



City of Bellevue

450 110th Avenue NE
Bellevue, WA 98004

Meeting Agenda Planning Commission

Wednesday, June 24, 2026

6:30 PM

Room 1E-113

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

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

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

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Reports of City Council, Boards and Commissions
5. Staff Reports
 - a) [26-421](#) Planning Commission Meeting Schedule

6. Written and Oral Communications

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

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

www.Bellevuewa.gov/planning-oral-comms

a) [26-422](#) Written Communications

b) [26-423](#) Oral Communication

7. Public Hearing

8. Study Session

a) [26-424](#) Great Neighborhoods Program: Review of Full Draft of Factoria Neighborhood Area Plan Comprehensive Plan Amendment (CPA)

b) [26-425](#) Study Session on the Parking Reform Land Use Code Amendment (LUCA)

9. Other Business

10. Approval of Minutes

a) [26-426](#) Minutes of May 27, 2026

11. Executive Session

12. Adjournment

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

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

Tentative 2026 Planning Commission Meeting Calendar

<u>Mtg</u>	<u>Date</u> <u>Agenda Topic</u>	<u>Priority</u>	<u>Agenda Type</u>	<u>Location</u>
26-12	July 8, 2026			1E-113/ Hybrid
	BelRed LUCA: Update	2	Study Session	
	Great Neighborhoods: Eastgate Request to Set Public Hearing	1	Study Session	
26-13	July 22, 2026			1E-113/ Hybrid
	2026 CPAs: Evans Plaza Public Hearing	1	Public Hearing & Recommendation	
	2026 CPAs: Transportation Conformance Public Hearing	1	Public Hearing & Recommendation	
	Parking Reform LUCA: Public Hearing	1	Public Hearing & Recommendation	
26-14	September 9, 2026			1E-113/ Hybrid
	Great Neighborhoods: Eastgate Public Hearing	1	Public Hearing & Recommendation	
	BelRed LUCA: Request to Set Public Hearing	1	Study Session	
	Bellevue College LUCA: Written Update	2	Staff Report	
26-15	September 23, 2026			1E-113/ Hybrid
	Great Neighborhoods: Factoria Public Hearing	1	Public Hearing & Recommendation	
	Downtown Livability 2.0 LUCA: Update	2	Study Session	
26-16	October 14, 2026			1E-113/ Hybrid
	BelRed LUCA: Public Hearing	1	Public Hearing & Recommendation	
	Great Neighborhoods: Introduction Lake Hills & West Lake Sammamish	2	Study Session	
26-17	October 28, 2026			1E-113/ Hybrid
	Downtown Livability 2.0: Request for Public Hearing	1	Study Session	
	High Density Residential LUCA: Update	2	Study Session	

Priority: 1. Related to specific mandate and may require action this meeting. 2. Related to a specific mandate leading up to an action sometime in the future. 3. Not related to a mandate, may require action or may be information only.

Nesse, Katherine

From: Whipple, Nicholas
Sent: Tuesday, June 9, 2026 8:55 AM
To: pigpoppy@rocketmail.com; phyllisjwhite@comcast.net
Cc: Gallant, Kristina; Nesse, Katherine
Subject: RE: for: Negin Khanloo, asap, please. re Omnibus Land Use Code Amendment

Hi Tim,

First, my apologies for the delayed response. I'm also sorry to hear about your pneumonia. I hope you are feeling better and on the road to recovery.

I wanted to clarify a few points regarding the Planning Commission's action on the Omnibus LUCA. The Commission transmitted its recommendation to the City Council without modification. While some commissioners encouraged staff to follow up with Phyllis to better understand neighborhood concerns, this was not done with the intent of changing the Commission's recommendation on the LUCA.

It's also important to note that the Planning Commission does not have the authority to direct staff operations or outreach activities. The Commission's role is limited to advising the City Council on policy matters (when asked by Council). Commissioners do not oversee how staff conducts outreach or develops recommendations.

I apologize for any confusion and for how comments made during the meeting may have been interpreted. There was no direction from the Commission to pursue a neighborhood-specific carveout, nor was there an expectation that staff would revisit the Commission's recommendation. That said, I would be happy to schedule a call with you to walk through the relatively minor tree code changes included in the LUCA and discuss how they may affect your area. Based on our analysis, we do not expect these changes will have a significant impact on your neighborhood. Because of that, we do not believe a site visit is necessary, and we are not planning to evaluate a neighborhood-specific carveout.

If you'd like to set up a time to talk through the LUCA in more detail, please let me know.

Best regards,
Nick



Nick Whipple

Code and Policy Director

Development Services, City of Bellevue

(He/Him)

[425-452-4578](tel:425-452-4578) | nwhipple@bellevuewa.gov | BellevueWA.Gov

From: Tim Hay <pigpoppy@rocketmail.com>
Sent: Monday, June 8, 2026 4:40 PM
To: Nesse, Katherine <KNesse@bellevuewa.gov>
Subject: for: Negin Khanloo, asap, please. re Omnibus Land Use Code Amendment

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

RE: a) 26-405 Recommended Omnibus Land Use Code Amendment and proposed Bellevue City Code Amendments to address clean-up amendments in the Land Use Code, amendments required for compliance with state law, and minor amendments which require limited policy consideration and clearly advance established priorities.

Dr. Khanloo / Negin:

As you'll see from reading-down thru the string of emails (below) that commenced with the end of your Planning Commission meeting somewhere around 5-15-26 (just short of 4 weeks ago), our East Kelsey Creek Neighborhood Ass'n, - - alerted by yourself and two other Commission Members, got busy verifying and laying the groundwork necessary for you three Commissioners to lead a successful 'carve-out' for at least the East Kelsey Creek area from the one-size fits all expectation for the rest of the City.

I wrote Kristina Gallant (staff) on 5-20, replying to her questions and suggesting a Tour. Her response mentioned the need to wait for Nick to return the following week, presumably the week of this most recent Tuesday, the 2nd. I kept waiting for her indication all week, but could do little on my own as I had a severe case of Pneumonia, (and still have it). To my knowledge, no response was sent to either Phyllis White or myself.

I'm worried. Tho perhaps I should have pushed Kristina Gallant as of last Tuesday, I was in the process of contracting a too severe case of pneumonia - - I finally got to see my 'Senior Health Care doctor at Overlake on that Tues., the 2nd. But I couldn't summon the concentration to follow-up on Kristina 'till this most recent weekend, the 6th and 7th.

So, "Help!!" I'm asking you to contact one or more members of the City Council. Tell them that the Staff (Kristina and/or probably Nick) perhaps 'dropped the ball' in failing to contact either myself or Phyllis White. Which resulted in the possibly-intended disregard of the direct request on the part of yourself and two other members of the Planning Commission. Moreover, that 'ball-dropping' foreclosed any possibility the City may have recognized as a 'carve-out' of our 'triangle' (with its welter of 3 creeks, 2 dams, salmon runs, birds both small and very large, beavers, deer, coyotes, very small sub-water organisms, and trees ranging from cottonwood, cedar, hemlock and douglas fir - - this last with most having grown above 150'. All this has promoted a bucolic sense of silence to be found nowhere else in Bellevue.

Allowing the recent 'shiny object' of housing to besmirch this triangle will be to obviate the City's chances at someday creating an "In-City Walking Nature Park" in one or more of its more critical areas. This triangle must, somehow, be preserved for our posterity. If not now, - - then when? Probably 'Never' !

So, - - I'm hoping and asking you, with such allies as you may recruit, to talk to as many of the members of our City Council as you can contact. Resulting in, I'd suggest, a motion to set aside tomorrow night's decision on this 'triangle' until after members of the Council will have had a chance to tour the 'triangle', with (hopefully a public hearing on the subject, abetted by testimony from an authorized expert from the WSWF.

Please. And Thanks So Much!

Tim Hay

pigpoppy@rocketmail.com

931 - 129th PI, N.E. (Lot 21, Div 2, Tall Firs Estates
425-454-6636 (land line, no texts)

On Sunday, May 24, 2026 at 10:28:50 AM PDT, Tim Hay <pigpoppy@rocketmail.com> wrote:

Phyllis:

For the moment, we are stymied, because I have suggested to Kristina Gallant (below) that we set up a tour. As I see it, it's up to her to talk to her people, (including members of the Planning Commission, the Council, and any of staff that might want to take part. Or, - - they might turn down the Tour - - entirely!, telling us that it's gotta be a meeting of some nature. Which would undermine their full understanding of what our area is all about. The ball's in Their court. Not in ours.

I don't see a need (AS YET) to "gather the neighbors", physically. I'd suggest sending them this entire string by way of explanation. Along with the possibility that we may need access to both Linda's and Carol's properties (with Little notice!) if the City approves the tour. I'd suggest that the people on 134th could expand their efforts to contact even more residents, with the possibility that All of whom might want to show up at, say, Linda's and/or Carol's - - solely as a show of strength of conviction. I'll do what I can here in Tall Firs. 132nd is an unknown quantity. Do our people have any contacts there?

How did the first Farmers' Market day/weekend go? Where did you finally wind up?
- Tim Hay

On Sunday, May 24, 2026 at 09:05:13 AM PDT, phyllisjwhite <phyllisjwhite@comcast.net> wrote:

Hello Tim,

I am sorry for not checking in. I have been busy with the market.

I will gather my neighbors together.

Phyllis

Sent from my Galaxy

----- Original message -----

From: Tim Hay <pigpoppy@rocketmail.com>

Date: 5/20/26 10:36 AM (GMT-08:00)

To: Kristina Gallant <kgallant@bellevuewa.org>

Cc: Phyllis White <phyllisjwhite@comcast.net>, Tim Hay <pigpoppy@rocketmail.com>

Subject: Request from: Dr. Negin Kahnloo, Chair of Bellevue Wa Planning Commission

Good Morning, Kristina - -

My errant thumb perhaps sent a prior mis-start of an email to you. I must speak harshly to that thumb! Thanks for the response and questions of 12:49, Tuesday.

As was noted by Phyllis White, President of our East Kelsey Creek Neighborhood Ass'n: apparently three members of the Planning Commission mentioned that 'our triangle': (N.E. 8th/136th N.E./Bel-Red Rd/124th N.E.) comprising the *East Kelsey Creek Neighborhood Ass'n*, while small, is totally unique. Comparisons were made, largely regarding the presence of trees, with Beau Arts and Bridle Trails. All of which are true.

To answer your question: We do not yet have either a specific date nor a meeting at which we can meet with City representatives. However, it will be of inestimable value if we can all meet for about 45 minutes within the physical boundaries of EKCNAss'n. We propose a Tour, - - giving a few Staff and available Commissioners and Council Members a chance to experience our little sub-area. We suggest that you might want to take your own photos.

The Tour would involve a 'string' of cars, with 5 stops over a 45-minute span. At the end of which we might all repair to a room in City Hall for questions and discussion. It would facilitate things if the City has a bus that would accommodate those who would like to take part. We might suggest setting up the tour on a Saturday, if that would be best.

The residents within EKCNAss'n area know the value of its three year-round creeks, its 150' trees, its salmon and wildlife and - - its relative silence. Once you've experienced a short walk in the 'City Woods', we know you'll agree that it is a unique City asset, - - deserving the City's special care.

Tim Hay vice president, EKCNA
pigpoppy@rocketmail.com
425-454-6636 (land line)

On Tuesday, May 19, 2026 at 12:49:26 PM PDT, Gallant, Kristina <kgallant@bellevuewa.gov> wrote:

Good afternoon Tim,

Thanks for reaching out, Kate passed along your message to our team. I just wanted to let you know that Nick is out of the office this week, but will follow up with you about meeting with the East Kelsey Creek Neighborhood Association when he returns. Do you have a planned meeting you would like us to join, or would you like to find a date for a dedicated meeting?

Thanks,

Kristina

Kristina Gallant, AICP

Planning Manager

Code and Policy, Development Services, City of Bellevue

(She/Her)

[425-452-6196](tel:425-452-6196) | kgallant@bellevuewa.gov | BellevueWA.Gov

[Take our Survey](#)

From: Tim Hay <pigpoppy@rocketmail.com>

Sent: Friday, May 15, 2026 4:15 PM

To: Council Office <CouncilOffice@bellevuewa.gov>

Subject: Dr. Negin Khanloo, Chair of the Planning Commission

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

Dr. Khanloo:

I am Tim Hay, - - he of the tall display of Garbage Truck pickup in culdesacs. Yes, That One! I live in Tall Firs Estates, which is wholly within the triangular section in Bellevue known as "East Kelsey Creek Neighborhood Ass'n".

Following the May 13th presentation by Phyllis White, re retention of the trees and large lots within our triangular area of East Kelsey Creek Neighborhood Ass'n, I believe that three Commission Members agreed that Staff to be recommended to meet with East Kelsey Creek Neighborhood Ass'n.

Along with Phyllis White, I am a founding member and an officer of East Kelsey Creek N.A.

This message is to be given to Staff as a way to contact me:

My email is: pigpoppy@rocketmail.com

My (land line) phone is 425-454-6636

Thank you - -

Tim Hay 931 - 129th Pl, N.E.


Evans Plaza comp plan amendment comment letter

From Jessica Clawson <jessica@mhseattle.com>

Date Tue 6/9/2026 9:52 AM

To PlanningCommission <PlanningCommission@bellevuewa.gov>

Cc Deuling, Teun <TDeuling@bellevuewa.gov>; Nesse, Katherine <KNesse@bellevuewa.gov>; Johnson, Thara <TMJohnson@bellevuewa.gov>

 1 attachment (534 KB)

Planning Commission letter June 8 2026v1.pdf;

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

Hi Chair Khanloo and Commissioners:

Please see the attached comment letter from the applicant. Thank you!

Jessica M. Clawson

McCULLOUGH HILL PLLC

701 Fifth Avenue, Suite 6600

Seattle, Washington 98104

Direct: 206-812-3378

Cell: 206-313-0981

jessie@mhseattle.com

www.mhseattle.com

NOTICE: This communication may contain privileged or confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents.

Thank you.

June 9, 2026

VIA ELECTRONIC MAIL

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

Re: Evans Plaza Comprehensive Plan Amendment

Dear Chair Khanloo and Members of the Planning Commission:

I am writing on behalf of the applicant, Steve Malsam, regarding the proposed Evans Plaza Comprehensive Plan Amendment. We appreciate the staff's work on this and the Commission's consideration of this application. We respectfully request that the site continue with the Lowrise 2 (LR2) designation, which is what we applied for.

Maintaining the LR2 designation is critical to achieving a site outcome that aligns with both the City's Comprehensive Plan goals and the City's stated desire for meaningful neighborhood-serving commercial space, in addition to housing density in a developed neighborhood. The implementing zones for the Lowrise 1 (LR1) designation, now recommended by staff, simply will not achieve the type of development that the City and other stakeholders desire. At the LR1 designation, it is much more likely that the site will remain in its current condition for the foreseeable future.

1. Feasibility of Mixed-Use Development with Active Ground Floor

The LR2 designation allows for heights up to approximately eight stories. This number of stories is essential to deliver a true mixed-use project with viable commercial uses at grade. Successful ground-floor retail requires sufficient residential density above to subsidize the higher construction costs associated with quality-built commercial space, and also allows some subsidization of commercial rents below.

By contrast, a Lowrise 1 (LR1) designation, with a maximum height of only 45 or 60 feet, would significantly constrain development capacity. After accounting for a properly scaled ground-floor commercial space (typically 15–18 feet clear height, which puts the deck of concrete at approximately 20 feet), an LR1 project would yield only two to four stories of residential above. This level of density is insufficient to support economically viable retail, risking underutilized or inactive ground-floor space—contrary to neighborhood expectations and City objectives.

The bottom line—if the neighborhood and the City are looking for good mixed use commercial space, you must allow for sufficient height above to allow the commercial to occur. Pinched commercial heights create bad retail spaces, and frankly, the site will remain as it is if designated at LR1.

2. Scale and Compatibility with Surrounding Uses

Concerns about scale and compatibility are understandable, but they are not applicable in this context. This site is not adjacent to established single-family neighborhoods or low-scale residential uses. Instead, it is:

- Directly adjacent to 520 (elevated in this location) and two arterial streets
- Buffered by a PSE-owned greenbelt
- Located at the bottom of a hill
- Surrounded by existing commercial uses, including a business park, Dunn Lumber, and a large church.

These characteristics substantially reduce the potential for typical scale and transition impacts. Staff compared Evans Plaza to neighborhood centers such as Northtowne, Bell-East, and Newport Hills, where lower-intensity designations are appropriate due to proximity to single-family homes and small-scale multifamily development. Evans Plaza is not similarly situated—it is surrounded by commercial uses, a freeway, arterials, and is a very commercial site. Please see Exhibit A, attached to this letter, to see the siting of the LR1 designated properties. LR2 makes much more sense for Evans Plaza, particularly when compared to other neighborhood centers that are designated LR1.

3. Development Standards and Site Constraints

The zoning constraints for LR1 implementing zones are also much more restrictive than LR2, creating an even less dense, and less likely to occur, development. The Evans Plaza site has a high water table, meaning site planning efficiency is critical and the developable area must be utilized as effectively as possible. In particular:

- LR1 zones impose more restrictive limits on impervious surface and hardscape coverage (limits of only 65% impervious surface coverage versus 95% for LR2).
- LR2 implementing zones allow a floor area ratio (FAR) of up to 3.0, which is more consistent with the site's location near the Bel-Red corridor—an area planned for significantly higher intensity development. In contrast, LR1 zones limit FAR to 2.0–2.5, which would further constrain the ability to deliver a meaningful mixed-use project.

LR2 is a more “urban” designation in terms of the implementing zones; this is a much more appropriate designation given the location and heavily commercial character of Evans Plaza and its surrounds.

4. Design Review and Quality Assurance

Regardless of designation, all relevant implementing zones are subject to design review requirements. As such, there will be appropriate regulatory oversight to ensure the project meets Bellevue's design standards and integrates well with its surroundings. Retaining the LR2 zone, still subject to design review, will lead to the type of mixed-use commercial project that is appropriate for the location and meets the City's broader land use goals.

June 9, 2026
Page 3

We respectfully urge the Planning Commission to recommend maintaining the LR2 designation for this site. Thank you for your time and consideration.

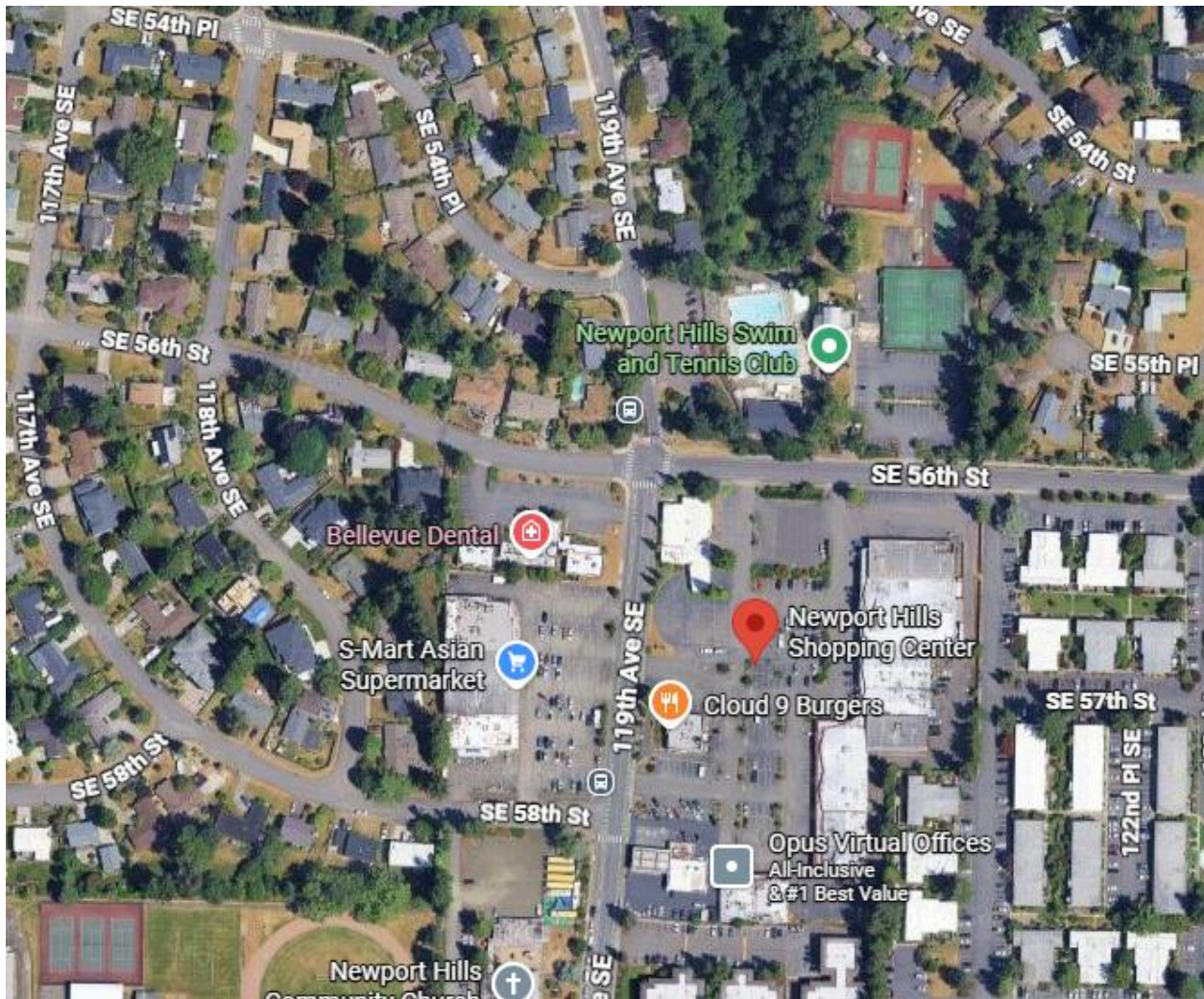
Sincerely,

Jessie Clawson

EXHIBIT A

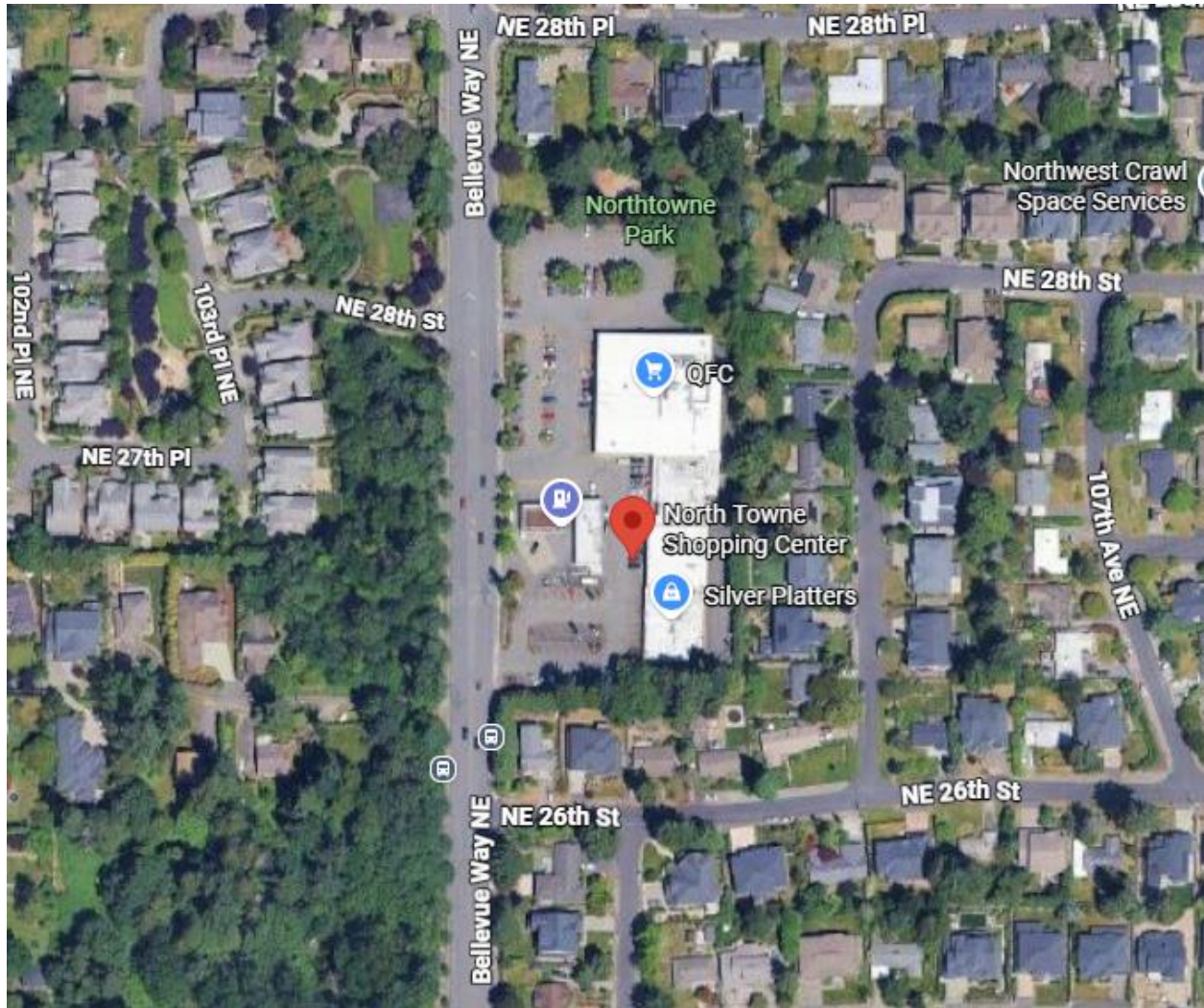
Newport Hills Shopping Center

5806 119th Ave SE



Northtowne Shopping Center

2620 Bellevue Way NE



Bel-East Shopping Center

1500 145th Pl SE



Evans Plaza

2299 140th Ave NE



Omnibus Land Use Code Amendment

From phyllisjwhite@comcast.net <phyllisjwhite@comcast.net>
Date Tue 6/9/2026 10:15 AM
To PlanningCommission <PlanningCommission@bellevuewa.gov>

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

Dear Planning Commission,

Please forward this message to Commissioner Kennedy, Chair Khanloo, and Commissioner Ferris.

Thank you for your interest in East Kelsey Creek's streams, mature tree canopy, wildlife, and neighborhood habitat corridor. I wanted to follow up because staff has clarified that the Planning Commission transmitted the Omnibus LUCA to Council without modification and that the Commission did not formally direct staff to pursue a neighborhood-specific code change. I understand that distinction.

At the same time, the Commission discussion identified an important unresolved policy question: whether East Kelsey Creek has unique canopy, wildlife, riparian, and watershed conditions that warrant further evaluation before SR-1 tree-credit reductions are finalized.

I also want to respectfully note that residents do not view the proposed SR-1 tree-credit change as minor. Aligning SR-1 with SR-2, SR-3, and SR-4 would substantially reduce SR-1 tree-credit requirements. Even if the amendment is described as an administrative alignment, the practical effect could be significant in neighborhoods like East Kelsey Creek, where larger SR-1 lots still support mature canopy, creekside vegetation, daily wildlife activity, and private-parcel habitat connections. This would reduce SR-1 tree-credit requirements by approximately 60%, lowering the City's regulatory expectation for tree retention and replacement in SR-1 neighborhoods, resulting in less mature canopy being retained over time.

Residents are not asking the City to stop growth. We are asking that East Kelsey Creek's existing mature canopy, daily wildlife activity, creek corridor, and upper-watershed function be evaluated before SR-1 tree-retention standards are reduced.

Thank you again for recognizing that Kelsey Creek may have something special worth understanding and protecting.

Sincerely,

Phyllis White
Board President
East Kelsey Creek Neighborhood Association

----- Original Message -----

From: "Whipple, Nicholas" <NWhipple@bellevuewa.gov>
To: "pigpoppy@rocketmail.com" <pigpoppy@rocketmail.com>,
"phyllisjwhite@comcast.net" <phyllisjwhite@comcast.net>
Cc: "Gallant, Kristina" <KGallant@bellevuewa.gov>, "Nesse, Katherine"
<KNesse@bellevuewa.gov>
Date: 06/09/2026 8:55 AM PDT

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If you'd like to set up a time to talk through the LUCA in more detail, please let me know.

Best regards,

Nick



Nick Whipple

Code and Policy Director

Development Services, City of Bellevue
(He/Him)

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Subject: for: Negin Khanloo, asap, please. re Omnibus Land Use Code Amendment

You don't often get email from pigpoppy@rocketmail.com. [Learn why this is important](#)

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Dr. Khanloo / Negin:

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931 - 129th PI, N.E. (Lot 21, Div 2, Tall Firs Estates

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Hello Tim,

I am sorry for not checking in. I have been busy with the market.

I will gather my neighbors together.

Phyllis

Sent from my Galaxy

----- Original message -----

From: Tim Hay <pigpoppy@rocketmail.com>

Date: 5/20/26 10:36 AM (GMT-08:00)

To: Kristina Gallant <kgallant@bellevuewa.org>

Cc: Phyllis White <phyllisjwhite@comcast.net>, Tim Hay <pigpoppy@rocketmail.com>

Subject: Request from: Dr. Negin Kahnloo, Chair of Bellevue Wa Planning Commission

Good Morning, Kristina - -

My errant thumb perhaps sent a prior mis-start of an email to you. I must speak harshly to that thumb! Thanks for the response and questions of 12:49, Tuesday.

As was noted by Phyllis White, President of our East Kelsey Creek Neighborhood Ass'n: apparently three members of the Planning Commission mentioned that 'our triangle': (N.E. 8th/136th N.E./Bel-Red Rd/124th N.E.) comprising the *East Kelsey Creek Neighborhood Ass'n*, while small, is totally unique. Comparisons were made, largely regarding the presence of trees, with Beau Arts and Bridle Trails. All of which are true.

To answer your question: We do not yet have either a specific date nor a meeting at which we can meet with City representatives. However, it will be of inestimable value if we can all meet for about 45 minutes within the physical boundaries of

EKCNA Ass'n. We propose a Tour, - - giving a few Staff and available Commissioners and Council Members a chance to experience our little sub-area. We suggest that you might want to take your own photos.

The Tour would involve a 'string' of cars, with 5 stops over a 45-minute span. At the end of which we might all repair to a room in City Hall for questions and discussion. It would facilitate things if the City has a bus that would accommodate those who would like to take part. We might suggest setting up the tour on a Saturday, if that would be best.

The residents within EKCNA Ass'n area know the value of its three year-round creeks, its 150' trees, its salmon and wildlife and - - its relative silence. Once you've experienced a short walk in the 'City Woods', we know you'll agree that it is a unique City asset, - - deserving the City's special care.

Tim Hay vice president, EKCNA

pigpoppy@rocketmail.com

425-454-6636 (land line)

On Tuesday, May 19, 2026 at 12:49:26 PM PDT, Gallant, Kristina
<kgallant@bellevuewa.gov> wrote:

Good afternoon Tim,

Thanks for reaching out, Kate passed along your message to our team. I just wanted to let you know that Nick is out of the office this week, but will follow up with you about meeting with the East Kelsey Creek Neighborhood Association when he returns. Do you have a

planned meeting you would like us to join, or would you like to find a date for a dedicated meeting?

Thanks,

Kristina

Kristina Gallant, AICP

Planning Manager

Code and Policy, Development Services, City of Bellevue

(She/Her)

[425-452-6196](tel:425-452-6196) | kgallant@bellevuewa.gov | BellevueWA.Gov

[Take our Survey.](#)

From: Tim Hay <pigpoppy@rocketmail.com>

Sent: Friday, May 15, 2026 4:15 PM

To: Council Office <CouncilOffice@bellevuewa.gov>

Subject: Dr. Negin Khanloo, Chair of the Planning Commission

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

Dr. Khanloo:

I am Tim Hay, - - he of the tall display of Garbage Truck pickup in culdesacs. Yes, That One! I live in Tall Firs Estates, which is wholly within the triangular section in Bellevue known as "East Kelsey Creek Neighborhood Ass'n".

Following the May 13th presentation by Phyllis White, re retention of the trees and large lots within our triangular area of East Kelsey Creek Neighborhood Ass'n, I believe that three Commission Members agreed that Staff to be recommended to meet with East Kelsey Creek Neighborhood Ass'n.

Along with Phyllis White, I am a founding member and an officer of East Kelsey Creek N.A.

This message is to be given to Staff as a way to contact me:

My email is: pigpoppy@rocketmail.com

My (land line) phone is 425-454-6636

Thank you - -

Tim Hay 931 - 129th Pl, N.E.



Evans Plaza Comp Plan Amendment

From Steve Malsam <Steve@wakefieldproperties.net>

Date Tue 6/9/2026 7:43 PM

To PlanningCommission <PlanningCommission@bellevuewa.gov>

You don't often get email from steve@wakefieldproperties.net. [Learn why this is important](#)

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

To the Planning Commission:

On behalf of the landowner, Len Evans, I wanted to inform the Planning Commission that the staff recommendation of Low Rise 1 Mixed-Use is not an appropriate designation for this property. This land-use designation will not encourage the re-development of the Evans Plaza. This type of designation will likely leave the property as an old commercial center or will be sold to a townhouse developer. I do not believe this is what the City of Bellevue wants to see in this fast-changing corridor.

Jessica Clawson has written a more formal letter outlining our position on the Low-Rise 1 designation. I highly encourage the Planning Commission to adapt the requested Low-Rise 2 designation. This is much more consistent with the area and will allow for the economics to work. Low-rise 1 is not a feasible solution for a property that is located near light -rail, shopping, SR 520, Microsoft, etc...

Thank you for your consideration.

--Steve Malsam, Owner's Representative

Get [Outlook for iOS](#)

Nesse, Katherine

From: NORMAN HANSEN <hansennp@aol.com>
Sent: Wednesday, June 10, 2026 1:34 PM
To: PlanningCommission; Council; evansplazacpa@googlegroups.com;
board@bridletrailscommunity.org; warren@aol.com; Cindy Ludwig
Subject: Bellevue Planning Commission June 10, 2026 Agenda - Evans Plaza CPA
Attachments: June 10.docx

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

See attached Memo from Bridle Trails Community Club dated June 10th

June 10, 2026

To: Bellevue Planning Commission and Bellevue City Council

Subject: Evans Plaza CPA Neighborhood Option for
Planning Commission Consideration

Neighborhood Option for Evans Plaza CPA consideration Option 3:

Neighborhood Recommendation: It is requested that the Planning Commission consider SUBSTANTIAL COMMUNITY ENGAGEMENT during the upcoming Bridle Trails Sub Area Update.

Discussion: Bridle Trails and surrounding neighborhoods want to keep the unique Neighborhood heritage characteristics that have served the Bellevue Community well for over 50 years. It continues to be a thriving and needed business area.

Bel-Red currently offers many opportunities. The developer already has substantial residential up zoning just a few steps from the Sound Transit Station on 130 Ave NE. Bellevue has heavily already invested in needed infrastructure there.

Bellevue needs to concentrate on property already designated as high density rather than create sprawl in the neighborhoods.

Bellevue has a process for significant density changes as the recent opportunity in the 2024 Comprehensive Plan Process.

Norm Hansen, Bridle Trails Community club Board Focal

Nesse, Katherine

From: Marielle Frager <marielled7@me.com>
Sent: Monday, June 15, 2026 4:02 PM
To: PlanningCommission
Subject: Feedback on Factoria Neighborhood Plan Draft

You don't often get email from marielled7@me.com. [Learn why this is important](#)

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

Hello -

Thank you for the work and thoughtful planning that has gone into developing the Factoria Neighborhood Plan. I'm not sure if I will be able to attend the upcoming feedback session in person, so I wanted to share a few thoughts and comments here as a resident of the neighborhood.

I live in the **Mockingbird Hill residential area of Factoria**, which includes a concentration of single-family homes, with multiple condominium and apartment communities located just north of us along the SE 124th corridor. While I appreciate the vision outlined in the draft plan, I want to advocate for ensuring that improvements are distributed across the broader Factoria community and not concentrated solely within the commercial core.

Neighborhood Park / Public Green Space

While the draft plan identifies the need for additional parks and gathering spaces, I strongly encourage the City to consider locating a neighborhood park or public green space closer to the southern residential portion of Factoria. Residents in this part of the neighborhood currently lack convenient, walkable access to safe parks and community gathering spaces, despite representing a significant residential population. A neighborhood-serving park near Mockingbird Hill or along the SE 124th corridor would better serve families, children, dog owners, and residents living in nearby apartment and condominium communities who may not have access to private outdoor space.

Traffic Calming and Safety on SE 124th

As redevelopment continues and traffic volume increases, I would encourage the City to prioritize traffic calming measures along neighborhood streets surrounding Mockingbird Hill, particularly along **SE 124th**. It is important to prevent residential streets from becoming cut-through routes while improving safety for pedestrians, cyclists, families, and children in the area.

Ensure South Factoria Residents Benefit from Improvements

I encourage the City to ensure that neighborhood investments extend beyond the commercial redevelopment core so that established residential communities in South Factoria also experience direct and visible quality-of-life improvements. Residents who already live in these neighborhoods should benefit meaningfully from the long-term investment being made in Factoria.

Beautification and Tree Canopy Improvements

I would also love to see increased tree planting, landscaping, and beautification improvements along SE 124th, neighborhood entry points, and residential streets. These improvements would make the area feel

safer, greener, and more connected to Bellevue's broader "*City in a Park*" vision while improving the overall experience for those who live here every day.

I'm excited to see investment being made in Factoria and appreciate the opportunity to provide feedback. I hope the City will continue to consider the needs of existing residential communities as part of shaping Factoria's future.

Thank you,

Marielle Frager



Bellevue Planning Commission

June 24, 2026

PLANNING COMMISSION AGENDA ITEM

SUBJECT

Great Neighborhoods Program: Review of Full Draft of Factoria Neighborhood Area Plan Comprehensive Plan Amendment (CPA)

STAFF CONTACTS

Thara Johnson, Planning Director, 452-4087
Kate Nesse, PhD, Comprehensive Planning Manager, 452-2042
Justin Panganiban, AICP, Senior Planner/Urban Designer, 452-7674
Zachary Luckin, Senior Planner, 229-6667
Community Development Department

POLICY ISSUES

This study session is a review of the full draft for the 2025-2026 Comprehensive Plan Amendment (CPA) for the Factoria neighborhood area plan, which Council initiated on August 4, 2025 along with the Eastgate neighborhood area plan as a continuation of the Great Neighborhoods program. Following an initial briefing and overview to the Planning Commission on the Great Neighborhoods program on October 8, 2025, staff provided an update summarizing community engagement activity during Phase 1 (Discover) and Phase 2 (Define) on March 25.

The scope centers around strengthening these neighborhood areas' unique identity and community gathering spaces as Bellevue prepares for future growth. Building off extensive community engagement over the last nine months, the full draft includes a staff recommended vision statement, background narrative, policies, and urban design framework. This meeting will also cover conformance updates to Volumes 1 and 2 of the Comprehensive Plan to ensure consistency between the Factoria neighborhood area plan and related subarea plans. The Eastgate neighborhood area plan draft will be covered at the July 8 study session.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION

DIRECTION

INFORMATION ONLY

At this meeting, the Planning Commission will discuss staff recommended goals and policies and provide direction to schedule a public hearing for the Factoria neighborhood area plan.

BACKGROUND

Bellevue is a community of diverse and vibrant neighborhoods. Bellevue has 16 neighborhood areas that cover the full extent of the city (Attachment A). Each neighborhood area contains several neighborhoods within it. Strong community connections directly enhance quality of life and strengthen neighborhoods. Council affirmed this when initiating the Great Neighborhoods program in 2018. The program’s objectives are:

1. To develop neighborhood area plans that reflect citywide and neighborhood priorities and address issues and opportunities that are relevant to the local community.
2. To conduct a planning process that is based on a collaborative partnership between the city and neighborhoods; to expand community capacity for neighborhood leadership that will carry forward beyond this planning process.

The Great Neighborhoods program entails the preparation of two neighborhood area plans per cycle, targeting the end of the next calendar year for Council review and adoption to align with the annual Comprehensive Plan amendment process. The first round of Council-initiated neighborhood area plan updates included Northeast Bellevue and Northwest Bellevue, which Council adopted in 2021. The Great Neighborhoods program paused during the Comprehensive Plan Periodic Update from 2022-2024. The program resumed in September 2024 with the Crossroads and Newport neighborhood area plans, which Council adopted in October 2025.

These proposed amendments are consistent with King County Countywide Planning policies (CPPs) around neighborhood planning. Additionally, Factoria’s Mixed Use Center is identified in CPPs as a Candidate Countywide Center for directing future funding and growth. Because it covers a Countywide Center, the CPPs direct the Factoria neighborhood area plan to provide transit-supportive densities for jobs and residents, as well as support tools in the plan to provide affordable housing, assess historic and cultural assets, address risk for displacement of residents and businesses, and support transit access and active transportation.

WORK PROGRAM

Neighborhood area planning is consistent with Neighborhoods Element policies in Volume 1 of the Comprehensive Plan, which directs the city to equitably engage local communities to define neighborhood specific values and policies when implementing adopted citywide policies. The process allows community members to participate in equitable, informed dialogue about what makes their neighborhood unique; and identify priorities and improvements that should be reflected in future growth. Community engagement is crucial to neighborhood area planning and integrated into each phase. Phases are outlined below and in detail in Attachment B.

- **Discover**: Engage with the community to understand issues, identify values and priorities, and learn about qualities that make the neighborhood unique. *Timeline: August – December 2025*
- **Define**: Develop and affirm the neighborhood vision, design principles, and policy moves that are building blocks for the draft plan. *Timeline: January – April 2026*

- **Refine: This is the current phase.** Review draft plans with the community, boards, and commissions, incorporate feedback, and address any missing elements. *Timeline: May 2026 – August 2026*
- **Adopt:** The final draft plans, including any environmental analysis as required per SEPA (State Environmental Policy Act), are reviewed and recommended by the Planning Commission and then reviewed and adopted by City Council as an element of the Comprehensive Plan. *Timeline: September – December 2026*

COMMUNITY ENGAGEMENT IN PHASE 3 (REFINE)

Staff seek to bring diverse perspectives to the process so participation is representative of those who live, work, play, and study in the neighborhood area. The Great Neighborhoods program undergoes continuous improvement on outreach methods by incorporating lessons learned from previous neighborhood area plan updates. The materials from the [March 25 meeting](#) provide an overview of engagement conducted in Phase 1 (Discover) from August through December 2025 and in Phase 2 (Define) from January through April 2026 and have been omitted for brevity.

At the March 25 meeting, the Planning Commission expressed appreciation for staff’s focus on inclusive and thorough engagement. They highlighted walkability as a key theme from community feedback, noting challenges with missing walking and biking infrastructure and Interstate 90 serving as a barrier to accessing future light rail. The Planning Commission also asked how community feedback will inform policies to support tangible improvements in both neighborhood areas. Staff noted the role of policies and concept maps in guiding project identification, community partnerships, and functional plan updates.

Phase 3 (Refine) began in May of this year. The city published draft policies for the Factoria neighborhood area plan on May 4 for public review, with opportunities to provide feedback at an in-person open house on May 7 and through an online survey that ran from May 4 through May 25. Draft policies build from engagement around identifying key values, priorities, and qualities that community members enjoy about their neighborhood today and want to see in the future. Draft urban design concept maps were also shared, which visualize opportunities for improving gathering spaces in both neighborhoods, building from what the community identified as opportunities and challenges for accessing and using these spaces today.

Community Feedback

When sharing these policies with the public for review at the open house, participants generally agreed that policies support the stated vision and goals for Factoria. Similar support was expressed through the online survey. Policies were generally seen as supporting the stated vision and goals for Factoria. Policies seen as strongly supporting Factoria’s goals and vision were focused on neighborhood beautification, provision of lighting and pedestrian amenities, and coordination on future high-capacity transit. Policies seen as less supportive of Factoria’s goals and vision were focused on affordable housing, multilingual wayfinding, and expansion of

electric vehicle (EV) charging. For wayfinding and EV charging, there were no survey comments indicating how these opportunities conflicted with the goals and vision for the neighborhood.

Board and Commission Feedback

Staff also consulted various City boards and commissions for their feedback on draft policies relating to their areas of expertise: the Parks and Community Services Board on May 20, the Arts Commission on June 3, and the Transportation Commission on June 11. A formal recommendation was neither required nor requested from these bodies.

At the Parks and Community Services Board meeting, board members appreciated the breadth of opportunities for the community to participate, with one board member noting their attendance at the May 7 open house and seeing participants meaningfully engaged with draft policies. Board members appreciated seeing walkability and threshold enhancements as an emphasis in both Eastgate and Factoria to support parks and open spaces, and they encouraged staff to consider incorporating stronger references to neighborhood history and public safety.

At the Arts Commission, commissioners appreciated the concept maps as a way of providing clearer guidance on implementing policies around arts and culture. They felt community gathering space priorities were accurately captured in the policies and appreciated the specific callout to Factoria Mall as having greater potential for cultural programming. Commissioners encouraged staff to consider where space and programming priorities could be better targeted to support community partnerships.

At the Transportation Commission meeting, commissioners noted ongoing congestion in both neighborhoods as not adequately prioritized in draft policies, and they had specific interest in how staff engaged communities around this issue. Staff shared input received on transportation issues throughout the engagement process, including specific outreach tools used to collect feedback on neighborhood connectivity opportunities and challenges.

Community Engagement Report

A full summary of community input gathered during Phase 2 (Discover) and Phase 3 (Refine) is provided in the engagement report, included as **Attachment C**. The report provides a detailed overview of past community engagement activities, who the City engaged with during each phase, and the City's efforts to equitably engage the community.

Specific comments on draft policies and how staff considered these comments when addressing policy refinements are discussed later in this memo.

NEIGHBORHOOD AREA PLAN STRUCTURE

A neighborhood area plan articulates a vision consistent with the citywide vision, sets priorities, and identifies future actions to realize the community's vision at the neighborhood level. Neighborhood area plans are adopted to guide future actions by the City and others working in the neighborhood areas. The policies in the plan are implemented through different tools, such as regulations, programs, partnerships, and functional plans such as the Parks and Open Space System Plan. The draft plans include the following sections:

1. A *vision statement* that articulates the desired future state of the neighborhood area.
2. Background narrative and imagery that describes the *community context* for the neighborhood area plan, including its history, demographics, existing conditions, and challenges and opportunities.
3. An *urban design framework* that describes opportunities and supports policies for improving public spaces, illustrated through concept maps
4. A *neighborhood policy summary* for each of the plan sections
5. *Goals and policies* for each of the plan sections that, when implemented, will help achieve the neighborhood area’s vision

FACTORIA NEIGHBORHOOD AREA PLAN POLICIES

The full draft plan for the Factoria neighborhood area plan is included as **Attachment D** and includes both policies and narrative sections. The narrative and policies from the Factoria subarea plan, last significantly updated in 2015 to implement the Eastgate/I-90 Land Use and Transportation Study, were reviewed to determine policies still relevant to the vision and goals of the Factoria neighborhood area plan. These existing policies were the foundation for updated policy direction based on identified needs and priorities.

Several existing policies were determined to be outdated due to completed code updates or capital projects, were no longer consistent with other adopted plans, or were duplicative with citywide policies in Volume 1 of the Comprehensive Plan.

New policies were also developed based on changed conditions within the neighborhood area. Since the last time the Factoria subarea plan was updated, the Bellevue 2044 Comprehensive Plan was adopted, several functional plans were updated and/or implemented (including the Economic Development Plan, Sustainable Bellevue Plan, Parks and Open Space System Plan, Affordable Housing Strategy, and Mobility Implementation Plan), and new land use code regulations were put into place to guide new development.

An overview of each section of the plan is provided below, including key priorities reflected in the policies and community feedback that shaped staff recommended policies. Changes that involved minor text edits, clarifications, or grammatical changes to policies are not included.

Neighborhood Identity

Neighborhood identity evolves over time, reflecting the history of the area and incorporating the cultures and needs of new residents and businesses. The policies in this section identify and strengthen a neighborhood’s unique elements in the built and natural environment that define the neighborhood.

Policies reinforce Factoria’s identity as an accessible, convenient, and inclusive neighborhood and employment center, reflected in its diverse community, strong small businesses, walkability, and continued investment in beautification and affordable housing.

Community feedback informed staff’s approach to addressing the following policies, with substantive changes underlined:

	Public Review Draft (May 2026)	Planning Commission Review Draft (June 2026)	Staff Analysis
S-F-N3	Increase affordable housing opportunities for neighborhood residents and workers through preservation, rehabilitation, and new development.	<i>No change proposed.</i>	Several survey comments expressed concern regarding affordable housing impacts. This policy affirms regional direction in King County Countywide Planning policies, as well as citywide direction in the Comprehensive Plan and Affordable Housing Strategy, on addressing the entire spectrum of housing needs in the city.
S-F-N5	Provide lighting and other amenities to create a more inviting pedestrian environment.	<u>Design public spaces with high-quality amenities and landscaping to create an inviting and safe user environment.</u>	Policy Open House attendees noted that public safety measures should be called out more explicitly. Also noted by Parks and Community Services Board. In addition to this policy, there are several policies in Volume 1 of the Comprehensive Plan that address community safety citywide and are applied at the neighborhood scale.

Mixed Use Centers

Factoria’s Mixed Use Center is identified in the King County Countywide Planning Policies (CPPs) as a Candidate Countywide Center for directing future funding and growth. The CPPs direct plans covering a Countywide Center to provide transit-supportive densities for jobs and residents, as well as support tools in the plan to provide affordable housing, assess historic and cultural assets, address risk for displacement of residents and businesses, and support transit access and active transportation.

Policies support the growth of Factoria’s Mixed Use Center into a vibrant, connected, and walkable district by providing accessible public spaces, job opportunities, services, and affordable housing as Bellevue plans for high-capacity transit.

Community feedback was generally supportive of these policies, and therefore staff have not made any revisions to *Mixed Use Center* policies.

Community Gathering Spaces

Gathering spaces strengthen social connections by providing opportunities for recreation, celebration, pursuing hobbies, and meeting friends. They range from outdoor public spaces like parks and trails to indoor communal spaces like community centers. Policies in this section support how the City develops, enhances, and connects people to these spaces.

Policies support the development of accessible indoor and outdoor community spaces for recreation, social connection, and community programming through partnerships, redevelopment, and strategic property acquisition.

Community feedback informed staff’s approach to addressing the following policies, with substantive changes underlined:

	Public Review Draft (May 2026)	Planning Commission Review Draft (June 2026)	Staff Analysis
S-F- N17	Collaborate with community, faith-based, and private partners to provide accessible, affordable, and welcoming community spaces.	Collaborate with <u>schools</u> , community, faith-based, and private partners to provide accessible, affordable, and welcoming community spaces.	Arts Commission noted that Newport High School hosted community events before COVID and expressed the desire to add this to the policy to provide this opportunity again in the future.

Mobility and Access

The transportation network in Factoria serves many different travel modes. Policies in this section inform future capital improvements around streets, sidewalks, bicycle facilities, transit facilities, and trails.

Policies support a safe, connected, and multimodal transportation network that makes walking, biking, and transit convenient within and beyond the neighborhood through improved pedestrian infrastructure, wayfinding, and transit connections.

While not attributed to a specific draft policy, the Transportation Commission noted that congestion was not fully addressed in neighborhood area plan policies. Such policies are addressed citywide through Volume 1 of the Comprehensive Plan, with the Mobility Implementation Plan establishing arterial performance target gaps and recommended project concepts to address congestion. These aforementioned documents provide the appropriate mechanism for guiding these types of improvements; therefore, staff do not recommend any changes to mobility and access policies.

Environment

Bellevue prides itself as being a “City in a Park” due to its relationship to the natural environment. Policies in this section improve the aesthetic and functional qualities of natural features within the neighborhood.

Policies support a resilient and healthy neighborhood by enhancing natural systems, expanding tree canopy, improving access to parks and trails, and promoting sustainable design and infrastructure.

Community feedback was generally supportive of these policies, and therefore staff have not made any revisions to *Environment* policies.

FACTORIA URBAN DESIGN FRAMEWORK

The draft plan also includes an urban design framework that visualizes opportunities and supports policies for improving public spaces within Factoria, building from what the community identified as opportunities and challenges for accessing and using these spaces today. Rather than a detailed set of actions and projects, this framework guides project identification and development opportunities when implementing plan policies. They are also a tool to support collaboration amongst city departments and community partners.

The *Enhancing Neighborhood Connectivity* concept provides guidance on: 1) opportunities to enhance walking and biking connections to neighborhood destinations; 2) connections within larger blocks and development sites; 3) improved pedestrian safety at intersection and midblock crossings; and 4) arterial streetscape enhancements to make them more attractive, safe, and comfortable corridors for all modes of travel.

In the concept map for Factoria, arterials and local streets are illustrated as safe, connected active transportation corridors that provide access to community gathering spaces, employment opportunities, transit and other neighborhood destinations.

Policies that support improvement opportunities include: S-F-N5, S-F-N12, S-F-N20, S-F-N22, and S-F-N23.

The *Enhancing Neighborhood Gathering Spaces* concept provides guidance on: 1) programming and activation of “third places” with community partners; 2) potential new neighborhood parks in areas that are not well-served by parks and open space today; 3) enhancement to natural features such as streams and wetlands; and 4) visual markers reflecting the unique identity of the neighborhood.

In Factoria, the concept map illustrates having walkable access to a variety of indoor and outdoor gathering spaces within the neighborhood, as well as nearby parks and trails.

Policies that support improvement opportunities include: S-F-N1, S-F-N2, S-F-N11, S-F-N15, S-F-N16, S-F-N17, S-F-N18, S-F-N19, and S-F-N31.

CONFORMANCE UPDATES TO VOLUMES 1 AND 2 OF COMPREHENSIVE PLAN

A revised neighborhood areas map (previously referred to as subareas) was adopted into the Comprehensive Plan in 2015, as subarea boundaries had not been updated in many years. The Factoria neighborhood area is a smaller geography contained within the Factoria subarea, as shown in **Attachment E**. The Comprehensive Plan provides guidance on how to address previous boundaries and policies through the neighborhood area planning process:

Policy NH-18. Periodically update neighborhood area plans consistent with the planning boundaries shown in Map N-1. For any given site, the 2014 subarea plan policies remain in effect until and unless they have been superseded by new planning area boundaries and policies.

Consistent with Policy NH-18, in addition to the Factoria neighborhood area plan, this CPA includes amending the previous Factoria subarea plan in Volume 2 to ensure relevant policies remain in effect where they won't be superseded by the Factoria and Eastgate neighborhood area plans. These proposed conformance updates include the following:

- Repeal policies in the Factoria subarea plan that are specific only to portions of that subarea that would now be covered and addressed through the Factoria or Eastgate neighborhood area plans. This includes Planning District 2, which is considered Factoria's commercial core and now entirely resides in the Factoria neighborhood area.
- Update S-FA.1 Factoria Planning Districts to show areas superseded by the Factoria neighborhood area plan and Eastgate neighborhood area plan.

The amended policies and figures are included in **Attachment F**. Policies that would remain in the Factoria subarea plan will be addressed as part of the future Somerset neighborhood area plan update. Upon the completion of the Somerset neighborhood area plan, the Factoria subarea plan will be repealed in full.

This CPA also includes amending the Glossary in Volume 1 to define terminology used frequently within the scope of neighborhood area planning, as included in **Attachment G**. While these terms are already used in the Comprehensive Plan or other functional plans, the proposed conformance updates define these terms in the Glossary to ensure a consistent definition of how these terms are referenced and applied within the policies. While the Glossary amendment is covered under the Factoria Neighborhood Area Plan CPA, they are also relevant to the Eastgate Neighborhood Area Plan CPA.

PLANNING COMMISSION REVIEW

The adoption of a neighborhood plan follows the annual CPA process, set forth in the Land Use Code (LUC). Proposals to amend the Comprehensive Plan, including Volume 2 (Neighborhood Area Plans), are Process IV actions conducted pursuant to LUC 20.35.400 through 20.35.450. The Planning Commission will review the updates against the Final Review Criteria and make a recommendation to City Council. The final Review criteria, set forth at LUC 20.30I, are:

1. Consistent with the Comprehensive Plan
2. Addresses the interests and needs of the entire city
3. Significantly changed conditions since the last time that portion of the text or map was considered
4. For site-specific amendments, the property is suitable for development (not relevant for Neighborhood Area Plans)
5. Demonstrates public benefit.

In a Process IV process, the Planning Commission holds Final Review public hearings and makes a recommendation to City Council. The City Council will review the Commission's recommendation and take action on it, together with any other proposed Annual Comprehensive Plan Amendment. Council will be presented with the Planning Commission's recommendations for the Eastgate and Factoria neighborhood area plans during the fall.

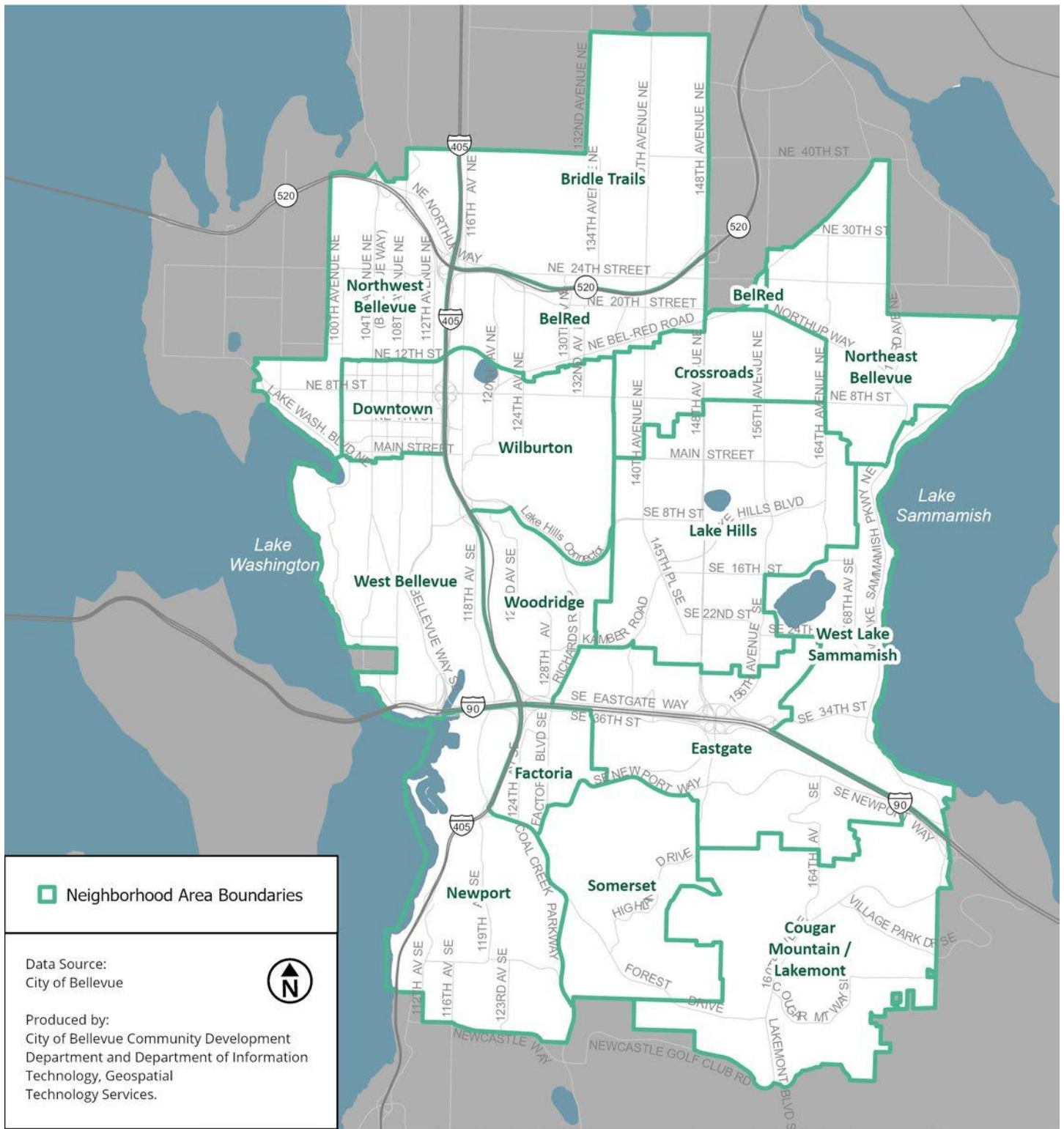
At tonight's meeting, staff will request direction from the Planning Commission to set the public hearing for the Factoria Neighborhood Area Plan CPA.

ATTACHMENTS

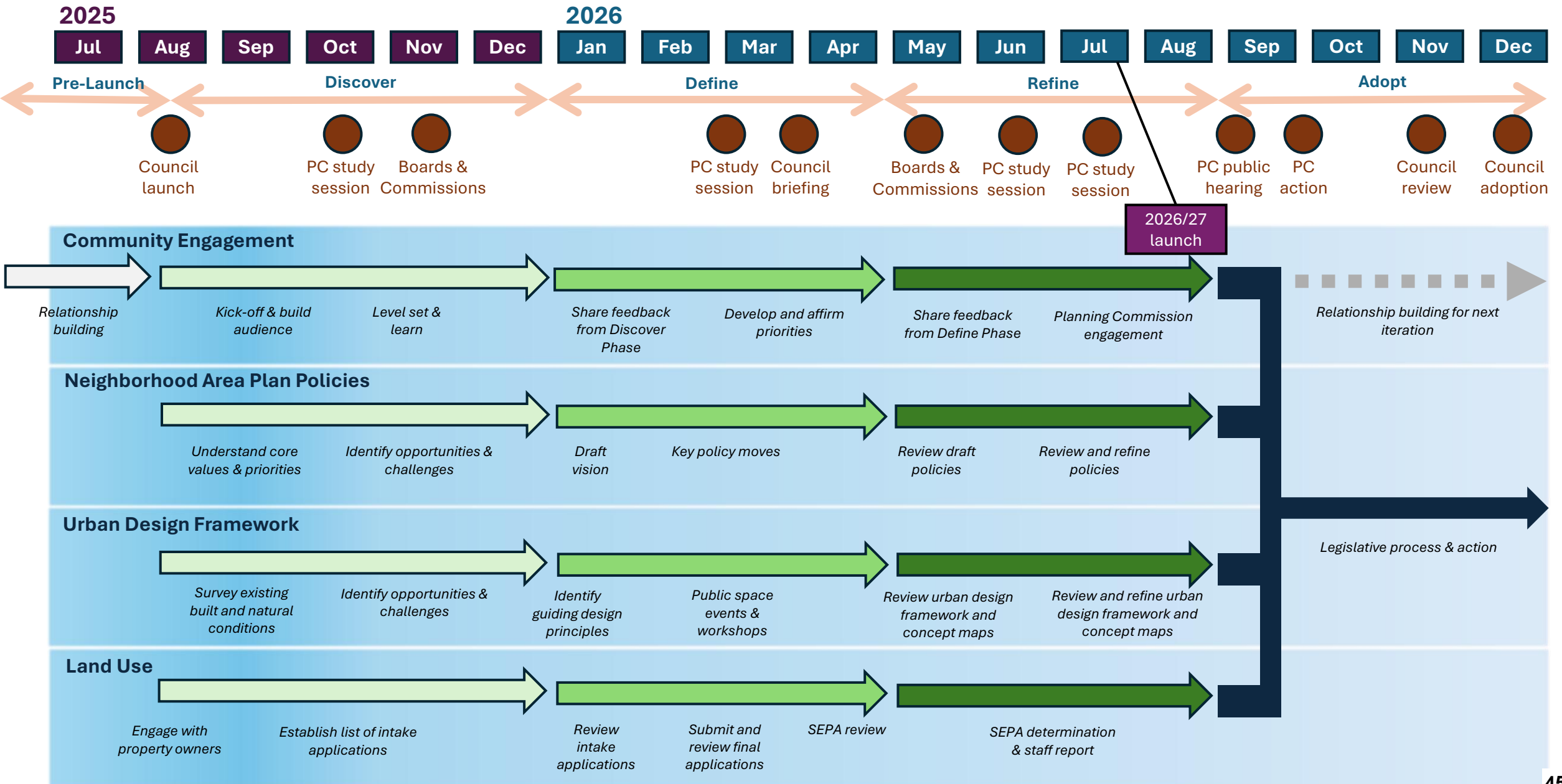
- A. Neighborhood Area Boundaries (Map NH-1)
- B. Project Timeline
- C. Factoria Community Engagement Report – Phases 2 and 3
- D. Draft Factoria Neighborhood Area Plan
- E. Factoria Neighborhood Area and Subarea Boundaries
- F. Subarea Plan Updates associated with Factoria Neighborhood Area Plan CPA
- G. Glossary Updates associated with Factoria Neighborhood Area Plan CPA

Map NH-1. Neighborhood Area Boundaries

Neighborhood Areas are used for planning and project administration. The Subarea Plan boundaries are updated to align with these boundaries as the plans are updated.



Great Neighborhoods: Eastgate & Factoria CPA Project Schedule



GREAT NEIGHBORHOODS



Factoria Engagement Report

Phase 2–Define & Phase 3–Refine



Executive Summary

The **Great Neighborhoods** program is the process for developing neighborhood area plans that reflect the community's values and vision for the future, and community input is helping shape the future of Factoria. The **Define** phase, which took place between January and April of 2026, provided an opportunity for the community to provide feedback on the draft vision statement, goals, policy moves, and urban design opportunities, building upon inputs from an earlier **Discover** phase. The team focused on identifying missing priorities, mapping opportunities for enhancing neighborhood connectivity and gathering spaces, and understanding what changes people would expect to see if policies were implemented.

To hear from the community, the planning team tabled at neighborhood events, held urban design workshops – often in collaboration with community partners—and collected feedback in-person and online. Community feedback from the **Define** phase informed the draft policies and urban design concepts developed in the **Refine** phase which began in May of 2026. During this phase, the planning team shared draft plan policies for initial feedback at a community open house, with boards and commissions, and through an online questionnaire.

Between both the **Define** and **Refine** phases, the team connected with 195 at in-person events, had 20 contributions on our online engagement hub Engaging Bellevue, and received 82 responses to an online policy survey.

The planning team developed a full draft plan for Factoria. Community feedback incorporated into draft policies includes pedestrian-friendly streets and public spaces, recognition of the neighborhood's international identity, increased parks and flexible community gathering spaces, strengthening Factoria Mall as a community hub, better walkability and bus access, and integration of natural features in paved areas. These policies are supported by narrative on Factoria's history, opportunities and challenges, and potential urban design improvements.

What's Next?

The draft plan and policies will be presented to the Planning Commission in the summer, and the findings from this report will be shared with decision-makers so they understand how community feedback is reflected in staff's recommendations.

During the **Adopt Phase** in the fall, a Public Hearing for the Factoria neighborhood area plan will be held, providing an opportunity for the public to provide testimony for the Planning Commission to consider in their decision-making process. After the Public Hearing, the Planning Commission will transmit a recommendation to the City Council on the final draft policies. Council will review and take action on the Factoria neighborhood area plan at the end of the year.

Introduction

Bellevue is known for its diverse, vibrant, and welcoming neighborhoods. The high quality of life that community members enjoy isn't an accident; it's a result of careful planning done with the input of the people who live, work, and play here.

The **Great Neighborhoods** program is the process for developing neighborhood area plans that reflect the community's values and vision for the future. These provide guidance to the city, developers, and community partners about how people want to see the neighborhood evolve in the future.

Neighborhood area plans are part of the city's Comprehensive Plan (Volume 2). They help address the changing needs of specific areas while staying aligned with the city's overall vision and policies (Volume 1).

Mixed Use and Neighborhood Centers

Mixed Use Centers are centers of economic and social activity anchored by major transportation hubs. They provide for a mix of housing, retail, employment, and services.

Neighborhood Centers are commercial and mixed use development located in areas that are otherwise primarily residential. These centers provide local retail offerings and gathering spaces that people can more easily walk to in their neighborhood.

Project Scope

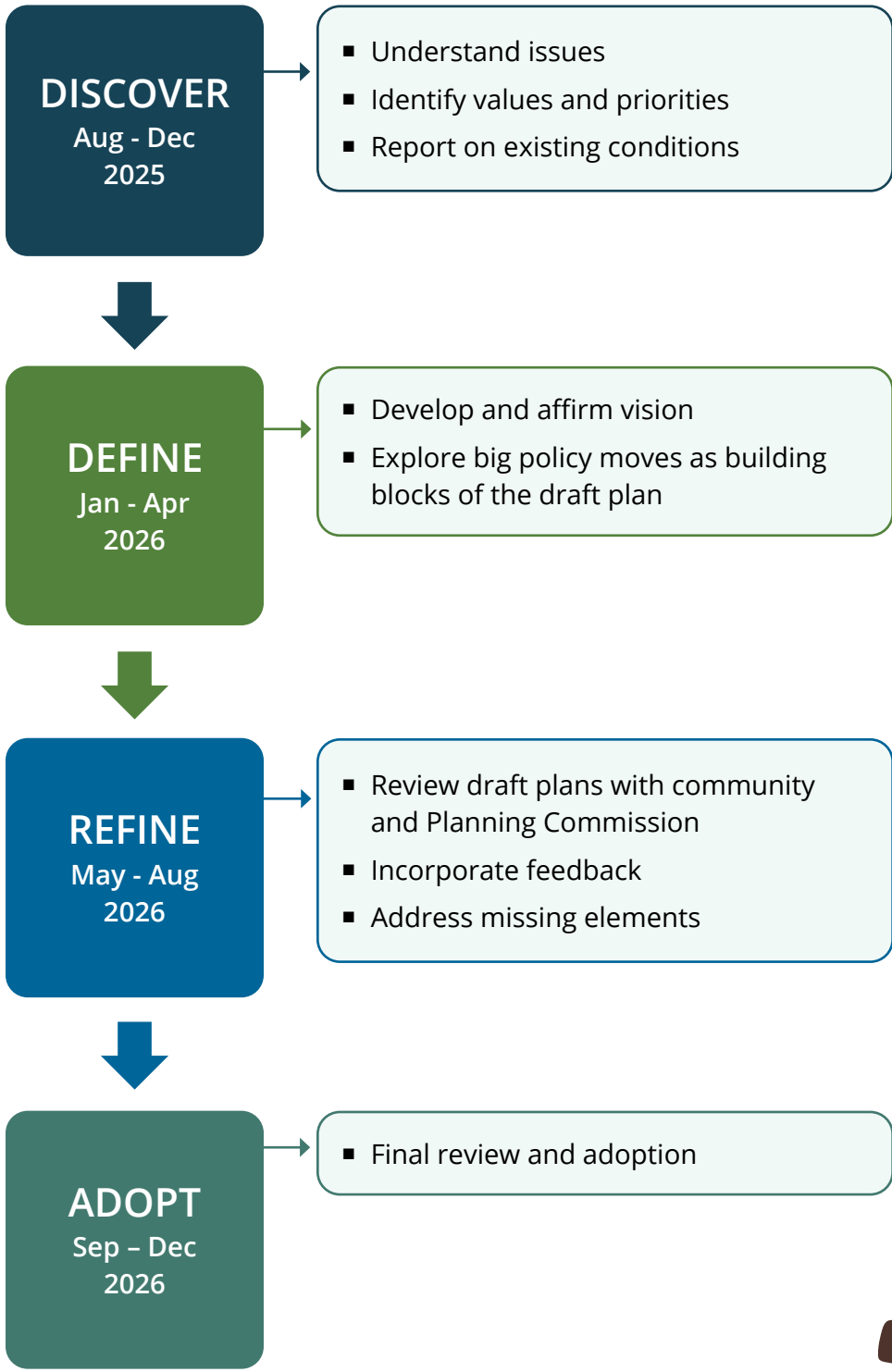
As part of the Great Neighborhoods program, City Council initiated updates to the neighborhood area plans for Eastgate and Factoria in August 2025. This process will repeat in cycles until all sixteen neighborhood area plans have been updated.

The goal is to adopt plans that are relevant to each neighborhood's unique identity, opportunities, and challenges as it grows. This planning effort seeks to enhance livability and includes the following sections:

- **Neighborhood Identity:** Identify and strengthen a neighborhood's unique elements
- **Mixed Use and Neighborhood Centers:** Strengthen centers that provide goods, services, cultural amenities, and housing for the community.
- **Community Gathering Spaces:** Strengthen indoor and outdoor spaces to foster a sense of belonging and support events and social interactions.
- **Mobility and Access:** Improve access to mobility options and local connections inside and outside the neighborhood.
- **Environment:** Improve qualities of features such as trees, streams, wetlands, nature trails, and other open spaces, to support human health and local wildlife.

Project Timeline

The planning process is rooted in extensive community engagement that seeks to involve the many diverse voices that make up each neighborhood. The work is broken down into four phases with many opportunities for community members to provide input and review draft policy ideas.



Summary of Outreach and Input (Define Phase)

The Define phase of neighborhood area planning began in January 2026 and went through the end of April. Engagement during this phase focused on developing draft plan elements, including a vision statement, goals, and policy moves.

Within the scope of neighborhood area plans, urban design can improve the look, feel, and function of public spaces, including community gathering spaces, plazas, streets, trails, natural areas, and public art. Input on different neighborhood connectivity and neighborhood gathering space improvements informed the development of urban design concept maps and policies for the Factoria neighborhood area plan.

Engagement tools included an informational video, urban design workshop, community partner events, and online engagement opportunities through our online engagement hub Engaging Bellevue.

Informational Video

The planning team collaborated with Bellevue Television on a short video highlighting progress on the neighborhood area plan. The video included information on what a neighborhood plan is, a summary of community feedback, and different improvements to explore through the planning process. Images and video footage taken from within the neighborhood illustrated key features, assets, and challenges identified by the community. The video was shared on project webpages, social media, and other city communication channels.

Urban Design Workshop

The planning team hosted a combined Eastgate and Factoria urban design workshop on February 28 at the Hyatt House Seattle/Bellevue hotel. Approximately 35 people attended the workshop.

The workshop consisted of different interactive stations, including a sticker dot activity to weigh in on the draft vision statement, a post-it note activity to identify different improvements that participants could see resulting from plan policies, a mapping activity where participants located potential connectivity and neighborhood experience improvements, and a drawing activity where participants used collage materials to describe their vision for the neighborhood and propose ideas for streets and public spaces.

Policy Moves

Policy moves are broad statements that reflect community priorities and should be reflected in the neighborhood area plan. They help articulate desired outcomes before detailed policies are written.





Participants at the urban design workshop

Themes that were common to both the Eastgate and Factoria neighborhood areas included improved walkability (better sidewalks, lighting, traffic calming), improved public safety, beautification and maintenance of streets and public spaces, better access to neighborhood amenities and public transit, and more indoor and outdoor gathering spaces.

For a complete summary of the inputs received and key themes from the urban design workshop, please refer to the Urban Design Workshop summary included as an appendix to this report.

Community Partner Events

To supplement the Urban Design Workshop, the planning team adapted workshop materials for smaller events hosted by community partners to reach audiences less likely or unable to attend traditional meetings and events. These events took two forms: 1) facilitated workshops that relied on close collaboration with community partners to invite the planning team into their space and engage directly with their community; and 2) tabling in high foot-traffic locations within the neighborhood. Community partner events included opportunities for participants to weigh in on both Eastgate and Factoria.

Bellevue College

Approximately 15 adults, mostly faculty and staff, participated in a mapping exercise at Bellevue College. In Factoria, participants noted street lighting as an area for improvement, particularly along Factoria Boulevard, and opportunities for better utilization of the area's surface parking lots. Participants also noted bus rapid transit in Factoria as a significant opportunity for the neighborhood.

St. Margaret's Episcopal Church

Approximately 19 adults and one child attended a community presentation at St. Margaret's Episcopal Church in Factoria. Participants identified opportunities in Factoria for pedestrian improvements, including sidewalks, streetlights, wayfinding, and sound walls, as well as a desire for more third spaces such as green spaces, trails, and retail.

Plymouth Crossing

Approximately 13 adults provided input at Plymouth Crossing, a permanent supportive housing development located in the Eastgate Housing Campus. In Factoria, participants identified opportunities for traffic calming along Factoria Boulevard, expanded green spaces, better utilization of underutilized lots, and an improved pedestrian experience under Interstate 90 from Richards Road.

Polaris at Eastgate

Approximately 10 adults participated in a tabling event at the Polaris at Eastgate, an affordable housing development located in the Eastgate Housing Campus. In Factoria, participants expressed a desire for more parks located away from busy corridors.

PorchLight Eastside Men's Shelter

Approximately five participants, all staff, provided input at PorchLight's Eastside Men's Shelter in the Eastgate Housing Campus. The shelter helps unhoused men in East King County through safe shelter and comprehensive support. In Factoria, participants called for improved pedestrian infrastructure and wayfinding, more street trees along Factoria Boulevard, and additional youth-oriented gathering spaces.



Participants at St. Margaret's Episcopal Church



Participants at Plymouth Crossing



Participants at Porchlight Eastside Men's Shelter



Example of input from tabling at T-Mobile Headquarters

Factoria Mall

Approximately 23 adults and 2 children provided input at the tabling event in Factoria Mall. In Factoria, participants expressed a desire for additional community amenities and services, more parks, multi-family mixed-use development to support walkability, and better pedestrian and bicycle infrastructure.

T-Mobile Headquarters

Approximately 50 individuals provided input during the tabling event at T-Mobile Headquarters. In Factoria, participants identified opportunities for improved trail connections from the Mountains to Sound Greenway to the Eastrail, between Factoria Village and Newport Corporate Offices, and to the South Bellevue light rail station. They also desire better traffic management on SE 36th St. pedestrian improvements including sidewalks, protected bike lanes, crosswalks, and speed enforcement, as well as activation of the Factoria Mall through events, programming, open space, and future mixed-use redevelopment.

Online Engagement Opportunities

From January through March, the draft vision statement, goals, and policy moves were available on our online engagement hub Engaging Bellevue for community review and feedback. In their review, community members were asked to consider what outcomes they would most like to see if the vision statement and policy moves were implemented, as well as to identify anything they felt was missing.

Through an online Opportunities Map tool, participants could also pinpoint the type and location of improvements they would like to see to support neighborhood area planning goals.

Responses highlighted the need for improved walkability, pedestrian and bike connectivity, public safety, and better use of underutilized spaces such as parking lots and the former Puesta del Sol Elementary School. Feedback emphasized creating community hubs through new gathering spaces, recreational opportunities, and mixed use developments. Feedback also highlighted opportunities for green space, housing, and local retail to enhance safety,

connectivity, and neighborhood identity. Comments noted traffic congestion, noise, and poor air quality along major roads like Factoria Boulevard and Coal Creek Parkway, and suggested adding traffic calming and pedestrian and bicycle infrastructure to reduce car dependency, reduce pollution, and increase multimodal connectivity throughout the neighborhood.

How was this input used? (Define Phase)

Input from this phase of engagement informed the development of draft policies. Policies guide city decisions on how to achieve a community's shared values and goals. Policies provide flexibility to be implemented through different tools like laws, programs, or partnerships as needs change. For example, community desires for places to gather and play are addressed through several different policies that support new neighborhood-scale parks, indoor gathering spaces, and opportunities for cultural events.

Summary of Outreach and Input (Refine Phase)

The Refine phase of neighborhood area planning began in May. The focus of engagement for this phase was incorporating community feedback and addressing any missing elements that the community felt were pivotal to having positive outcomes for the neighborhood prior to sharing full drafts with the Planning Commission.

Engagement activities included an open house, consultations with boards and commissions, and online engagement opportunities through our online engagement hub Engaging Bellevue.

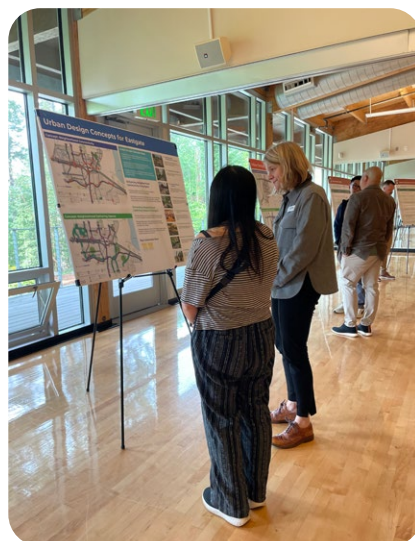
Open House

The planning team hosted a combined Eastgate and Factoria draft policy open house on May 7 at the South Bellevue Community Center. Approximately 22 people attended the open house.

The open house consisted of boards for each section of the neighborhood area plan, with a set of associated draft policies. Participants used colored sticker dots and post-it notes to indicate whether they saw the proposed policies supporting the stated vision and goals for Factoria. Draft urban design concept maps were also shared, which visualize opportunities for improving neighborhood connectivity and gathering spaces in Factoria.

Policies generally were seen as supporting the stated vision and goals for Factoria. Comments received included:

- One participant noted that public safety should be an explicit policy priority.
- One participant noted Factoria Mall as a third space and that it already has some community events.



Participants at the open house

Online Survey

An online survey was made available between May 4 and May 25 and advertised through the city website, project mailing lists, and social media. Participants indicated whether they saw the proposed policies supporting the stated vision and goals for Factoria and optionally chose to provide written comments. 82 people responded to the survey.

Policies generally were seen as supporting the stated vision and goals for Factoria.

Policies seen as strongly supporting Factoria's goals and vision were focused on neighborhood beatification, provision of lighting and pedestrian amenities, and coordination on future high-capacity transit.

Policies seen as less supportive of Factoria's goals and vision were focused on affordable housing, multilingual wayfinding, and expansion of electric vehicle charging. However, there were not many comments indicating how these opportunities conflicted with the goals and vision for the neighborhood.

Boards and Commissions

Boards and commissions provide a detailed study and recommendations to city leaders on policy topics and are important in the City of Bellevue's strong commitment to community member participation in local government. All meetings are open to the public and comments, either written or oral, are always welcome.

During the Refine phase, City staff were advised by relevant boards and commissions around specific policy areas where they have expertise. Staff presented draft policies to the Parks and Community Services Board on May 20, the Arts Commission on June 3, and the Transportation Commission on June 11. Staff considered and incorporated inputs from boards and commissions as part of staff's recommendation on final draft policies that are reviewed with the Planning Commission in June.

The Planning Commission is the body that has the most involvement in the neighborhood area planning process. Staff provided an update to the Planning Commission at their March 25 meeting, following an initial briefing and overview on October 8, 2025. The Planning Commission will ultimately provide a recommendation for Council consideration on the neighborhood area plans for Eastgate and Factoria.



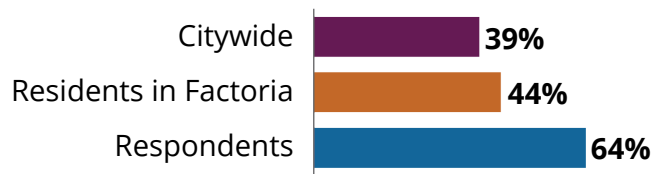
Tabling at Factoria Mall, a popular gathering place for the community

Support for Equitable Engagement

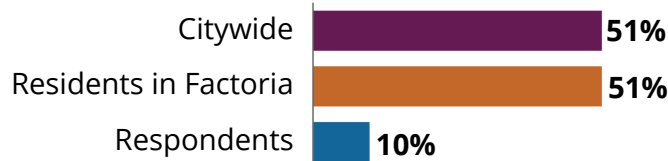
Reporting on demographic information of participants was challenging during the Define and Refine phases. Most activities during these phases were drop-in events, where the format didn't allow for easy data collection. Additionally, demographic questions are always optional, and some people decline to share personal details.

The online policy survey provided the most structured opportunity for collecting demographic data, which allows staff to understand how participation aligns with both neighborhood-level and city-wide demographics.

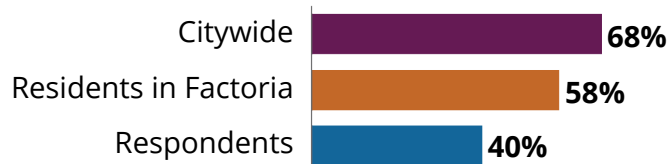
People Ages 45 and Older



People who Rent



People of Color



A major focus of these phases was collaboration with community partners to adapt engagement for groups identified as having significant gaps in participation. Bellevue's Cultural Outreach team provided critical support by leading presentations in other languages and promoting engagement opportunities through popular online message platforms, such as WeChat and KakaoTalk.

The planning team took additional steps to connect with diverse communities including tabling at community locations where many families gather such as Factoria Mall, meeting with faith communities, connecting with students and faculty at Bellevue College, and connecting with residents and service providers at the Eastgate Housing Campus, which provides shelter, housing, and services for more than 1,500 community members of varied incomes.



Participants at the open house

How was this input used? (Refine Phase)

Input from this phase of engagement was used to refine draft policies that were shared with the public in May. Attention was placed on policies that the community felt did not support the goals and vision for the neighborhood area. The full draft plan will be presented to the Planning Commission in the summer, which will include an updated set of draft policies incorporating community feedback as well as narrative, imagery, and maps that support these policies.



Appendices

Appendix 1: Urban Design Workshop Summary

PUBLIC SPACE WORKSHOP SUMMARY

Bellevue Great Neighborhoods Program: Factoria and Eastgate

March 2026

BACKGROUND

The [Great Neighborhoods Program](#)'s primary objective is to develop neighborhood area plans that reflect the community's values and vision for the future of Bellevue's diverse and unique neighborhoods. As an extension of the city's Comprehensive Plan, neighborhood area plans respond to citywide issues like housing, transportation, and open space and parks but are tailored to the challenges and opportunities within the individual neighborhood area. Neighborhood area plans provide further guidance to city staff on where to direct improvements and investments for the look, feel, and programming that reflect the community's vision.

INTRODUCTION

On Saturday, February 28th the City of Bellevue held a joint open house to support the Factoria and Eastgate Neighborhood Area Plans. The open house included four different activities that are described in Attachment A. Images of the meeting results are presented in Attachment B.

FACTORIA OBSERVATIONS AND KEY FINDINGS

Infrastructure Improvements

- Sidewalk improvements and trail connections at the intersection of 124th Ave SE and Coal Creek Parkway SE
- Transit stop amenities, bike connections, and gateway features at the intersection of SE 44th st and Factoria Blvd
- Enhanced pedestrian connections on both sides (east and west) of Factoria Blvd to encourage walkability between residential areas and the mall, including SE 40th, with sidewalk improvements, traffic calming, and transit amenities with public art, landscaping, and trees
- Corridor improvements along SE 38th St with trees, landscaping, bike connections, and pedestrian crossings

Community Spaces

- Strong support for increased density around Factoria Mall with integrated community spaces and residential amenities, including indoor community spaces and larger gathering spaces for community events. Desire for spaces that highlight community values and character through art, gateways, and gathering places
- Evident through the collage images, there is a visual preference for multi-generational and celebratory spaces

- There was an emphasis on connecting residential areas to neighborhood amenities and a desire to leverage the existing natural features, trails, and green spaces

Vision

- Those that responded said the vision statement was very meaningful and relevant to them

Goal/Policy Moves

- Neighborhood Identity
 - Improvements Needed to Support Goals and Policy Moves: Safety enhancements
 - Missing Elements: Beautification and reimagining Factoria as a destination
- Mixed Use and Neighborhood Centers
 - Improvements Needed to Support Goals and Policy Moves:
 - Better outward connections from Factoria Blvd as a central activity corridor/spine
 - Incentivize and prioritize small scale commercial spaces
 - Missing Elements:
 - Active transportation infrastructure within and around the area
 - More crosswalks on all sides of the Factoria Mall site
- Community gathering spaces
 - Improvements Needed to Support Goals and Policy Moves:
 - Encourage creative Public ROW uses when redeveloped
 - Redevelop the mall area similar to Crossroads Mall as a model (multicultural, multi-generational gathering spaces)
- Mobility and access
 - Improvements Needed to Support Goals and Policy Moves:
 - Enhanced wayfinding and signage
 - Improved walkability, particularly around transit stops
 - Protected bike facilities separated from intense traffic on Factoria Blvd
 - Bus stops near the library and community center
- Environment
 - Improvements Needed to Support Goals and Policy Moves: Increased greenery and plantings
 - Prioritize native plants and a way to identify them
 - Reduce surface parking
 - Prioritize stream habitat enhancement/protection

EASTGATE OBSERVATIONS AND KEY FINDINGS

Infrastructure Improvements

- Strong interest in park and ride connectivity and expansion of existing improvements
- Enhanced pedestrian and biking infrastructure to improve the experience throughout residential areas, including better connections and sidewalks

- Family-oriented infrastructure improvements including parks, open spaces, and stream connections south of I-405

Community Spaces

- Increased density near Bellevue College, park-and-ride, and residential areas south of I-405
- Strong demand for family housing options and public gathering spaces to foster community connections
- There was an emphasis in interesting public art and spaces for youth
- Landscaping and area beautification through improved maintenance

Vision

- The majority of respondents found the draft vision statement somewhat to very meaningful and relevant. Several respondents felt disconnected or found it not relevant to the neighborhood.
- Additional suggestions stated a greater focus on walkability and accessibility, an emphasis on culture and third places and recognizing natural features and spotlighting Eastgate Plaza as a draw.
- There was a concern that the vision statement can be perceived as too generic and lacks specific references to pedestrians, inclusive housing, and desired business and activity types.

Goal/Policy Moves

- Neighborhood Identity
 - Improvements Needed to Support Goals and Policy Moves:
 - Architectural design features like green rooftops to increase tree canopy and the associated benefits
 - Better lighting and cleaner streets could improve the neighborhood identity
 - Eastgate Plaza enhancements with additional retail and multi-family options
 - Missing Elements: Amenities and infrastructure supporting walkability and bicycling
- Mixed Use and Neighborhood Centers
 - Improvements Needed to Support Goals and Policy Moves: More frequent bus routes and a focus on active transportation
 - Allowing more housing types and residential amenities would support the goal and policy moves and be cited as an element that is missing
 - Missing Elements: Diverse housing types and residential amenities and physical and programmatic connections to Bellevue College
- Community gathering spaces
 - Improvements Needed to Support Goals and Policy Moves: More indoor gathering spaces alongside diverse outdoor options include urban piazzas, accessible parks near shopping areas, and expanded pedestrian greenways that are supported by

- reduced parking infrastructure, enhanced communication through city newsletters and local welcoming programs
- Mobility and access
 - Improvements Needed to Support Goals and Policy Moves: Enhanced pedestrian infrastructure through midblock crossings and shorter blocks, expansion of senior and accessible transit to underserved areas that address gaps as the current pilot ends, and integration of information referral services (e.g. 211) into policy alongside incentives for senior centers to facilitate medical access.
 - Missing Elements: Pedestrian and biking access points to the park and ride and protected bike lanes
 - Environment
 - Elements Needed: Street trees and curb rain gardens to separate cyclists and pedestrians from vehicles

BELLEVUE GREAT NEIGHBORHOODS

Attachment B. Factoria and Eastgate Vision and Policy Moves Transcribed Comments

FACTORIA

The following are transcribed comments from public on the draft Vision and Policy Moves statements received during the joint open house.

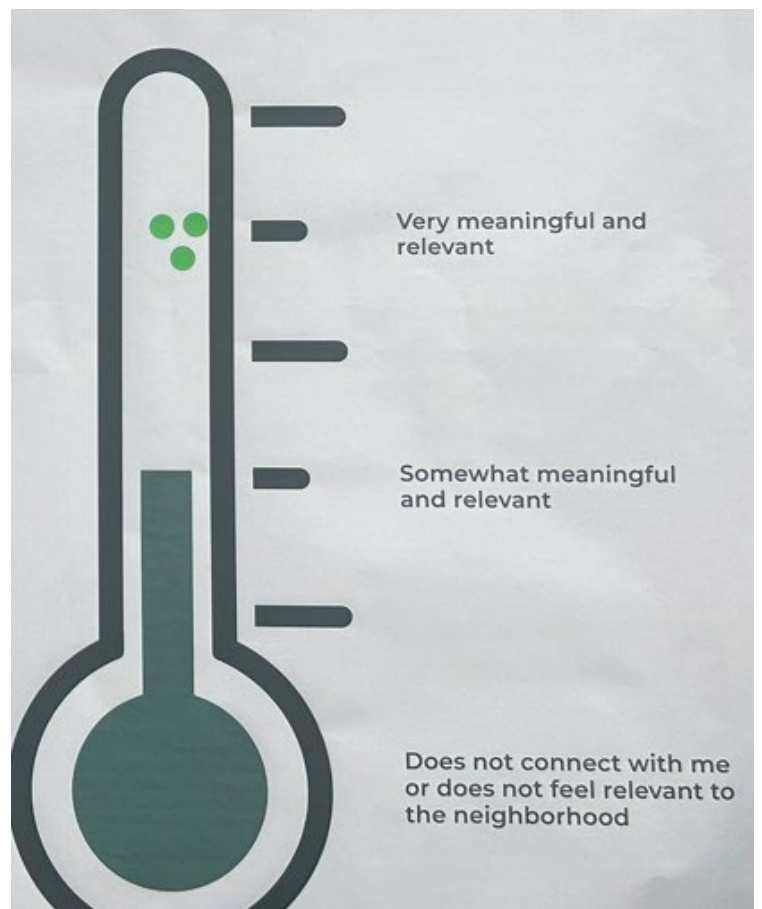
SHARE YOUR FEEDBACK – REVIEW THE VISION

There were no written comments in response to the draft Factoria Neighborhood Area Plan Vision Statement.

TELL US YOUR OPINION ON GOALS AND POLICY MOVES

Neighborhood Identity

- **What improvements would support these goals and policy moves?**
 - Safety – take measures to improve safety and lower crime
- **Is there anything that is missing that these goals and policy moves should address?**
 - Beautification! Tons of people drive through Factoria. It feels like a deserted city. Let’s make it feel thriving and a destination vs. a step



Mixed Use & Neighborhood centers

- **What improvements would support these goals and policy moves?**
 - Factoria has a strong spine/corridor. A more connected street grid (smaller blocks) could support more walkability/accessibility
 - Incentivize/prioritize small-scale commercial spaces, esp. in mixed use developments
- **Is there anything that is missing that these goals and policy moves should address?**
 - Active transportation uses in and around the commercial areas
 - More crosswalks on road behind Factoria Mall

Community Gathering Spaces

- **What improvements would support these goals and policy moves?**
 - Encourage public ROW in redevelopment for plazas etc. like Totem Lake Center
 - Love the Crossroads mall with a mix of cultures, seniors to kids, meet up spaces, etc. Love the outdoor spaces at Totem Lake Mall (remove CARS!)
- **Is there anything that is missing that these goals and policy moves should address?**
 - None recorded

Mobility & Access

- **What improvements would support these goals and policy moves?**
 - Wayfinding signage
 - Transit priority along major corridors, faster and more frequent transit links to other hubs and centers
 - Access to community centers by transit or foot
 - Yes
 - Bike lanes protected from intense traffic on Factoria Blvd.
 - Yes!!
- **Is there anything that is missing that these goals and policy moves should address?**
 - There is no bus stop anywhere near library or community center

Environment

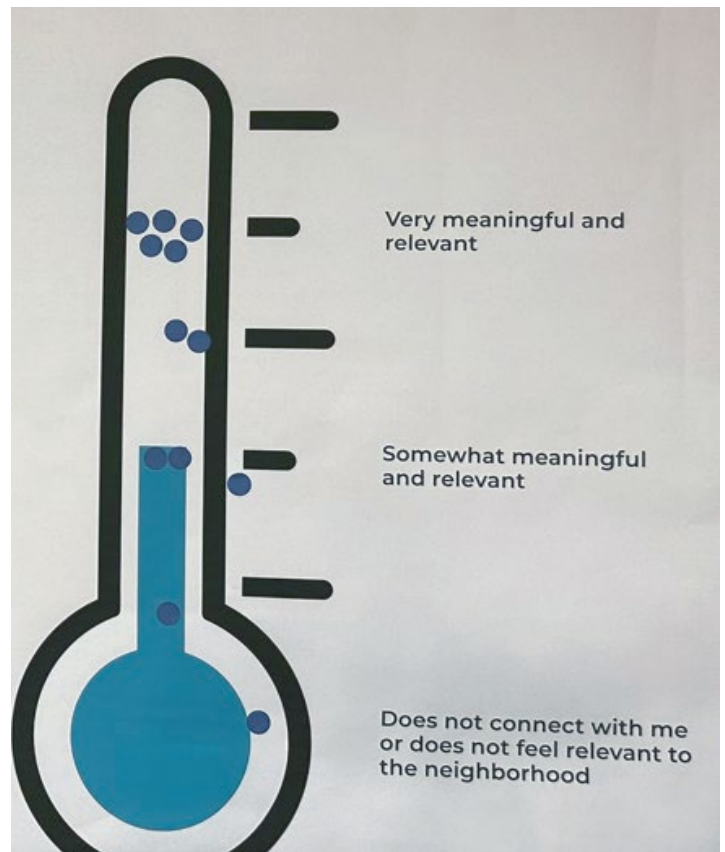
- **What improvements would support these goals and policy moves?**
 - More plants
 - Prioritize native plants and include identification of plants for residents
 - Reduce surface parking and prioritize stream habitat enhancement/protection.
- **Is there anything that is missing that these goals and policy moves should address?**
 - None recorded

EASTGATE

The following are transcribed comments from public on the draft Vision and Policy Moves statements received during the joint open house.

SHARE YOUR FEEDBACK – REVIEW THE VISION

- Concerns: Walkability / accessibility are a must
- Eastgate Plaza is not great as a space to exist in – it doesn't get enough sun
- Think about how natural light interacts with the environment
- Too many cars, prioritize people first!
- Need more walkability, some missing sidewalks, too car centric, and lack of walkable 3rd spaces to hang out and gather.
- Missing focal places for culture
- Too generic! Could be for any neighborhood
 - Pedestrians?
 - Inclusive housing
 - What types of businesses and activities



TELL US YOUR OPINION ON GOALS AND POLICY MOVES

Neighborhood Identity

- **What improvements would support these goals and policy moves?**
 - Better lighting along SE Eastgate Way current streetlamps are dead
 - Also trash along freeway
 - Rooftops are another and awnings options to consider on top of tree canopy
 - Connecting better Eastgate areas together with bike lands and pedestrian focus
 - Without a tree canopy, the heat island effect makes walkability difficult
 - Eastgate plaza can have more retail and multifamily options
 - Trash near Eastgate Park and Ride rooftop can be more green
- **Is there anything that is missing that these goals and policy moves should address?**
 - Sidewalks, prioritize pedestrian safety
 - Explicit pedestrian and bike lanes better crossing of I-90

Mixed Use & Neighborhood centers

- **What improvements would support these goals and policy moves?**
 - Increase building density / height allowance
 - Food deserts within Eastgate are a problem. Also consider accessibility and how it worsens the food desert
 - +1
 - Active transport and ped accessibility to the park and roads
 - Too much space is being used as car lots and parking lots. We need more housing, coffee shops, restaurants, etc.
 - Subsidize affordable housing
 - The bus was removed from the Eastgate neighborhood (241) Allen Rd. The replacement option has very few stops.
 - No library or community center to access
- **Is there anything that is missing that these goals and policy moves should address?**
 - Better connections to Bellevue Community College. Start-ups. Developing research labs around
 - We need much more variety in available housing

- Multi-family housing options
- Single parents are being forced out despite wanting to stay in the same school district

Community Gathering Spaces

- **What improvements would support these goals and policy moves?**
 - Publishing information about public use spaces and events through city networks
 - Small parks near shopping areas – need more public access
 - Public urban piazzas – not just green parks for public gathering
 - Welcome wagons must be tailored to local regions (i.e. old Bellevue, Eastgate, Factoria)
 - More indoor gathering places
 - +1
 - More green spaces and pedestrian walkways. Less parking lots and car access
- **Is there anything that is missing that these goals and policy moves should address?**
 - None recorded

Mobility & Access

- **What improvements would support these goals and policy moves?**
 - Provide more midblock crossings and general breakup of long blocks
 - Senior transit and accessible options, such as Hyde, run risk of leaving Eastgate and Factoria behind. A two-year pilot is almost up. Any connection must include these areas
 - Senior centers could benefit from incentivization to ensure medical care for the elderly
 - Informational referral (i.e. 211) needs to be integrated into policy development
- **Is there anything that is missing that these goals and policy moves should address?**
 - Pedestrian and biking access points to the park and ride
 - Protected bike lanes

Environment

- **What improvements would support these goals and policy moves?**
 - Street Trees
 - More streets like west end of Newport Way
 - Design interesting curb rain gardens to separate bikes/peds from traffic
- **Is there anything that is missing that these goals and policy moves should address?**
 - None recorded



Where would you like to see enhancements and support a welcoming vibrant neighborhood experience?

Place an icon sticker where you like to see:

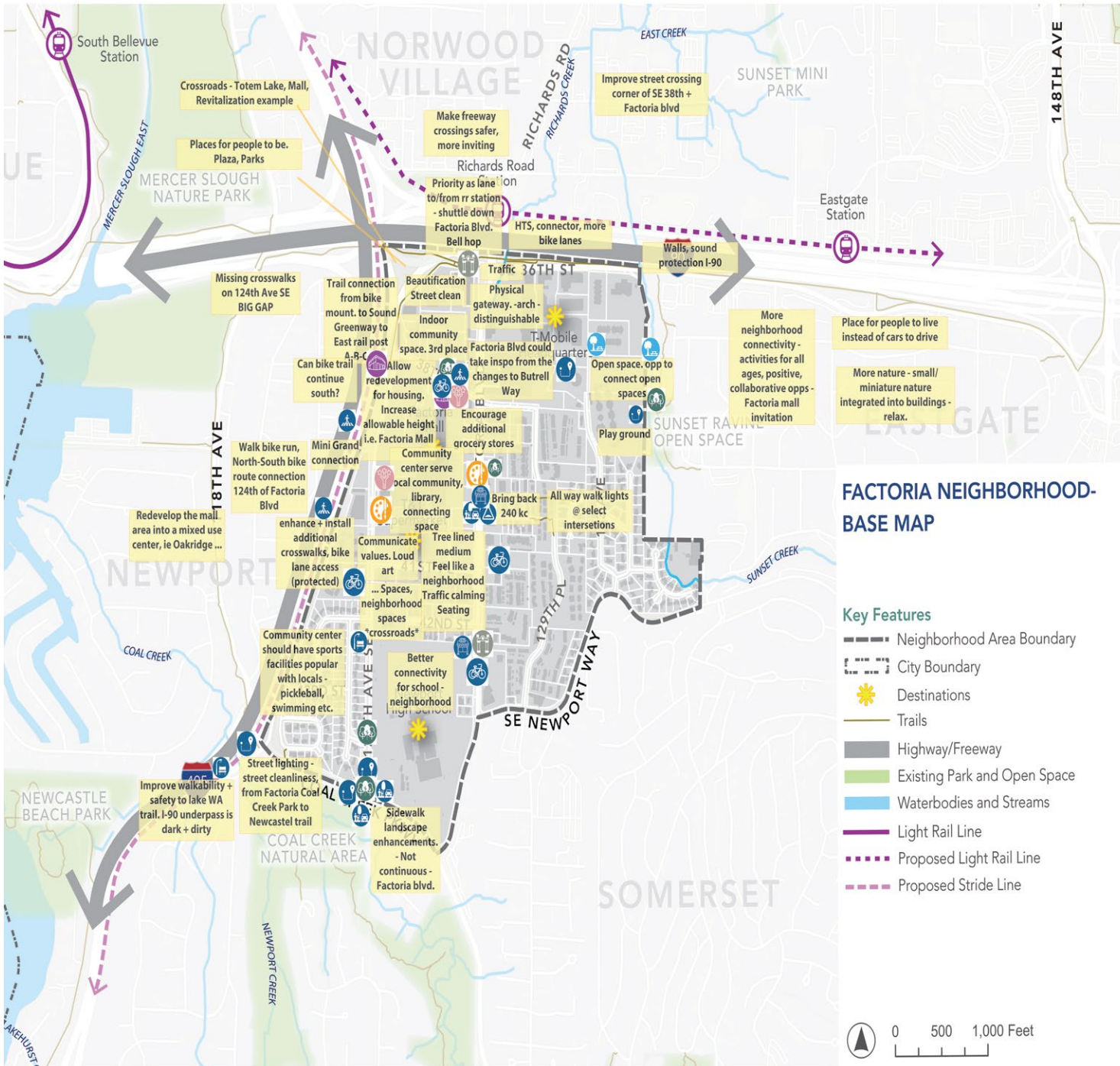
- Parks and Plazas
- Landscaping and Trees
- Public Art
- Indoor Gathering Spaces

Where do you think the following are needed to get around more safely, comfortably and conveniently?

Place an icon sticker where you like to see:

- Enhanced Crossings
- Traffic Calming
- Sidewalk Improvement
- Trail Connections

Feedback provided to provide additional feedback below.



Where would you like to see enhancements and support a welcoming, vibrant neighborhood experience?

Place an icon sticker where you like to see:

- Parks and Plazas
- Landscaping and Trees
- Public Art
- Indoor Gathering Spaces

FACTORIA NEIGHBORHOOD-BASE MAP

Key Features

- Neighborhood Area Boundary
- City Boundary
- Destinations
- Trails
- Highway/Freeway
- Existing Park and Open Space
- Waterbodies and Streams
- Light Rail Line
- Proposed Light Rail Line
- Proposed Stride Line

Where do you think the following are needed to get around more safely, comfortably and conveniently?

Place an icon sticker where you like to see:

- Enhanced Crossings
- Traffic Calming
- Sidewalk Improvement
- Trail Connections

...es to provide additional feedback below.

Appendix 2: Vision and Policy Moves Feedback

Policy Topic	Comment
Neighborhood Identity	And ensure that public safety is a top priority. No arrest & release. And also, do not destroy any of Bellevue's beautiful established neighborhoods,
Neighborhood Identity	Redevelopment of Factoria Mall to serve pedestrian arrivals, not just cars. Activate unused parking lot space for housing or new retail space. Improve walkability of Factoria Blvd and 124TH. Activate Factoria Blvd as a street
Mixed Use and Neighborhood Centers	Enable and encourage redevelopment of Factoria Mall to support the vision above.
Community Gathering Spaces	Ensure public safety of gathering spaces. Many neighbors no longer feel safe using existing public spaces.
Community Gathering Spaces	Adding more recreation opportunities to support additional housing density. For example, adding a roller skating rink as the anchor to a mixed-use area, or a community center.

Appendix 3: Opportunities Map Feedback

Policy Topic	Comment	What improvements would you see for this goal?	Location
Community Gathering Spaces		This space became unusable and unsafe after people chose to claim this space as their own, harassing and intimidating residents from using it. This needs to be a safe, inviting, open space. It also needs to be cleaned up.	Trailhead at Factoria Blvd and 36th
Mixed Use and Neighborhood Centers		This space got taken away from the community by T-Mobile. Reactivate this space for the community and encourage the public to use this space and roadways	T Mobile campus public roadways
Mixed Use and Neighborhood Centers		Factoria Mall has lots of wasted parking space. Make it easy to redevelop this space into new housing and retail spaces that have easy pedestrian and transit access	Factoria Mall
Mobility & Access		Factoria Blvd is car oriented. Lots of pollution, traffic, and racing vehicles. How can we reorient this roadway to better serve pedestrians? For example roundabouts and/or speed bumps to control traffic.	Factoria Blvd
Community Gathering Spaces		Need a park in Factoria to offset the polluted environment caused by Factoria Blvd and Coal Creek Parkway overuse. Recommend the church property off of Coal Creek Parkway, the parking lot at Factoria Mall, or another large space near residential.	Church off Coal Creek

Policy Topic	Comment	What improvements would you see for this goal?	Location
Mobility & Access		Reduce speeding and pollution on Coal Creek Parkway. Reduce noise impacting neighbors	Coal Creek Parkway
Community Gathering Spaces	I know this is owned by the school district and the no the city but presumably we all work together. Such a wasted, deteriorating space right now. Would be nice to see something be done with it - dog park, public park, community center, etc.	Convert into public space	Old Puesta Del Sol Elementary School
Neighborhood Identity	Factoria mall has always had kind of a weird identity. Right now it's particularly strange - part kid activity center, part abandoned, and part thriving (T&T, Target, Nordstrom Rack). I know there's an approved (?) plan for a full rebuild into a modern, mixed-use set of facilities. Can the city partner with the owners to move that plan forward? If not, maybe lean into one of the identities (the kid activities?) and create more of a community space. Encourage small businesses, etc.	Help define new identity to make it more of a center for South Bellevue	Factoria Mall
Mobility & Access	Traffic on Richards Road and Factoria blvd is awful during rush hour. I don't like that Factoria blvd is a 4 lane road. At the moment it seems necessary because it's the only N/S road through Factoria.	124th AVE could be a more direct route for some cars to get around the new development.	Factoria blvd

Policy Topic	Comment	What improvements would you see for this goal?	Location
Mixed Use and Neighborhood Centers	The mall parking and factoria blvd are at different elevations. Could put mixed use along factoria blvd at street level with parking under it. On the mall side you could hid the parking behind more mixed use at parking lot level. Keep the cars out of site out of mind.	Separate Factoria Blvd from the community center.	Factoria Blvd
Mixed Use and Neighborhood Centers	I believe it would be good to densify existing strip malls and parking lots along Factoria Blvd. Helpings create a more walkable and accessible corridor.	Upzoning	Factoria Blvd. And Mall
Mobility & Access	Walking from Woodridge to Factoria is intimidating. The roadway is overly wide, traffic moves quickly, and rush-hour volumes make the area feel unsafe for pedestrians. As a result, the two neighborhoods feel disconnected unless you travel by car. I'd like to reimagine a more walkable and bikeable Factoria—safer, better connected, and seamlessly linked to nearby residential areas like Woodridge—so residents can comfortably access local amenities on foot. Improving these connections would also help ease the area's growing traffic.	Walkability, bikability, safety, and connectivity	Richards Rd / Factoria Blvd SE intersection
Mobility & Access	build a bike connection from the mtsg trail to richards road. the transition currently sucks.	bike lanes	eastgate way and 128th ave se

Policy Topic	Comment	What improvements would you see for this goal?	Location
Mobility & Access	factoria blvd is car oriented and hostile towards bikers and pedestrians. the u turn lanes are insane. make factoria blvd more ped/bike friendly.	ped bike infrastructure, get rid of the u turn lanes.	factoria blvd.
Mobility & Access	coal creek parkway bike lanes were voted as one of the worst in the usa. the speed difference between cars and cyclists in a narrow bike lane is insane. add crash rated barriers to protect cyclists. not flexible guide posts. https://momentummag.com/americas-worst-bike-lanes/	better bike lanes	coal creek parkway

Appendix 4: Urban Design Worksheets

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?
St. Margaret's Episcopal Church	Somewhat meaningful and relevant	Playfields, playgrounds
St. Margaret's Episcopal Church	Somewhat meaningful and relevant	Parks/nature areas seem to be missing
St. Margaret's Episcopal Church	Very meaningful and relevant	Is there a park? (Other than on Newport HS grounds)
St. Margaret's Episcopal Church	Somewhat meaningful and relevant	
St. Margaret's Episcopal Church	Very meaningful and relevant	
St. Margaret's Episcopal Church	Somewhat meaningful and relevant	Factoria needs more public gathering spaces.
Factoria Mall		Would like to see more small shops better community connections
Factoria Mall	Somewhat meaningful and relevant	Your missions is amazing!
Factoria Mall	Somewhat meaningful and relevant	Preschool, early learning center, transportation, information and resource center, clinic and community center. Thanks! Safety is important.
Factoria Mall	Very meaningful and relevant	More community areas, so landscape is more than just commerical building, retail, and roads. More park, rentable areas for public. Also, more bike and walking pathways.
Factoria Mall	Very meaningful and relevant	Finding a balance between perserving nature and the industrial world.
Factoria Mall	Very meaningful and relevant	Lovely! It aligns with the vision I want. I do respect how diverse this community is, and also care about sustainability and green spaces (parks).
Factoria Mall	Very meaningful and relevant	
Factoria Mall	Very meaningful and relevant	Affordable housing and focus on education - both are missing from the vision.

Appendix 5: Draft Policy Open House Feedback

Neighborhood Identity

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-F-N1	2	2			
S-F-N2	2	2			
S-F-N3	4	4			
S-F-N4	5	5			
S-F-N5	3	3			Other than lighting none of the policies support ensuring public safety
S-F-N6	3	2	1		
S-F-N7	2	2			

Mixed Use Centers

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-F-N8	2	2			
S-F-N9	4	4			
S-F-N10	1	1			
S-F-N11	4	4			
S-F-N12	4	4			
S-F-N13	3	3			
S-F-N14	3	2	1		

Community Gathering Spaces

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-F-N15	4	4			
S-F-N16	3	2	1		Factoria Mall is already doing this
S-F-N17	5	4	1		
S-F-N18	3	2	1		
S-F-19	3	3			
S-F-N13	3	3			
S-F-N14	3	2			

Mobility and Access

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-F-N20	6	6			
S-F-N21	2	2			
S-F-N22	2	2			
S-F-N23	4	4			
S-F-N24	2	2			
S-F-N25	1	1			
S-F-N26	5	5			
S-F-N27	1	1			
S-F-N28	4	4			
S-F-N29	4	4			

Environment

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-F-N30	4	4			
S-F-N31	3	3			
S-F-N32	3	3			
S-F-N33	4	4			
S-F-N34	5	5			
S-F-N34	2	2			

Appendix 6: Draft Policy Survey

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-F-N1	30	15	6	9	52	Comment #1: Doesn't seem to be a priority.
S-F-N2	30	16	7	7	52	Comment #1: Better add some "No Turn On Red" signs throughout the area, particularly at the exits of Factoria mall.
S-F-N3	29	10	15	4	53	<p>Comment #1: No! There is already Polaris nearby</p> <p>Comment #2: I would like to see upzoning and density first. This will make the effort to add affordable housing more effective.</p> <p>Comment #3: Houses in the area are too old and look run down. Would be nice to see some new developments.</p>
S-F-N4	30	27	3	0	52	Comment #1: Yes, please. Given the high property price and everything in the area, the area itself has been looking too poor or underdeveloped for too long.
S-F-N5	30	25	1	4	52	<p>Comment #1: I have lived in the Eastgate area for 40+ years (went to Newport high myself) and am in Factoria multiple times each week. It does NOT feel "inviting" to pedestrians and I actually consider it unsafe these days. It's difficult to cross entrances to major parking areas on foot, crime is WAY up and it's unpleasant to walk or bike through the area. If I can avoid it, I do. I wish the mall area could be better used than big box stores and there were more transit options. Too many cars, too much crime.</p> <p>Comment #2: The fact you only mention lighting gives me pause. Please prioritize roundabouts, narrow streets, bike lanes on larger streets, etc. If parking becomes an issue, please use angled parking to both increase parking amount and to narrow streets.</p> <p>Comment #3: The best amenity would be more narrow roads and much wider sidewalks. And more crosswalks! Too many cars now</p> <p>Comment #4: Much needed. Given many schools and residents around the area, surely need to be more pedestrian friendly. Drivers coming along Factoria Blvd just seem to drive freely.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-F-N6	30	22	4	4	52	<p>Comment #1: Factoria will neer work unless the Factoria Mall is torn down and replaced by walkable mixed use housing and retail and park like open space. As is, it is largely a wasted, blighted space with far too much unused pavement</p> <p>Comment #2: Protect and attract more good businesses to the area please. Re develop the mall/plaza, it doesn't serve Bellevue well.</p>
S-F-N7	30	22	3	5	52	
S-F-N8	27	17	3	7	55	Comment #1: Map LU-3 cannot be found.
S-F-N9	27	13	6	8	55	Comment #1: A normal city hall won't cut it. If this is being considered, it would need to be a fun environment, something people would want to visit, value-adding. Personally I don't think this should be a top priory.
S-F-N10	27	16	6	5	55	
S-F-N11	27	23	4	0	55	
S-F-N12	27	20	5	2	55	<p>Comment #1: Using roundabouts, narrow streets or woonerfs, and bike lanes in large streets to increase pedestrian safety. The cheapest option is to narrow streets; use angled parking to narrow streets and increase parking capacity (double-win!).</p> <p>Comment #2: Define "consolidated vehicular access, shared parking, and internal circulation enhancements"</p>
S-F-N13	27	23	3	1	55	<p>Comment #1: We DO NOT want light rail coming to factoria and bringing the transients and drug users. We already have enough issues and do not feel safe walking around Factoria. I do not allow my kids to walk outside Factoria Mall due to safety issues.</p> <p>Comment #2: Increasing transit options is key here. There are too many cars and it's not easy to walk in the area.</p> <p>Comment #3: Push for the 4 Line of Link Light Rail to connect Factoria to Seattle via Mercer Island, instead of going to Bellevue.</p> <p>Comment #4: Define "future high-capacity transit"</p>
S-F-N14	27	18	5	4	55	
S-F-N15	28	22	4	2	54	

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-F-N16	28	22	3	3	54	<p>Comment #1: Factoria Mall should be torn down. The owners should be encouraged to sell</p> <p>Comment #2: Factoria Mall is not oriented towards the community and in my opinion needs to be completely rebuilt/redesigned towards something like Totem Lake Center. Too many cars, need more transit, add housing, make it walkable!</p> <p>Comment #3: Levaredding Factoria Mall is the key to activate the area. Attractive tetants, Clean and well-designed space, Community gathering space etc.</p> <p>Comment #4: Collaborate with the mall to improve bicycle access to its various parts. It doesn't even have bike racks near most entrances, and the connection to the trail is not great. And too many cars!</p> <p>Comment #5: To attract good people, you need good places to keep them. The mall itself is so run down and doesn't seem to be well managed. It looks poor, smells poor, and poorly maintained. Businesses don't last there, so many empty spaces, doesn't attract popular brands or independent, small, chic stores/restaurants.</p>
S-F-N17	28	16	8	4	54	
S-F-N18	28	18	3	7	54	
S-F-N19	28	21	4	3	54	<p>Comment #1: All schools should have safe and COMFORTABLE bike routes going all the way to every quiet residential street. Car dropoff is nightmare</p>
S-F-N20	28	23	3	2	54	<p>Comment #1: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-F-N21	28	18	5	5	54	<p>Comment #1: Please don't high-capacity transit stops just Park and Rides. That's an anti-pattern.</p> <p>Comment #2: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N22	28	19	5	4	54	<p>Comment #1: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N23	28	19	7	2	54	<p>Comment #1: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N24	28	17	4	7	54	<p>Comment #1: What does access at driveways mean?</p> <p>Comment #2: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N25	28	19	5	4	54	<p>Comment #1: traffic is terrible in Factoria already. The bike lanes that were added should have been used for more car lanes. Do not take away more lanes for pedestrians (who don't want to walk around Factoria because its not safe) and bikers</p> <p>Comment #2: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p> <p>Comment #3: Forget WSDOT and their highway ramps. Focus on everything else in this section.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-F-N26	27	20	4	3	55	Comment #1: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.
S-F-N27	28	13	8	7	54	Comment #1: What languages will be prioritized? Want to avoid signage being hard to read. People choose to immigrate and move here, knowing that English is the language. We should encourage them to adopt it and make it easier for them to learn, rather than tailoring to their needs. Comment #2: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.
S-F-N28	28	24	2	2	54	Comment #1: Factoria Blvd is such a cluster. It's not obvious how to get to the transit centers and it really isn't that hard. It should be easier and more frequent. Too many cars in the area, and it feels unsafe to be a pedestrian in the area b/c of both cars and crime. Comment #2: Frequent means if I miss a bus, I almost don't care because the next one should be here soon enough. Please make this a tenet. Comment #3: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.
S-F-N29	28	21	5	2	54	Comment #1: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-F-N30	26	17	3	6	56	<p>Comment #1: Factoria doesn't have much greenery at all and certainly would be better with more trees.</p> <p>Comment #2: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N31	26	17	5	4	56	<p>Comment #1: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N32	26	17	4	5	56	<p>Comment #1: Factoria should become a Sustainability District and should be a net zero neighborhood</p> <p>Comment #2: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N33	26	15	3	8	56	<p>Comment #1: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N34	26	13	8	5	56	<p>Comment #1: EV charging should be mandatory on all new buildings include all types of housing. MF should be 100% EV ready.</p> <p>Comment #2: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>
S-F-N35	26	17	4	5	56	<p>Comment #1: You are simply regurgitating the statement made in the proposed policy and asking if the policy supports this statement. That's a circular argument, and any answer to that question is invalid and pointless.</p>



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FACTORIA NEIGHBORHOOD AREA PLAN DRAFT

The Vision

Factoria is a locally rooted, globally connected neighborhood and major employment center that welcomes people from around the world to live, work, shop, and learn. Centered around its vibrant commercial core, Factoria is anchored by a strong network of local businesses and diverse retail offerings, with affordable housing and nature-oriented gathering spaces that bring people of all backgrounds together. A walkable, pedestrian oriented design, complemented by strong access to transit and regional transportation networks, supports Factoria as a connected and thriving community.

The future of Factoria is built around transforming its auto-oriented commercial core into a more walkable, connected, and inclusive Mixed Use Center that reflects its identity as a locally rooted, globally connected neighborhood. Factoria's role as a regional retail and employment hub provides strong access to goods, services, and economic opportunity, while its diverse businesses and multicultural community are key assets that define and strengthen its character.

Factoria is connected through a more complete network of streets, trails, and public spaces that support walking and biking, and is served by high-capacity transit that strengthens its role as a regional hub. Safer crossings, pedestrian amenities, and multilingual wayfinding improve access throughout the neighborhood and strengthen connections to key destinations such as the Mountains to Sound Greenway and nearby natural areas. New parks and public gathering spaces create more opportunities for gathering and everyday interaction, helping to strengthen social connections and build a stronger sense of community.

The Mixed Use Center serves as the heart of Factoria, bringing together housing, jobs, shopping, and community life into a more compact and people-focused environment. Over time, large parking areas and single use sites transition into mixed use development with active ground floors, public plazas, and flexible gathering spaces. A greater mix of housing, including affordable options, supports residents of different incomes and helps sustain the local workforce, while small commercial spaces support independent and diverse businesses. Destinations such as Factoria Mall continue to evolve as community hubs, supported by spaces for events and cultural expression.

As Factoria grows, more natural elements are integrated throughout the neighborhood, reducing paved areas and adding trees, landscaping and green infrastructure to create a

healthier, more resilient environment. The policies in this plan support Factoria’s evolution into a more connected, vibrant and livable neighborhood.

Relationship to Volume 1 of the Comprehensive Plan

The Factoria neighborhood area plan contains policy direction consistent with the citywide policies in Volume 1 but with details specific to the Factoria context. Some of the features that give Factoria its unique character are the diversity of its community and its role as a key urban center of countywide importance. The Factoria Mixed Use Center is planned for additional residential and commercial growth with walkable access to retail, services and transit.

Community Context

The Factoria neighborhood area is a major employment and retail center for Bellevue and the surrounding region. Factoria is bounded by Interstate 405 and Newport to the west, Interstate 90 and Woodridge to the north, Eastgate to the east, and Newport and Somerset neighborhoods to the south. Factoria is bisected north-south by Factoria Boulevard.

Neighborhood Area Planning

Planning for the 16 neighborhood areas in Bellevue is directed by three policies in the Neighborhoods element (NH-17, NH-18, NH-19) of Volume 1.

- NH-17. Use the neighborhood area planning process to implement citywide policies adopted within the comprehensive plan.
 - NH-18. Periodically update neighborhood area plans consistent with the planning boundaries shown in Map N-1. For any given site, the 2014 subarea plan policies remain in effect until and unless they have been superseded by new planning area boundaries and policies.
 - NH-19. Use the neighborhood area planning process to equitably engage local communities to define neighborhood area specific values and policies.
-

History and Continued Evolution

Prior to European settlement in the 1800s, the area now known as Factoria was inhabited by Coast Salish peoples, including the Duwamish and Snoqualmie Tribes. By the 1890s, logging activity reached what are now Factoria, Woodridge Hill, Richards Valley, and the

Greenwich Crest neighborhoods. At the turn of the 20th century, Factoria was envisioned as a potential industrial hub, expected to host more than 20 coal and manufacturing plants. The post-World War II economic boom took the area in a different direction. The opening of the I-90 and I-405 corridors catalyzed rapid suburbanization in Factoria and throughout Bellevue. Factoria's proximity to regional highways and the growing residential areas made it a natural site for commercial growth. The neighborhood's commercial area evolved into a retail and employment hub, anchored by The Marketplace at Factoria, known as the Factoria Mall, T-Mobile corporate headquarters, and adjacent office parks. Factoria was officially annexed into the City of Bellevue in 1993, transitioning it from King County governance. This allowed the city to begin infrastructure improvements, expand the right-of-way, and upgrade storm drainage systems. Factoria's built environment reflects Bellevue's transition from a resource-based economy to a modern commercial district.

Over the past several decades, Factoria has become increasingly culturally diverse, characterized by a growing Asian population and a high share of foreign-born residents. In 2000, the non-Hispanic white population made up over half of residents. In recent years however, Factoria has become home to many people who identify as Asian and Latino, making it a majority-minority neighborhood, much like Bellevue as a whole. Factoria's growing diversity is also reflected in its international retail and dining offerings, which represent a wide range of cultures and communities.

Community Profile

Population	3,359
Households	1,399
Neighborhood Area Geographic Size (acres)	387
Countywide Center Geographic Size (acres)	212
Countywide Growth Center Jobs *	9,944
Homeowner Status	
Own	49%
Rent	51%
Age & Disability	
Under 18	21%
18-34	21%
35-44	14%
45-64	30%
Over 65	14%
Persons with a disability	8%
Race & Language	
White	43%
Asian	39%
Hispanic/Latine	8%
Black	1%
All Other	10%
Speaks a language other than English	48%
Commuting	
Drive alone to work	57%
Carpool, transit, bike, walk, other to work	18%
No car in household	8%

Source: US Census Bureau. 2010-2024 American Community Survey 5-Year Estimates

* Source: US Census Bureau. 2023 LEHD (Longitudinal Employer-Household Dynamics) Origin-Destination Employment Statistics (LODES)

Neighborhood Conditions and Built Form

Factoria has evolved into a neighborhood characterized by a mix of commercial, office, and residential uses, along with a strong role as a regional retail and employment center. The neighborhood area is physically defined by Interstate 90 to the north and Interstate 405 to the west, with its southern edge curving around the Newport and Somerset neighborhood areas and its eastern edge bordering Eastgate near Sunset Ravine Open Space. These boundaries shape development patterns and limit connections to nearby areas. At the center of the neighborhood area, Factoria Boulevard serves as the primary spine and main thoroughfare, organizing circulation and connecting key destinations throughout the area. Large retail centers such as Factoria Mall and surrounding shopping areas form the commercial core, with one-story buildings and expansive surface parking. Nearby office uses, including major employers such as T-Mobile and AAA, are concentrated along Factoria Boulevard as well as SE 38th Street and SE 36th Street.

Residential areas lie south of this commercial core and include both single-family and multifamily housing, with most residents living in low-rise apartments and condominiums. Single-family homes are located in smaller pockets, mostly concentrated in the Mockingbird Hill and Monthaven sub-neighborhoods, and are often separated from the commercial center by roads, slopes, and tree cover. The Interstate 90 corridor reinforces this pattern by serving as another major economic spine while also bringing traffic, noise, and air quality impacts.

Factoria's built form and transportation network reflect an auto-oriented design. Buildings are set back from the street, with parking between sidewalks and entrances, and wide roads prioritize vehicle movement. While this supports access, it makes walking and biking less comfortable due to incomplete sidewalks and limited connections. The Mountains to Sound Greenway Trail runs along Interstate 90 and provides a regional walking and biking route, though gaps remain. As Factoria grows, there are opportunities to improve connections and create a more walkable, integrated neighborhood.

Neighborhood Challenges and Opportunities

Some of the top values that Factoria community members see as integral to the neighborhood's future are safety, diversity and inclusiveness, accessibility and connectivity, and affordability. People in Factoria point to diverse and international retail options, the convenience of meeting daily needs close to home, and easy highway access as defining community assets. The neighborhood area plan provides a planning framework for maintaining these values as Factoria continues to evolve.

Promoting Diversity and Neighborhood Identity

Factoria is a highly diverse, international neighborhood with a strong base of international businesses and residents from many cultural backgrounds. It would benefit from a clearly defined identity that reflects this richness. While community members value its diversity and convenience, they note these qualities are not readily apparent in the everyday experience of the neighborhood, which is often perceived as a primarily commercial corridor without a cohesive sense of place. Limited placemaking and few visible expressions of cultural identity make it hard to create a strong connection to Factoria. Strengthening international retail, cultural expression and community stories to reflect the people who live and work here can help create a more recognizable neighborhood identity.

Pedestrian Environment and Gathering Spaces

Factoria has few formal community gathering spaces outside of Factoria Mall, schools and churches, limiting opportunities for everyday social interaction and connection. While the neighborhood is active and convenient, there are limited intentional and welcoming places for people to come together, and many spaces are underutilized or not designed for community gathering. As redevelopment occurs, there is an opportunity to partner with developers to incorporate new community spaces into future projects. Expanding and activating these areas would create more opportunities for everyday interaction and strengthen a sense of community.

Traffic Congestion and Connectivity Challenges

Factoria experiences significant traffic congestion due to its proximity to regional highways and a street network that is not fully connected, which concentrates vehicle movement on a limited number of corridors. Community members also note that the pedestrian environment often feels unsafe or uncomfortable, with gaps in infrastructure and limited separation from high volume traffic. The active transportation network is incomplete, making it difficult to travel through the neighborhood by walking or biking. Recent reductions in transit service have further limited mobility options. In addition, limited connections to regional high-capacity transit highlight the need for better first- and last-mile connections and micromobility options.

Parks and Natural Environment

Factoria is close to several nearby parks and natural areas, but community members note that access to these places is often limited or inconvenient due to connectivity barriers. Within the neighborhood, there is a lack of parks and limited natural features, reducing opportunities for everyday recreation and connection to nature. At the same time, a high amount of impervious surface and limited tree canopy contributes to heat island effects and reduces overall livability. Developing new parks, improving access to nearby open spaces, and expanding tree canopy and green infrastructure would help create a more connected, resilient, and livable neighborhood environment.

Urban Design Framework

The following urban design framework visualizes opportunities and supports policies for improving public spaces within Factoria, building from what the community identified as opportunities and challenges for accessing and using these spaces today.

Rather than a detailed set of actions and projects, the framework guides project identification and development opportunities when implementing neighborhood area plan policies. They are also a tool to support collaboration amongst city departments and community partners.

Urban Design and Public Spaces

Urban design is the practice of planning and designing the physical environment of a community. Within a neighborhood area plan, urban design can improve the design and function of public spaces, including community gathering spaces, parks, plazas, streets, trails, natural areas and public art. Rather than focusing on the design of a specific place, urban design considers how experiencing different public spaces throughout a neighborhood provides for enhanced gathering and social interactions, a more attractive pedestrian environment, improved neighborhood connectivity, and a clear neighborhood identity.

Enhancing Neighborhood Connectivity








Factoria's arterials provide access to most major destinations and are the only access points into and out of the neighborhood area. Factoria Boulevard divides destinations by creating a barrier that is difficult to cross in a vehicle or as a pedestrian. A disconnected street grid and fragmented active transportation network also present connectivity challenges. Traffic congestion, limited transit access and an uninviting pedestrian environment are all challenges the community is eager to address.

Enhancing neighborhood connectivity in Factoria entails potential design strategies that are supported by neighborhood area plan policies and illustrated in Figure S-FA-1.





- **Enhanced Active Transportation Connections:** Active transportation connections include streets and trails that provide an improved walking and biking experience to neighborhood destinations and gathering spaces, such as parks, shopping areas, schools and regional transit connections. Factoria’s arterials and local streets benefit from safety improvements and wayfinding to create a more complete, connected and safe active transportation network. These enhancements would improve access between residential areas and key destinations such as Newport High School, commercial and employment centers and existing and future transit services.
- **Through-Block Connections:** Through-block connections improve pedestrian circulation by breaking down larger blocks and development sites. Through-block connections can be developed as part of future public and private development and integrate opportunities for gathering and events. New through-block connections created through redevelopment can improve pedestrian access within Factoria’s Mixed Use Center by establishing a more connected internal street and pathway network. These connections would better link residents to housing, shopping destinations and other major corridors throughout the neighborhood area.
- **Improved Pedestrian Crossings:** Intersection crosswalks and midblock crossings provide designated areas for pedestrians to cross high-volume arterials to get to their destination. Improvements at these crossings can help increase pedestrian visibility and safety from oncoming traffic and serve as a traffic calming measure. Despite the many existing pedestrian crossings along neighborhood arterials, particularly along Factoria Boulevard, additional improvements could make crossings safer and more comfortable, especially for people with mobility challenges.
- **Streetscape Enhancements:** While arterials function primarily to carry high volumes of vehicular traffic, they are also valuable public spaces for the community. Enhancing arterials with landscaping, lighting, furnishings and other pedestrian-oriented features make more attractive, safe and comfortable corridors. Factoria Boulevard is often identified as having an uninviting pedestrian environment and would benefit from significant streetscape improvements, including landscaping and sidewalk enhancements, to create a safer and more comfortable experience for people who traverse the corridor. SE Newport Way could also benefit from similar improvements, particularly for people accessing Newport High School. Both arterials are part of the Urban Boulevard Network (Map UD-1) and reinforce Bellevue’s image as a “City in a Park”.

URBAN DESIGN FRAMEWORK CONCEPT - ENHANCING NEIGHBORHOOD CONNECTIVITY

Key Features

-  Neighborhood Area Boundary
-  Freeway
-  Proposed Station
-  Existing Park and Open Space
-  Arterial
-  Stream
-  Regional Trail

Existing Community Assets

-  Bicycle Facility
-  Trail
-  Pedestrian Crossing
-  Public School

Urban Design Opportunities


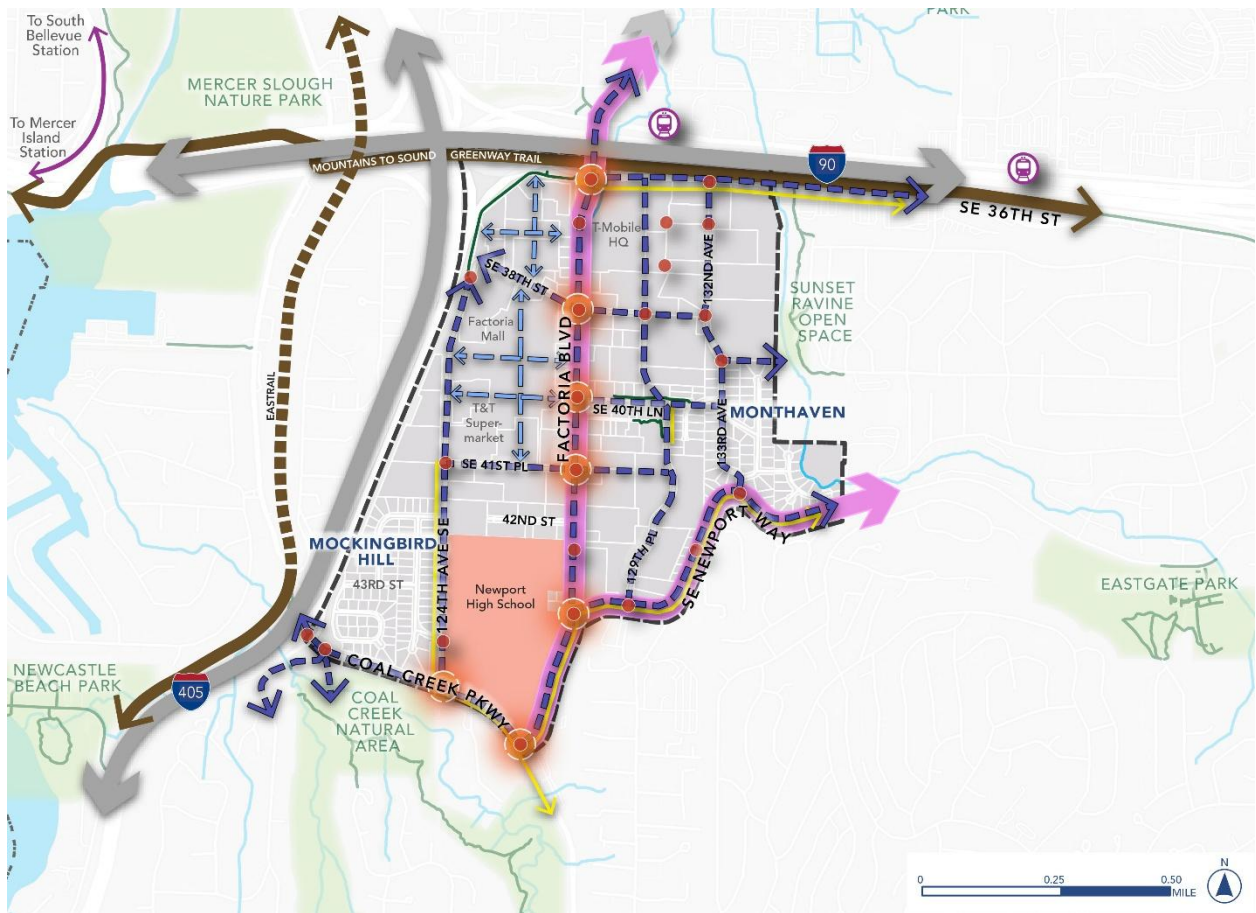
-  Enhanced Active Transportation Connection
-  Through-Block Connection
-  Streetscape Enhancement
-  Enhanced Pedestrian Crossing
-  Planned Regional Trail Segment

Figure S-FA-1: Factoria Concept Map – Enhancing Neighborhood Connectivity



Enhancing Neighborhood Gathering Spaces

Factoria has few recognizable gathering spaces that are considered “third places”. Most people only identify Factoria Mall and Newport High School as public gathering spaces, highlighting a strong need for additional venues for community events and social activity. With limited available land, these amenities will likely be created through redevelopment projects and partnerships with property owners.

Third Places

Third places are places that people go to when they are neither home nor at work that are seen as spaces to provide connection and build community. They can occur informally in any public or privately-owned place as long as it is known to the community as a safe and welcoming space.

Enhancing neighborhood gathering spaces in Factoria entails potential design strategies that are supported by neighborhood area plan policies and illustrated in Figure S-FA-2.








- **Third Places with Community Partners:** Publicly- and privately-owned gathering spaces include schools, shopping centers, community centers and other shared communal areas where people gather and socialize. For these spaces to better meet the needs of the community, the City can partner with community groups, business owners, and property owners to develop new programs and events. With Factoria Mall serving as the neighborhood’s primary “third place,” there is strong interest in establishing additional spaces where people can recreate and build community. These could be created through redevelopment, in partnership with community organizations and private property owners, or by activating underutilized spaces for temporary gatherings and events.
- **Potential Park Opportunities:** New neighborhood-scale parks increase community access to open space and recreation, especially in areas that are not well-served today. There are different tools that the City can pursue to expand access, including development opportunities, land acquisitions, public easements and public-private partnerships. With no existing parks in Factoria today, residents would benefit from a range of new parks and open spaces. New parks could be developed through property acquisition or as part of redevelopment within the neighborhood’s Mixed Use Center. Improving connections to nearby destinations such as Coal Creek Natural Area and Sunset Ravine Open Space would expand access to natural areas in the near term before new ones are developed.
- **Environmental Enhancements:** Improvements to natural features, such as wetlands, lakes, and streams, can enhance their aesthetic qualities and ecological functions, provide urban wildlife habitat connectivity and boost ecological

awareness. With recent improvements to Richards Creek, there are limited opportunities for additional environmental enhancements within Factoria's existing natural areas. Both human and natural systems would benefit from expanded tree canopy and the incorporation of low impact development strategies within paved areas. These strategies help prevent or mitigate the impacts of extreme heat, flooding, and water quality issues.

- **Thresholds:** Thresholds are markers to indicate to people they are arriving into the neighborhood area or a special destination within it, such as a business district, park, or other civic/cultural space. These markers can reflect the unique identity of those who live, work, and play there and can take many different forms: a distinct landmark, a natural feature, signage, or public art. Entrances into Factoria from major arterials, including Factoria Boulevard, SE 36th Street, Coal Creek Parkway and SE Newport Way, present key opportunities for visual elements that create a stronger sense of place and arrival.

URBAN DESIGN FRAMEWORK CONCEPT - ENHANCING NEIGHBORHOOD GATHERING SPACES

Key Features

-  Neighborhood Area Boundary
-  Freeway
-  Proposed Station
-  Existing Park and Open Space
-  Arterial
-  Stream
-  Regional Trail

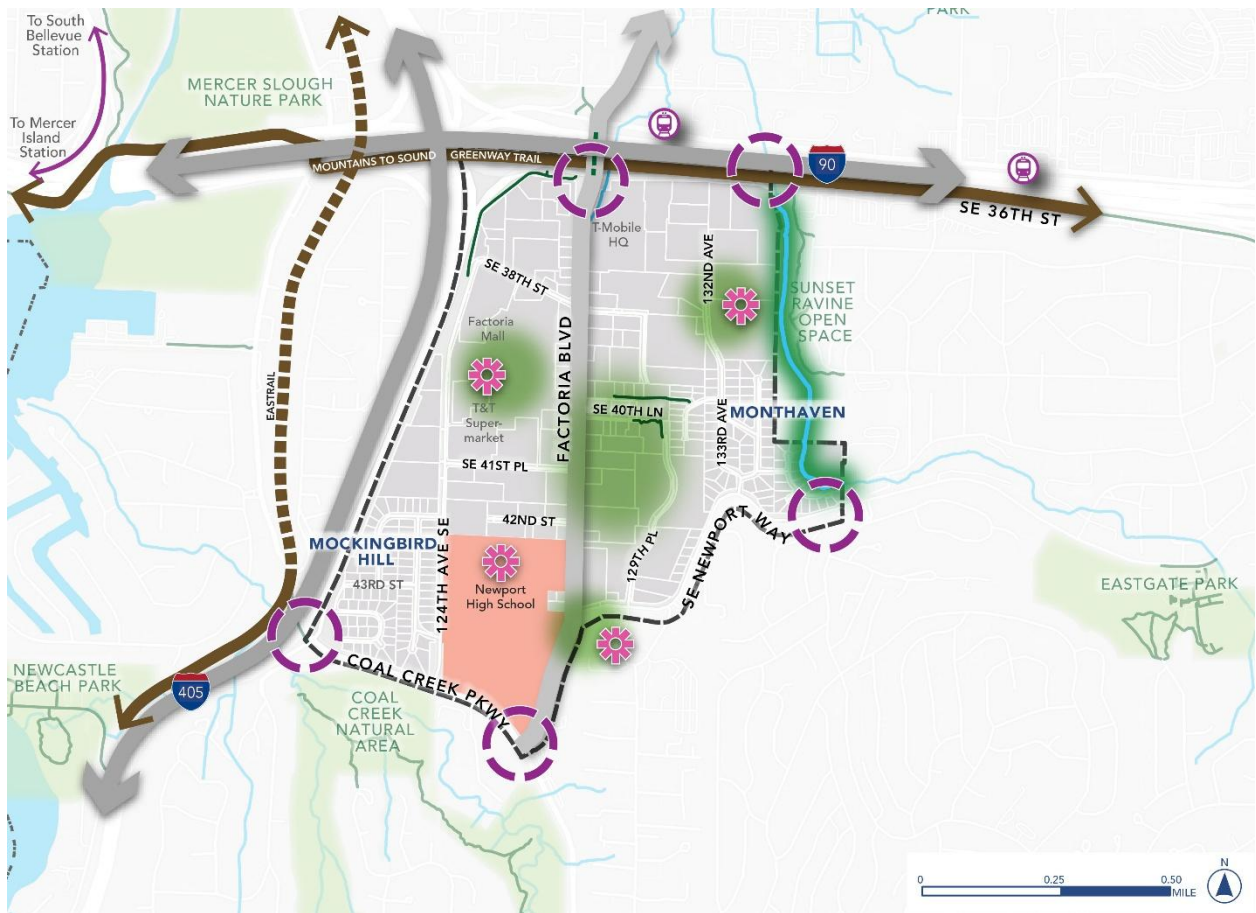
Existing Community Assets

-  Trail
-  Public School

Urban Design Opportunities

-  Third Place with Community Partner
-  Threshold
-  Potential Park Opportunity
-  Environmental Enhancement
-  Planned Regional Trail Segment

Figure S-FA-2: Factoria Concept Map - Enhancing Neighborhood Gathering Spaces



Neighborhood Policy Summary

The Factoria neighborhood area plan policies are organized into the following subsections:

Neighborhood Identity

Neighborhood identity evolves over time as residents and businesses change, reflecting the history of the area, as well as the cultures and needs of new communities. Factoria is known for its cultural diversity and international character, strong access to Interstate 90 and Interstate 405, and its role as a hub for jobs and services. These elements can be expressed through public art, placemaking, and threshold features, along with a welcoming pedestrian environment supported by beautification, lighting, and pedestrian amenities. Efforts to expand affordable housing and support small, independent businesses also help reinforce an inclusive and resilient neighborhood identity.

Mixed Use Centers

Mixed Use Centers are often the heart of the neighborhood as places where people can easily access transit, housing, shopping, places to gather, and services. Bellevue's growth strategy, as outlined in the Comprehensive Plan's Land Use element, directs most of the city's growth to its Mixed Use Centers. The Factoria Mixed Use Center will serve as a key hub for housing, jobs, retail, and community activity, with strong access to regional transportation corridors and future transit investments. Its identity is shaped by a mix of uses and its potential to become a more transit-oriented district. These elements can be expressed through well-designed buildings, plazas, and flexible public spaces that support a more walkable environment. Continued investment in public facilities, pedestrian safety, affordable housing, and small commercial spaces will strengthen Factoria as a connected and welcoming neighborhood center.

Mixed Use Center in Factoria

Factoria is one of six areas in Bellevue designated as Mixed Use Center, which are centers of economic and social activity anchored by major transportation hubs. At the heart of Mixed Use Centers are Countywide Centers (see Map LU-3 in the Land Use element) designated by King County. Countywide centers serve important roles as places for concentrating jobs, housing, shopping and recreational opportunities. These are often smaller downtown, high-capacity transit station areas or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Roughly the northern two-thirds of the Factoria neighborhood area is designated as a Countywide Center. It includes the Factoria Mall, T-Mobile Headquarters, and almost all the existing commercial and multi-unit residential properties.

Community Gathering Spaces

Gathering spaces strengthen social connections by supporting recreation, events, and everyday interaction. In Factoria, these include parks, trails, and indoor spaces such as community facilities, schools and publicly accessible private spaces. Factoria Mall serves as a key community gathering place and event hub. Additional opportunities include acquiring land for parks with strong active transportation access and partnering with community, faith-based and private organizations to expand accessible spaces. Temporary uses and future redevelopment that includes community-serving spaces can further strengthen a connected and vibrant neighborhood.

Mobility and Access

The transportation network in Factoria serves many different travel modes. While many people travel by car today, there is a strong need for safer and more convenient options for walking, biking, and transit. Mobility and access can be improved through expanded sidewalks and bike facilities, safer and more frequent crossing opportunities, and stronger connections to high-capacity transit and local bus service. Additional improvements such as traffic calming, driveway safety measures and clear, multilingual wayfinding can help create a more connected, safe and accessible transportation system for all users.

Environment

Bellevue prides itself as being a “City in a Park”. Factoria’s environmental character is shaped by its proximity to regional parks, trails, and nearby natural areas such as Coal Creek Park and Sunset Ravine Open Space. Expanding tree canopy, green infrastructure and landscaped streetscapes can improve environmental quality and strengthen connections to nature. As the area grows, integrating sustainable building practices, reducing climate and pollution impacts and expanding access to electric vehicle charging will support a more resilient and healthy neighborhood.

Goals & Policies

Neighborhood area policies below are enumerated with an “N” to differentiate them from existing subarea plan policies. Policy numbers will be finalized at a later date.

Neighborhood Identity

Goal: To foster and elevate Factoria’s unique identity as an accessible, convenient, and inclusive neighborhood and employment center that celebrates its diverse and international residents and businesses, while promoting beautification and ensuring public safety.

- S-F-N1.** Celebrate the cultural diversity and international character of Factoria through public art, branding, and placemaking.

- S-F-N2.** Strengthen the identity of Factoria through threshold enhancements at freeway entrances, major arterial corridors, and trail connections.
- S-F-N3.** Increase affordable housing opportunities for neighborhood residents and workers through preservation, rehabilitation, and new development.
- S-F-N4.** Support and expand beautification initiatives to steward and maintain trails, streetscapes, and natural areas.
- S-F-N5.** Design public spaces with high-quality amenities and landscaping to create an inviting and safe user environment.
- S-F-N6.** Work with developers to mitigate small business displacement during and after redevelopment through relocation assistance, phasing, and retention strategies.
- S-F-N7.** Support growth of small independent businesses through the city's business development initiatives, including the creation of a business district.

Mixed Use Centers

Goal: To support the growth of Factoria's mixed-use center into a connected, walkable and transit-anchored district with quality open spaces, affordable housing, and strong ties to surrounding neighborhoods.

- S-F-N8.** Establish and sustain the Factoria Countywide Center (see Map LU-3) to support a mix of jobs, housing, shopping, mobility options and recreational opportunities.
- S-F-N9.** Expand access to City information and services, including exploring the establishment of a Mini City Hall in South Bellevue.
- S-F-N10.** Work to site and expand City-owned capital facilities to meet increased housing and job growth in the area.
- S-F-N11.** Encourage the integration of plazas and flexible public spaces to make the Mixed Use Center more vibrant and engaging.
- S-F-N12.** Improve pedestrian safety through consolidated vehicular access, shared parking, and internal circulation enhancements in larger developments.

- S-F-N13.** Coordinate with transit service providers on future high-capacity transit projects to support station siting, alignment, access, and development opportunities.
- S-F-N14.** Encourage the inclusion of small footprint affordable commercial space within mixed-use buildings, prioritizing small and minority-owned local businesses.

Community Gathering Places

Goal: To provide comfortable, accessible, and well-connected indoor and outdoor community gathering spaces that support recreation, community programming, social connection, and connection to nature.

- S-F-N15.** Acquire property suitable for neighborhood parks in locations with access to active transportation.
- S-F-N16.** Collaborate with Factoria Mall to enhance its role as a place for community gathering and events.
- S-F-N17.** Collaborate with schools, community, faith-based, and private partners to provide accessible, affordable, and welcoming community spaces.
- S-F-N18.** Work with businesses and community partners to identify temporary and informal spaces for hosting community programming and events.
- S-F-N19.** Encourage the Bellevue School District to include community-serving uses in the redevelopment of its property.

Mobility and Access

Goal: To support a connected and safe transportation network that makes walking, biking, and transit convenient for all trips inside and outside the neighborhood area.

- S-F-N20.** Expand and enhance the pedestrian network, emphasizing safety and connectivity, especially on Factoria Boulevard.
- S-F-N21.** Develop active transportation connections to high-capacity transit stops.
- S-F-N22.** Support the expansion and enhancement of the active transportation network on local streets, with an emphasis on safety, completeness, and connectivity.

- S-F-N23.** Enhance pedestrian crossing opportunities at arterial intersections and mid-block locations consistent with the Mobility Implementation Plan.
- S-F-N24.** Coordinate with high trip generating locations to improve safety and access at driveways at peak hours.
- S-F-N25.** Coordinate with WSDOT on projects along and near Interstates 90 and 405 to relieve congestion and minimize traffic impacts during construction.
- S-F-N26.** Implement traffic calming on neighborhood streets to address traffic speed and volumes, using Vision Zero and Complete Streets design principles.
- S-F-N27.** Provide multilingual signage and wayfinding with direction to neighborhood destinations, transit, and active transportation facilities, highlighting the Mountains to Sound Greenway trail.
- S-F-N28.** Coordinate with transit providers to establish frequent transit connections to regional transit facilities, including the Eastgate Park-and-Ride and the South Bellevue light rail station.
- S-F-N29.** Support the enhancement and accessibility of local bus facilities and service to destinations that serve the neighborhood area.

Environment

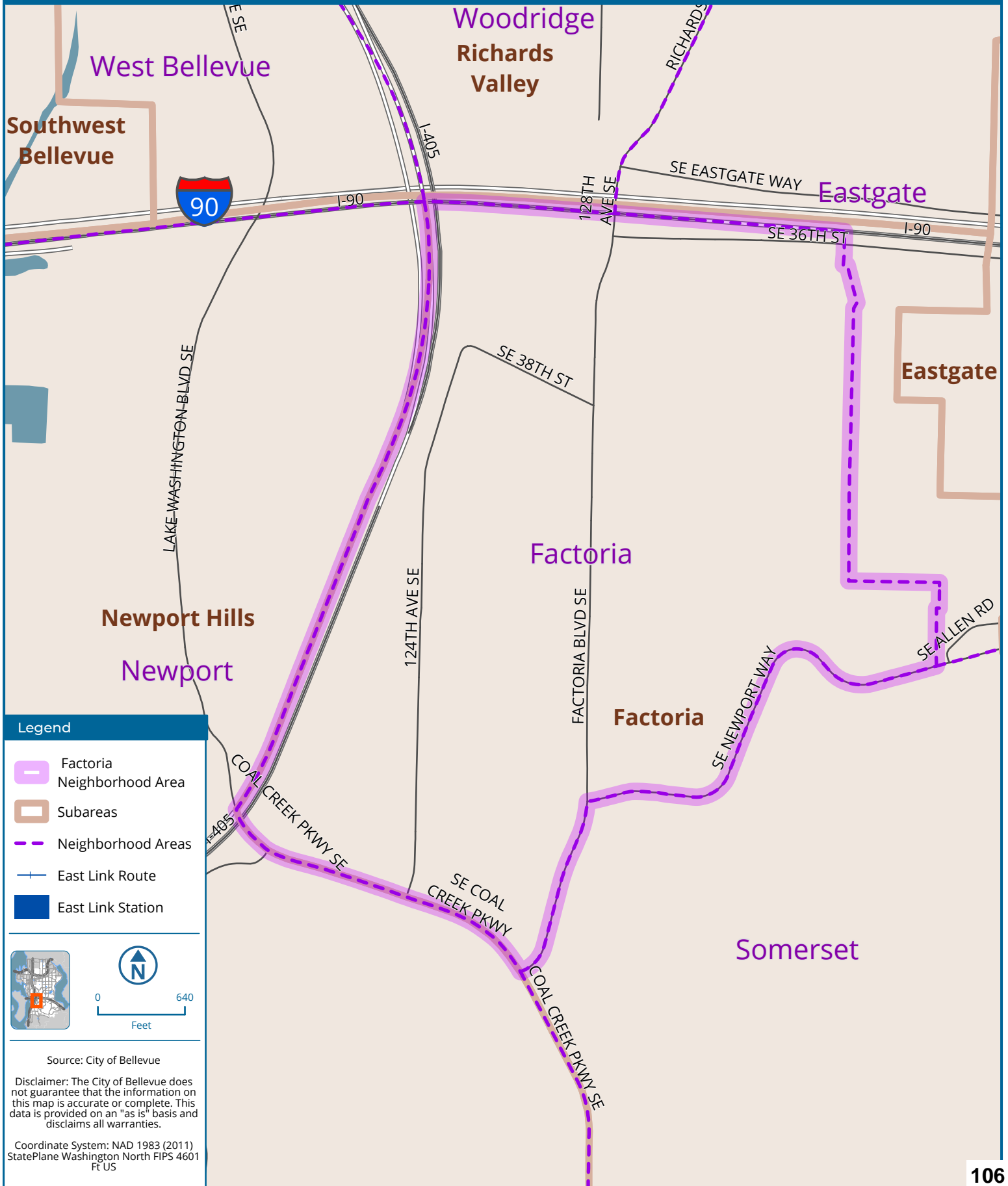
Goal: To foster a resilient, healthy, and vibrant neighborhood by enhancing natural systems, connecting people to parks and open spaces, and supporting long-term community well-being.

- S-F-N30.** Increase tree canopy in areas that do not meet City canopy goals, prioritizing streetscapes, publicly owned properties, and environmentally sensitive areas.
- S-F-N31.** Through acquisition, easements, or agreements, develop new and enhanced connections to expand access to nearby parks and trails, including Coal Creek Natural Area and Sunset Ravine Open Space.
- S-F-N32.** Encourage building and public space design that minimizes energy and resource use and is adaptable to extreme weather conditions.
- S-F-N33.** Coordinate with WSDOT to minimize the impacts of air pollutants and noise on sensitive uses along interstates 90 and 405.






S-F-N34. Support efforts to provide for and expand access to public electric vehicle charging in mixed use areas and multifamily residential developments.

S-F-N35. Adapt paved areas with landscaping and low impact development to improve water quality and reduce vulnerability to heat and flooding, especially in the Factoria Mixed Use Center.

Factoria Neighborhood Area



Legend

-  Factoria Neighborhood Area
-  Subareas
-  Neighborhood Areas
-  East Link Route
-  East Link Station



Source: City of Bellevue

Disclaimer: The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: NAD 1983 (2011)
StatePlane Washington North FIPS 4601
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Factoria Neighborhood Area Plan CPA

Comprehensive Plan Amendments for Volume 2 associated with Factoria Neighborhood Area Plan CPA

FACTORIA SUBAREA PLAN

Amend **Factoria Subarea Plan** to delete the policies and discussion in its entirety as follows:

....

POLICY S-FA-7. Restrict all future office expansion to districts shown on the Future Land Use Map (Volume 1, Map LU-1).

....

POLICY S-FA-11. Encourage mixed-use residential, hotel use, and other commercial development within community level retail districts.

....

POLICY S-FA-14. Implement the transportation and urban design recommendations of the Eastgate/I-90 project and the FATS Update.

....

POLICY S-FA-23. Provide public access from Newport Shores to Newcastle Beach Park for bicycles and pedestrians only.

....

Planning District Guidelines

District 1

General Land Use

Community Design

The stand of trees along the ridge of the slope provides an important visual buffer for the residents of Monthaven. Multifamily development should provide a vegetative buffer that includes protection of existing significant trees between the multifamily use and single-family residences. The buffer should be augmented as necessary to provide sufficient screening.

POLICY S-FA-26.5. Retail auto sales are appropriate in OLB districts along SE 36th Street west of the ravine located at about 133rd Avenue SE and east of the Newport Corporate Campus located at 132nd Avenue SE.

District 2

POLICY S-FA-28. Establish design standards for the Factoria commercial area.

District 2 is surrounded by other neighborhoods and serves as a commercial, employment and high-density residential activity center south of I-90. Both the Eastgate/I-90 project and the FATS Update recommend transportation and urban design strategies to create a well-integrated, transit supportive, pedestrian oriented, mixed-use neighborhood in Factoria's commercial core.

- Well-integrated: Factoria has a wide variety of land uses – employment, retail, single family and multi-family housing, schools – but in many cases these are separated by long distances, busy roads, and steep topography. Geographic separation discourages walking and transit use, as does an uncomfortable pedestrian environment. The Eastgate/I-90 project and the FATS Update recommend guidelines for private redevelopment and identifies public pedestrian projects that together will help to form a more cohesive Factoria neighborhood.
- Transit-supportive: Factoria has a high level of transit service and use. Transit use may increase if riders find it easy and comfortable to walk between transit stops and the buildings. As properties redevelop, buildings should locate closer to the street and provide direct pedestrian connections between the sidewalk and the primary building entrance.
- Pedestrian-oriented: The ability to walk-around comfortably within Factoria is essential to help create a neighborhood feel. Private site redevelopment that incorporates Eastgate/I-90 project and the FATS-recommended design guidelines, combined with public sidewalk and street-crossing projects, will help make it easier to get around without a car.
- Mixed-use: Mixed-use structures are those that contain a number of different uses, stacked vertically. Adopted zoning allows for a mixing of uses across much of Factoria's commercial area. For instance, housing may be constructed atop retail uses. Both the Eastgate/I-90 project and the FATS Update encourage greater utilization of this mixed-use potential.

To help achieve the vibrant neighborhood envisioned for Factoria, policies that acknowledge the critical link between land use and transportation should be implemented. The community envisions a network of walkways and design elements connecting the retail uses to residential neighborhoods and other community activity centers.

General Land Use

In 2002, the City Council adopted a Land Use Code Amendment that allowed 51,000 square feet of new retail and 685 residential units on the Factoria Mall site, plus an additional 100,000 square feet of retail development, contingent upon a determination of adequate transportation system capacity through a FATS Update. The FATS Update provides the necessary determination of transportation system adequacy to accommodate the Mall expansion.

POLICY S-FA-29. Utilize vegetation, sensitive site planning and superior building design to integrate multifamily and commercial development with nearby single-family neighborhoods.

POLICY S-FA-30. Allow Factoria Mall redevelopment to include an additional 100,000 square feet of commercial space beyond that provided for in the 2002 Land Use Code Amendments, per the FATS Update.

POLICY S-FA-30.1. Encourage a pattern of office use in the area north of Factoria Mall that is visible from I-90 and contributes to a sense of place through application of design review, with particular emphasis on the area's contribution to Factoria's pedestrian environment and the area's "gateway" location to the Factoria commercial center.

POLICY S-FA-30.2. Encourage the development of a community retail node at the north end of Factoria Boulevard through mixed use zoning that supports pedestrian activity and transit service.

POLICY S-FA-30.3. Consider the use of a land use incentive system in office and mixed use areas that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.

Park, Recreation, and Open Space

POLICY S-FA-31. Provide for open space and recreation needs of residents, workers, and shoppers.

POLICY S-FA-32. Create a series of open spaces and gathering places with visual and walking connections along Factoria Boulevard.

POLICY S-FA-33. Orient open spaces to take advantage of sunshine and territorial views.

POLICY S-FA-34. Provide seating, weather protection, special paving, shade trees, and landscaping.

Utilities

POLICY S-FA-35. Minimize disruptive effects of utility construction on property owners, motorists, and pedestrians.

Critical Areas

POLICY S-FA-36. Minimize erosion damage on slopes to protect downslope properties and stream beds.

Transportation

Transportation recommendations in the Eastgate/I-90 project and the FATS Update emphasize multi-modal mobility to guide future public infrastructure investments.

POLICY S-FA-37. Encourage interjurisdictional cooperation among the City of Bellevue, the State, Metro, and Sound Transit on transportation concerns.

POLICY S-FA-38. Ensure that development is conditioned to satisfy future right-of-way, financing, and development standards as identified by the City of Bellevue.

Pedestrian and Bicycle

Pedestrian and bicycle system connectivity, as identified in the adopted Pedestrian and Bicycle Transportation Plan, is interrupted by gaps in the planned system. Pedestrian access to transit, employment and retail/ services is constrained by inadequate non-motorized facilities on public and private land. The Eastgate/I-90 project and the FATS Update identify improvements to sidewalks, crosswalks, paths, and private walkways that will help fill gaps and increase accessibility.

POLICY S-FA-39. Enhance connectivity and accessibility for pedestrians and bicyclists throughout the Factoria area.



Transit

Improving transit facilities and services is important to help residents, shoppers, and employees get around Factoria without a car. Investments in transit, together with pedestrian amenities will support Factoria livability and may reduce the long-term need to expand arterial capacity.

Amenities such as passenger shelters and trash receptacles create a more pleasant environment for transit riders. To serve increasing numbers of transit passengers over time, it may be necessary to enhance facilities. A recommended Factoria Station transit center on Factoria Boulevard near SE 38th Street would provide for convenient transit access and transfers for the many thousands of employees, residents and shoppers within a mile of this site. Each day, regional buses pass by Factoria on I-90 and I-405 without providing service to Factoria. Transit freeway stations on I-90 and I-405 with pedestrian connections to the surface streets could capture this transit service for Factoria commuters.

POLICY S-FA-40. Coordinate with Metro to provide passenger shelters, where warranted, at bus stops on Factoria Boulevard.

POLICY S-FA-41. Work with Metro and adjacent property owners to develop a Factoria Station transit center at a location on Factoria Boulevard that is convenient to employees, residents and shoppers.

POLICY S-FA-42. Work with Metro and Sound Transit to develop freeway stations on I-90 and I-405 to serve Factoria employees, residents and shoppers.



Roadways

A number of new projects were identified in the Eastgate/I-90 project and the FATS Update to improve traffic safety and traffic flow on arterials and to enhance access to the adjacent private parcels and to freeways. These recommended projects are catalogued and mapped in the East Bellevue Transportation Plan.

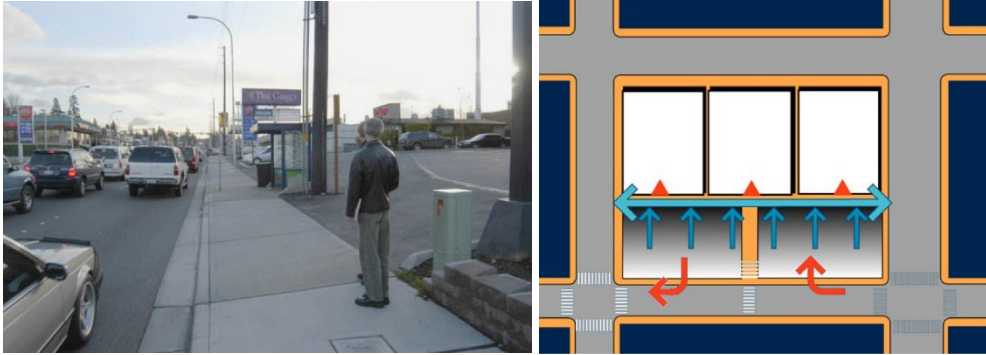
POLICY S-FA-43. Maintain the adopted vehicular level of service on Factoria arterials, utilizing roadway projects recommended by the Eastgate/I-90 project and the FATS Update.

Circulation and site access

Multiple driveways and limited connections between sites exacerbate vehicular congestion and conflicts with pedestrians. Each driveway onto an arterial creates a site for potential vehicular/pedestrian conflicts. From both a traffic safety and pedestrian safety standpoint, the fewer driveways along an arterial, the better.

Many parcels along Factoria Boulevard have more than one driveway. This pattern was developed when automobile mobility was considered one of the most important objectives. The resulting proliferation of driveways has resulted in just the opposite effect, congestion on the arterial that links all the businesses. With increased land development and better transit service, there are more pedestrians using the sidewalks. At each driveway, a motorist must watch for both pedestrians and other automobiles, but sometimes one or the other is missed, resulting in an accident.

The FATS Update recommends a long-term strategy to reduce the number of driveways and to enhance circulation along the commercial corridor. This strategy involves two parts: consolidating driveway access points; and providing greater circulation between parcels.



This photograph of the multiple curb cuts on a portion of Factoria Boulevard, north of SE 38th Street, illustrates the dominance of the automobile. The diagram at right suggests multiple businesses consolidating curb cut access points (red) and installing pedestrian connections (blue) between the three businesses and the sidewalk.

As redevelopment occurs, or as city projects improve adjacent arterials, a parcel with multiple driveway would be required to consolidate access points. Further, when opportunities arise, the city could encourage adjacent property owners to combine and share driveways. An important part of this strategy involves creating off-street connections between parcels so that a customer, whether in a vehicle or on foot, could move along the corridor to patronize different businesses, without having to enter the arterial. Driveway design that incorporates traffic calming would keep arterial bypass traffic to a minimum and create a pleasant pedestrian environment.

POLICY S-FA-44. Consolidate curb cuts/driveways as redevelopment occurs or when public arterial improvements are planned.

POLICY S-FA-45. Encourage adjacent parcels to develop shared driveways to reduce the overall numbers of driveways along the arterial.

POLICY S-FA-46. Provide non-arterial pedestrian and vehicular circulation both between and within commercial parcels.

Boulevards

Factoria Boulevard is designated as a “Boulevard” in the Urban Design Element. Both within the right-of-way and on adjacent private development, a boulevard incorporates design features such as gateways, street trees, colorful plantings, landscaped medians, special lighting, separated and wider sidewalks, prominent crosswalk paving, seating, special signs, and public art.

POLICY S-FA-47. Establish Factoria Boulevard arterial streetscape standards for tree planting, pedestrian lighting, sidewalks, crosswalks, and other urban design elements to be applied when private property redevelops or public projects are implemented.

Gateways

Visitors arriving at Factoria use three major routes: south on Factoria Boulevard at I-90, north on Factoria Boulevard at Coal Creek Parkway, or north on 124th Ave SE. at Coal Creek Parkway. Gateway designs for these entry points into Factoria should be provided to mark the transition into this special neighborhood and reinforce the Factoria identity. Street tree plantings; pedestrian scale lights, public art, district identification signs and banner poles; landmark features and wayfinding devices; and building placement should be considered at each of these “gateways”. A gateway can be dramatic and obvious, sometimes including non-commercial signs, art, structures, and unique lighting. It can also be subtle, using signs, a change in plant material or paving surface.



As drivers approach the Factoria area from the south (left photograph) or from the north (right photograph), urban design elements can be provided to mark the arrival into the Factoria area. These “gateway” features can reinforce the image of Factoria as a neighborhood. The arrival into Factoria can be marked using special banners on light poles, landscape features, buildings and other elements.

POLICY S-FA-48. Establish gateway design standards and guidelines to create a welcoming experience for pedestrians and motorists at the Factoria entry points on Factoria Boulevard. Apply these standards when private property redevelops and when public projects are implemented.

POLICY S-FA-49. In partnership with adjacent property owners, take incremental steps to create mixed-use gateways and urban focal points at the following intersections along Factoria Boulevard:

- SE 37th Place / Factoria Village entrance;
- SE 38th Street
- SE 40th Lane / Factoria Mall entrance; and
- SE 41st Place

Incorporate infrastructure improvements and implement design guidelines that will enhance pedestrian crossings (respecting the significant traffic volumes and multiple turning movements at these intersections), improve transit amenities, and develop an active building frontage along Factoria Boulevard with direct pedestrian routes to retail storefronts from the public sidewalk and weather protection for pedestrians.

Community Design – I-90 Corridor

POLICY S-FA-50. Apply design review for commercial, office, and mixed use development that promote pedestrian-friendly design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place.

POLICY S-FA-51. Reinforce a sense of place that reflects the area’s location on the Mountains to Sound Greenway and emphasizes the emerging urban character of the Eastgate I-90 corridor by encouraging building and site design that includes visibly recognizable natural features such as green walls, façade treatments, green roofs, and abundant natural landscaping.

POLICY S-FA-52. Promote the feeling of a city in a park through development regulations that retain wooded greenbelts to provide a green backdrop for office and commercial uses and naturally buffer less intense development.

Community Design – Factoria Boulevard

In 2002, the City Council adopted zoning and design guidelines specifically applicable to redevelopment of the Factoria Mall site. This is the F-1 zoning district, where the Factoria TownSquare Design Guidelines are applicable. The Eastgate/I-90 project and the FATS Update recognize that many components of these guidelines are also applicable to the commercial corridor along Factoria Boulevard.

The F-1 design guidelines are intended to achieve for the Factoria Mall site what the Eastgate/I-90 project and the FATS Update recommend for the Factoria Boulevard commercial corridor – that is, a mix of transportation and land use projects that create a more walkable urban environment.

Implementing F-1 urban design guidelines on the Factoria Mall site and the Eastgate/I-90 LUTP and the FATS Update specific guidelines elsewhere on the Factoria Boulevard commercial corridor, would transform the corridor from an auto-oriented strip to a commercial corridor that has a greater orientation toward pedestrians. To supplement the Urban Design Element of the Comprehensive Plan, and the guidelines of the Community Retail Design District, specific urban design guidance for redevelopment of Community Business-zoned properties along Factoria Boulevard should include the following key elements:

- Building placement
- Parking location
- Pedestrian environment

POLICY S-FA-53. Develop and implement design guidelines, to supplement the Community Retail Design District guidelines applicable to new development and redevelopment on commercial sites along Factoria Boulevard.

Building Placement

To create a walkable environment in an urban, commercial setting, the relationships between the buildings and the public sidewalks deserve considerable attention. In such an environment, buildings are located close to or adjacent to the right-of-way, and they are designed to invite pedestrians to the front door.

Factoria Boulevard's walkability is currently challenged by a land use pattern that generally favors automobiles over pedestrians. In Factoria, many buildings are situated at the rear of the lot. Seldom can one walk directly from the sidewalk to the building entry without encountering moving vehicles, a maze of parked cars, high curbs, and overgrown vegetation. Since everyone is a pedestrian at some point in their journey to a store's front door, it is both good public policy and good business, to make the front door accessible to all.

In the Community Business zoning area, Land Use Code regulations require no minimum front-yard setback, and the F-1 zoning calls for a minimum 15-foot setback from the right-of-way along Factoria Boulevard. To facilitate pedestrian activity, the city could establish a maximum building setback along Factoria Boulevard for the Community Business zoning designation. Site design should include an accessible walkway to a weather-protected main entrance, and parking that is located on the side or rear of the building, or perhaps underneath it.

POLICY S-FA-54. Consider establishing a maximum building setback from the right-of-way for structures along the Factoria Boulevard commercial corridor.

POLICY S-FA-55. Allow buildings to abut the Factoria Boulevard public right-of-way, so long as there is adequate space for the arterial sidewalks.

POLICY S-FA-56. Provide building-mounted weather protection for pedestrians.

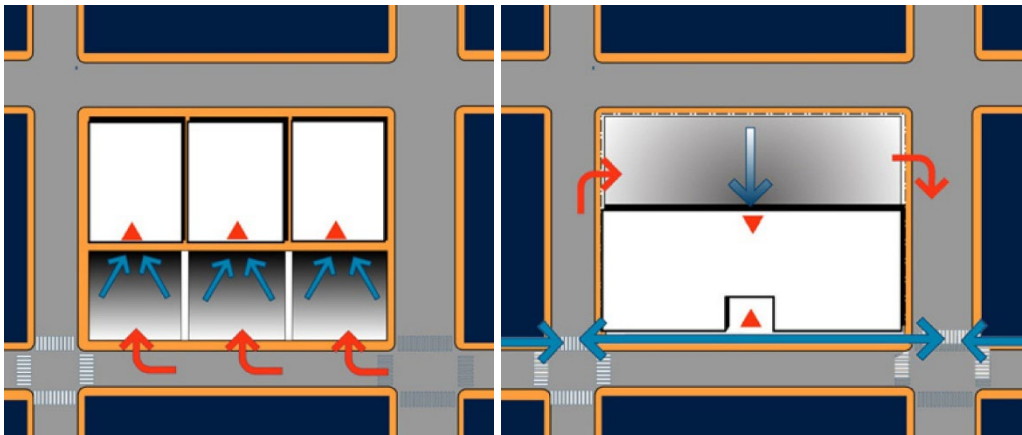
POLICY S-FA-57. Provide prominent, easily identifiable pedestrian entries to individual storefront businesses.

POLICY S-FA-58. Incorporate high quality and pedestrian-scaled materials on building

facades along public sidewalks and interior walkways.

Parking Location

The FATS Update recommends site planning that locates parking either behind the building or on the side of the building. If parking is located behind the building, then a driveway with directional signage would be incorporated into the site plan. If parking is located on the side of building, and thus adjacent to the sidewalk, then a visual screen/physical barrier between the parking lot and the sidewalk is appropriate.



These diagrams illustrate the existing building/sidewalk/street relationship in Factoria (left) and a more walkable urban design configuration (right). The first diagram illustrates buildings set back from the street, with the parking in front. Pedestrians must traverse the parking lot to access the businesses. Each business has its own curb cut and parking inventory. The second diagram illustrates buildings adjacent to the sidewalk, with shared parking behind.

As walking and transit use grow, and an increasing number of customers arrive to businesses on foot, it may be possible to reduce the amount of parking required. The FATS Update recommends studying reducing the minimum parking requirement if the site is adjacent to transit service and if the development includes amenities that foster transit use and pedestrian activity.

POLICY S-FA-59. Locate and design buildings and parking such that there is a direct pedestrian connection between the public sidewalk and the primary building entrance.

POLICY S-FA-60. Explore providing incentives to developers on the Factoria Boulevard commercial corridor to build underground parking that would enhance the pedestrian orientation of a site.

POLICY S-FA-61. Use shared parking and provide accessible pedestrian linkages across adjacent sites.

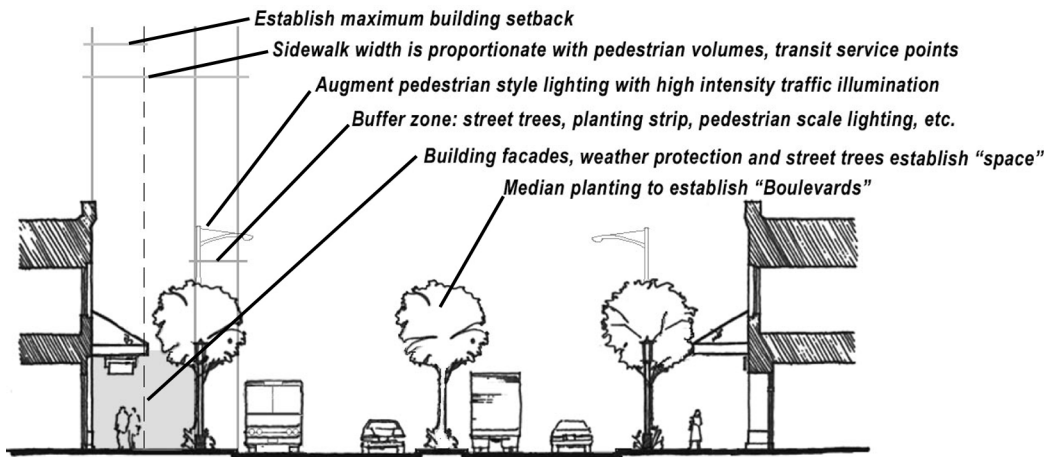
POLICY S-FA-62. Design surface parking lots so that they are not located between the building entrance and the public sidewalk along Factoria Boulevard, unless there is a direct accessible pedestrian connection through the parking lot.



This illustration of a future, “walkable” Factoria illustrates the use of parking access streets between buildings that are located along Factoria Boulevard. These streets provide drivers with an indication that parking is available in front of stores, and provides a route to the parking behind buildings. With a double loaded parking configuration, these buildings should be 75-80 feet apart.

Pedestrian Environment

Sidewalk design should include a “buffer zone” along the curb that consists of items such as street trees, planting strips, kiosks, street furniture, pedestrian scale lights or signage. This buffer zone separates moving cars from pedestrians. Along the sidewalks, pedestrian scale/style lighting should augment the high intensity lights that illuminate the street for traffic.



Streetscape design principles for a “walkable Factoria”

Curbside parking should be provided where possible. While this is not a solution for Factoria Boulevard, pedestrians on other adjacent streets would benefit from this parking configuration.

Sidewalk width should be proportionate to anticipated pedestrian flows, which means that sidewalk should be wider than the standard at transit service points.

A pedestrian-oriented business district can be created when open spaces are incorporated into the site design. Public plazas invite relaxation, informal gatherings, and provide visual contrast to the buildings. Wide sidewalks provide for outdoor seating areas adjacent to restaurants and cafes and increase opportunities for business activity when the weather is nice. Whether as an expansion of the sidewalk or a plaza that extends away from the street, partial enclosure by buildings, landscaping, and/or street furniture will create comfortable public places. These spaces may be large and elaborate, or small and discrete. The design of a plaza should include good pedestrian circulation and active ground floor uses in the adjacent buildings. Buildings should provide weather protection using storefront awnings.

POLICY S-FA-63. Establish design guidelines to create plazas and other quasipublic spaces when private properties along Factoria Boulevard redevelop to allow space for outside activities including café seating.

POLICY S-FA-64. Provide pedestrian – scale lighting along Factoria Boulevard sidewalks and along on-site walkways.

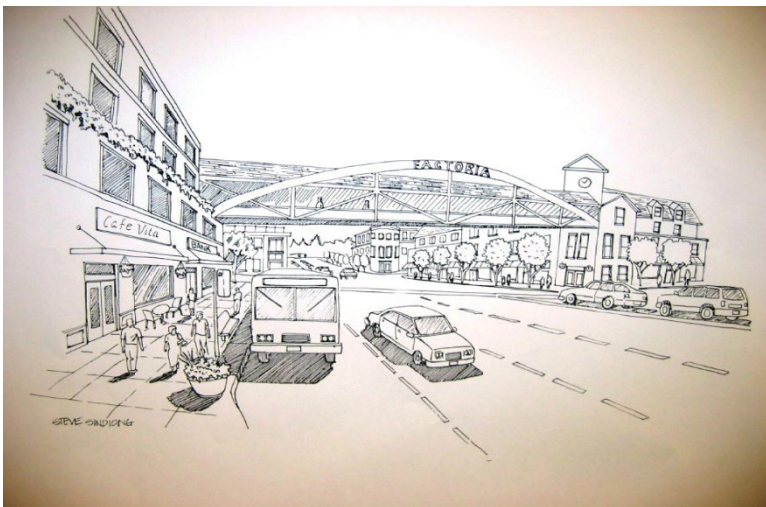
POLICY S-FA-65. Provide sidewalks along Factoria Boulevard that in places may be wider than the City’s standard 12-foot wide arterial sidewalk to comfortably accommodate pedestrians adjacent to this busy arterial, especially near transit stops.

POLICY S-FA-66. Enhance pedestrian amenities along 124th Avenue S.E., 128th Avenue S.E., S.E. 38th Street, and S.E. 41st Street.

POLICY S-FA-67. Encourage the coordination of amenities and development of bike racks and pedestrian shelters in key locations.

POLICY S-FA-68. Encourage the use of landscaping that will serve as physical and visual buffers between pedestrians and parking areas.

The details of pedestrian infrastructure can often make or break a neighborhood's walkability. To minimize street crossing distances for pedestrians, curb bulbs could be installed where pedestrian flows warrant and traffic patterns allow. Crosswalks at controlled intersections could be constructed with special pavement to highlight the area as a pedestrian zone. At certain intersections where high volumes of pedestrians and vehicles converge, the installation of countdown signals can provide some measure of certainty for pedestrians wary of a signal that they think may change too fast.



This diagram illustrates the potential of a pedestrian bridge across Factoria Boulevard and integrated with new development on both sides of the street. By using the topography that rises to the office development on the east side of Factoria Boulevard, the pedestrian flow can easily cross the right of way.

In some locations, crosswalk enhancements and pedestrian activity may not be compatible with a roadway's primary mission to move vehicles. In this situation, a grade-separated pedestrian crossing may be warranted. A decision to build a pedestrian bridge or tunnel should consider factors such as topography; accidents; volumes of pedestrians and vehicles; safety for pedestrians; origins and destinations; opportunities to create an urban focal point or gateway; and/or opportunities for partnerships between the city, adjacent property owners, and transit agencies. The

design of a pedestrian bridge should be both distinctive and graceful, providing convenient pedestrian access while enhancing the streetscape. Design components of a pedestrian bridge should include visible and easily accessible connections with the sidewalks, and architectural characteristics that are perceived as part of the public right-of-way and are distinct from adjacent buildings. Weather protection is desirable but should not isolate pedestrians from the right-of-way below. A comprehensive graphic system of information and wayfinding can help residents and visitors alike get around in Factoria without a car. Wayfinding signage can be implemented by the city on public land, and by private developers with large sites (Factoria Mall, Factoria Village). A Factoria walking map could show the major access points to neighborhoods, regional trails, and transit service, as well as the shortest way on foot to a bus stop or to a favorite restaurant.

POLICY S-FA-69. Enhance pedestrian crossings of Factoria Boulevard and other Factoria area arterials, considering such methods as: installing special paving types or markings; providing longer pedestrian signal phases; extending curbs; installing countdown signals; or providing pedestrian refuge islands.

POLICY S-FA-70. A pedestrian bridge may be appropriate over Factoria Boulevard at SE 38th Street, provided there is a clear demonstration of public benefit and design criteria are fully met.

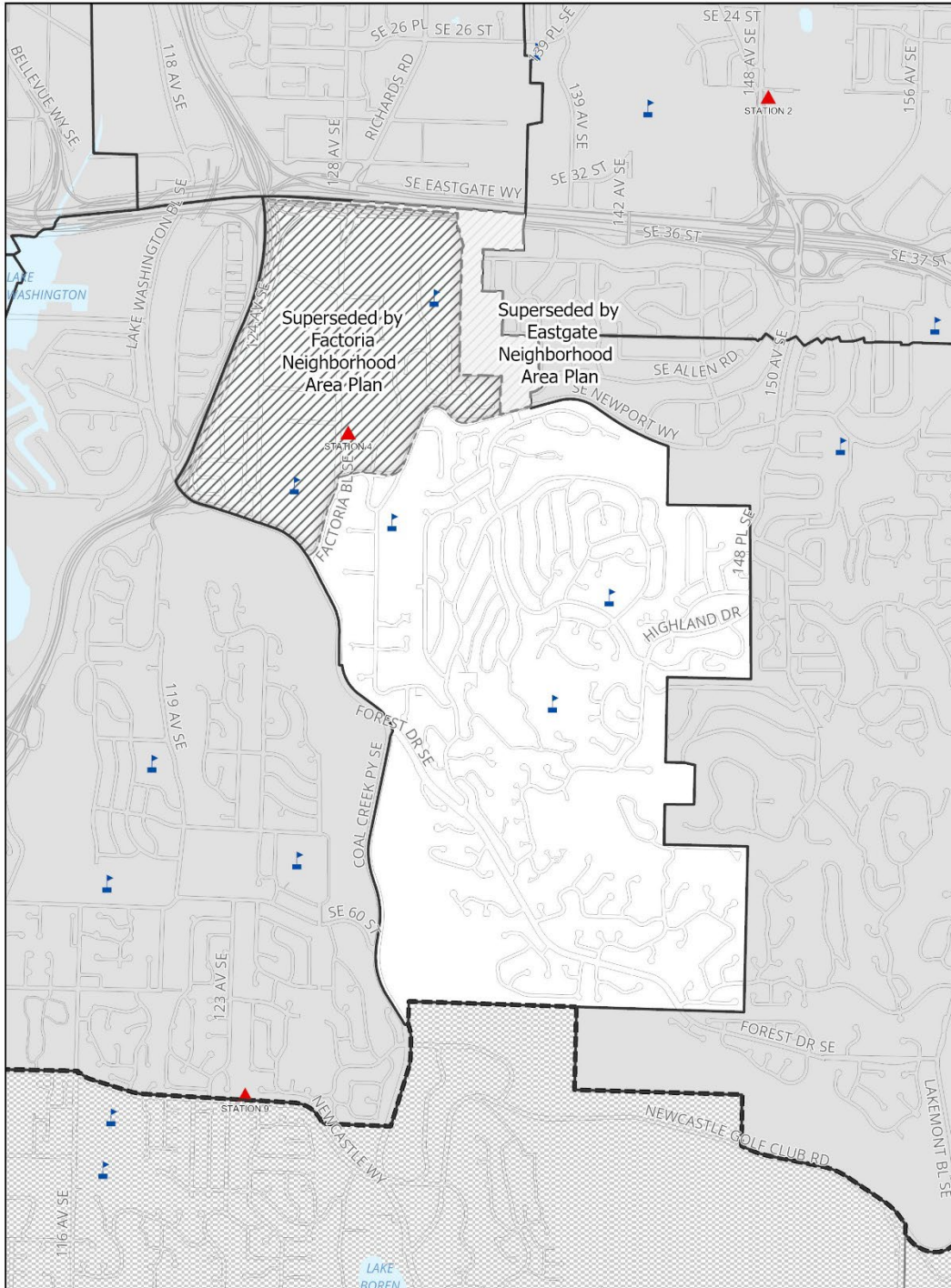
POLICY S-FA-71. Develop and implement a wayfinding system to guide pedestrians to attractions in the Factoria area.

POLICY S-FA-72. Provide pedestrian-oriented storefront signage.

POLICY S-FA-73. Consolidate commercial signs to a single structure and limit their size. Apply Bellevue's Sign Code and amortization program for nonconforming signs.

FACTORIA SUBAREA PLAN MAP AND FIGURE

Update **S-EG.1 Facteria Planning Districts** to show areas superseded by the Facteria Neighborhood Area Plan and Eastgate Neighborhood Area Plan.



- ▲ Fire Stations
- Public Schools
- Bellevue City Limits (2026)
- ▭ Subareas
- ▨ Outside of Bellevue
- Lakes



Factoria Neighborhood Area Plan CPA

Comprehensive Plan Amendments for Volume 1 of the Comprehensive Plan associated with
Factoria Neighborhood Area CPA

GLOSSARY

Amend the Glossary in the Comprehensive Plan, Volume 1, to include the following new definitions in the Land Use Designations section of the Glossary:

...

Access – Relates to infrastructure that creates a complete and connected multimodal transportation system, supports land use, and provides mobility options for people to get where they want to go.

....

Business District – A defined geographic area where a concentration of commercial, retail, service, and hospitality uses contribute to a vibrant local economy. Business districts are supported through coordinated public and private investment, partnerships, and strategic initiatives that enhance the physical environment and strengthen conditions for business owners, workers, visitors, learners, and residents. These areas serve as focal points for economic activity, placemaking, and community identity, consistent with the City’s economic development objectives.

....

Placemaking – A community-driven process of designing and programming public spaces that are inclusive and reflect the identity of an area, including its people, history, and values.

....

Public Space – All publicly owned streets, pathways, rights-of-way, parks, open spaces, buildings, and facilities that are open and accessible to everyone.

....

Threshold – The starting point of a place or experience, where people move from one area to another and notice a change. It may include a visual marker and changes in building size, materials, or activity that signal arrival, reflect local identity, and shape how people feel and act in the space.

....

Traffic Calming – Physical street design measures aimed at reducing vehicle speeds and traffic volumes, enhancing safety, livability, and multimodal comfort.

....



Bellevue Planning Commission

June 24, 2026

PLANNING COMMISSION STUDY SESSION ITEM

SUBJECT

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

STAFF CONTACT(S)

Shawn Edghill, Senior Planner, 229-6655
Kristina Gallant, AICP, Planning Manager, 452-6196
Nick Whipple, Code and Policy Director, 452-4578
Development Services Department

POLICY ISSUES

In 2024 and 2025, the Washington State Legislature adopted SB 6015, SB 5184, and HB 1491, which collectively:

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

The LUCA also advances Comprehensive Plan policies related to parking and transit-oriented development. Examples of Comprehensive Plan policies in support of these efforts include:

- **Policy LU-32:** Encourage reducing parking requirements in areas with good access to transit and active transportation facilities and prioritize parking options to serve the community with special needs.
- **Policy HO-16:** Evaluate the housing cost and supply implications of proposed regulations, policies and procedures and ensure that new regulations, policies and procedures promote affordability and housing diversity within the city.
- **Policy LU-25:** Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities.
- **Policy HO-18:** Promote housing density, choice and affordability in areas served by the frequent transit network, businesses serving the community’s day-to-day needs and significant nodes of employment.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION

DIRECTION

INFORMATION ONLY

The purpose of this study session is to provide Planning Commission with a summary of the project’s legislative requirements and present the public review draft of the proposed amendments. Staff will seek feedback on the LUCA draft and after the study session, the Planning Commission will be asked to direct staff to schedule a public hearing on the proposed LUCA at a future meeting.

BACKGROUND/ANALYSIS

Legislative Background

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

SB 5184

Signed into law on May 7, 2025, with compliance required by January 27, 2027, [SB 5184](#) aims to limit minimum parking requirements to lower development costs, promote walking and transit use, and reduce excessive reliance on automobiles. In response, the City must update its Land Use Code (LUC) by modifying both general parking standards and parking provisions specific to certain special and overlay land use districts. The legislation defines new upper limits for residential and commercial minimum parking standards citywide, as well as circumstances where no parking may be required at all.

Cities cannot require minimum parking for the following uses:

- Residential units smaller than 1,200 sf
- Commercial spaces 3,000 sf or smaller
- Affordable housing
- Senior housing
- Childcare centers
- Ground-floor commercial uses in mixed-use buildings
- Conversions (nonresidential to residential)
- Changes of use between commercial uses

When parking can be required, requirements cannot exceed the following:

- Multifamily residential: 0.5 spaces per unit
- Single-family residential: 1 space per unit
- All commercial uses: 2 spaces per 1,000 sf

SB 6015

Signed into law on March 26, 2024, [SB 6015](#) took effect on June 6, 2024. The legislation establishes new limits on parking space dimensional requirements statewide, requiring cities to revise their local codes accordingly. Bellevue’s current Land Use Code (LUC) includes parking space standards that exceed the allowable size and must be updated to comply.

The bill mandates that minimum required dimensions for individual parking spaces may not exceed eight feet in width by 20 feet in length. The state-mandated minimum dimension does not apply to ADA parking spaces. Projects may choose to provide larger parking spaces but cannot be required to do so.

The bill also limits restrictions on the use of tandem parking spaces and certain parking surface materials.

HB 1491

Signed into law on May 13, 2025, [HB 1491](#) aims to maximize support for transit-oriented development through land use policies and practices. While compliance with most provisions of the bill is not required until December 31, 2029, specific provisions related to parking requirements have already taken effect.

Cities may not require minimum parking for residential or mixed-use development located within rail or bus station areas. RCW 36.70A.030 defines station areas as follows:

- Bus station area: All lots located within one-quarter mile walking distance of a bus rapid transit stop
- Rail station area: All lots located within one-half mile walking distance of a light rail station

A map of Bellevue’s station areas is provided as **Attachment B**.

City Council Direction

On January 13, City Council initiated the Parking Reform LUCA, directing staff to conduct a comprehensive analysis and lead public engagement to evaluate potential options to expand amendments beyond state-mandated requirements. This initiation prompted a detailed evaluation of the proposed amendments and a strategic decision to prioritize compliance with state law.

Following this direction, the Planning Commission held a study session on February 25 for an initial briefing on the project’s scope and approach. During this session, commissioners provided high-level feedback, suggesting that staff consider centralized parking areas with an emphasis on shared parking opportunities. Specifically, the Commission expressed interest in exploring how commercial parking spaces could be utilized by nearby residents during non-operational hours. The February 25 briefing established a five-part scope for the LUCA consisting of Location-Based Requirements, Use-Based Requirements, Parking Development Standards, Exceptions, and Consolidation.

Council directed staff to engage the community and conduct analysis of several scope options extending beyond the minimum state requirements:

- Expanding parking reform near transit, including expanding the bus station area definition to one-half mile from bus rapid transit, and eliminating parking requirements near standard bus stops with frequent service.
 - Analysis: Further analysis revealed that the station areas serve more complex functions than initially expected, making it inappropriate to combine them into a single, collective transit zone.
 - Recommendation: Deference at this time. Staff will analyze at a later date, possibly creating a local definition for ‘walking distance’ and ‘major transit stop’.
- Citywide Elimination of Minimum Parking:
 - Analysis: Bellevue’s infrastructure varies significantly; while Downtown, BelRed, and Wilburton are transit-ready, many neighborhoods remain auto-oriented.

- Recommendation: Staff recommends monitoring outcomes from the state-mandated minimum parking reductions first, as a citywide repeal would operationally require a separate, comprehensive process for enhanced curb management and Residential Parking Zone (RPZ) capacity.
- Improve parking flexibility for tenant changes and changes-of-use
 - Analysis: Staff was requested to consider opportunities to remove surplus parking in the event of a change-of-use or tenant change. Language was developed in the draft code providing this opportunity.
 - Recommendation: Staff recommends adding language that ensures that changes-of-use can remove parking to a degree that is compliant with the state-mandated minimum, but only after the fact, as a change of use cannot be required to provide minimum parking at time of analysis for the change of use itself.

Overview of Proposed LUCA

The project’s top priority is fulfilling statutory requirements for SB 5184, SB 6015, and HB 1491. While broader parking deregulation is becoming more common within the region, staff recommend focusing on implementing these state mandates at this time. This targeted approach allows the city to gather implementation data to better understand impacts before exploring wider local reforms.

The proposed LUCA also supports smooth review and application of the code by improving clarity and usability, while also ensuring that the city remains in strict compliance with state law. The proposed LUCA restructures city parking regulations into two functional areas:

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

Code Consolidation and Development Standards

The proposed draft streamlines standards for parking, circulation, and walkways while replacing fragmented standards currently found throughout the Land Use Code. Key improvements include:

- Consolidated Code Location: Requirements are centralized to LUC 20.20.590 to establish a unified regulatory framework.
- Standardized Parking Ratios: A generalized framework replaces previous district-by-district requirements, setting minimums at 1 space per unit for single-family, 0.5 spaces per unit for middle housing and multifamily dwellings, and 2 spaces per 1,000 gross square feet for commercial uses.
- Removed Parking Maximums: Legacy maximum caps on uses like office, retail, and financial institutions are removed. This simplifies development standards by pivoting from a rigid floor-and-ceiling model to a flexible parking floor. Given high construction costs and recent state preemption mandates that lower parking requirements near transit, market forces naturally prevent over-parking, rendering these caps obsolete.
- Tandem Parking: Tandem parking standards are codified by introducing its definition and state-guided minimum dimensional requirements directly into the LUC.

- **Parking Structures:** A general parking structure requirement is established, with the stipulation that overlay zone requirements may overrule where localized, area-specific needs dictate.

State Law Compliance

The draft integrates updates necessary for compliance with the state legislation previously noted. This includes exemptions from all minimum required parking for the following uses:

- **Transit-Oriented Development:** Residential or mixed-use developments located within a designated 'station area' are exempt from minimum parking requirements.
- **Compliance with Parking Exemptions:** Direct exemptions are integrated from state law outlining specific land uses and scenarios where municipalities cannot require minimum parking, including but not limited to affordable housing, senior housing, child care centers, and small commercial and residential spaces.
- **Maintaining Established Exemptions:** Bellevue has already implemented specific parking standards for certain types of housing in response to state law. Pursuant to RCW 36.70A.696, RCW 36.70A.030, and RCW 36.70A.535, the draft maintains standards that minimum parking cannot be required for accessory dwelling units (ADUs), middle housing, and co-living housing when located within one-half mile walking distance of a 'major transit stop'.

Public Engagement

Staff developed a public engagement plan with multiple modes of outreach to ensure the public, stakeholders, and interested parties remained informed throughout the Parking Reform LUCA process. This strategy allowed the community to review mandates while providing input on potential additional options.

- **Process IV Requirements.** Consistent with Chapter 20.35 LUC procedural requirements, public input will be solicited by a notice of application, notice of public hearing, and the required public hearing.
- **Virtual Introductory Information Session.** Held on February 9, this session introduced the project to the public at large, with feedback from the Q&A helping inform the staff's approach to explaining the functional differences between on-street and off-street parking.
- **Public Open Houses.** Staff hosted two in-person engagement sessions to facilitate direct dialogue with the community: an open house at City Hall on April 20 and a Community Data Walk on May 6 at the Crossroads Community Center.
- **Virtual Data Walkthrough.** Conducted on May 8, this virtual session served as the final engagement milestone, providing a technical review of parking data prior to the release of the draft code for this study session.

LUCA Schedule

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

ATTACHMENT(S)

- A. Strike Draft
- B. Station Area Map

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

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.

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- 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:
-

- (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	O-1, O-2		R, MU, OB, OLB			
		Min.	Max.	Min.	Max.		
		a. Auditorium/Assembly Room/Exhibition Hall/Theater/Commercial Recreation (1)	per 8 fixed seats or per 1,000 nsf (if there are no fixed seats)	1.0 (10.0)	2.0 (10.0)	1.5 (10.0)	2.0 (10.0)
b. Financial Institution	per 1,000 nsf	3.0	4.0	4.0	5.0		
c. Funeral Home/Mortuary (1)	per 5 seats	1.0	1.0	1.0	no max.		
d. High Technology/Light Industry	per 1,000 nsf	2.0	3.5	2.0	3.5		
e. Home Furnishing/Retail/Major Appliances—Retail	per 1,000 nsf	1.5	3.0	1.5	3.0		
f. Hospital/In-Patient Treatment Facility/Outpatient Surgical Facility	per 1.5 patient beds	1.0	2.0	1.0	2.0		
g. Manufacturing/Assembly (Other than High Technology/Light Industrial)	per 1,000 nsf	0.7	1.0	1.0	1.5		
h. Office (Business Services/Professional Services/General Office) (3)	per 1,000 nsf	2.0	2.7	2.5	3.0		
i. Office (Medical/Dental/Health-Related Services)	per 1,000 nsf	3.0	4.0	4.0	5.0		
j. Personal Services:							

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

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20.25D.070 Land Use Charts

Notes: Uses in land use districts – Residential:

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(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:

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

Notes: Uses in land use districts – Services:

...

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

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

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D. Applicable Land Use Code Provisions.

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

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

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

...

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.

Commented [A18]: 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.

20.25N Camp and Conference Center District

...

20.25N.070 Other development standards

...

C. Parking.

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

20.25P Eastgate TOD Land Use District

...

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

Commented [A19]: 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.

(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.^{(6),(7)}

Use	Unit of Measure	EG-TOD		
		Min.	Max.	
a. Financial institution		Per 1,000 nsf	2.0	3.0/3.5 ⁽⁴⁾
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 ⁽⁴⁾
f. Office: Medical/dental/health-related services		Per 1,000 nsf	3.5	4.0/4.5 ⁽⁴⁾
g. Residential		Per unit	0.75 ⁽⁶⁾	2.0
h. Restaurant and bar ⁽³⁾		Per 1,000 nsf	5.0 ⁽⁴⁾	15.0
i. Retail, personal service, shopping center		Per 1,000 nsf	2.5 ⁽⁴⁾	4.5
j. Retail and personal service in mixed-use development ^{(2),(3)}		Per 1,000 nsf	2.0	3.5
k. Senior housing: Nursing home ⁽⁶⁾		Per patient bed	0.25	0.75
l. Senior housing: Senior citizen dwelling or congregate care ⁽⁶⁾		Per living unit	0.25	1.0
m. Wholesale, warehouse		Per 1,000 nsf	1.5	2.0

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

(1) The maximum parking ratio for financial institutions and office uses in Chart 20.25P.080.B.2.a and

e may be increased from 3.0 to 3.5 per 1,000 nsf and in Chart 20.25P.080.B.2.f from 4.0 to 4.5 per 1,000 nsf as follows:

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

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

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

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

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

(5) The minimum requirement for up to and including 1-bedroom apartment units available to persons earning 60 percent or less than the median income as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area is 0.25 stalls per unit.

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

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

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

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

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

D. Phased Parking. The property owner may install the required parking spaces in phases pursuant to a phasing plan, Part 20.30V LUC. Each phased parking installation must include the approved

minimum to meet the parking requirements for the completed phases of the development for which the parking is provided. The phasing schedule must specifically indicate when all parking approved pursuant to this section will be provided.

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

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

E. Director's Authority to Modify Required Parking.

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

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

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

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

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

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

c. ~~A shared parking agreement is executed pursuant to LUC 20.20.590.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.

...

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.

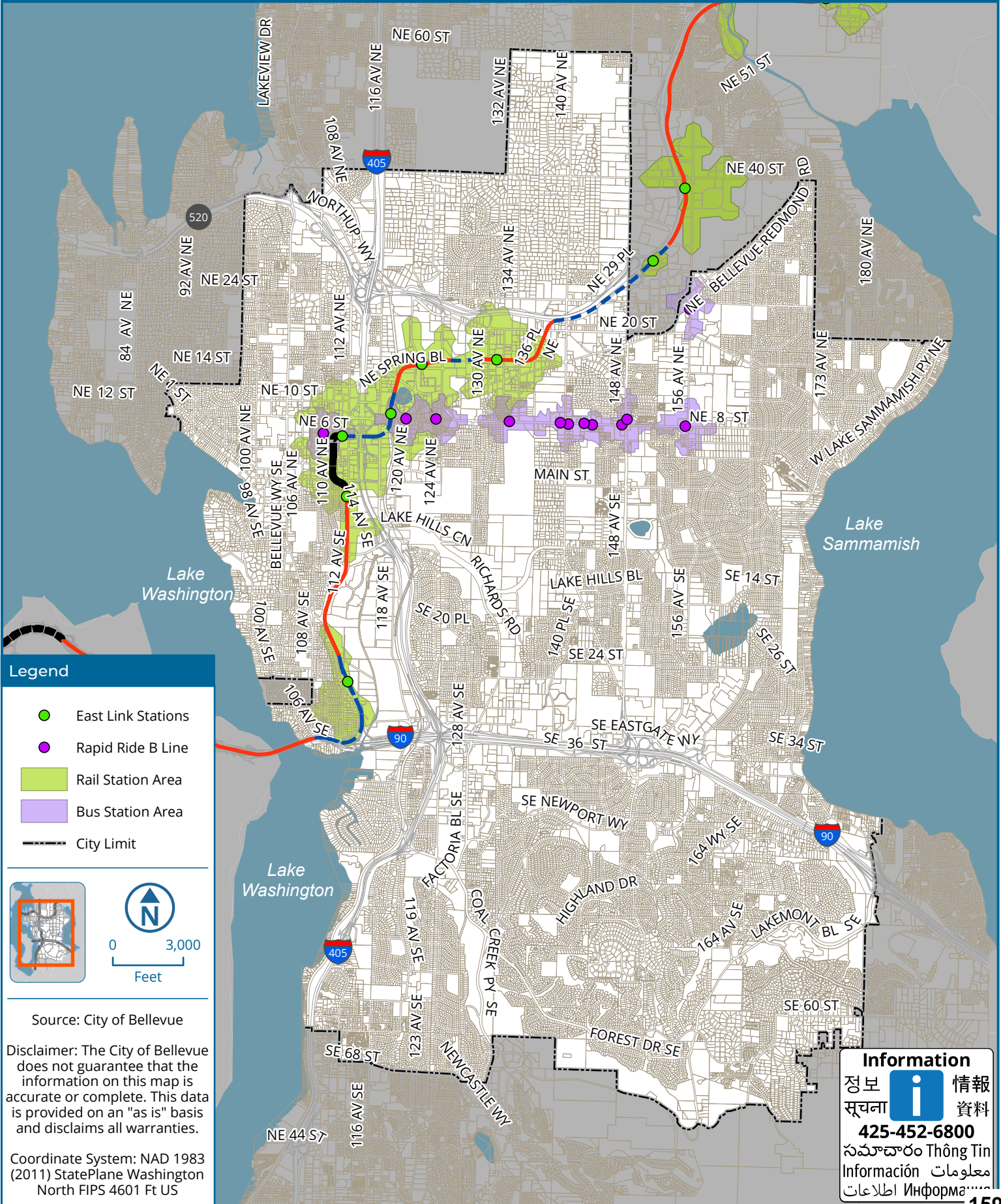
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20.50.046 S definitions.

...

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

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CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MINUTES

May 27, 2026
6:30 p.m.

Bellevue City Hall
Room 1E-113

COMMISSIONERS PRESENT: Chair Khanloo, Vice Chair Lu, Commissioners Ferris, Goepple, Kennedy, Villaveces, Nilchian

COMMISSIONERS REMOTE: None

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kate Nesse, Thara Johnson, Dave Lee, Scott McDonald, Community Development Department; Nick Whipple, Mathieu Menard, Kristina Gallant, Development Services Department; Matt McFarland, City Attorney's Office, Joseph Todd, City Manager's Office

COUNCIL LIAISON: Councilmember Bhargava

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER
(6:30 p.m.)

The meeting was called to order at 6:30 p.m. by Chair Khanloo who presided.

2. ROLL CALL
(6:31 p.m.)

Upon the call of the roll, all Commissioners were present.

3. APPROVAL OF AGENDA
(6:31 p.m.)

A motion to approve the agenda was made by Commissioner Ferris and seconded by Commissioner Goepple. A motion to amend the agenda to switch the order of Items 8A and 8B was made by Chair Khanloo and seconded by Commissioner Ferris. The motion carried unanimously.

4. REPORTS OF CITY COUNCIL, BOARDS AND COMMISSIONS – None
(6:32 p.m.)

5. STAFF REPORTS
(6:32 p.m.)

A. Planning Commission Meeting Schedule

Senior Planner Dr. Kate Nesse took a few minutes to review the Commission's schedule of upcoming meeting dates and agenda items.

6. WRITTEN AND ORAL COMMUNICATIONS

A. Written Communications (6:33 p.m.)

Dr. Kate Nesse noted the receipt of numerous written communications, all of which were forwarded to the Commission. Written communications that came in after the 11am cut off on the day of the meeting will be forwarded to the commission at a future date.

B. Oral Communications (6:33 p.m.)

Chair Khanloo reviewed the procedural rules, including the three-minute time limit per speaker, the total 30-minute allotment for oral communication, and the requirement under Ordinance 6752 that comments relate to matters within the Planning Commission's authority.

Nava Carlyle spoke representing the Bellevue Chamber of Commerce and the PLUSH Committee and voiced support for the city's commitment to keeping Downtown Bellevue's regulatory framework current and competitive. Significant changes have occurred since the adoption of Downtown Livability 1.0 in 2017, including growth pressures, the Grand Connection initiative, evolving housing needs, and policy updates reflected in the Bellevue 2044 Comprehensive Plan and the city's affordable housing strategy. Feasibility should remain the foundation of the code update process, and the affordable housing requirements, design standards, and amenity obligations must be grounded in market conditions rather than aspirational targets. Regulatory predictability for property owners and developers matters. Practical parking requirements, setback standards, ground-floor use requirements and the amenity incentive system must reflect what the market can realistically take. Old Bellevue and its character deserves thoughtful protections while accommodating growth. The Chamber is a partner in the process, not an obstacle. Support was expressed for policies that will enable housing development and sustain Downtown Bellevue's economic vitality.

Brady Nordstrom spoke representing the Eastside Housing Roundtable and allied the organizations in regard to the BelRed code update. Achieving the district's vision depends upon housing projects being financially feasible. Affordable housing and the arts district objectives are mutually supportive rather than competing priorities. The improvements already incorporated into the draft code were acknowledged, but it was stated that there are still barriers to development, including land consumed by proposed roadway requirements. The staff recommendations to create a more flexible amenity incentive system should be supported along with stronger incentives tied to deeper levels of housing affordability. Needed are clear compliance standards that will allow developers to confidently evaluate projects from the outset.

Diana Leo said the proposed street grid framework for BelRed along with the additional street requirements will increase redevelopment costs without addressing a demonstrated transportation need. Citing traffic analyses that indicated the existing arterial system could accommodate full buildout, it was argued that the proposed grid will function primarily as a financial burden. As an alternative, the recommendation was made to rely on block perimeter standards, pedestrian corridors, and privately owned streets with public access easements to achieve connectivity

while preserving developable land. BelRed should prioritize pedestrian-oriented, transit-focused development. A more flexible framework, similar to that used in the Wilburton area, will better support housing production. The Commissioners were encouraged to consider provisions addressing nonconforming warehouse and light industrial uses. The Commission was urged to adopt a code framework that will accelerate housing development and help BelRed become a leading transit-oriented neighborhood.

Paul O'Sullivan spoke on behalf of Albertsons and its 18.5-acre property in the Spring District. Using a series of visual exhibits, the speaker described the company's vision for redevelopment of the site as a flexible mixed-use district capable of accommodating residential, office, and other uses. The concept was contrasted with the city's proposed street grid and it was argued that the planned roadway will divide the property into smaller, less functional parcels. An alternative master plan was presented featuring a loop road, pedestrian and bicycle pathways, open space, a park, and a pond. The value of maintaining flexibility and creating a cohesive development pattern rather than fragmenting the property into multiple development sites was emphasized. Photographs and additional graphics were used to illustrate how the proposed roadway network will intersect the envisioned master plan.

Matt Roewe drew upon several years of experience as an architect studying redevelopment opportunities in Wilburton and BelRed. Support was voiced for street grids in principle, but it was argued that the realities of BelRed's ownership patterns, topography, existing development, and environmental constraints make a rigid grid difficult to implement. Many large blocks contain numerous separately owned parcels that do not align and include features such as steep slopes, streams, and existing buildings. Examples were provided of proposed street alignments that will require demolition of significant public and private facilities, including Fire Station 6 and a major T-Mobile facility. The speaker contended that constructing a traditional orthogonal grid under such conditions will be impractical and could take generations to complete. Instead, a more organic approach should be called for in which redevelopment projects provide internal streets, shared-use paths, plazas, courtyards, and other forms of connectivity tailored to site-specific conditions. The Commissioners were encouraged either to remove the mandatory street grid requirement or reduce it to a guideline, while creating incentives through the amenity system or other mechanisms to encourage connectivity improvements where they are feasible. Site-specific creativity could achieve the same objectives of connectivity, density, and neighborhood permeability while producing a more successful arts-oriented district.

John Marasco also spoke on behalf of Albertsons and the company's BelRed site. Referencing prior experience developing multifamily housing projects in the Spring District, the speaker expressed support for increased density and a broader mix of land uses in BelRed. Concerns were raised about the proposed street grid overlay and its impact on Albertsons' redevelopment plans for the property. Emphasized was the importance of ensuring that the rezone will not adversely affect the existing operation of the company's current facility. While acknowledging that the evening's discussion focused on floor area ratio and amenity incentives, the Commissioners were cautioned that additional development capacity does not automatically create value, particularly under current economic conditions where high-rise projects utilizing substantial bonus FAR may not be financially viable. Transit-oriented density is desirable for housing and employment growth, but extensive requirements for roads, pathways, and related infrastructure add significant costs to development. The Commissioners were urged to adopt an amenity bonus system that is simple, practical, and capable of supporting projects at the densities envisioned by the proposed zoning. An overly complex incentive system could discourage its use, resulting in development occurring only at base FAR levels and undermining the goals of the rezone. Concern was also expressed regarding mandatory affordable housing requirements

and their impact on project feasibility. Projects utilizing inclusionary housing provisions remain eligible for the city's Multifamily Tax Exemption program under terms similar to those approved in the Wilburton area.

Nick Bratton with King County's Department of Natural Resources and Parks addressed the Commission regarding the transfer of development rights program. The speaker reviewed the history of the city's partnership with King County, noting that a 2009 agreement enabled developers in Bellevue to obtain additional floor area by purchasing development rights from King County, resulting in the preservation of forest lands that later became parkland. The speaker also noted that King County has provided funding to Bellevue to support neighborhood amenities and described similar partnerships established with other jurisdictions. Under the arrangements, cities receive a share of proceeds from development rights sales as well as access to conservation grants that can support parks and open-space acquisitions. The city was encouraged to renew and expand its partnership with King County by incorporating transfer of development rights into the proposed amenity framework. Such an approach could generate millions of dollars for public improvements while simultaneously preserving rural lands, farms, recreational opportunities, and environmental resources that benefit residents throughout the region.

Jessie Clawson thanked the staff for their extensive work on the proposed code amendments and ongoing stakeholder engagement but urged the Commission not to advance the proposal to a public hearing before additional issues are resolved. The speaker identified the mandatory street grid as a central concern, arguing that it functions as a rigid requirement rather than as a planning option. It is neither necessary from a transportation perspective nor feasible to implement. Referring to longstanding physical constraints within BelRed, including topographical challenges and existing development patterns, it was stated that some proposed street connections will be impossible to construct and could undermine opportunities for public spaces associated with the arts district. The city itself has not pursued construction of the full grid because of its expense and the associated costs are instead being transferred to individual development projects, reducing resources available for affordable housing, arts facilities, and environmental restoration. A more flexible, site-specific approach to connectivity was recommended, including alternatives such as woonerfs and reliance on existing block-length standards. The proposed incentive structure fails to account for the cumulative costs of required improvements, including streets, stream restoration, affordable housing, and ground-floor use requirements. The obligations could suppress development altogether or limit the ability to provide the unique arts-oriented features envisioned for BelRed. As a potential solution, the proposal was made to target a catalyst-style program that will offer meaningful offsets or relief from certain requirements when projects deliver high-priority public benefits such as arts space or stream restoration. Without such adjustments, the proposed code may be unable to achieve its stated objectives.

Charlie Bauman reminded the Commission of its extensive work on the recently adopted Critical Areas Ordinance, which addresses the heavily degraded conditions of many BelRed streams. The revised critical areas regulations introduce a greater flexibility to facilitate both development and environmental restoration in recognition that restoring streams often depends on redevelopment occurring. Concerns were raised that the current LUCA draft does not fully align with the incentives established under the Critical Areas Ordinance. Specifically, certain provisions grant flexibility only for stream daylighting projects and not for restoration of already above-ground but severely degraded streams. Using Goff Creek as an example, the speaker explained that much of the creek already flows in open-air ditches and will therefore be excluded from some incentives despite requiring substantial restoration. Additional concerns were expressed regarding the financial burden of stream restoration and the limited incentives available under

the proposed amenity system. Mid-rise projects could incur millions of dollars in restoration costs while receiving little or no meaningful offset. The draft code awards bonus points only for restoration that exceeds baseline requirements, meaning any substantial restoration efforts required by code will receive no incentive. The Commission was urged to further evaluate the stream restoration incentives and to ensure that the flexibility created through the Critical Areas Ordinance is supported by meaningful development incentives within the LUCA.

A motion to extend the oral communications period by 15 minutes to allow additional speakers to be heard was made by Vice Chair Lu. The motion was seconded by Commissioner Villaveces and the motion carried unanimously.

Ben Mickle, a Downtown resident, observed that Eastrail is currently difficult to access, particularly from adjacent properties, due in part to the presence of light rail infrastructure. Although a planned access point at NE 12th Street will improve connectivity, a lengthy section of the trail will still lack western access points. Given the proposed upzoning of nearby land for mixed-use medical high-rise development, future residents, workers, and visitors will benefit from additional trail connections. The draft LUCA neither requires nor incentivizes developers to provide such access points. The omission was contrasted with the policies in the BelRed Look Forward plan that specifically call for multiple Eastrail connections and convenient active transportation access. The Commission was urged to incorporate provisions into the code that will facilitate greater trail accessibility and connectivity.

Layla Khademi, a land use attorney, characterized the proposal as a shift from a voluntary incentive framework toward a mandatory inclusionary zoning model, which will impose additional project-wide costs before developers could pursue further incentives through the amenity system. The Commission was encouraged to ensure that bonus floor area incentives are calibrated sufficiently to offset the obligations and maintain project feasibility, particularly in transit-oriented areas targeted for growth. The speaker also advocated for simplifying the amenity incentive structure by replacing district-specific point values with a single, uniform menu of amenities applicable throughout the overlay area. Such an approach will improve predictability and administrative efficiency while allowing developers to respond to site-specific conditions. Also recommended was expanding the menu of eligible amenities to encompass publicly accessible recreational facilities, fee-in-lieu contributions supporting the arts district, childcare and educational facilities, grocery stores and neighborhood-serving retail, amphitheaters and performance venues, broader environmental restoration activities, family-sized housing, and enhanced pedestrian connectivity improvements. The changes will produce a more flexible and effective incentive system aligned with both feasibility concerns and community priorities.

Felicity Hollenbeck spoke on behalf of a development team working on a nine-acre site adjacent to the BelRed light rail station and explained that Goff Creek currently runs through a pipe beneath the property. Daylighting the creek is a major project objective. While acknowledging improvements made in the most recent LUCA draft, it was argued that the economic incentives associated with daylighting remain insufficient given the extraordinary costs involved. The speaker emphasized that a uniform bonus FAR incentive does not necessarily provide value to every development site. Incentives were requested to better calibrate to actual project economics. Additional concerns were raised regarding vesting periods and project phasing. Because large, complex developments require long planning and financing horizons, the speaker advocated for a minimum ten-year vesting period to provide certainty for lenders and investors. Greater flexibility is needed in terms of phasing amenities. Major features such as creek daylighting may occur in later phases of a multi-phase project. The speaker identified what appeared to be an

outdated street alignment shown on one of the draft LUCA maps and requested that the document be revised to reflect the alignment previously agreed upon through the project's master development planning process.

Kevin Wallace with Wallace Properties addressed the Commission regarding a provision added in the second draft of the code that reduces the base floor area ratio for residential projects on the west side of 116th Avenue NE compared to properties on the east side. The disparity effectively imposes significantly greater amenity obligations on residential projects west of 116th Avenue NE than on otherwise similar projects across the street. Using an illustrative example, it was explained that a residential project on the west side could be required to provide substantially greater public benefits, such as public art, than a comparable project on the east side. The Commission was asked to restore the original draft's approach, which established a uniform base FAR on both sides of the corridor, thereby promoting parity and avoiding what was characterized as a penalty on residential development. Conditions along the western side of the corridor differ from those in Wilburton because freeway impacts are mitigated by sound walls and other factors. As a result, the additional restrictions and setbacks intended to discourage residential development are not justified and could undermine the broader city goals of increasing housing opportunities and affordability within BelRed.

Ming Zhang, an architect and owner of a property 116th Avenue NE, expressed strong support for the city's vision of creating a high-density mixed-use corridor centered on medical, life science, and residential uses, describing the concept as forward-looking and beneficial for Bellevue's future. However, concerns were raised regarding a change made between the December and April drafts of the code that reduce the base residential floor area ratio on the west side of 116th Avenue NE from four to two. The speaker acknowledged the city's desire to encourage medical and life science development but argued that reducing residential development potential will not effectively advance that objective. Residential uses are often critical to financing large mixed-use projects, supporting phased implementation, and creating the activity necessary for a successful urban district. Limiting residential development could undermine project feasibility and create an unbalanced urban form, with larger towers concentrated on the east side of 116th Avenue NE while smaller, lower-intensity development remains on the west side. The Commission was urged to restore the higher residential FAR on the west side to maintain balance, support economic feasibility, and generate additional tax revenue and development opportunities.

7. PUBLIC HEARING – None
(7:15 p.m.)

8. STUDY SESSION

B. Downtown Livability 2.0 Land Use Code Amendment
(7:15 p.m.)

Assistant Director Nick Whipple explained that the City Council recently initiated the Downtown Livability 2.0 project. Outreach activities will occur during the summer and a draft proposal will likely return to the Commission in the fall for a more detailed discussion.

Downtown Livability 1.0, a major Downtown code update adopted in 2017, represented one of the most significant revisions to the Downtown code since 1980. It was intended to make Downtown Bellevue a more livable environment rather than focusing primarily on employment growth. Key components included a redesigned amenity incentive system emphasizing open

space and improvements to the public realm; early planning for future light rail service; and substantial revisions to the building design standards. The 2017 update also introduced the possibility of 600-foot towers, two of which have since been constructed. Downtown Livability 2.0 builds upon the earlier work and responds to the substantial growth and changing conditions that have occurred since its adoption.

Senior Planner Mathieu Menard highlighted the significant growth experienced in Downtown Bellevue since 2017. The revised code facilitated substantial high-rise development and further established the Downtown as the Eastside's primary employment and retail center. The recent opening of light rail service has increased both visitation and development opportunities, while implementation of the Grand Connection project continues to shape long-term planning efforts. There have been improvements in the quality and quantity of public plazas created through the amenity system. The Downtown has gained approximately 3500 residents, 2200 housing units, six million square feet of office space, twelve and a half million square feet of commercial space, 6000 jobs, 100 businesses, and approximately 50,000 annual visitors.

Despite the positive growth indicators, economic conditions for small businesses have been more challenging. Since the COVID-19 pandemic, the Downtown has experienced a decline in small businesses, prompting consideration of ways the code could better support business retention and growth. Many of the active ground-floor commercial spaces required under the current code are too large for typical small businesses and are often difficult to lease. High Downtown rents further contribute to the challenges. As part of Downtown Livability 2.0, the intent is to explore ways to make spaces more accessible, and to increase activity within public plazas through programming such as events and food trucks.

Mathieu Menard Staff said Downtown Bellevue is continuing its transition toward a more balanced mixed-use environment with a greater residential presence. Long-range planning anticipates approximately 14,500 additional housing units and 37,500 new jobs by 2044. A commonly identified challenge is achieving greater vibrancy outside normal business hours, particularly during evenings and weekends. Accordingly, improving the public realm, pedestrian and bicycle connectivity, and overall Downtown activity levels remain important goals. Concerns regarding development pressures in Old Bellevue were acknowledged, and it was stated that preserving the historic character of Main Street and maintaining opportunities for small businesses will be a specific focus of the project.

The primary intent of Downtown Livability 2.0 is to reinforce the existing policy direction rather than to change the adopted plans. The amendment is intended to refine and improve the existing code so that it better implements the Comprehensive Plan and Downtown Subarea Plan. Input received during the recently completed Housing Opportunities and More Affordability (HOMA) process identified several areas where the development community sought code adjustments, and those issues will be evaluated as part of the project. Open space will remain a central priority, while large-scale changes to building heights or overall development intensity are not anticipated. The expectation is that the focus will be on targeted adjustments involving issues such as floor plates, building setbacks, build-to lines, and other technical standards that could improve code functionality and better achieve the planning objectives. Coordination with internal city departments, including transportation, housing, development review, and the Grand Connection team, will continue throughout the process.

Mathieu Menard said the key objectives of the Downtown Livability 2.0 project include enhancing Downtown activity during evenings and weekends; addressing any remaining code provisions that may hinder housing production following the recently completed HOMA

process; promoting both market-rate and affordable housing; preserving the historic development pattern and character of Main Street and Old Bellevue; and supporting implementation of the Grand Connection project. The intent is to refine the building design standards and to revisit the active-use requirements given that the current code may require more ground-floor commercial space than the market can effectively support. Another focus will be on reducing unnecessary administrative departures from the code where applicants routinely seek and receive the same approvals, thereby streamlining the development process. There are also plans to simplify the land use tables in a manner similar to the Wilburton code and to recalibrate the amenity incentive program to ensure the incentives are aligned with the desired public benefits. The list of potential additions includes incentives for affordable commercial space to support small businesses, along with other adjustments related to pedestrian improvements and business activity. No further changes to the affordable housing requirements are anticipated.

The project kickoff will occur during the second week of June through both in-person and virtual events. The sessions will introduce the project, provide information to the public, and answer questions. Throughout the summer, staff plans to meet with interested stakeholders, attend community events, conduct outreach in high-traffic Downtown locations, and gather input through informal conversations, online resources, and a digital survey. The most substantive Commission and City Council discussions will occur in the fall and early spring as the draft code amendments are developed and refined.

Feedback received from the City Council during the project initiation process generally indicated support for the proposed scope and emphasized the importance of small business retention and outreach. The Council expressed strong support for maintaining the building height framework established in 2017 and showed little interest in revisiting those standards. Similarly, the Council reaffirmed its support for preserving the “wedding cake” approach to building massing and height transitions throughout the Downtown. Downtown Livability 2.0 is intended to be a relatively focused refinement effort rather than a comprehensive overhaul of the Downtown code. The anticipated schedule calls for outreach throughout the summer, followed by review, action, and adoption processes extending into the spring of 2027.

Commissioner Kennedy expressed appreciation for the informational presentation and the planned outreach efforts.

Commissioner Villaveces suggested that pedestrianizing portions of Main Street could significantly enhance Downtown livability by encouraging walking, increasing public activity, and attracting visitors. One approach will be to test temporary street closures during evenings or summer periods to evaluate the public response. Such initiatives have been successful in many cities. Strong support was voiced for efforts to create smaller, more affordable commercial spaces. Many available Downtown office spaces are designed for large technology companies and are inaccessible to smaller enterprises.

Commissioner Nilchian asked if a list exists that identifies the issues that were deferred from the HOMA process to Downtown Livability 2.0. Mathieu Menard said that information had previously been provided in meeting materials, and the offer was made to distribute the relevant references to the Commissioners at a later time.

Commissioner Ferris asked if improvements to bicycle connectivity and the completion of the existing bike lane networks will be considered as part of the amendment. Mathieu Menard explained that transportation infrastructure planning generally falls outside the scope of Land Use Code amendments and is handled through separate transportation planning processes. While

the project may consider pedestrian realm enhancements such as seating, street trees, and similar features, there is no anticipation that there will be significant changes to the adopted transportation standards or major bicycle infrastructure initiatives through the code update.

Commissioner Goeppele commended staff's focus on affordable commercial space and emphasized the importance of ensuring that essential services, particularly grocery stores, remain accessible within walking distance of the growing Downtown residential population. Cautioned was voiced against creating conditions that could lead to a lack of neighborhood-serving retail. The commissioner reflected on discussions from the HOMA process regarding the "wedding cake" concept and questioned why that design principle appears to receive greater emphasis in Downtown planning than in other parts of the city. Mathieu Menard explained that while the concept is more explicitly referenced in Downtown planning documents, similar transitions in building height and scale are routinely incorporated throughout Bellevue. Examples from Wilburton, BelRed, and other growth areas were cited where taller development is intentionally stepped down toward lower-density residential neighborhoods. The principle has been applied consistently even when not formally labeled as a "wedding cake" approach.

Vice Chair Lu asked for additional explanation regarding the observation that portions of the amenity incentive program may be miscalibrated. Specifically, the commissioner asked which amenities appear to be underutilized and may require stronger incentives. Mathieu Menard answered that certain amenities have seen little or no uptake since their creation. One example cited was the alley-with-addresses concept envisioned for the northwest portion of the Downtown, which has not been widely implemented despite being a planning priority. The lack of participation suggests the incentive may not be sufficiently attractive. Some amenities have not functioned as intended after construction. Performing arts spaces were cited as an example, with several projects struggling to secure tenants for those facilities. Downtown Livability 2.0 provides an opportunity to reevaluate such amenities; consider alternative uses for underperforming spaces; and engage both the development community and the public in identifying what types of amenities are working well and what additional features will better support Downtown vibrancy. The project remains in its early stage and more detailed recommendations will be developed following outreach and stakeholder discussions.

Chair Khanloo asked about the public outreach efforts and whether Downtown residents will receive direct notification regarding the project. Mathieu Menard confirmed that extensive digital outreach is planned, including notices distributed through the city's email subscription lists that reach approximately 17,000 recipients. Project-specific contact lists developed through previous planning efforts will also be utilized. The Commissioners were encouraged to urge interested residents and stakeholders to subscribe to the city's planning-related mailing lists to stay informed about upcoming engagement opportunities.

A. BelRed Look Forward Land Use Code Amendment
(7:38 p.m.)

Assistant Director Nick Whipple reminded the Commission that the proposed amendment was first addressed on April 22. The feedback received from Commissioners and the public will continue to be incorporated into draft revisions, and a public hearing is being contemplated as an important milestone. Holding a public hearing will not conclude deliberations but will instead broaden public participation, generate additional input, and provide an opportunity to discuss outstanding issues in a more comprehensive manner before final recommendations are developed.

Nick Whipple said that the proposed approach in regard to the incentive system contemplates a new approach modeled in part on the Downtown system under which the approximately 900-acre transit-oriented development area will be divided into multiple neighborhoods, each with distinct priorities and corresponding incentives. Several topics require additional outreach and internal review and they will be addressed in greater detail at the future public hearing.

Code and Policy Planning Manager Kristina Gallant summarized the key feedback received during the April discussion regarding the proposed street network. The Commissioners had generally affirmed the importance of public access, walkability, and high-quality public infrastructure in an area expected to accommodate significant growth and redevelopment. At the same time, the Commissioners expressed openness to considering alternative approaches that will preserve public benefits while addressing site-specific constraints and development feasibility concerns. There was also support for providing additional flexibility regarding on-street parking requirements. Detailed language addressing that issue will be presented at a later meeting.

In response to that feedback, a new proposal was introduced that would allow certain required public local streets to be replaced with private access corridors under defined circumstances, and only when specific conditions are met. Service corridors are alley-like facilities lacking pedestrian facilities and will not qualify as replacements. Any proposed private corridor will be required to satisfy emergency vehicle access standards; avoid adverse impacts on neighboring properties and the broader circulation network; comply with accessibility requirements; and where necessary utilize legal mechanisms such as easements to preserve connectivity. To strengthen the public realm, the proposal calls for wider sidewalks of at least ten feet rather than the standard eight feet along qualifying private corridors. Projects will also be expected to provide active ground-floor uses along at least 75 percent of the corridor frontage. The staff recommendation was to exempt stream daylighting projects from the requirement.

Kristina Gallant said the proposal builds on a street framework that has already been significantly reduced from earlier concepts. It focuses primarily on critical green street and local street connections. Flexibility has already been incorporated into the draft code by allowing street alignments and intersection locations to be adjusted during project review. The new option to replace certain public streets with private corridors will provide an additional alternative when public street construction proves infeasible. Taken together, the changes will create a balanced framework that maintains connectivity and public benefits while offering greater flexibility for individual development sites.

Kristina Gallant addressed a technical report concerning the BelRed street grid that recently had been submitted by the Bellevue Chamber of Commerce. The report, which was prepared in June 2025, predates both public drafts of the current LUCA proposal as well as the recently adopted Critical Areas Ordinance revisions. As a result, the analysis does not reflect the substantial changes made during the current planning process, including removal of several street segments, revisions to street alignments to better correspond with property boundaries, and the addition of flexibility allowing street and intersection locations to be adjusted during project review. The report was reviewed when originally prepared and it did inform portions of the revised street network proposal, but many of the concerns discussed in the report have since been addressed through subsequent code revisions.

One of the report's principal findings was that the proposed local street grid is not necessary to provide overall transportation capacity. That is not in dispute. However, the purpose of the local street network extends beyond regional traffic capacity. The grid is intended to provide benefits

related to local circulation, public access, utility service, emergency response, loading operations, refuse collection, pedestrian connectivity, and long-term maintenance. While private streets can perform many of those functions, reliance on privately owned infrastructure introduces long-term risks as properties change ownership over time. Potential future maintenance, access, or operational problems could require city intervention or legal action to ensure continued compliance. A limited but interconnected public street network reduces the risks and provides a more durable framework for neighborhood development. The report had not been commissioned by the city and staff had no involvement in establishing its scope or conclusions.

To further illustrate the point, Kristina Gallant highlighted a graphic from the report depicting impacts on a specific property and explained that several of the street segments shown in the illustration are no longer required under the revised LUCA proposal, and that the stream buffer assumptions shown in the graphic do not reflect the updated Critical Areas Ordinance. While acknowledging the importance of technical studies in the planning process, the report no longer accurately represents the proposal currently under consideration and does not provide specific alternatives that will achieve an appropriate balance between flexibility and public benefit.

Returning to the substance of the BelRed Land Use Code Amendment, Kristina Gallant explained that base FAR establishes the amount of development that may occur without the provision of additional amenities. Under the proposal, projects will no longer need to earn bonus floor area in order to access the maximum permitted building height; instead, height limits will be directly available while FAR will regulate development intensity. The mandatory affordable housing requirements will apply regardless of whether a project exceeds the base FAR. Several categories of development were described that will be exempt from the FAR calculations, including up to 1.0 FAR of active-use space, all qualifying affordable commercial space, and all affordable housing meeting the requirements of the code. The exemptions are intended to encourage uses that advance community objectives without reducing the development potential.

The current maximum FAR allowances within BelRed districts subject to the amenity incentive system range from 1.0 to 4.0. Under the revised proposal, base FAR in mid-rise districts will increase to approximately 2.5, while high-rise districts will generally range from 4.0 to 6.0. The proposed treatment of the 116th Avenue NE corridor differs from other districts. The proposed approach reflects policy guidance encouraging additional housing opportunities on the east side of the corridor relative to the west side while also supporting medical and life science uses and directing residential development farther from I-405 due to air quality concerns. The existing regulations prohibit most market-rate residential development within portions of the corridor and limit development intensity to an FAR of 1.0. Under the proposal, residential development will now be permitted outright in the corridor and could ultimately achieve the same maximum FAR as nonresidential projects, but will need to obtain additional capacity through the amenity incentive system. The approach is an incentive-based strategy designed to balance competing policy objectives while preserving flexibility for future development.

With regard to the proposed mandatory affordable housing requirements, Kristina Gallant noted that under the proposal, all development will be required to provide affordable housing through one or a combination of several methods. Options include constructing affordable units on-site or off-site, with ten percent of units generally required to serve households earning 80 percent of area median income or less, subject to adjustments where deeper levels of affordability are provided. The requirements could alternately be met through a fee-in-lieu payment or by dedicating land for future affordable housing development elsewhere within a mixed-use district. The framework mirrors the affordable housing program successfully implemented in the

Wilburton area.

Turning to the proposed amenity incentive system, it was explained that projects seeking additional non-exempt floor area beyond the base FAR will be required to earn bonus points through the provision of approved amenities. Public streets, parks, trails, and similar public improvements will continue to count toward the maximum FAR calculations. Bonus points could be earned through on-site amenities, selected off-site improvements, or fee-in-lieu contributions. Certain amenities will receive enhanced value within specific neighborhoods to reflect local priorities. One significant change from the current BelRed system is the elimination of the existing tiered structure that requires projects to progress through a prescribed sequence of amenities. Under the proposed approach, developers will be able to select from a menu of eligible amenities and receive credit directly for the improvements they choose to provide. The more flexible structure will allow projects to pursue amenities such as stream daylighting or other public benefits without first satisfying unrelated requirements, while still preserving additional focus on priorities within the Arts District Intensive area.

The seven neighborhood districts established through the BelRed Subarea Plan are intended to recognize the area's diverse characteristics and allow incentives to be tailored to local priorities. The 116th Avenue NE district emphasizes medical and life science uses, while the BelRed Station area serves as both a transit-oriented center and the core of the BelRed Arts District Intensive Area. Other districts, such as the area south of BelRed Road, are intended to function as transitional residential areas buffering lower-density neighborhoods. By differentiating the districts, the incentive system can assign greater value to amenities that advance the specific goals of each area.

There are ongoing efforts to support the development of the Arts District Intensive Area. While many arts-related initiatives will occur outside the Land Use Code, the proposal includes provisions designed to encourage the types of amenities and uses envisioned for the district. They include greater flexibility for artistic and creative uses, such as small-scale artisan manufacturing, as well as incentives for public art, outdoor event spaces, and outdoor performance venues. The importance of affordable housing and affordable commercial space as foundational elements necessary to support a thriving arts district was emphasized.

Affordable housing is proposed to earn bonus points for going beyond what is mandatory, and deeper levels of affordability receiving even greater incentives. The proposal includes adding the affordable commercial space program previously adopted in Wilburton to BelRed. Under that program, property owners lease space to qualifying tenants identified through the criteria established in a director's rule and administered with assistance from the city's economic development staff. The rental rates will be capped, and additional incentives will be available when space is leased to businesses that have been displaced or are at risk of displacement from BelRed.

A bonus credit is proposed to be available for dedicating land for parks, providing trails or trail easements, and undertaking stream restoration projects. The comments received earlier in the evening regarding Eastrail access were acknowledged. Additional references to the Eastrail could potentially be incorporated into the code language. Revisions have been made to clarify the eligibility criteria regarding stream restoration to address concerns that the previous language was unclear in regard to what types of restoration activities qualified for incentives, and whether projects can receive credit only for improvements exceeding the baseline critical-area requirements. A regional Transfer of Development Rights program will be included in the list of incentive options; discussions are underway with King County regarding renewal of that

partnership.

A revised process for awarding bonus credit for public art and plazas is proposed. As proposed, projects will continue to receive points based on the appraised value of artistic installations, but the review authority will shift from the Arts Commission to Bellevue arts staff, thereby streamlining administration while retaining professional oversight. Two forms of outdoor plazas are eligible for incentive credit. The first is a traditional public plaza, which will be required to meet minimum size standards and include a variety of public realm features. The second is a newly proposed linear event plaza designed to support activities such as farmers markets and community events along street corridors. Projects incorporating private shared-use paths could receive plaza credit if the pathways include the required plaza features and function as meaningful public spaces.

For projects that meet with green building standards, there is a two-tiered option for earning credits, with different certification pathways and performance standards for either tier. Additional incentives will be available for implementing natural drainage practices and other environmentally beneficial design features.

Having a broad menu of incentive options can offer project flexibility, but it can also dilute the focus. For at least the Arts District Intensive Area, the proposal calls for more of a concentration of the amenities, with at least 75 percent of a project's bonus points needing to be earned through a combination of key district-supporting amenities, including affordable housing, affordable commercial space, outdoor plazas, and public art. Projects providing major public benefits such as stream daylighting, park dedication, or trail dedication will be exempt from the restriction. The balanced approach seeks to preserve flexibility while ensuring that development contributes meaningfully to the district's intended character.

Kristina Gallant noted that language regarding the fee in-lieu approach will be provided at a future meeting. Currently, the BelRed code does not impose a specific limit on the proportion of bonus capacity that can be obtained through fee-in-lieu payments. Future discussions will consider whether limits should be established to encourage greater provision of on-site amenities while still preserving flexibility. Staff will evaluate how fee-in-lieu revenues should be allocated among priority community benefits and how fee levels should be calibrated to balance development feasibility with the goal of encouraging meaningful public improvements. Additional recommendations concerning the Transfer of Development Rights program and flexibility related to on-street parking requirements will also be brought forward at a later date.

The Commission was asked for direction to proceed with a public hearing on July 9. Even if a public hearing occurs in July, additional study sessions and deliberations likely will need to continue afterward before the matter advances to the City Council. Council review and potential action will likely occur after the August recess during the fall legislative calendar.

Chair Khanloo commented that delaying the public hearing could have implications for the City Council's review schedule.

BREAK

(8:08 p.m. to 8:14 p.m.)

Commissioner Nilchian acknowledged the substantial amount of public testimony received regarding the street grid. The primary concern lies with identifying an approach that will encourage redevelopment while preserving streets as a public utility. Staff was asked what

options would be available if the Commission were to move away from a more rigid street-grid framework. Kristina Gallant emphasized that the definition of “rigid” is central to the discussion. From the city’s perspective, significant flexibility has already been introduced into the proposal. While the draft still identifies key street connections, the code now allows street alignments and even intersection locations to be adjusted through project review. The newly proposed option allows certain required public street segments to be replaced entirely with private access corridors when specific criteria are met. Should the Commission want to go further and eliminate defined street segments altogether, the city could instead rely on block-length standards and private circulation corridors to divide large blocks. However, such an approach would reduce certainty regarding future street locations, connectivity, utility access, and long-term public access. Coordination challenges can arise when adjacent projects proceed independently under a highly flexible framework, making it more difficult to ensure that circulation systems align effectively over time.

Nick Whipple stressed that the street network requirements are not new obligations; they have existed as policy since 2009. The current proposal substantially reduces development burdens by removing more than a dozen street segments; increasing flexibility in alignment standards; allowing structures to extend over certain corridors; and increasing development capacity throughout BelRed. The challenge has been in finding an appropriate balance between encouraging development and preserving the reliable connectivity envisioned in the original BelRed plan. The proposed revisions, including the possibility of replacing public streets with private corridors, are an effort to achieve that balance while maintaining the most important connectivity elements.

Commissioner Goepple expressed a preference for maintaining public streets because of the long-term certainty they provide for public access, utilities, and municipal services. Questioned was whether additional flexibility could be incorporated regarding street locations and street design typologies to better accommodate site-specific conditions. Referring specifically to the Albertsons property, the Commissioner observed that the site appears to present opportunities for alternative configurations that could preserve public access while responding more effectively to unique development circumstances. A concern was voiced that the available street typologies appear relatively limited, and the suggestion was made that more creative approaches might be possible. Kristina Gallant held out the Albertsons property as an example of how the proposed flexibility could function in practice. The alternative circulation concept presented by the property owner could potentially be considered through the project review process under the proposed code. Such alternatives would require a detailed analysis to determine if the transportation needs are adequately addressed, along with development intensity and the connectivity objectives. An openness was indicated to reviewing site-specific alternatives, but it was stressed that approving changes to the adopted street framework will require technical information and evaluation. The challenge lies in balancing flexibility with the certainty necessary to support the long-term planning goals.

With regard to street typologies, Kristina Gallant explained that Bellevue currently lacks established standards for publicly dedicated non-vehicular street types. Developing entirely new public street classifications will require a separate and extensive transportation planning effort that is not feasible within the scope of the current LUCA. As a result, innovative circulation concepts such as pedestrian-oriented corridors are more appropriately accommodated through the proposed private street option. The flexibility allows projects to substitute private active-transportation corridors for traditional public streets while still achieving the connectivity objectives.

Commissioner Goepple reiterated an interest in approaches that could maintain public access while reducing impacts on development sites. The concern regarding street typologies is not limited to non-vehicular facilities but extends to the overall design requirements associated with public streets, including sidewalks, landscaping, and related amenities that collectively consume significant site area. Kristina Gallant acknowledged the concern and noted that such requirements involve tradeoffs among multiple public objectives. Wider sidewalks, landscaping areas, and street trees contribute to broader goals such as improving the pedestrian environment, expanding tree canopy, and reducing urban heat-island effects within BelRed. One area where additional flexibility may be possible is the treatment of on-street parking requirements, which is an issue staff intends to revisit in future revisions. Balancing development feasibility with broader public-realm objectives remains a central challenge throughout the code amendment process.

Commissioner Ferris observed that all parties appear to share the same ultimate objective, which is to create a walkable, accessible neighborhood while also ensuring that redevelopment projects remain economically feasible. There is an inherent tension between preserving future connectivity and encouraging near-term development. In other Bellevue neighborhoods the absence of a connected street network has become difficult or impossible to remedy after development occurs. Given the opportunity to shape an entirely new urban district, appreciation was expressed for staff's willingness to work with individual property owners on site-specific solutions that preserve connectivity while minimizing the impacts on development potential.

Commissioner Kennedy praised staff for the extensive outreach and innovation that had transformed what was once perceived as a highly rigid proposal into a more flexible framework capable of balancing competing interests. The staff's description of a "total off-ramp" option will allow property owners to pursue alternatives to the standard public street configuration. An additional explanation was asked for regarding how the process will function in practice, specifically in regard to how a property owner with a large parcel affected by the street grid could propose an alternative development concept and seek approval under the revised code framework. Kristina Gallant said the proposed flexibility will be incorporated into the broader development review process. A property owner seeking to replace a required public street segment will be required to demonstrate compliance with the criteria established in the code. The criteria will then be evaluated as part of the overall project review process, including input from relevant departments regarding issues such as emergency access, accessibility, and circulation. The proposal is designed to be integrated into existing review procedures rather than requiring a separate process.

Nick Whipple added that the current code establishes a very high threshold for eliminating required local street segments; it generally limits such decisions to engineering constraints and transportation considerations. The revised proposal seeks to create a more flexible alternative by allowing for a broader evaluation of site-specific circumstances while still imposing standards intended to preserve public benefits. The purpose of the new framework is to provide developers with greater flexibility through the use of private streets while retaining sufficient safeguards to ensure public access, connectivity, and other community objectives.

Commissioner Kennedy sought clarification regarding whether a property owner could propose a completely different circulation concept that departs from both the public street configuration and the standard private street alternative. Nick Whipple confirmed that the proposed framework will allow applicants to present alternative concepts, provided they satisfy the applicable criteria related to access, connectivity, and other public interests. Emphasized was the fact that the Commission has the opportunity to provide feedback on the specific criteria. The current

proposals include requirements such as maintaining access, avoiding adverse impacts on neighboring properties, providing wider sidewalks, and ensuring active uses along significant portions of private corridors. It was stated that the Commissioners could suggest modifying the standards, either by increasing or reducing requirements, or by identifying alternative measures that should accompany the added flexibility offered through the off-ramp process.

Commissioner Kennedy observed that projects required to accommodate street connections may face burdens that neighboring properties do not and suggested that additional incentives or flexibility might be appropriate for those sites.

Commissioner Villaveces returned to the discussion of the traffic analysis prepared by Traffic Engineers Northwest. Acknowledging that the report predates the current draft and does not fully reflect recent revisions, the Commissioner pointed out that many of its conclusions remain substantially accurate. Nick Whipple reiterated that the report's assumptions have been materially altered by two successive rounds of revisions to the proposed street network, and that many of the street segments identified as problematic in the report have since been modified or removed. The analysis was helpful during earlier stages of the planning process and informed some of the changes ultimately incorporated into the revised proposal.

Kristina Gallant added that the report's principal conclusion, that the local street network is not necessary to provide arterial traffic capacity, is not disputed. However, the city's rationale for maintaining portions of the local street network is not based on regional traffic capacity. Rather, the purpose of the network is to provide local access, circulation, utility connections, emergency response routes, and other neighborhood-scale functions. Traffic models that evaluate the arterial capacity treat large portions of BelRed as a single development area and therefore do not account for the detailed circulation patterns, driveway access points, garage entrances, and localized transportation needs that emerge as individual projects are constructed. The local circulation functions are the primary justification for retaining key elements of the street network, and they are not adequately captured by the type of arterial-capacity analysis contained in the consultant's report.

Commissioner Villaveces pointed out that the report states that at the district level, capacity is dictated by the existing street grid. The traffic analysis and staff's earlier comments both appear to support the conclusion that the broader arterial network can accommodate projected growth. Drawing an analogy to jazz music, the Commissioner suggested that the district-level street framework could provide the underlying structure while allowing individual property owners the flexibility to improvise and solve site-specific challenges. Based on observations from the recent BelRed site tour, the significant topographical differences throughout the area make the argument that predetermined local street alignments can become problematic when confronted with actual site conditions. A performance-based alternative was proposed in which developers would be required to satisfy clearly defined objectives such as block perimeter standards, emergency access, driveway access, refuse collection, and other operational requirements while retaining flexibility in how those objectives are achieved. Developers are often best positioned to understand the unique characteristics of their properties and should therefore have greater discretion in designing internal circulation systems. Kristina Gallant responded that most of the objectives align with the intent of the current proposal. The city is not insisting on a single immutable street alignment and remains open to alternative configurations where they can be demonstrated to meet broader planning goals. Using the example of the large development site referenced earlier in the meeting, it was explained that alternative circulation concepts can be considered during project review. Significant development on such large sites will almost certainly require some form of internal connection, and the city's role is to evaluate whether any

proposed alternatives adequately address circulation, access, and connectivity needs. Even under the current framework, street alignments may be shifted, intersections relocated, and alternative private circulation systems proposed. The difference is that those alternatives will be reviewed through a structured process rather than approved automatically.

Commissioner Villaveces acknowledged that flexibility appears to be increased by the proposal, but expressed concern that property owners may still perceive the process as uncertain because the standards governing alternative proposals are not yet sufficiently clear. It was suggested that if a performance-based option is offered, applicants should be able to understand in advance exactly what criteria they must satisfy. Staff was asked to provide responses to the numerous substantive comments received from the public to help the Commission better understand how the concerns have been evaluated and addressed in subsequent drafts.

A motion to extend the meeting to 10:00 p.m. was made by Vice Chair Lu. The motion was seconded by Commissioner Nilchian and the motion carried unanimously.

Vice Chair Lu stated a preference for maximizing development potential within the district, emphasizing BelRed's strategic location near major employment centers, including Microsoft and Downtown Bellevue. Given its proximity to light rail, BelRed is a particularly important area for accommodating future residents and workers. It makes sense to prioritize development flexibility even if that requires some compromise regarding the street grid.

With regard to active transportation, Vice Chair Lu noted that the area is lacking in terms of safe east-west bicycle connections. The existing east-west corridors such as BelRed Road and NE 20th Street can be characterized as uncomfortable or unsafe for cyclists, while the north-south connections generally appear better suited to feeding traffic toward arterial roadways. A concern was expressed that some of the proposed east-west local street connections could become alternative routes for motorists seeking to bypass major arterials, potentially creating traffic conflicts and reducing safety for pedestrians and cyclists. The east-west corridors should instead emphasize walking, bicycling, and other active transportation modes, while the north-south routes could continue serving a greater share of vehicular traffic and public-service functions. Kristina Gallant explained that the proposed Green Street network is intended to accomplish many of those objectives. Although Green Streets remain public roadways that accommodate vehicles, they are specifically designed with a strong emphasis on pedestrian and bicycle activity through features such as generous landscaping, wider sidewalks, bicycle accommodations, and lower-speed environments. The Green Streets are intended to function almost like linear parks, creating safe and attractive east-west connections throughout BelRed. Retaining a public street framework helps ensure continuity of those connections across multiple properties over time. Reliance on private circulation facilities could make it more difficult to guarantee that long and uninterrupted active-transportation corridors will ultimately be achieved across the district.

Vice Chair Lu acknowledged staff's explanation of the Green Street concept but maintained the view that greater flexibility may be warranted. Private street configurations could potentially provide the contiguous east-west bicycle and pedestrian connections the district needs while also reducing development constraints on individual properties. From the perspective of cyclists, the most important objective is creating safer east-west travel corridors with significant traffic-calming features rather than encouraging additional vehicular traffic along those routes. Nick Whipple noted that a similar discussion occurred during the Wilburton planning process. One concern with restricting vehicle access on designated corridors is that doing so can unintentionally create new constraints for property owners by predetermining where driveways and site access points must be located. Street design that accommodates both vehicles and active

transportation can often provide greater flexibility by allowing developers to adapt access arrangements as projects evolve. Creating corridors that prohibit or significantly limit vehicle access will require additional transportation analysis and extensive coordination with the development community to understand the potential impacts and avoid creating new unintended obstacles to redevelopment.

Vice Chair Lu reiterated that safer bicycle and pedestrian connections remain a priority and expressed interest in identifying locations where the Green Street requirements could be applied more flexibly. A concern was voiced that east-west routes could attract through-traffic and become less comfortable for active transportation users if not carefully designed.

Chair Khanloo offered observations based on experience with a privately owned street in Downtown Bellevue near the Avenue and State development. The corridor is an example of a successful private street that functions effectively for public circulation and the suggestion was made that a similar model could be replicated in BelRed. Chair Khanloo also questioned whether the proposed review process could provide sufficient flexibility for developers to propose alternative street configurations without creating excessive delays or uncertainty during permitting. Nick Whipple explained that the Downtown example differs from BelRed because Downtown does not contain comparable street-grid requirements. Instead, Downtown regulations focus on breaking up superblocks through mid-block connections rather than requiring new public rights-of-way. Street designs similar to the Avenue and State corridor are already allowed throughout significant portions of BelRed where no predefined street segments are required. In areas where the city has identified specific connectivity priorities and requires local streets, the proposed off-ramp process will allow applicants to pursue similar private-street concepts as alternatives. Approximately one-third of the BelRed transit-oriented development area is subject to the more specific connectivity expectations, while other portions already permit greater flexibility.

Regarding the review process itself, Nick Whipple explained that requests to substitute private street solutions for required public streets will be evaluated through the same type of discretionary review process commonly used for large development proposals. The review will occur alongside normal permit review and will involve analysis by the appropriate city departments using current technical information specific to the proposed project. The project-level review is the most appropriate venue for evaluating site-specific alternatives because it allows decisions to be based on actual development proposals rather than broad assumptions applied across the entire district.

Commissioner Ferris expressed concern that requiring active uses along 75 percent of a corridor frontage may be unrealistic given ongoing challenges in filling commercial spaces. Without proposing a specific alternative, the suggestion was made that the percentage should be revisited and potentially reduced.

Commissioner Goeppele reiterated a concern that the available public street options remain overly standardized. Drawing on examples from the Netherlands, the Commissioner referenced woonerf-style streets, which integrate slow-moving vehicles, pedestrians, bicycles, landscaping, and public space within a shared environment. It was questioned why Bellevue's transportation standards appear to limit opportunities for similar public street designs, and argued that greater creativity could help reconcile the competing goals of flexibility, public access, and high-quality urban design. Skepticism was expressed regarding extensive reliance on private streets, and concerns were voiced about long-term maintenance, public access, and the ability to protect public interests decades into the future. Nick Whipple allowed that similar comments had

previously been raised by both Commissioners and stakeholders. The concept has been discussed extensively with the project's oversight and leadership teams, including representatives from transportation, utilities, fire, building, and other departments. The principal challenge is the absence of established standards governing such street types, along with uncertainty regarding maintenance responsibilities and long-term operational practices. Given those unresolved issues and competing departmental priorities, development of a new public street typology is not currently feasible. The staff continue to view the proposed private-street option as the most practical mechanism for accommodating innovative concepts such as woonerfs or other unconventional designs. Such an approach introduces tradeoffs related to long-term reliability and maintenance. Nick Whipple agreed to relay the Commission's concerns and interest in alternative public street typologies to the project's leadership team for further consideration. Commissioner Goepple asked for some research into a publicly owned version of something like a woonerf street rather than relying exclusively on private ownership models.

Commissioner Nilchian asked for additional information regarding the city's experience with private street maintenance and compliance issues, in particular how frequently enforcement actions occur and what level of staff time and public resources are typically required when private property owners fail to meet their obligations. Nick Whipple allowed that the city has limited experience with private streets because they are not a common typology in the city. One example in the Downtown is near the Courtyard Marriott where a private street has experienced ongoing issues involving refuse storage and maintenance concerns. Securing compliance in such situations can be difficult, particularly when older agreements lack robust enforcement provisions. Beyond the legal and administrative challenges, residents generally do not distinguish between public and private streets when reporting problems. Consequently, the city often receives complaints regarding maintenance issues, lighting failures, potholes, and similar concerns, even when responsibility ultimately lies with a private property owner. That can create service challenges and public frustration because the city must first determine ownership and then attempt to facilitate a resolution through the appropriate party.

Kristina Gallant added that maintenance agreements exist for private streets, but when compliance problems arise the city must typically proceed through formal administrative and legal channels. Such efforts may involve notices, hearings, legal review, and appearances before the Hearing Examiner. The processes consume staff time and legal resources and do not always guarantee a timely resolution. While not every private street presents problems, the potential for such issues increases as reliance on privately maintained infrastructure expands.

Commissioner Kennedy echoed the earlier comments regarding the need for clearer standards and expectations and expressed support for developing well-defined performance criteria that will allow property owners to understand from the outset the requirements associated with alternative street configurations, including explicit expectations regarding public access, emergency response, maintenance obligations, long-term responsibilities, costs, and timelines. The suggestion was made that such clarity would benefit both current property owners and future purchasers by reducing uncertainty and streamlining development decisions. Also emphasized was the importance of establishing transparent performance standards for applicants pursuing alternative street concepts, allowing them to design proposals that clearly demonstrate compliance with city expectations. A predictable framework could help expedite review processes while still protecting important public interests.

Commissioner Villaveces returned to the broader discussion of street typologies and flexibility and acknowledging the challenges described by staff. However, dissatisfaction was expressed with the explanation that alternative public street types are not feasible simply because no

established standards currently exist. If private streets present long-term maintenance concerns and public alternatives are constrained by the absence of standards, the city should consider investing effort into developing standards rather than accepting the limitation. It was also observed that flexibility is particularly important within a district intended to foster creativity and innovation. Given the vision for BelRed as an arts-oriented neighborhood, the regulatory framework itself should embody those same values by allowing greater flexibility and encouraging distinctive development outcomes.

Vice Chair Lu agreed with those observations and reiterated support for exploring a broader range of street typologies. Relatively little redevelopment has occurred in BelRed over the past decade. Taking additional time to establish the right framework may ultimately be worthwhile if it results in better long-term outcomes. While continuing to favor flexibility that supports development, the Commissioner expressed interest in ensuring that both the public-private street balance and the available street-design options are calibrated appropriately before substantial redevelopment begins. BelRed is important given that it is envisioned as becoming a future residential district serving employees of major regional employers. As such, there is a clear need to create an environment capable of attracting new residents.

Chair Khanloo asked if staff will have sufficient time before the proposed July public hearing to continue discussions with affected property owners and address the concerns raised regarding the draft proposal. Nick Whipple said the public hearing itself will serve as an important milestone because it will broaden public participation and provide an additional opportunity for feedback. Many of the individuals who testified during the meeting are active property owners who have already been engaged in ongoing discussions. Confidence was expressed that meaningful progress can be made before July, though not all outstanding issues will be fully resolved by that time. Kristina Gallant added that the complexity of the discussion stems in part from differing views regarding what constitutes sufficient flexibility, a topic that has remained the subject of extensive dialogue throughout the planning process. Communication with stakeholders will continue as refinements to the proposal move forward.

Transitioning to the topic of FAR, Commissioner Ferris stated support for establishing a base FAR of 4.0 on both sides of 116th Avenue NE, and for treating the corridor consistently. With regard to the issue of fee-in-lieu payments, Commissioner Ferris said it was surprising to learn that under the existing framework, fee-in-lieu contributions are not dedicated exclusively to affordable housing, that the funds may also support other priorities such as stream restoration and transfer of development rights. Kristina Gallant clarified that that is the case under the current BelRed system. The draft LUCA intentionally contains placeholder language regarding fee-in-lieu provisions because additional policy discussions are still underway. Under the existing framework, fee-in-lieu contributions are distributed according to a predetermined sequence of priorities, whereas the revised proposal may involve a different allocation structure. No final recommendation has yet been made and future discussions will address how fee-in-lieu funds should be distributed among affordable housing, parks, arts-related improvements, transfer of development rights programs, and other community priorities.

Commissioner Ferris suggested a more direct mechanism whereby a developer choosing not to provide affordable housing within a project could instead contribute resources directly toward an affordable housing development elsewhere, rather than routing funds through a more complex fee-in-lieu process. Kristina Gallant said the concept merits additional discussion with housing specialists as the proposal evolves.

Commissioner Goepple agreed with Commissioner Ferris's recommendation regarding

equalizing FAR on both sides of 116th Avenue NE.

Commissioner Nilchian similarly expressed support for Commissioner Ferris's observations and recommendations.

Commissioner Kennedy agreed as well and asked what the implications could be for maintaining a lower residential base FAR on the west side of 116th Avenue NE, adding that some of the designated medical and life sciences district could effectively be opened to residential competition if the FAR differential were removed, which could undermine the corridor's intended purpose. Kristina Gallant said the medical and life sciences corridor occupies a relatively limited portion of BelRed. The FAR distinction represents one of several policy tools intended to encourage those uses. The area's location adjacent to the hospital corridor was identified as a key reason for prioritizing medical and research-oriented development. Nick Whipple said eliminating the distinction will not prohibit medical uses but will increase competition from residential development by making the land equally attractive for multiple development types. The proposal already significantly expands residential opportunities compared to the existing regulations, which prohibit most market-rate residential development within portions of the corridor. Kristina Gallant added that all affordable housing projects are exempt from FAR calculations, meaning the proposed residential FAR differential primarily affects market-rate housing rather than affordable housing developments. Commissioner Kennedy said additional information regarding the medical and life sciences policy objectives would be helpful to have before forming a final opinion.

Commissioner Kennedy echoed the earlier public testimony regarding the amenity incentive system and encouraged staff to consider expanding the range of amenities eligible for incentive credit. The perspective of staff's was sought regarding the testimony asserting that additional FAR is not always a valuable incentive. Kristina Gallant explained that bonus FAR only provides value when a project actually requires additional development capacity. In some circumstances, particularly during current market conditions, projects may not be large enough to utilize the maximum development potential available under the code. Many areas of BelRed are now proposed for high-rise development and already receive substantially increased base FAR allowances. Consequently, some mid-rise projects may achieve their desired scale without needing bonus FAR and therefore may not find the amenity incentive system particularly valuable. With regard to expanding the amenity incentives menu, additional options can certainly be considered, but broadening the list inevitably dilutes the focus on specific community priorities. The principal tradeoff is between flexibility and concentrating investment on the amenities most strongly aligned with the district vision.

Commissioner Kennedy expressed support for the comments received regarding phased implementation of amenities. Given the scale of many proposed master-planned developments, allowing amenities to be delivered over multiple project phases appears reasonable and deserving of further consideration as the code is refined.

Commissioner Villaveces expressed support for the proposal to tie incentives primarily to FAR rather than building height and asked staff to discuss situations in which mass timber projects can reach their practical height limits before utilizing all available development capacity. Kristina Gallant explained that stakeholders involved in mass timber development had provided valuable feedback on the issue. Because certain construction requirements become significantly more complex beyond specific height thresholds, mass timber projects can encounter practical limits that prevent them from fully utilizing available FAR. The proposal increases the allowable floor plate size for residential mass timber buildings in order to provide additional flexibility.

Commissioner Villaveces asked if unused development capacity associated with mass timber projects could potentially be transferred to another property, similar to a localized transfer of development rights program, suggesting that such an approach could encourage mass timber construction while preserving overall development capacity within the district. Kristina Gallant allowed that the concept has not been fully evaluated but agreed that it warrants further consideration.

Vice Chair Lu concurred with the comments made regarding equalizing the FAR standards on both sides of 116th Avenue NE before questioning if the code should more clearly distinguish between stream daylighting and broader stream restoration efforts. Daylighting a stream often requires substantially greater effort and investment than other forms of restoration and the current language does not adequately recognize the differences. Kristina Gallant agreed that additional clarity would be beneficial. While maintaining the view that routine buffer restoration required by existing regulations should not automatically qualify for bonus credit, the code could more clearly define what constitutes a restoration project that goes beyond the baseline requirements and therefore merits additional incentive value.

Chair Khanloo reiterated a desire for a clear accounting of how fee-in-lieu funds are allocated, particularly where affordable housing is concerned. Future recommendations should clearly identify both the sources and uses of funds rather than placing all revenues into a general pool. Kristina Gallant pointed out that the city operates under specific requirements governing the use of fee-in-lieu funds, including defined purposes and expenditure timelines. Although recommendations regarding allocations are still being developed, any adopted program will identify the intended uses of those revenues and will not leave expenditures undefined.

With regard to the overall vision for BelRed, Chair Khanloo commented that many existing buildings in the district do not reflect the creative, arts-oriented environment envisioned in the subarea plan. While the light rail infrastructure and public investment already occurring is positive, ensuring that future development creates a more attractive and vibrant district capable of fulfilling the aspirations of the Arts District concept should be stressed.

Commissioner Goepple referred to the earlier comment regarding access to Eastrail and voiced a concern that while Eastrail connectivity is identified in the subarea plan, it appears to receive limited treatment within the draft LUCA. Kristina Gallant said the code already contains incentive options related to trail connections, although Eastrail is not specifically identified by name. The language could potentially be refined to more explicitly recognize Eastrail connections. Additional information will be provided at a future meeting.

Commissioner Goepple remarked that if the Commission ultimately supports a private-street option, stronger mechanisms should be considered to protect the public interest. The suggestion was made to explore legal remedies such as enhanced easement rights, abatement authority, specific-performance provisions, bonding requirements, or other forms of security that could provide greater assurance of long-term maintenance and public access. Private parties commonly seek such protections in contractual relationships, and similar safeguards may be appropriate where public benefits depend upon privately maintained infrastructure.

Commissioner Nilchian voiced support for the comments of Vice Chair Lu's regarding stream restoration incentives, and Commissioner Goepple's suggestions concerning stronger enforcement mechanisms for private streets. Staff was asked to address the testimony requesting a ten-year vesting period for large master-planned developments. Nick Whipple explained that

Bellevue's current process already allows vesting periods of up to ten years for master development plans when applicants demonstrate compelling justification. Vesting applies primarily to site layout and overall development concepts rather than to individual administrative design reviews that have not yet been submitted. Future building designs will be subject to the code in effect at the time the applications are filed. Extending vesting protection to projects that have not yet been designed or submitted would represent a significant departure from longstanding city practice. The request appears to stem from a desire for additional certainty regarding future phases of large developments rather than concerns about the master development plan process itself.

Commissioner Villaveces returned to the topic of fee-in-lieu contributions and observed that one unresolved policy question is whether projects should be permitted to satisfy all amenity obligations through payments rather than by providing amenities directly on-site. Flexibility is valuable but developments near transit stations have a particularly important role to play in providing affordable housing and other public benefits directly within their projects. Support was voiced for dedicating a portion of fee-in-lieu revenues toward arts-related investments that reinforce the district's cultural identity. Nick Whipple answered that the issues are under active review. Unlike the Wilburton program, which focuses primarily on affordable housing, the BelRed proposal is being designed to support a broader range of objectives, including affordable housing, arts initiatives, park acquisition, stream restoration, and other public benefits. Determining how the funds should be allocated and whether limits should be placed on fee-in-lieu usage requires continued coordination among the parks, housing, arts, and economic development teams. A more comprehensive recommendation will be presented at a future meeting.

Commissioner Villaveces asked if a catalyst or pioneer incentive similar to the program adopted in Wilburton should be incorporated in BelRed to encourage early redevelopment. Kristina Gallant explained that the circumstances in BelRed differ significantly from those in Wilburton. The Spring District effectively served as BelRed's catalyst project following the adoption of the 2009 planning framework, receiving significant flexibility through a development agreement that helped launch redevelopment within the area. Nick Whipple added that redevelopment activity is already occurring in BelRed, even if not at the pace some stakeholders would prefer. Because the district already has substantial momentum and an established pipeline of projects, a new catalyst incentive is not warranted. The Wilburton catalyst program originated through stakeholder requests and Commission direction rather than from the original staff proposal.

Commissioner Kennedy highlighted the prior statements concerning market benchmarking for the amenity incentive program and suggested staff should carefully evaluate how the incentive levels and fee-in-lieu amounts compare with those used in similar jurisdictions. Examining examples from Wilburton and other comparable cities could help determine whether the proposed incentives are appropriately calibrated to encourage desired development outcomes while remaining economically viable.

Vice Chair Lu expressed a preference for holding an additional study session before conducting the public hearing. Several important topics remain unresolved, particularly questions regarding transportation policies and potential responses from the Transportation Department concerning street typologies and flexibility. It would be preferable for the public hearing draft to more closely resemble the Commission's eventual recommendation rather than proceeding to a hearing before the issues are further refined. Nick Whipple allowed that there is no formal deadline requiring immediate action, but cautioned that delaying the public hearing could affect the overall timeline. Because the City Council will soon shift significant attention toward budget

deliberations, postponing the hearing could push consideration of the BelRed LUCA into the first quarter of 2027. Additional study sessions are certainly possible, but extending the schedule will likely delay the ultimate Council review and adoption. Many pending Commission projects involve code and policy updates, which means that adjustments to one project's schedule could have ripple effects on other work program priorities.

Commissioner Ferris agreed with the Vice Chair's position and noted that the unresolved fee-in-lieu framework is particularly significant. It will be beneficial for both the Commission and the public to review staff's specific fee-in-lieu recommendations before a public hearing is conducted so that stakeholders can provide informed comments on the actual proposal rather than on placeholders.

Chair Khanloo concurred and acknowledged the need to balance multiple priorities. Affordable housing should remain the primary beneficiary of any fee-in-lieu program. The Chair also emphasized the unique opportunity presented by BelRed's transit-oriented location, particularly the areas surrounding the light rail stations. The district is one of Bellevue's premier redevelopment opportunities and ambitious planning objectives should be pursued that maximize housing, support high-rise development where appropriate, and create an attractive, vibrant urban environment that fully capitalizes on the proximity to transit.

There was consensus to schedule another study session prior to the public hearing. Dr. Kate Nesse agreed to return with scheduling options.

9. OTHER BUSINESS – None
(9:44 p.m.)

10. APPROVAL OF MINUTES
(9:44 p.m.)

A. April 22, 2026

A motion to approve the minutes was made by Commissioner Ferris. The motion was seconded by Commissioner Goepple and the motion carried unanimously.

11. EXECUTIVE SESSION – None
(9:45 p.m.)

A motion to adjourn was made by Commissioner Ferris. The motion was seconded by Commissioner Goepple and the motion carried unanimously.

Chair Khanloo adjourned the meeting at 9:45 p.m.