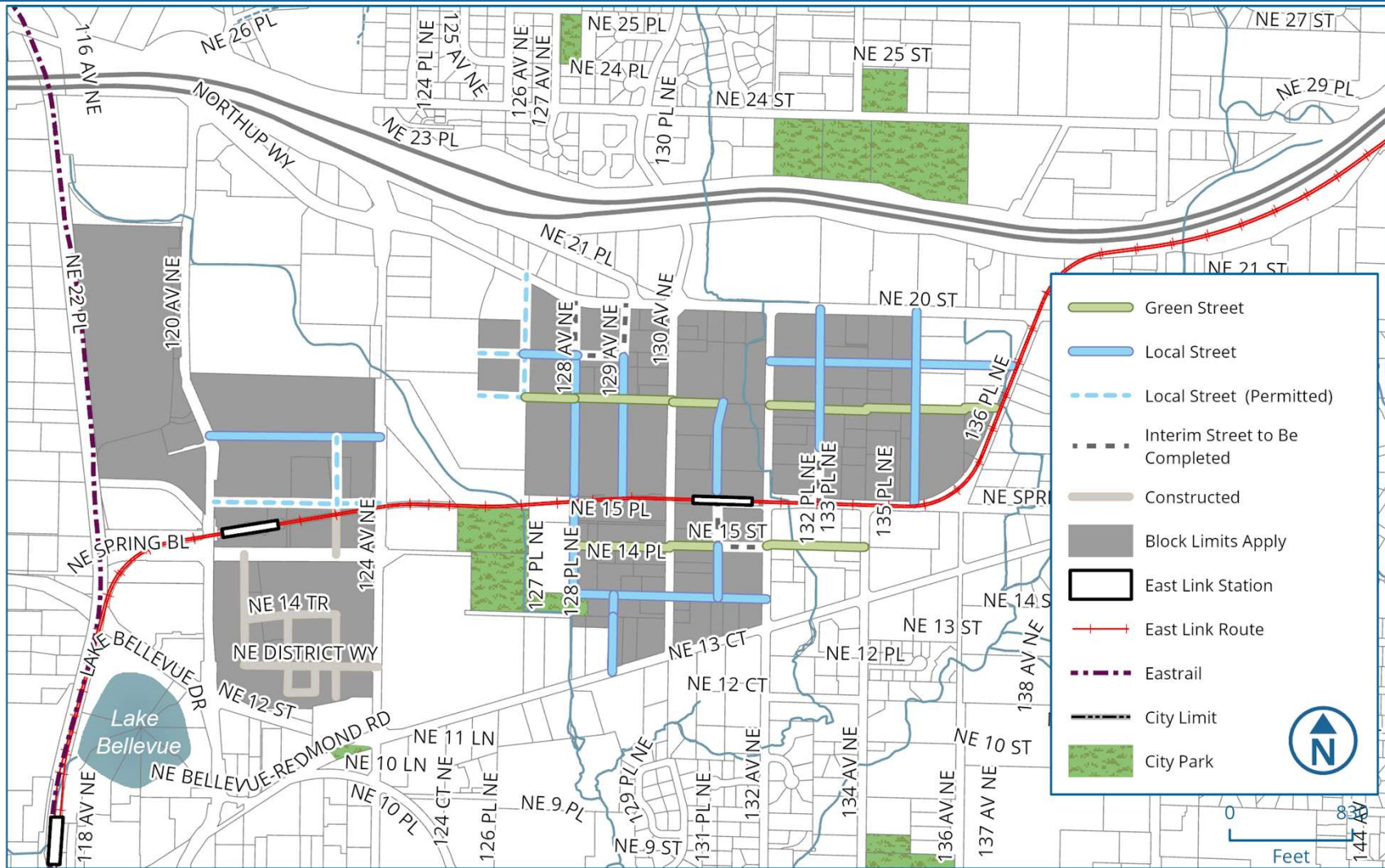
- May only exceed base FAR through participation in Amenity Incentive System
- FAR beyond base achieved through bonus points
- Active use spaces (up to 1 FAR), affordable commercial, and affordable housing exempt from total FAR calculation
- Recording requirements
- Most amenity provisions are overlay-specific



BelRed Street Network



Proposed Street Network Map



Street Network Overview

- **Defined segments** must be provided as dedicated public streets
 - Specified as either local streets or green streets
 - Adjustments can be incorporated through development review and transportation analysis
- **Large sites** in block size limit area must define smaller blocks, can choose from private access corridors
- Streets or corridors on property lines can be built as **interim streets**

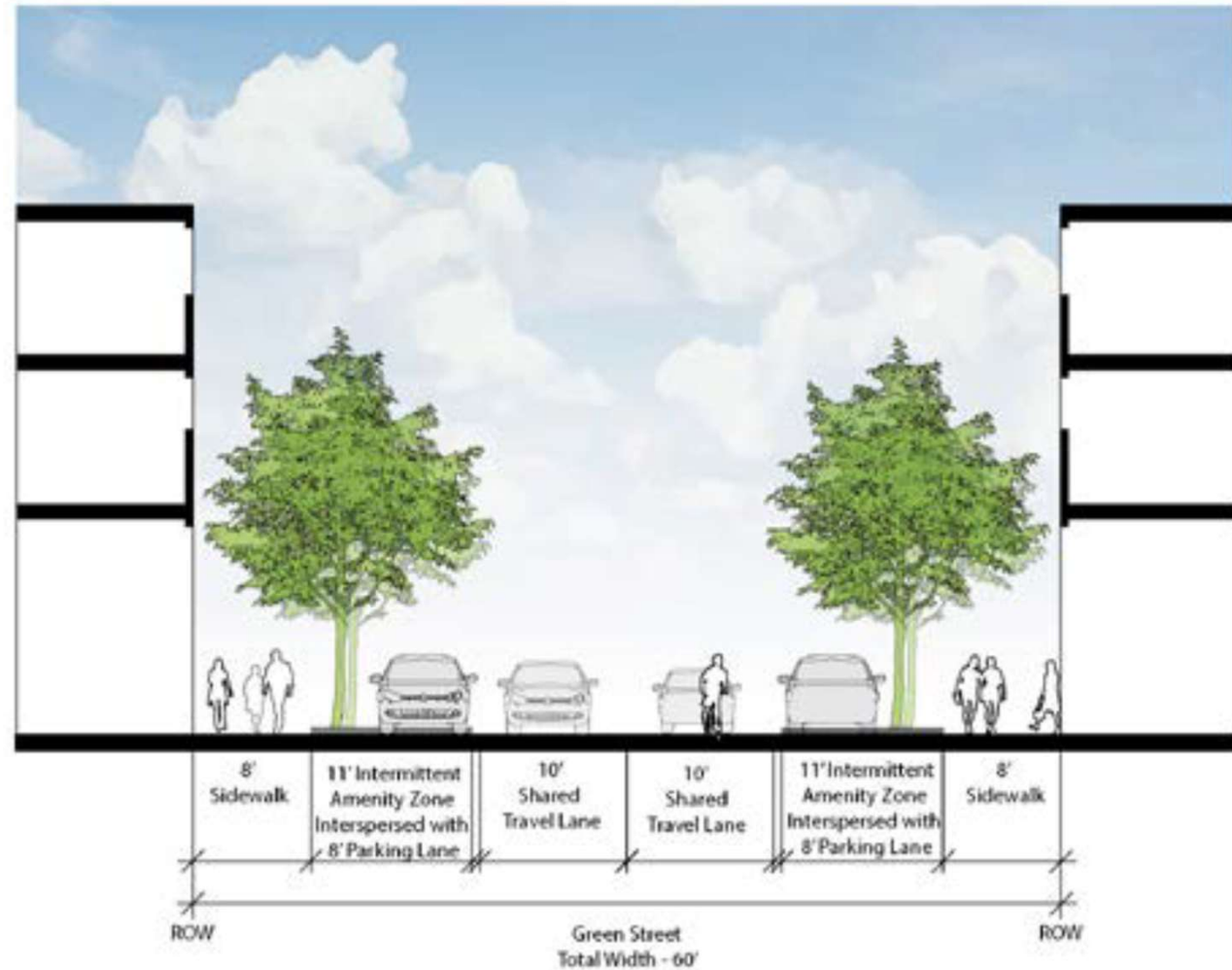


Local Streets

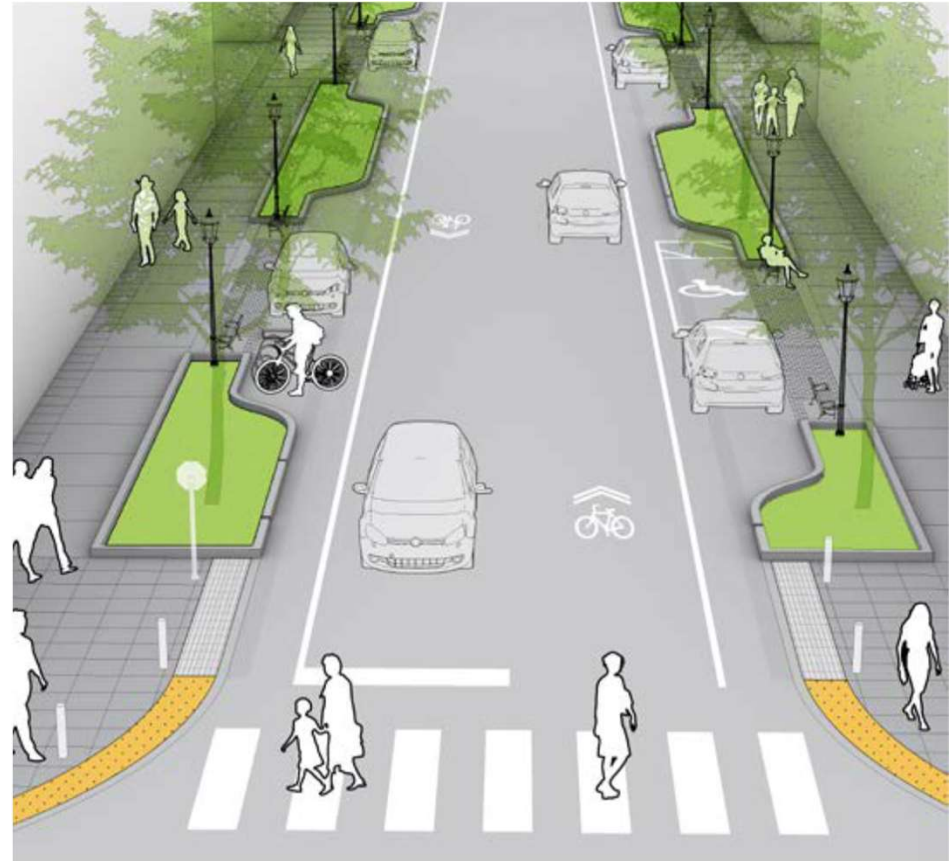
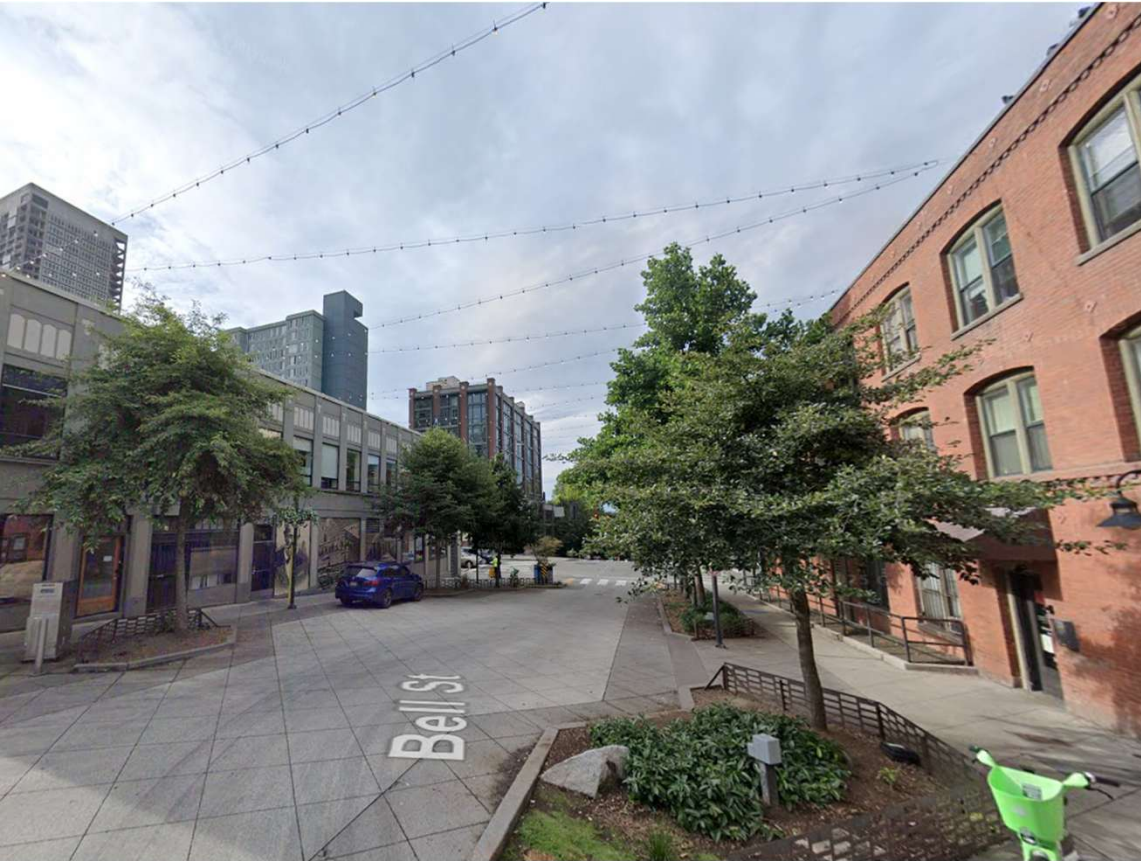


Green Streets

- Urban trails, and important east-west streets
- Pedestrian priority
- Curbless design
- Publicly dedicated
- 11 foot amenity zone
 - Any parking embedded within



Green Streets



Amenity Zones

- Required component of almost all streets and access corridors
- Located between the curb and sidewalk
- Includes street trees and landscaping along with pedestrian-supportive amenities
- New street tree planting requirements apply to amenity zones



Amenity Zones



Additional Connections

- Sites larger than 105,000 sf must break up blocks further, can use private access corridors
- Private access corridor options in BelRed:
 - Flexible access corridor
 - Active transportation access corridor
 - Enhanced shared use path
 - Service corridor
- Developer chooses which corridors to use, subject to specific limits



Flexible Access Corridor

- Accommodates active transportation and vehicle access, at a slightly narrower minimum width than a local street
- Minimum Elements:
 - Same as local street, with only one four foot amenity zone instead of two five foot amenity zones
 - Street and pedestrian-scale lighting per Transportation Design Manual
 - Parking optional





Active Transportation Access Corridor

- 20-foot shared active transportation and emergency vehicle path
- 12-foot amenity zone
- Pedestrian-scale lighting
- Bollards at access points to exclude non-emergency vehicles



Enhanced Shared Use Path

- Same as Active Transportation Access Corridor, with 14 foot shared use path
- Can incorporate additional design components to also earn amenity bonus points as an outdoor plaza



Service Corridor

- Alleys for “back-of-house” functions and emergency access
- Vehicular access, minimum 20 feet wide
- Limitations on use:
 - May not frame more than one side of block
 - Cannot serve as primary vehicle access to parking garages, except on small sites
 - Cannot serve as main pedestrian access to areas intended for regular public use



Can Public Streets Be Private?

Advantages

- Opens ability to provide ped-only or shared streets
- Provides additional options to choose from
- Private street options can be narrower
- Could result in more creative approaches in master plans

Disadvantages

- Green streets could be sacrificed if option too open
- Increased risk of access challenges for future development
- Potential for fewer new street trees
- Risk of inconsistency in future maintenance
- Risk of reduced future public access
- More complex access for any public utilities



Minimum Recommended Conditions

- Cannot be by-right, any alternate proposals must be reviewed by relevant city teams
- To replace a defined public segment, applicant must demonstrate **all** of the following:
 - Proposal meets all applicable requirements for emergency vehicle access
 - Proposal avoids creating adverse impacts to the surrounding neighborhood or circulation system
 - *Impacts can be resolved through a legal agreement with neighbor(s)*
 - Proposal meets applicable ADA standards for public ROW throughout replacement private corridors

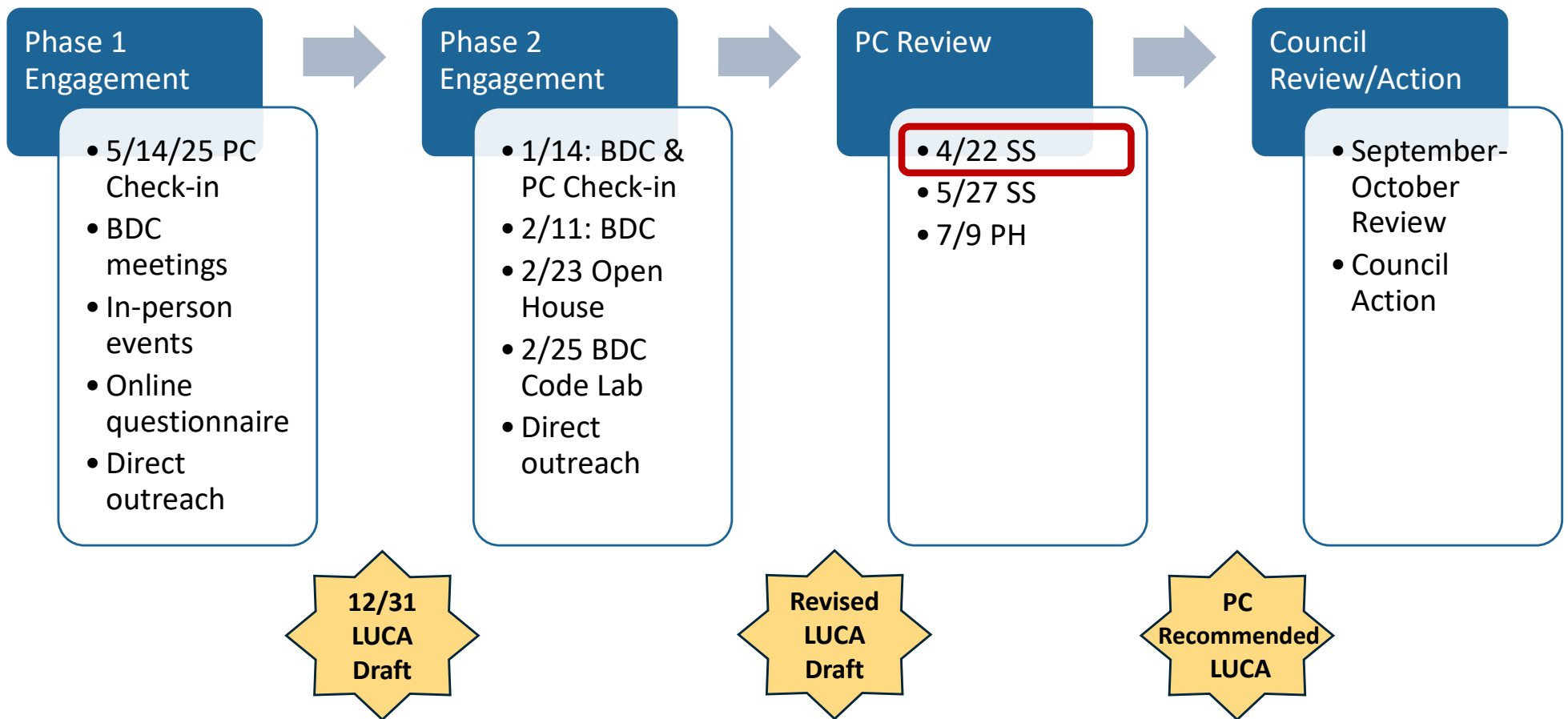
Additional Recommended Conditions

- Replacing public streets represents **significant benefit to private owner**, recommend additional assurances to support public realm
 - Service corridors not acceptable as a replacement
 - Active uses must be provided along at least 75 percent of the frontage along replacement corridors
 - Could be optional if project is daylighting a stream

For Planning Commission Discussion and Direction:

- Does the commission support offering this option?
- If option is supported, does the commission recommend changes to conditions?

LUCA Schedule



Planning Commission Direction

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