



City of Bellevue

450 110th Avenue NE
Bellevue, WA 98004

Meeting Agenda Planning Commission

Wednesday, May 27, 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) [26-365](#) 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) [26-366](#) Written Communications

b) [26-367](#) Oral Communications

7. Public Hearing

8. Study Session

a) [26-368](#) BelRed Look Forward Land Use Code Amendment

b) [26-369](#) Downtown Livability 2.0 Land Use Code Amendment

9. Other Business

10. Approval of Minutes

a) [26-370](#) Minutes of April 22, 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>Date</u> <u>Agenda Topic</u>	<u>Priority</u>	<u>Agenda Type</u>	<u>Location</u>
June 10, 2026			1E-113/ Hybrid
2026 CPAs: Request to Set Public Hearing	1	Study Session	
High Density Residential LUCA: Introduction	2	Study Session	
June 24, 2026			1E-113/ Hybrid
Parking Reform LUCA: Request to Set Public Hearing	1	Study Session	
Great Neighborhoods: Factoria Update & Request to Set Public Hearing	1	Study Session	
July 8, 2026			1E-113/ Hybrid
BelRed LUCA: Public Hearing	1	Public Hearing & Recommendation	
Great Neighborhoods: Eastgate Update & Request to Set Public Hearing	1	Study Session	
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	
September 9, 2026			1E-113/ Hybrid
Great Neighborhoods: Public Hearing	1	Public Hearing & Recommendation	
Bellevue College LUCA: Introduction	2	Study Session	
September 23, 2026			1E-113/ Hybrid
Great Neighborhoods: Eastgate Factoria follow up discussion (if needed)	1	Study Session & Recommendation	
Downtown Livability 2.0 LUCA: Request to Set Public Hearing	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: Khanloo, Negin
Sent: Tuesday, May 12, 2026 11:35 AM
To: phyllisjwhite; Johnson, Thara; Nesse, Katherine
Subject: Re: Question Regarding Habitat Connectivity and Habitat of Local Importance Framework

Thanks Phyllis, I am adding city staff to share the info with other commissioners and add to our records

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From: phyllisjwhite <phyllisjwhite@comcast.net>
Sent: Monday, May 11, 2026 6:19:00 PM
To: Khanloo, Negin <NKhanloo@bellevuewa.gov>
Subject: Question Regarding Habitat Connectivity and Habitat of Local Importance Framework

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

Dear Chair Khanloo,

I recently contacted the Washington Department of Fish and Wildlife regarding the ecological function of upper watershed canopy areas and tributaries connected to Kelsey Creek within Bellevue's SR-1 neighborhoods.

WDFW noted that while some biodiversity corridor mapping exists statewide, habitat connectivity and riparian continuity are often most effectively addressed through local planning and GIS frameworks. They also suggested that Bellevue may wish to evaluate whether certain upper watershed tributary corridors and associated priority species habitats could qualify as "Habitat of Local Importance" under the City's critical areas framework.

As Bellevue considers the 2026 Omnibus LUCA amendments and potential SR-1 tree code changes, I would appreciate clarification on whether the City currently has:

- a formal process for evaluating Habitat of Local Importance designations;
- methods for considering cumulative watershed-scale ecological function beyond parcel-level review; and
- planning tools for identifying canopy linkage or wildlife movement corridors associated with Goff Creek and Kelsey Creek tributaries.

Our neighborhood's upper watershed areas appear to function collectively as part of a broader riparian and canopy system, even where individual parcels may not independently trigger mapped critical area protections.

I appreciate the Commission's continued work and understand that growth will continue to occur. We appreciate the City's consideration in balancing growth, environmental resilience, watershed health, and long-term neighborhood livability.

I would appreciate any clarification or direction the Commission or staff may be able to provide regarding these questions.

Thank you for your time and consideration.

Best regards,

Phyllis White
East Kelsey Creek Neighborhood Association

Nesse, Katherine

From: Veronica Shakotko <Vshakotko@mbaks.com>
Sent: Tuesday, May 12, 2026 1:47 PM
To: PlanningCommission
Cc: Gallant, Kristina; Whipple, Nicholas; Nesse, Katherine
Subject: MBAKS Written Comments - Omnibus LUCA/Lot Splitting - May 13 Agenda
Attachments: 2026, 5-12 Bellevue PC Omnibus Lot Splitting Comment Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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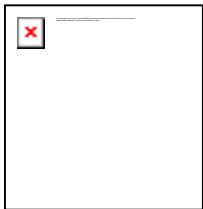
Dear Chair Khanloo, Vice Chair Lu, and Members of the Planning Commission,

In advance of tomorrow evening's public hearing, attached are MBAKS' written comments regarding proposed residential lot splitting language included in the Omnibus LUCA package.

Our comments relate to portions of the proposed language that unintentionally conflict with the intent and plain language of [E2SHB 1096 \(2025\)](#) and [RCW 58.17.145](#) regarding future subdivision of lots created through a residential lot split. Specifically, some language in the current draft could be interpreted to prohibit future subdivision of newly created lots, even though state law states that those lots may still be divided through other legal subdivision processes such as short plats, unit lot subdivisions, or formal subdivisions. The issue stemmed from earlier Commerce guidance that created ambiguity around the issue but was updated and clarified late last week.

We appreciate Bellevue staff working collaboratively on the issue and support staff's clarification of the language to ensure consistency with state law and updated Commerce guidance. If you have any questions, please don't hesitate to ask.

Respectfully,
Veronica



Veronica Shakotko | Senior Local Government Affairs Manager

425.435.8990 | vshakotko@mbaks.com | mbaks.com

335 116th Ave. SE, Bellevue, WA 98004



Everyone deserves a place to call home.



May 12, 2026

Bellevue Planning Commission
450 110th Ave. NE
Bellevue, WA 98004

RE: Omnibus LUCA – Clarification of Proposed Residential Lot Splitting Language

Dear Chair Khanloo, Vice Chair Lu, and Commissioners:

The Master Builders Association of King and Snohomish Counties (MBAKS), representing nearly 2,500 members, is the largest homebuilders' association in the country. Our members are actively working to create housing for current and future Bellevue residents, and we believe everyone deserves a place to call home.

MBAKS appreciates Bellevue's ongoing work to implement recent state housing legislation and modernize the Land Use Code through the Omnibus LUCA process.

We are writing regarding proposed residential lot splitting language in the Omnibus LUCA package including, for example, language in Section 20.25B.270(A)(1) stating: "An administrative lot split shall only create one additional lot, and newly created lots shall not be large enough to further subdivide."

MBAKS recently raised concerns with Bellevue staff that portions of the proposed language may unintentionally conflict with the plain language and intent of [HB 1096 \(2025\)](#), now codified in [RCW 58.17.145](#). MBAKS supports clarification of this language to ensure consistency with state law and updated Commerce guidance.

The issue stems in part from earlier Washington State Department of Commerce guidance that suggested lots created through a residential lot split could not later be further subdivided. Given the ambiguity created by that earlier interpretation, it was understandable that jurisdictions implementing HB 1096, including Bellevue, would rely on that guidance when drafting local code language. Commerce has since updated its guidance to clarify that future subdivision through other legal subdivision processes is allowed under state law.

[RCW 58.17.145\(7\)](#) states: "If a lot split results in a lot of a size that would allow for further land division, the lot is not eligible for a lot split but may be divided under other applicable land subdivision processes." The intent of HB 1096 was to create a streamlined process for a single administrative lot split while preventing repeated consecutive lot splits. It was not intended to prohibit future division through other legal subdivision methods such as short plats, unit lot subdivisions, or formal subdivisions.

MBAKS has been working with Bellevue staff to highlight Commerce's updated guidance and the underlying statutory language. We appreciate staff's responsiveness and willingness to clarify the proposed code language to ensure



consistency with HB 1096, updated Commerce guidance, and the City's broader housing implementation goals.

Thank you for your consideration and continued partnership on housing implementation issues.

Respectfully,

Veronica Shakotko | Senior Local Government Affairs Manager
Master Builders Association of King & Snohomish Counties

CC: Kristina Gallant, Code and Policy Manager
Nick Whipple, Code and Policy Director

Nesse, Katherine

From: Kevin Xue <zixue@tesla.com>
Sent: Wednesday, May 13, 2026 9:00 AM
To: PlanningCommission
Cc: Aeli Furtado; Francesca Wahl
Subject: Written Public Comment: May 13 Hearing – 2026 Omnibus LUCA (LUC 20.20.900.C.1.b.ii)
Attachments: Tesla_WrittenComment_OmnibusLUCA_May13.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

Dear Chair and Members of the Planning Commission,

Please find attached Tesla's written public comment for the upcoming May 13, 2026, public hearing regarding the 2026 Omnibus Land Use Code Amendment. We are submitting this letter for the official public record to reiterate our strong support for the proposed revision to LUC 20.20.900.C.1.b.ii.

As detailed in the attached letter, the proposed amendment provides a balanced, common-sense solution that maintains the intent of the Tree Retention Ordinance while removing unintended fiscal and structural barriers to clean energy investments. We respectfully urge the Commission to recommend approval of this amendment to the City Council as drafted, which will directly support the deployment of critical EV infrastructure across Bellevue.

Thank you for your time, consideration, and service to the City.

Respectfully,
Kevin

Kevin Xue

Policy Analyst, North American Charging
3500 Deer Creek Road, Palo Alto, CA 94304
E. zixue@tesla.com

To: Bellevue Planning Commission

From: Kevin Xue, Policy Analyst, Tesla, Inc.

Date: May 13, 2026

Re: Continued Support for 2026 Omnibus Land Use Code Amendment – Proposed Revision to LUC 20.20.900.C.1.b.ii

Dear Chair and Members of the Planning Commission,

Following up on our previous written testimony submitted on April 7, 2026, Tesla writes to reiterate our strong support for the proposed revision to LUC 20.20.900.C.1.b.ii.

As currently written, the Land Use Code inadvertently creates a structural and financial barrier to deploying electric vehicle (EV) infrastructure in Bellevue. Because the installation of EV chargers inherently requires repurposing existing parking stalls, these minor modifications currently trigger major "Development Activity" requirements. For example, Tesla's proposed EV charging project at Eastgate Plaza requires converting just three existing parking stalls. Under the current code, this triggers a disproportionate mitigation requirement to cure the site's historical tree deficit, amounting to planting 31 trees or paying a \$40,300 fee-in-lieu.

The proposed Omnibus amendment provides a balanced, common-sense solution. By removing "changes in the area devoted to parking and circulation" from the Development Activity trigger, the City will protect the original intent of the Tree Retention Ordinance while removing unintended fiscal obstacles for clean energy investments.

This amendment directly supports the equitable mobility goals outlined in the City's 2024 EV Roadmap, including the target of deploying 275 additional publicly accessible DC fast chargers by 2030.

We respectfully request that the Planning Commission recommend approval of this amendment as drafted to the City Council. We also want to extend our gratitude to City staff for their responsiveness, collaboration, and hard work in advancing this solution.

Thank you for your time and consideration.

Respectfully submitted,
Kevin Xue

Kevin Xue

Policy Analyst, North American Charging

Tesla, Inc.

3500 Deer Creek Road

Palo Alto, CA 94304

Nesse, Katherine

From: phyllisjwhite@comcast.net
Sent: Wednesday, May 13, 2026 10:57 AM
To: PlanningCommission; Khanloo, Negin; Ferris,Carolynn; Lu, Jonny
Subject: Public Comment – Omnibus LUCA SR-1 Tree Code Changes
Attachments: Bald Eagle.jpeg; Blue Heron_20260111_084709_Gallery.jpg; Bob Cat.png; Trees East Wilburton2026-05-13 010107.jpg; 5-13-2026 Omnibus LUCA Public Comments.docx

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

Dear Chair Khanloo, Vice-Chair Lu, and Members of the Planning Commission,

I am writing regarding the proposed Omnibus LUCA amendments, specifically the changes to apply SR-2 to SR-4 tree retention standards to SR-1 properties.

I am submitting this on behalf of residents in the East Kelsey Creek neighborhood (east of NE 8th Street and south of Bel-Red Road). While this letter reflects input from a smaller group of neighbors due to timing, it represents a broader concern shared throughout our area. Given these concerns, I respectfully request that the Planning Commission not recommend adoption of the proposed SR-1 tree code changes.

Our neighborhood is not simply a collection of individual lots. It functions as part of a connected ecological system within the upper watershed of Kelsey Creek. The tree canopy here supports wildlife movement, riparian continuity, and stormwater function in ways that extend beyond parcel boundaries.

Residents regularly observe wildlife including great blue herons, bald eagles, hawks, deer, and bobcats. These are not isolated occurrences—they reflect an active habitat corridor supported by the existing canopy.

I respectfully request that the Planning Commission not recommend adoption of the proposed SR-1 tree code changes. At a minimum, additional analysis is needed to evaluate cumulative impacts on canopy, habitat connectivity, and watershed function before reducing tree retention standards in SR-1 neighborhoods.

Thank you for your consideration.

Sincerely,

Phyllis White
Board President
East Kelsey Creek Neighborhood Association









Please include this letter in the official record.

Request to Not Adopt SR-1 Tree Code Changes – Omnibus LUCA

May 12, 2026

Dear Chair Khanloo, Vice-Chair Lu, and Members of the Planning Commission,

On behalf of residents in the East Kelsey Creek (East of NE 8th Street and South of BelRed Road) / SR-1 neighborhood, we are writing regarding the proposed Omnibus LUCA amendments and the alignment of SR-1 tree code standards with SR-2 through SR-4.

We support reasonable growth and understand the need to accommodate additional housing. However, we strongly oppose the proposed reduction in tree credit requirements—approximately 60% for single-family development and 62.5% for multiple dwellings. This change significantly weakens overall tree retention standards in SR-1 areas.

Our neighborhood, formerly zoned R-2.5, includes upper watershed lands connected to Kelsey Creek and its tributaries. These areas do not function as isolated parcels. They function as a connected ecological system. Residents regularly observe wildlife such as great blue herons, bald eagles, hawks, deer, and bobcats, as well as fish habitat supporting salmon, demonstrating that these areas provide meaningful habitat and wildlife movement corridors.

Recent feedback from the Washington Department of Fish and Wildlife emphasizes that habitat connectivity, riparian continuity, and canopy linkage are critical, especially in urbanizing watersheds where parcel-level review can miss cumulative impacts. WDFW also noted that Bellevue may consider updating its “Habitat of Local Importance” designations to better recognize and protect these interconnected systems.

We respectfully request that the Planning Commission not recommend adoption of the proposed SR-1 tree code changes. There is no clear, evidence-based analysis showing that a reduction of this scale will avoid significant cumulative impacts to canopy, habitat connectivity, or watershed function. The conclusion that these changes would not result in significant environmental impacts has not been adequately supported, particularly when considering long-term, incremental redevelopment.

At the same time, Bellevue has already made meaningful progress toward its housing goals. As of May 2026, the City has met its original 2017 goal of building or preserving 2,500 affordable housing units ahead of schedule. This shows Bellevue can meet its obligations under the Growth Management Act without weakening environmental protections in SR-1 neighborhoods.

Given this, we request that the existing SR-1 tree code standards be maintained.

We also request clarification on the following:

1. How will the City ensure that reduced tree credits do not lead to cumulative loss of canopy and habitat connectivity across SR-1 neighborhoods?
2. How are watershed-scale functions—such as wildlife movement and riparian continuity—being evaluated alongside parcel-level review?
3. Has the City evaluated whether upper Kelsey Creek tributaries and surrounding canopy systems qualify for Habitat of Local Importance consideration?

4. How will the City reconcile these changes with Best Available Science regarding habitat fragmentation and canopy linkage?

While the Omnibus materials suggest impacts will be addressed through project-level review, it is not clear how that approach accounts for cumulative, long-term effects across multiple properties.

We urge the Commission to find that these changes are not consistent with the City's obligations to protect critical areas and maintain ecological function. We request that SR-1 retain its existing tree code standards, as the proposed reductions would diminish canopy, reduce habitat value, and negatively affect the quality of life in our neighborhood.

Thank you for your consideration.

Phyllis White
Board President
Tim Hay
Board Vice President
East Kelsey Creek Neighborhood Association
On Behalf of Neighborhood Residents

Bellevue Residents' Signatures

Brianna Daniels
Neha Lande
Carol Kinsman
Loretta Lopez
Tammy Miller
Nicole Myers
Cheryl Wang
Ching-Chao Wang
Lee White
Gary Wilke
Linda Ulrich

Nesse, Katherine

From: Ming Zhang <ming@mza-us.com>
Sent: Tuesday, May 19, 2026 3:08 PM
To: PlanningCommission
Subject: Comments on base residential FAR on west side of 116th Ave NE. MUM-H zoning
Attachments: Letter to City of Bellevue-signed by all 05.19.2026.pdf

You don't often get email from ming@mza-us.com. [Learn why this is important](#)

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

Dear Planning Commission Members,

Attached please find the comments and concerns on the topic from some property owners along 116th Ave NE.

Thank you for your attention, and feel free to let me know if you have any questions.

Best regards,

Ming Zhang, FAIA

MZA Architecture

Dear Planning Commission Members,

We are writing as a group of property owners, developers, and design professionals actively involved in projects along the 116th Ave NE corridor to provide input on the proposed Mixed Use Medical-High (MUM-H) zoning framework.

We strongly support the City's vision to establish this corridor as a high-density, mixed-use district anchored by medical, life science, employment, and residential uses. We believe this is a forward-looking and strategically important direction for Bellevue's long-term growth.

However, we would like to raise concerns regarding the proposed residential FAR structure on the west side of 116th Ave NE and offer recommendations to help ensure the successful implementation of the City's vision.

Under the current proposal:

- West side of 116th Ave NE: Residential base FAR = 2.0
- East side of 116th Ave NE: Residential base FAR = 4.0

While we understand the policy intent to prioritize employment uses on the west side, we are concerned that the current framework may unintentionally constrain the feasibility of delivering the type of mixed-use urban environment envisioned by the City.

Importantly, in the City's initial December 2025 proposal, both the east and west sides of 116th Ave NE were proposed at residential FAR 4.0. We respectfully ask the Commission to reconsider the rationale for reducing the west side residential FAR from 4.0 to 2.0, particularly given that the overall planning objectives for a vibrant mixed-use corridor remain unchanged.

Based on our collective experience delivering mixed-use and high-rise developments in Bellevue:

- Medical and life science uses require longer lead times and specialized tenants
- These uses typically do not initiate early-phase redevelopment independently
- Residential components are often essential to:
 - Enable project financing
 - Support phased implementation
 - Activate the public realm
 - Create the critical mass needed for a successful urban district

At a residential FAR of 2.0, many sites on the west side may face:

- Reduced economic feasibility
- Delayed redevelopment timelines
- Increased likelihood of underutilization in the near and mid-term

More importantly, the proposed disparity between the west and east sides of 116th Ave NE may create unintended and inconsistent urban design outcomes.

For example:

- A property on the east side may be able to support a 20- to 30-story residential or mixed-use tower under FAR 4.0, while a similarly sized site directly across the street on the west side may only support a significantly smaller and shorter building under FAR 2.0.
- Two adjacent sites with similar transit access, visibility, and infrastructure capacity could experience dramatically different redevelopment potential solely due to their position across the street from one another.
- The west side may become economically disadvantaged compared to the east side, despite both sides being intended to function together as one integrated urban corridor.

This imbalance may also create an abrupt and visually inconsistent urban skyline condition between residential and medical towers. The result could be a corridor where:

- Residential buildings on the west side remain comparatively low-scale and undersized;
- Medical or institutional towers rise significantly taller and larger nearby;
- The west side may remain undeveloped, with the existing one-story buildings, for a very long time, while the East side will be well developed with 8 to 24-story new buildings. and
- The transition between building forms becomes visually harsh rather than cohesive and urban in character.

Instead of creating a balanced mixed-use skyline, the current proposal risks producing an uneven urban fabric with sharp contrasts in scale and massing between neighboring developments.

We believe that increasing flexibility in residential FAR would better support the City's stated objectives:

- Delivering active, pedestrian-oriented mixed-use environments
- Enabling medical and life science integration over time
- Creating a vibrant 18-hour district
- Supporting Bellevue's urgent housing needs
- Enhance Medical programs by providing more supporting amenities, especially related to Living, such as places for young doctors, travelling nurses, active seniors, etc.
- Encouraging timely redevelopment and investment

Without sufficient residential capacity, it may be difficult to achieve the critical mass necessary to support these outcomes.

We respectfully suggest that the City consider a more flexible framework, such as allowing residential FAR up to 4.0 on the west side of 116th Ave NE when projects:

- Include medical, life science, or employment-generating uses;

- Provide public benefits consistent with City incentive programs; or
- Are designed to accommodate future conversion to employment uses.

This approach would maintain the City's employment objectives while ensuring projects remain economically viable, urbanistically balanced, and realistically deliverable.

We share the City's vision for this corridor and remain committed to helping bring it to life. Our goal is to ensure that the zoning framework results in projects that are not only well-designed, but also feasible, timely, and capable of creating a cohesive urban environment for Bellevue's future.

We would welcome the opportunity to further discuss these considerations or provide additional project-based analysis.

Thank you for your leadership and thoughtful planning efforts.

Sincerely,

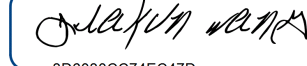


Hank Zhou
ZML Holdings
1611 116th Ave NE

Signed by:



EEC6FA7245994BC...
Ming Zhang
MZA Architecture
1911 116th Ave NE

Signed by:


3D6030CC74EC47D...
Jiakun Wang, MD
11514 NE 21st St

James Kim
With Brothers, LLC
11542 NE 21st St

DocuSigned by:


08C620C6712F47A...
Ming Zhao
11512 NE 19th St.

Nesse, Katherine

From: Jazmine Smith <jazmine@futurewise.org>
Sent: Tuesday, May 19, 2026 4:56 PM
To: PlanningCommission; Khanloo, Negin
Cc: Whipple, Nicholas; Gallant, Kristina; Joe Fain; Patience Malaba; Brady Nordstrom
Subject: EHR BelRed Letter

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Bellevue Planning Commissioners,

Thank you for the opportunity to engage and comment on the BelRed Look Forward. Please see our comments [here](#).

Best,

Jazmine Smith (she/her)
Director of Local Advocacy



**future
wise**

Futurewise
1201 3rd Ave, Suite 2200
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futurewise.org



[Book time to meet with me](#)



May 15, 2026

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

Re: BelRed LUCA — Street Grid as an Impediment to Affordable Housing

Dear Chair Khanloo and Members of the Commission,

On behalf of the Eastside Housing Roundtable (EHR), we appreciate the opportunity to share our perspective on the BelRed rezoning. In particular, we are writing to express our concerns with the proposed street grid that has proven to be a material impediment to housing production within the sub-area.

Every foot of roadway required by the current grid is land that cannot be used for housing. The City is asking private property owners to construct large roads, 50 to 60 feet wide in many cases, that are simply not needed. Traffic modeling for the 2044 Comprehensive Plan confirms that the existing arterial network meets build-out capacity without this new local grid. Requiring expensive, high-impact roads that permanently remove flexibility and developable land from the housing supply is the wrong trade-off for a transit-oriented district (TOD) striving to meet the affordable housing goals outlined in the 2044 Comprehensive Plan.

The financial burden extends far beyond the road surface. Grade changes required to construct new roads through BelRed's sloped and high-water-table terrain have proven extraordinarily expensive. That construction cost directly erodes the financial feasibility of the housing projects those roads are ostensibly meant to serve.

Importantly, affordable housing, which already operates on thin margins, is the first casualty when upfront infrastructure exactions balloon.

We respectfully urge the Commission to direct staff to:

1. **Shift to a Performance Standard (The Wilburton Model):** Eliminate the mandatory street grid map and replace it with the flexible connectivity standard, such as a 1,200-foot maximum block perimeter which is already proposed.
2. **Prioritize Pedestrian Connectivity Over Cars:** Allow adaptable corridors—including pedestrian paseos, and shared-use paths—to satisfy connectivity requirements instead of demanding full-width vehicular roads.
3. **Allow Private Maintenance with Public Access:** Public connectivity does not require public fee-title ownership. Permit developers to build and maintain private streets and pathways, secured by 24-hour public access easements, saving the City long-term maintenance costs.

4. **Adopt a Robust Local Street Waiver:** While we vehemently maintain that no fixed vehicular streets be required, if any were to be retained in the final plan, the City must explicitly allow projects to bypass grid requirements when faced with severe topographic, environmental, or ownership fragmentation barriers. Staff's proposed "private street" waiver process is a great place to start.

The goal for BelRed is housing production and walkable connectivity, not a conventional two-lane road network with parking lanes. The subarea has tremendous potential to be the fastest growing TOD in the state, but only if the code enables the development of affordable and market rate housing rather than inhibit it.

The structural problems are well-documented and recur consistently:

- **Grid lines ignore property boundaries.** Alignments force roadways to split parcels between two owners, rendering independent development impossible without complex, costly coordination that is unrealistic and which the current code does not facilitate.
- **"Half-street" requirements penalize first movers.** The first developer must construct an oversized right-of-way that cannot fully function until an adjacent parcel develops, often decades later. This is a massive structural disincentive to early investment.
- **Topography and critical areas are ignored.** Mapped alignments cross steep grade changes, wetlands, and streams, or terminate directly into light rail stations. Forcing owners to build roads that physically cannot be constructed acts as an effective prohibition on development.

These are not theoretical concerns. As Councilmember Nieuwenhuis noted at the September 2024 Council meeting: *"My concern is in five years we look back and development is nowhere near where we want it due to the burden on developers to develop the street grid."* BelRed has already fallen severely behind its housing targets. Without meaningful change, it will remain stalled.

Eliminating the vehicular street requirements and solving the connectivity issue with block frontage perimeters, private roads, more pedestrian-friendly typologies, will create a superior user experience without impeding the development of housing. The City's articulated goals are important, but are already resolved through the development process and elsewhere in the code.

1. **Claim: The "grid" is needed for hyper-connectivity.**
Response: Connectivity is a network outcome, not a road-width specification. The 1,200-ft block perimeter requirement already proposed in the LUCA draft, will fully deliver the ped/bike/shared-use connections called for in the Subarea Plan's vision.
2. **Claim: Private streets restrict access and deliver less public benefit.**
Response: Private streets are indistinguishable from public local streets to the user, and Bellevue examples (Avenue Bellevue, Spring District) routinely deliver better pedestrian design. Public access can be guaranteed by a recorded easement as condition of permit; likewise, utility rights are already covered under standard city easements required of all developments.
3. **Claim: Private streets can't be maintained.**
Response: Many private streets are already being well-maintained across Bellevue today through recorded maintenance covenants, CC&Rs, code-enforcement authority, and access easements. A multi-hundred-million-dollar project has more incentive than the City to keep its front door clean.
4. **Claim: Transportation can't maintain different typologies.**
Response: Exactly right. Private streets reduce Transportation's burden. Private typologies are maintained by the owner. Fewer City-owned local miles, same public connectivity.

5. **Claim: Local streets are needed for fire access.**

Response: Fire access is already governed by NFPA and the adopted International Fire Code. No project is approved without compliant access. This is independent of the grid and already solved.

6. **Claim: "Trapped parcels" will be created.**

Response: All affected parcels already have legally binding access easements with their neighbors. Where they don't, a street waiver can be conditioned on providing a Shared-Access Agreement. It is more likely that it will result in a "trapped roadway" that starts nowhere and goes nowhere.

7. **Claim: Fixed streets are needed for intersection alignment.**

Response: A simple design standard, not a code-mandate solves this. Curb-cut spacing, right-in, right-out turning, and pedestrian signal design are tools already used citywide, absent fixed streets.

Most importantly, we do not need this rigid map to achieve the walkable connectivity the City and public mutually desire. Wilburton, a higher-density TOD subarea with taller buildings and higher FARs, does not impose a mandatory street grid. It uses a flexible framework, and the development community has responded with active interest and unprecedented housing applications.

City staff has made excellent progress on many aspects of the BelRed code, and we sincerely appreciate their ongoing partnership to achieve our mutual goals. Thank you for your hard work in supporting and leading these efforts.

Sincerely,



Patience Malaba
Executive Director
Housing Development Consortium



Joe Fain
President & CEO
Bellevue Chamber of Commerce



Bellevue Planning Commission

May 27, 2026

PLANNING COMMISSION STUDY SESSION ITEM

SUBJECT

Study Session on the BelRed Look Forward Land Use Code Amendment (LUCA)

STAFF CONTACT(S)

Kristina Gallant, AICP, Planning Manager, 452-6196

Nick Whipple, Assistant Director, 452-4578

Development Services Department

POLICY ISSUES

In 2009, Bellevue adopted the BelRed Subarea Plan to guide BelRed’s transition from an industrial area to walkable, transit-oriented neighborhoods. In 2022, the city launched the BelRed Look Forward to evaluate whether existing policies and Land Use Code (LUC) were achieving the BelRed vision and to reflect new conditions, including increased housing and job targets.

In October 2024, the Council adopted [Ordinance No. 6810](#) and [Ordinance 6811](#) amending the BelRed Subarea Plan and future land use map. These ordinances aim to strengthen implementation, clarify guidance, and increase development capacity through 2044 to 7,900 housing units (23 percent of the City’s target) and 14,200 jobs (20 percent). The BelRed Look Forward LUCA will implement these changes. Tonight, staff will summarize community engagement to date and introduce the first set of proposed LUCA components.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION

DIRECTION

INFORMATION ONLY

Staff will present the components of the proposed LUCA in two study sessions, and seek Planning Commission feedback at each study session.

	Topic Areas
<input checked="" type="checkbox"/>	<u>Study Session 1 (April 22):</u> Overview, LUCA Review 1 <ul style="list-style-type: none"> • Introduction to LUCA Structure • BelRed Land Use Districts • Standards for Mixed-Use Land Use Districts • BelRed Street Network
<input checked="" type="checkbox"/>	<u>Study Session 2 (May 27):</u> LUCA Review 2 <ul style="list-style-type: none"> • Neighborhood Districts and BelRed Arts District Intensive Area • Building Design • Amenity Incentive System
<input type="checkbox"/>	<u>Public Hearing (To Be Scheduled):</u> <ul style="list-style-type: none"> • Required Public Hearing • Planning Commission Recommendation

BACKGROUND/ANALYSIS

On October 22, 2024, the City Council adopted the updated BelRed Subarea Plan and Future Land Use Map. The update reflects changed conditions, strengthens implementation strategies, increases development capacity, and provides clearer guidance for implementation, particularly around local streets. The updated plan increases development capacity by 2044 to:

- 7,900 housing units (23% of the City’s housing growth target)
- 14,200 jobs (20% of the City’s job growth target)

On February 25, 2025, the City Council initiated the BelRed Look Forward LUCA and emphasized the need to enhance incentives for stream daylighting; explore incentives for affordable commercial space and performance venues; review affordable housing requirements; and strengthen support for a multimodal transportation network.

Planning Commission Feedback and Staff Response

The Planning Commission held a study session on April 22 to discuss part of the components of the proposed LUCA. Commissioners expressed support for the overall LUCA approach, and most discussion focused on proposed updates to the local street network.

Staff provided an overview of proposed updates to the BelRed street network, including an option for a project to propose replacing designated local street segments with private streets, under specific conditions. Commissioners expressed concerns with increasing reliance on private streets, while also acknowledging that private streets can be done well, and encouraging staff to evaluate options to “think differently” about what constitutes a public street and otherwise accommodate project-specific creativity. Commissioners agreed that any flexibility should be limited to defined local streets, and defined green streets should be maintained as a requirement.

Currently, the City of Bellevue does not have transportation standards that would allow dedication of public streets that are not designed to the current local street or green street design standards. In order to allow developments to replace public street segments with streets designed for exclusive pedestrian or active transportation use, private street types must be used.

The proposed LUCA provided as **Attachment A** has been updated with language that would provide such an option. This option also acknowledges the benefit being provided to the private property owner by establishing stricter standards to support activating the public realm. Under this option, proposals would have to satisfy the following criteria to have a local street replacement approved:

- Local streets cannot be replaced by service corridors, which is an alley-like typology intended for emergency access and back-of-house functions
- If proposing a street typology that includes sidewalks, such as the flexible access corridor, any sidewalks must be a minimum of 10 feet wide instead of eight feet wide
- The proposal must meet all applicable requirements for emergency vehicle access
- The proposal must avoid creating additional adverse impacts to the surrounding neighborhood or circulation system beyond what is anticipated under the established street network, though potential impacts may be resolved through legal agreements with neighbors, such as access easements

- The proposal must meet the intent of applicable ADA requirements for public rights-of-way
- The proposal must provide active uses along at least 75 percent of the total façade length fronting replacement private access corridors. This provision is optional for proposals daylighting a stream

Components of the Proposed LUCA

Neighborhood Districts

BelRed is very large, covering over 860 acres, and includes areas with varied opportunities and challenges relevant to future development. The updated Belred Subarea Plan defined seven new neighborhood districts, shown on the map provided as **Attachment B**. These neighborhood districts inform priorities for the amenity incentive system, and are as follows:

- North of Northrup
- 116th Avenue NE Corridor
- Spring District Station Area Node
- BelRed Station Area Node
- Two Creeks
- Overlake Village Station Area Node
- South of Bel-Red Road

Arts District Intensive Area

One of the largest changes incorporated with the updated subarea plan was the inclusion of the BelRed Arts District Intensive Area. The plan’s vision is to build and sustain BelRed as a destination for creative and innovative communities, with a wealth of engaging and affordable arts and cultural spaces, events and programs, creative businesses and community-serving organizations.

While most of the work implementing the BelRed Arts District will be led outside the Land Use Code, including with partners like the BelRed Arts District Community Alliance, the Land Use Code serves a role in supporting the spaces BelRed’s arts community needs. Arts policy priorities for the land use code include:

- Incentivizing affordable space for arts and cultural uses
- Providing for and encouraging the development of flexible and affordable arts live/work units
- Permitting arts-focused retail and artisanal manufacturing
- Supporting development of affordable artist housing

FAR, Mandatory Affordable Housing, and FAR Exemptions

At present, base Floor Area Ratio (FAR) in BelRed ranges from 0.5 to 1.0, and maximum FAR ranges from 0.5 to 4.0. The highest maximum FAR limits are applied to limited areas surrounding station areas. These FAR limits fall below recommended supportive densities for transit-oriented development, and when combined with current height limits, also do not support high rise development.

The proposed updates to base and maximum FAR expand upon the established Wilburton framework, and offer significant increases to base and maximum capacity, as shown in **Figure 1**. As noted during the previous study session, the total area allocated for the highest possible densities has also expanded considerably. In high rise districts, there are different base and maximum FARs depending on whether a project is nonresidential and residential, based on the emphasis established for that district. In the case of mixed-use projects, a project is classified based on the use category that constitutes more than 50% of the gross floor area.

Figure 1. Proposed BelRed FAR Limits

	MU-H	MUR-H	MUO-H	MUM-H	MU-M	MUR-M	MUM-M	MUR-L	BR-GC
Base FAR	-	-	-	-	2.5	2.5	2.5	1.0	-
Nonres.	4.0	4.0	6.0	6.0	-	-	-	-	2.0
Residential	6.0	6.0	4.0	2.0 / 4.0*	-	-	-	-	1.0
Max FAR	-	-	-	-	6.0	6.0	6.0	4.0	-
Nonres.	8.0	8.0	8.0	8.0	-	-	-	-	2.0
Residential	Unlimited	Unlimited	8.0	8.0	-	-	-	-	1.0

* Base FAR for residential projects in MUM-H is 2.0 on the west side of 116th Avenue NE and 4.0 on the east side of 116th Avenue NE, consistent with the Subarea Plan

The significant increase to base FAR is also designed to support a new mandatory affordable housing requirement. The BelRed housing requirement is proposed to be the same as the Wilburton mandatory affordable housing requirement. Any development in BelRed, excluding the BR-GC district, with either 10 or more dwelling units or more than 4,000 square feet of gross floor area is required to provide affordable housing through one of the following options:

- On-site or off-site performance, with 10% of all dwelling units affordable to households earning 80% AMI (with lower percentage options for deeper affordability, and the possibility to calculate the provision of off-site units for a nonresidential development);
- Fee-in-lieu payment per square foot of new nonexempt gross floor area;
- Transferring property elsewhere within a Mixed-Use Land Use District for affordable housing development; or
- A combination of these options.

The affordable housing requirement applies to all BelRed development, regardless of whether the project exceeds base FAR. To further support feasibility, the following uses are exempt from the total FAR calculation:

- **Active Use Space:** up to 1.0 FAR of active use space, regardless of whether it was required or not, except for market rate residential units which otherwise meet the definition of active uses
- **Affordable Commercial Space,** as detailed below in “Amenity Incentive System”
- **Affordable Housing,** including mandatory affordable housing

This exemption means that it is technically possible for a project to exceed maximum FAR when providing exempt uses, with total project scale regulated through building height, maximum floor plate size, and other regulations.

The BR-GC district is exempt from the mandatory housing requirement as this district is not able to earn additional FAR through the amenity system, and only received an uplift of 1.0 FAR for nonresidential projects, and no increase for residential projects.

Amenity Incentive System

Under the existing code, any BelRed project may only exceed the base FAR and building height through participation in the amenity incentive system. The existing system is built in a tiered structure, where projects must earn a set quantity of FAR through specific amenities in order to achieve the maximum FAR. The specific order of tiers and quantity of FAR depends on the type of development and location. In concept, this approach allows Bellevue to align the amenity system directly with public priorities. In practice, the tiered system has been problematic, as it does not allow site-specific opportunities (such as stream daylighting) or needs to earn credit over established tiers. In addition, as existing maximum FARs and building heights are higher than is required for midrise development, yet not high enough to support tower development, projects rarely need to progress beyond the first tier of amenities.

Under the proposed LUCA, any BelRed project may only exceed the base FAR through participation in the amenity incentive system. Instead of having a base and maximum height, the code only defines maximum height, meaning that the amenity incentive system only impacts achievable FAR, not both FAR and building height. The LUCA defines specific amenities, and the rate at which each amenity earns bonus points. One bonus point provides one additional square foot of FAR beyond the base and up to the maximum.

Staff have reviewed the current list of BelRed amenities and completed updates to better align amenities with the BelRed vision. Staff have also reviewed this list against the established vision for each Neighborhood District, and propose granting extra credit for certain amenities in specific neighborhoods. The updated list of amenities which may earn bonus points, and neighborhoods where each amenity earns extra credit, is as follows:

- **Affordable Housing** beyond the mandatory component, with additional bonus points for achieving deeper affordability. *Extra credit in BelRed Station, Overlake Village Station, and Spring District Station.*
- **Affordable Commercial** space, either leased to a qualified tenant or dedicated as a commercial condo. *Extra credit in BelRed Station and Two Creeks.*
- **Park land dedication**, consistent with relevant city plans and the BelRed Subarea Plan
- **Trail dedications and easements**, consistent with relevant city plans and the BelRed Subarea Plan
- **Stream restoration**, with a broad definition that can include stream daylighting, buffer restoration, removal of fish passage barriers, and more. Criteria now clarify that buffer restoration projects only earn points for improvements beyond Critical Areas requirements,

while other projects including stream daylighting projects earn bonus points for all improvements.

- **Regional Transfer of Development Rights (TDR)**, in coordination with King County. TDR details are under development with King County.
- **Public Art.** *Extra credit in 116th Ave NE Corridor, BelRed Station, Overlake Village Station.*
- **Outdoor Plaza**, provided either as a standard outdoor plaza or a linear event plaza. Linear event plazas provide additional space for events, markets, and other activations along streets and access corridors. *Extra credit in 116th Ave NE Corridor, BelRed Station, Spring District Station.*
- **Green Building**, with two performance tiers. *Extra credit in 116th Ave NE Corridor, South of Bel-Red Road, Spring District Station.*
- **Natural Drainage Practices.** *Extra credit in South of Bel-Red Road.*

Each amenity is defined further, including required design criteria for eligibility, in the proposed LUCA. Some amenities have more complex criteria which will be updated in separate Director’s Rules, including affordable housing, affordable commercial, and green building.

The proposed LUCA removes tier requirements. Outside of the BelRed Arts District Intensive Area, developments may choose any amenity or amenities from the list. Within the BelRed Arts District Intensive Area, at least 75% of any bonus points must be earned from at least two of the following amenities: affordable housing, affordable commercial, outdoor plaza, public art, or nonprofit space. This provides for district-specific focus without setting overly specific tiers, and is similar to an established practice Downtown. This limitation does not apply to projects daylighting streams or dedicating parks or trails.

Fees-in-Lieu

Currently, the LUC provides the flexibility to choose to pay fees-in-lieu instead of on-site performance for any of the tiered amenity options, with no limit on the use of fees-in-lieu. Through the tiering system, a project entirely using fees-in-lieu to maximize capacity will still contribute to separate public amenities, including funds for affordable housing and parks. While the tiering system has been removed to provide flexibility to choose on-site amenities, a version of the tier system could be retained to direct the use of any fees-in-lieu. To generally replicate the current tier system’s prioritization, half of fees-in-lieu could be directed to affordable housing, and half to parks, streams and regional TDR.

While the city can be very effective in leveraging fee-in-lieu dollars for development, imposing some form of limit on the use of fees-in-lieu can promote greater implementation of on-site amenities, and result in a better distribution of amenities through the district. In Downtown, for example, in-lieu fees can only be used for up to 50% of a project’s amenity points. Wilburton does limit the use of fees-in-lieu.

During the study session, staff will lead the Planning Commission in a discussion of priorities to guide the application of fees-in-lieu in BelRed. This will include the following key questions:

- Does the commission support allocating fees-in-lieu between multiple priority amenities, and does it have alternative suggestions for prioritization?

- Does the commission support setting a maximum percentage of fee-in-lieu usage per project?

Public Engagement

Staff has developed a public engagement plan with six modes of outreach to ensure the public, stakeholders, and interested parties have the opportunity to be informed and to provide comments. These modes will be employed across both phases of work, allowing members of the public to provide comment at key intervals and for staff to respond to feedback in developing recommendations.

- **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.
- **Public Open House.** One in-person public open house was held on February 23 to provide information on the project and solicit feedback from the general public.
- **Listening Sessions.** Focused listening sessions with representatives from Bellevue departments implementing BelRed code provisions.
- **Online Questionnaire.** Online questionnaire to gather broad perspectives on project priorities, ideas, and concerns. The questionnaire was advertised through a mailer to all BelRed addresses and during in-person engagement and received 161 complete responses.
- **Direct Engagement and Feedback.** Dialogue with developers, residents, employees and other interested parties. Staff presented to and led exercises with the BDC to generate feedback on multiple occasions, including a “Code Lab” focused on key components of the BelRed LUCA on February 25. Staff tabled in person at Meta and at several BelRed events to provide information on the project and answer question.
- **Online Presence.** Engaging Bellevue and City webpages to provide the public information about the project, who to direct questions to, and how to submit comments.

ATTACHMENT(S)

- A. Strike Draft
- B. Neighborhood and Arts District Map

Chapter 20.10 Land Use Charts

20.10.020 Establishment of land use districts.

Land use districts in the City are hereby established as follows:

Commented [A1]: All BelRed (BR)-specific land use districts are proposed to be replaced with more general Mixed Use Districts. The sole exception is BR-GC, which is proposed to be retained.

District	Designation
...	
BelRed	
BelRed-Medical Office	BelRed-MO
BelRed-Medical Office Node	BelRed-MO-1
BelRed-Office/Residential	BR-OR
BelRed-Office/Residential Node 1	BelRed-OR-1
BelRed-Office/Residential Node 2	BelRed-OR-2
BelRed-Residential/Commercial Node 1	BelRed-RC-1
BelRed-Residential/Commercial Node 2	BelRed-RC-2
BelRed-Residential/Commercial	BelRed-RC-3
BelRed-Commercial/Residential	BelRed-CR
BelRed-Residential	BelRed-R
BelRed-General Commercial	BelRed-GC
BelRed-Office/Residential Transition	BelRed-ORT
...	
Urban Core	UC
Mixed-Use Highrise	MU-H

<u>Mixed-Use Residential Highrise</u>	<u>MUR-H</u>
<u>Mixed-Use Office Highrise</u>	<u>MUO-H</u>
<u>Mixed-Use Medical Highrise</u>	<u>MUM-H</u>
Mixed-Use Midrise	MU-M
Mixed-Use Residential Midrise	MUR-M
<u>Mixed-Use Medical Midrise</u>	<u>MUM-M</u>
<u>Mixed-Use Residential Lowrise</u>	<u>MUR-L</u>

20.10.375 — BelRed

A. Purpose and intent.

BelRed is a major mixed-use employment and residential area characterized by a transit-oriented, nodal development pattern, over time replacing the area’s original low intensity light industrial and commercial past. The City will encourage land uses in the BelRed area which promote employment, retail and residential opportunities. More intense uses and greater heights are concentrated in designated nodal development areas along the NE 15th/16th corridor; these areas are intended to be served by high capacity transit. New development in these designated nodal areas is expected to have a transit-supportive and pedestrian-friendly form. The entire BelRed area will be distinguished by environmental and community amenities that serve residents and employees in the area, as well as nearby neighborhoods and the entire city. New development is expected to make significant contributions to these amenities, and to the infrastructure needed to support redevelopment.

Redevelopment of the BelRed area will occur over decades, and the City encourages a graceful transition of land use over time. Therefore special provisions are appropriate for existing uses that may not be part of the area’s long-term envisioned future:

1. — BelRed-Medical Office (BelRed-MO). The purpose of the BelRed-MO Land Use District is to provide an area for office uses, with an emphasis on medical office.
2. — BelRed-Medical Office Node (BelRed-MO-1). The purpose of the BelRed-MO-1 Land Use District is to provide an area for the most intense medical office uses. The

Commented [A2]: District-specific descriptions have been updated in LUC 20.10.398.

district is located within the core of a nodal area, and is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area:

3. BelRed Office/Residential (BelRed-OR). The purpose of the BelRed-OR Land Use District is to provide an area for a mix of office, housing and retail uses, with office as the predominant use.
4. BelRed Office/Residential Node 1 (BelRed-OR-1). The purpose of the BelRed-OR-1 Land Use District is to provide an area for a mix of office, housing and retail uses within the core of a nodal area, with offices as the predominant use. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.
5. BelRed Office/Residential Node 2 (BelRed-OR-2). The purpose of the BelRed-OR-2 Land Use District is to provide an area for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.
6. BelRed Residential/Commercial Node 1 (BelRed-RC-1). The purpose of the BelRed-RC-1 Land Use District is to provide an area for a mix of housing, retail, office and service uses within the core of a nodal area, with an emphasis on housing. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.
7. BelRed Residential/Commercial Node 2 (BelRed-RC-2). The purpose of the BelRed-RC-2 Land Use District is to provide an area for a mix of housing, retail, office and service uses. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.
8. BelRed Residential/Commercial (BelRed-RC-3). The purpose of the BelRed-RC-3 Land Use District is to provide an area for a mix of housing, retail, office and service uses, with an emphasis on housing. The district is located within a node but in close proximity to mature, stable neighborhoods, and is thus appropriate for transitional heights.
9. BelRed Commercial/Residential (BelRed-CR). The purpose of the BelRed-CR Land Use District is to provide an area for a mix of housing, retail, office and services.

Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.

10. --BelRed-Residential (BelRed-R). The purpose of the BelRed-R Land Use District is to provide an area for residential uses. Limited retail and service uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

11. --BelRed-General Commercial (BelRed-GC). The purpose of the BelRed-GC Land Use District is to provide an area for a wide variety of business activities that provide goods and services to other businesses and the general public.

12. --BelRed-Office/Residential Transition (BelRed-ORT). The purpose of the BelRed-ORT Land Use District is to provide an area for low-intensity offices and uses and low-density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties.

~~B. Permitted Uses:~~

~~Specific categories of uses are listed in Chart 20.25D.070. LUC 20.25D.050 explains Chart 20.25D.070 and describes the applicable review procedures for BelRed. The description of the use chart contained in LUC 20.10.400 and the categories of uses contained in LUC 20.10.440 do not apply to the BelRed Land Use Districts.~~

~~C. General Development Requirements:~~

~~1. --Regulations applying to specific structures or activities are found listed alphabetically in Chapter 20.20 LUC; consult the alphabetical Key Word Index in the beginning of that chapter.~~

~~2. --BelRed-specific standards and guidelines are found in Chapter 20.25D LUC. All development in BelRed shall conform to these requirements.~~

20.10.398 Mixed-Use Land Use Districts

A. Purpose.

The Mixed-Use Land Use Districts are intended to be walkable, transit-oriented, and dense urban neighborhoods with a mix of uses that support the local and regional economy and a livable community. Refer to LUC 20.10.445 for allowed uses.

1. Goals.

- a. Develop Mixed-Use Land Use Districts as livable, sustainable, viable, and memorable neighborhoods;

Commented [A3]: The approach for land use allowances is addressed in LUC 20.10.445. Permitted, Prohibited, and Conditional Uses are proposed to be the same in the BelRed area as in Wilburton, ensuring consistency across both subareas.

- b. Promote sustainable and resilient development that is responsive to the climatic and regional context of Bellevue;
- c. Encourage safe, functional, and attractive development that prioritizes pedestrians, and promotes sustainable transportation options;
- d. Develop cohesive and contextual urban development with a strong identity and connection to adjacent neighborhoods; and
- e. Foster a sense of community, pride, and stewardship of the built and natural environment.

B. District Descriptions.

1. Urban Core (UC). The purpose of the UC Land Use District is to provide for the highest-density mixed-use development near to Downtown. The district is limited in area so that the highest levels of density outside of Downtown are nearest to unique public amenities located within the districts, such as light-rail stations, the Grand Connection, and Eastrail.
2. Mixed-Use Highrise (MU-H). The purpose of the MU-H Land Use District is to provide for a mix of housing, retail, service, office, and complementary land uses at a high scale and density. The district provides a level of intensity appropriate for areas in proximity to high levels of transit and activity in mixed-use centers.
3. Mixed-Use Residential Highrise (MUR-H). The purpose of the MUR-H Land Use District is to provide primarily for housing at a high scale and density with a mix of retail, service, office, and complementary land uses.
4. Mixed-Use Office Highrise (MUO-H). The purpose of the MUO-H Land Use District is to provide for a mix of office, housing, retail, service, and complementary uses with a focus on office uses at high scale and density.
5. Mixed-Use Medical Highrise (MUM-H). The purpose of the MUM-H Land Use District is to provide a mix of laboratories, office, housing, retail, service, and complementary uses with a focus on medical uses at a high scale and density.
63. Mixed-Use Midrise (MU-M). The purpose of the MU-M Land Use District is to provide for a mix of housing, retail, service, office, and complementary land uses at a medium scale and density. The district provides for a transition between higher and lower density land use districts in mixed-use areas throughout the City.
74. Mixed-Use Residential Midrise (MUR-M). The purpose of the MUR-M Land Use District is to provide primarily for housing with retail, service, office, and

complementary uses at lower floors at a medium scale and density. The district provides a transition between higher and lower density land use districts while providing shopping, services, and amenities close to housing.

8. Mixed-Use Medical Midrise (MUM-M). The purpose of the MUM-M Land Use District is to provide a mix of laboratories, office, housing, retail, service, and complementary uses with a focus on medical uses at a medium scale and density.

9. Mixed-Use Residential Lowrise (MUR-L). The purpose of the MUR-L Land Use District is to provide primarily for housing with a mix of retail, service, office, and complementary uses at a low scale and density.

10. BelRed General Commercial (BR-GC). The purpose of the BelRed-GC Land Use District is to provide an area for a wide variety of business activities that provide goods and services to other businesses and the general public.

20.10.400 Use chart described – Interpretation

...

B. Chart 20.10.440 does not apply in the following land use districts and overlays:

1. Downtown Districts. Permitted uses in Downtown land use districts are listed in LUC 20.25A.050.

~~2. BelRed Districts. Permitted uses in BelRed land use districts are listed in LUC 20.25D.070.~~

~~23. Shoreline Overlay District. Permitted uses in the Shoreline Overlay District are listed in LUC 20.25E.020.~~

~~34. Medical Institution (MI) District. Permitted uses in the MI land use district are listed in LUC 20.25J.020.~~

~~45. Office and Limited Business-Open Space (OLB-OS) District. Permitted uses in the OLB-OS land use district are listed in LUC 20.25L.020.~~

~~56. Camp and Conference Center (CCC) District. Permitted uses in the CCC district are listed in LUC 20.25N.040.~~

~~67. Eastgate TOD District. Permitted uses in the Eastgate Transit Oriented Development land use district are listed in LUC 20.25P.050.~~

~~78. East Main Districts. Permitted uses in East Main Transit Oriented Development Districts are listed in LUC 20.25Q.050.~~

Commented [A4]: Edits based on text of 20.10.400 as proposed to be amended through the HOMA LUCA.

89. Mixed-Use Land Use Districts. Permitted uses in Mixed-Use Land Use Districts subject to Part 20.25BR LUC, Part 20.25C LUC, or Part 20.25D LUC are governed by LUC 20.10.445.

20.10.420 Interpretation of land use charts by Director.

...

C. Appeal.

An applicant may appeal the final decision of the Director provided pursuant to subsection A of this section by requesting an interpretation of LUC 20.10.445 or of the use charts contained in LUC 20.10.440 or Chapter 20.25 LUC relating to the inclusion or exclusion of a proposed use. This request for interpretation of LUC 20.10.445 or of the Land Use Code charts will be processed pursuant to Part 20.30K LUC.

20.10.445 Land uses in Mixed-Use Land Use Districts.

A. Applicability.

This section only governs land uses ~~in mixed-use land use districts established under LUC 20.10.020 and described in LUC 20.10.399~~within the BelRed Overlay and within the Wilburton Overlay. The provisions of this section do not apply to any other land use districts.

B. Permitted Uses.

...

5. Use-Specific Requirements. The following land uses are permitted, but structures or sites containing such uses are subject to specific requirements as follows:

- a. Manufacturing Uses. Structures containing manufacturing uses shall be limited to 20,000 gross square feet, or 25,000 gross square feet when Education or Special Schools uses are included as a subordinate use. Larger structures containing manufacturing uses may be allowed through an Administrative Departure ~~as provided in LUC 20.25BR.010.D.34~~in accordance with Part 20.30H LUC.
- b. Uses Relating to the Sale, Lease, or Rental of Automobiles or Motorcycles.
 - i. Applicability. Uses relating to the sale, lease, or rental of automobiles or motorcycles are permitted outright within the BR-GC Land Use District. These standards only apply to other Mixed Use Land Use Districts.

Commented [A5]: Permitted, Prohibited, and Conditional Uses are proposed to be the same in BelRed as in Wilburton.

ii. Intent. The purpose of these standards is to govern future development or redevelopment of structures or sites relating to the sale, lease, or rental of automobiles or motorcycles. The intent is not for existing structures or sites relating to the sale, lease, or rental of automobiles or motorcycles that were legally in existence prior to [Insert Effective Date of Ordinance] June 24, 2025, to meet these standards in order to continue to operate. However, if these standards are not met, such existing structures or sites are nonconforming for the purposes of LUC 20.20.561.

iii. Standards.

- (1) Outdoor storage or display of automobiles or motorcycles is prohibited between the building and any public right-of-way.
- (2) Outdoor storage or display areas shall not exceed 10 percent of the total lot area. A larger outdoor storage or display area may be allowed through an Administrative Departure, as provided in LUC 20.25BR.010.D.34 in accordance with Part 20.30H LUC.
- (3) Surface parking areas may be located between the primary building and a public right-of-way, consistent with subsection B.5.c of this section. These areas may also be used for additional outdoor storage or display; provided, that all automobiles and motorcycles are stored indoors outside of business operating hours.

...

d. Wholesale or retail uses that include the provision of shopping carts to customers must comply with LUC 20.20.790.

...

C. Prohibited Uses.

The following land uses are prohibited as both principal and subordinate uses, except as otherwise noted:

...

9. Warehousing and storage services, except in the BR-GC Land Use District.
Warehousing and storage services are permitted uses in BR-GC.

10. Single-family residential dwellings.

Commented [A6]: Warehousing is currently permitted in BR-GC, and this is consistent with subarea plan.

11. Any land use prohibited under LUC 20.10.410.

12. Heliports, except where heliports are allowed as a conditional use under subsection D of this section.

Commented [A7]: Subsection D establishes heliports as a conditional use in the 116th Ave NE Corridor and Spring District Station Area Node neighborhood districts, limited only to government and hospital heliports used for emergency purposes. This maintains current BelRed approach.

D. Conditional Uses.

...

2. The following land uses shall require a Conditional Use Permit pursuant to Part 20.30B LUC:

- a. Essential public facilities.
- b. Homeless services uses, as defined in LUC 20.20.455.
- c. Regional utility system.
- d. Transient lodging.
- e. Utility facilities, except heat recovery systems may be permitted outright.

f. Heliports, but limited to the 116th Ave NE Corridor Neighborhood District and Spring District Station Area Node in the BelRed Overlay, as defined in LUC 20.25D.015. Heliports are further limited in these neighborhood districts to government and hospital heliports used exclusively for emergency purposes and regulated pursuant to the terms of LUC 20.20.450.

Commented [A8]: Heliports are currently allowed as conditional uses in BR-MO and BR-OR, subject to the other terms provided here. Revisions intended to maintain this approach by pointing to the neighborhood districts which generally align with those current land use districts.

Chapter 20.15 Affordable Housing

20.15.050 Modification of Certain Requirements

...

C. BelRed Land Use Districts Overlay (Part 20.25D LUC).

- 1. Refer to LUC 20.25B.050 and LUC 20.25D.050 for FAR exemptions and incentives applicable to affordable housing in the BelRed Overlay. Refer to LUC 20.25D.080 for FAR Exemptions and incentives applicable to affordable housing BelRed land use districts.

...

G. Mixed-Use Land Use Districts Wilburton Overlay (Part 20.25CR LUC).

1. Refer to LUC 20.25~~BR~~.050 and LUC 20.25C.050 for FAR exemptions and incentives applicable to affordable housing in ~~Mixed-Use Land Use Districts~~the Wilburton Overlay.
2. Refer to LUC 20.25~~CR~~.060 for Catalyst Programs in ~~Mixed-Use Land Use Districts~~the Wilburton Overlay. The provisions of the Catalyst Programs may modify the requirements of this chapter for certain development within ~~Mixed-Use Land Use Districts~~the Wilburton Overlay.

H. Generally Applicable.

1. In any land use district, the following development shall not be required to provide façade modulation or upper-level setbacks in the building design:
 - a. New development consisting entirely of affordable housing, as defined in LUC 20.15.020.A; or
 - b. Conversions of existing buildings into development consisting entirely of affordable housing, as defined in LUC 20.15.020.A.

20.15.100 Affordable Housing Suffix Eligibility

...

Chart 20.15.100.C
Affordable Housing Suffix Eligibility

Reference Land Use District	Associated Affordable Housing Suffix
LDR-2, PO	(AH-1)
LDR-3, NB	(AH-2)
MDR-1, O, GC	(AH-3)
MDR-2, BR-CR, BR-ORT, BR-RC , CB, DT (Any), EG-TOD, EM-TOD- H, EM-TOD-L, F1, F3, LI, NMU, OLB, OLB 2, NMU, UC, MU-H, <u>MUM-H, MUR-H, MUO-H</u> , MU-M, <u>MUM-M, MUR-M, MUR-L</u> , MU8, MU16	(AH-4)

...

20.15.110 Affordable Housing Program – General

A. Applicability. This section applies to development meeting all of the following criteria:

1. The development contains either or both of the following:
 - a. 10 or more dwelling units, including any accessory dwelling unit permitted under LUC 20.20.120; or
 - b. More than 4,000 square feet of gross floor area.
2. The development is either fully or partially located within one of the following land use districts or overlays:
 - a. ~~A Mixed-Use Land Use District~~The Wilburton Overlay. (UC, MU-H, MU-M, or MUR-M).
 - b. A Community Mixed-Use Design District (O, OLB, OLB 2, NB, CB, NMU, MU8, MU16, or F3 land use districts).
 - c. The EG-TOD land use district.
 - d. The F1 land use district.
 - e. The BelRed Overlay, excluding BR-GC.

B. Exceptions. The following development is exempt from this section, even where it would otherwise meet the criteria listed in subsection A of this section:

1. Building additions that increase the gross floor area by less than 50 percent.

C. Residential or Mixed-Use Development. Residential or mixed-use development subject to the requirements of this section shall comply with at least one of the following:

1. The residential performance option under LUC 20.15.120;
2. The payment option under LUC 20.15.150;
3. A combination of the residential performance option and the payment option in accordance with LUC 20.15.160; or
4. The land transfer option under LUC 20.15.170.

D. Nonresidential Development. Nonresidential development subject to the requirements of this section shall comply with at least one of the following:

1. The nonresidential performance option under LUC 20.15.130;
2. The payment option under LUC 20.15.150;

- 3. A combination of the residential performance option and the payment option in accordance with LUC 20.15.160; or
 - 4. The land transfer option under LUC 20.15.170.
- E. Acceptance and Deposit of Funds. If development subject to the requirements of this section elects to comply with this section through the payment option under LUC 20.15.150, or a combination of the payment option and a performance option under LUC 20.15.160, then the Director is authorized to accept such payment from the applicant. Funds shall be deposited into a special account and may be used by the City for the purposes authorized by RCW 36.70A.540.

...

20.15.150 Affordable Housing Program – Payment Option

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Table 20.15.150.B

Land Use District or Overlay	Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area	Residential and Mixed-Use Fee Per Square Foot of New Nonexempt Gross Floor Area
UC, MU-H, MU-M, MUR- Wilburton Overlay	\$16.50	\$13.00
BelRed Overlay	\$16.50	\$13.00
OLB 2, NMU, MU8, MU16, F1, F3, EG-TOD	\$16.50	\$13.00
O, OLB, NB, CB	\$16.50	\$10.00

Commented [A9]: Proposing the same mandatory housing approach and fee as Wilburton and higher-density HOMA districts.

20.15.170 Affordable Housing Program – Land Transfer Option

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- B. Land Transfer Option. As one means of complying with LUC 20.15.110, the City may, but is not required to, accept legal title to real property from an applicant for purposes relating to the construction, operation, maintenance, or acquisition of affordable housing. A proposed transfer of real property under this subsection shall be reviewed using the following procedure:
1. Eligibility. The City will not consider a land transfer under this subsection unless the real property proposed to be transferred is located as follows:
 - a. If the development subject to LUC 20.15.110 is located within ~~a Mixed-Use Land Use District subject to Part 20.25R LUC~~ either the Wilburton Overlay or BelRed Overlay, then the real property proposed to be transferred must be located within ~~a Mixed-Use Land Use District subject to Part 20.25R LUC~~ the Wilburton Overlay or the BelRed Overlay.

...

Chapter 20.20 General Development Requirements

20.20.005 Chart of dimensional requirements described.

- A. Chart 20.20.010 sets forth the dimensional requirements generally applicable to structures or development located in the following land use districts: residential land use districts, PO, O, OLB, OLB-2, LI, GC, NB, NMU, CB, F3, MU8, MU16, UC, MU-H, MUR-H, MUO-H, MUM-H, MU-M, MUM-M, and MUR-M, and BR-GC.

...

- D. Chart 20.20.010 does not apply in the following land use districts:
1. Downtown Districts. Dimensional requirements for structures or development located in Downtown land use districts are listed in LUC 20.25A.060.
 - ~~2. BelRed Districts. Dimensional requirements for structures or development located in BelRed land use districts are listed in LUC 20.25D.080.~~
 - ~~23.~~ Factoria 1 District. Dimensional requirements for structures or development located in the Factoria 1 land use district are listed in LUC 20.25F1.040
 - ~~34.~~ Medical Institution (MI) District. Dimensional requirements for structures or development located in the MI land use district are listed in LUC 20.25J.030.

45. Office and Limited Business-Open Space (OLB-OS) District. Dimensional requirements for structures or development located in the OLB-OS land use district are listed in LUC 20.25L.030.

56. Camp and Conference Center (CCC) District. Dimensional requirements for structures or development located in the CCC land use district are listed in LUC 20.25N.040.

67. Eastgate TOD District. Dimensional requirements for structures or development located in the Eastgate Transit Oriented Development land use district are listed in LUC 20.25P.060.

78. East Main TOD Districts. Dimensional requirements for structures or development located in East Main Transit Oriented Development land use districts are listed in LUC 20.25Q.060.

20.20.010 Uses in land use districts dimensional requirements.

Chart 20.20.010 Uses in land use districts – Dimensional Requirements

...

Uses in Mixed-Use Highrise Land Use Districts – Dimensional Requirements

Development Type (1)(2)	UC		MU-H		MUR-H		MUO-H		MUM-H	
	Nonres.	Res.	Nonres.	Res.	Nonres.	Res.	Nonres.	Res.	Nonres.	Res.
Maximum Height (3)	450'	450'	250'	250'	250'	250'	250'	250'	250'	250'
Base FAR	6.0	8.0	4.0	6.0	4.0	6.0	6.0	4.0	6.0	2.0 / 4.0 (6)
Maximum FAR	10.0	Unlimited	8.0	Unlimited	8.0	Unlimited	8.0	8.0	8.0	8.0

	UC		MU-H		MUR-H		MUO-H		MUM-H	
	30,000 gsf	16,000 gsf	30,000 gsf	16,000 gsf	30,000 gsf	16,000 gsf	30,000 gsf	16,000 gsf	30,000 gsf	16,000 gsf
Maximum Floor Plate Above 55' Where Building Exceeds 100' (4)(5)										

Uses in Mixed-Use Midrise and Lowrise Land Use Districts – Dimensional Requirements

	MU-M	MUR-M	MUM-M	MUR-L	BR-GC	
Development Type (1)(2)	All	All	All	All	Nonres.	Res.
Maximum Height (3)	100'	100'	100'	60'	45'	45'
Base FAR	2.5	2.5	2.5	1.0	2.0	1.0
Maximum FAR	6.0	6.0	6.0	4.0	2.0	1.0

Notes: Dimensional Requirements in Mixed-Use Land Use Districts:

(1) For purposes of applying FAR and height limits, a single building is considered residential if more than 50 percent of the gross floor area is devoted to residential uses. The maximum floor plate shall be determined based on whether more than 50 percent of the gross floor area of an individual tower is dedicated to residential or nonresidential use.

(2) Hotels and motels and other transient lodging shall be considered nonresidential uses for purposes of this Chart 20.20.010.

(3) Refer to LUC 20.25R.040.B.2 and 20.20.525 for allowable projections above the maximum height limits.

(4) Refer to LUC 20.25RB.040.B.3 for exceptions to this requirement.

Commented [A10]: 20.20.525 is now drafted to allow projections in certain circumstances for any land use district with height limits of 100 feet and above.

(5) Where a building exceeds 100 feet in height, the maximum floor plate restriction shall apply beginning with the first full floor plate located above 55 feet in height and then to all floor plates going up to the applicable maximum building height.

~~(6) Base FAR for residential development in the MUM-H land use district on the west side of 116th Avenue NE is 2.0. Base FAR for residential development in the MUM-H land use district on the east side of 116th Avenue NE is 4.0.~~

20.20.030 Designation and measurement of required setbacks.

...

E. The critical area buffer and critical area structure setback requirements of Part 20.25H LUC are in addition to ~~the other~~ setback requirements contained in the land use code of LUC 20-20-010, 20-25D-080, 20-25F-040, 20-25J-030, 20-25L-030, 20-25N-050 and 20-25P-060. Where there are multiple setback requirements, the greater setback dimension is required.

20.20.070 Lots nonconforming as to area, street frontage, width, or depth – Status.

...

~~D. This section is not applicable in the Bel-Red Land Use Districts. Refer to LUC 20-25D-060 for regulations relating to existing conditions.~~

20.20.255 Electrical utility facilities.

...

D. Alternative Siting Analysis.

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2. Content of Alternative Siting Analysis. Upon submittal of the Conditional Use Permit application required pursuant to subsection C of this section, the applicant shall submit results of the siting analysis which:

...

c. Describe which of the sites analyzed are considered practical or feasible alternatives by the applicant, and which of the sites analyzed are not considered practical or feasible, together with supporting information that justifies the conclusions reached. For sites located within a Neighborhood Business Land Use District, Residential Land Use District, ~~and/or~~ the South of Bel-Red Road Neighborhood District-Bel-Red Office/Residential Transition (BR-ORT), the applicant shall:

...

- d. Identify a preferred site from the alternative locations considered for the proposed new or expanding electrical utility facility. The following location selection hierarchy shall be considered during identification of the preferred site alternative: (i) nonresidential land use districts that do not permit residential uses, (ii) the BelRed Office/Residential Transition (BR-ORT) South of Bel-Red Road Neighborhood District, and (iii) residential areas land use districts that permit residential uses. The applicant may identify a preferred site alternative in a Residential Land Use District land use district that permits residential uses or the BelRed Office/Residential Transition (BR-ORT) South of Bel-Red Road Neighborhood District upon demonstration that the location has fewer site compatibility impacts than a location in a land use district that does not permit residential uses.

...

20.20.400 Fences.

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B. Barbed Wire.

No barbed wire may be used in fencing along a property boundary except at the top of a solid or chain link fence six feet or more in height. Barbed wire fencing is prohibited in the BelRed Overlay.

...

D. Chain Link Security Fences.

1. May be permitted within the front setback in CB, GC, or LI Districts, or in commercial parking lots and storage areas, providing plans are approved by the Development Services Department upon finding that the fence will not violate sight obstruction standards, BCC 14.60.240, nor stand in, or in front of, any required landscaping.
2. BelRed Overlay. Chain link fences are not permitted on any street frontage in the BelRed Overlay except as follows:
 - a. To secure a construction site or area during the period of construction, site alteration, or other modification;
 - b. In connection with any approved temporary or special event use; or
 - c. As a component of a nonconforming use, structure, or site pursuant to LUC 20.20.561.

Commented [A11]: Consolidating existing BelRed-specific fence standards in the general code.

20.20.420 Green Building.

- A. Applicability. The provisions of this section apply to the green building components of the amenity incentive programs in for Mixed-Use Land Use Districts contained in LUC 20.25B.050, 20.25C.050, and 20.25D.050.
- B. Administrative rule. The varying nature of sustainable development strategies and the frequency of innovation in sustainability require flexibility in rulemaking and opportunities for periodic updates. Thus, green building requirements and incentives shall be established by the Director by rule adopted in accordance with LUC 20.40.100. The rule shall address the following:
 - 1. The Director shall establish a tiered list of green building certification programs.
 - a. Tiers may be used to achieve bonus points in the Amenity Incentive System for Mixed Use Land Use Districts as provided in LUC 20.25B.050, 20.25C.050, and 20.25D.050.

...

20.20.525 Mechanical equipment.

...

- C. Implementation.

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- 8. Allowable Projections Above Maximum Height. In all Land Use Districts with height limits of 100 feet and above, including all Mixed-Use, BelRed, and Eastgate Land Use Districts, buildings may exceed the maximum height as follows:
 - a. Mechanical equipment and related appurtenances may be located above the maximum height applicable to the development up to the additional height indicated below. For buildings containing life science uses, the additional height above the maximum is meant to generally accommodate mechanical equipment necessary for such uses. For building containing all other uses, the additional height above the maximum must only contain uninhabitable space and any improvements or structures required to access, service, or screen the mechanical equipment:
 - i. Buildings containing life science uses: 45 feet.
 - ii. Buildings containing all other uses: 30 feet.

Commented [A12]: Note additional building height flexibility for life science uses in all districts with a maximum building height of 100' or more. In BelRed, this applies to all Highrise and Midrise districts.

- b. Renewable electricity-generating equipment, such as photovoltaic panels located on the top of buildings, is exempt from the maximum height requirement.

...

20.20.537 Micro-Apartments.

A. Applicability and Relationship to Other Regulations.

1. ~~Micro-Apartments shall be eligible for the exceptions and modified standards in subsection B of this section as provided Where noted in LUC 20.10.440, through LUC 20.10.445, and Use Charts for Downtown in LUC 20.25A.050.D, BelRed in LUC 20.25D.070, Eastgate Transit Oriented Development in LUC 20.25P.050, and East Main in LUC 20.25Q.050.D, and when located within one or more of the following areas:~~

- ~~a1. Within ~~1/4~~one-quarter mile of a transit stop that receives transit service at least ~~two~~2 times per hour for 12 or more hours per day; or~~
- ~~b2. Within ~~1/2~~one-half mile of a transit stop that receives transit service at least ~~four~~4 times per hour for 12 or more hours per day; or~~
- ~~c3. Within one-half mile of a future light rail or bus rapid transit station scheduled to begin service within two years; or-~~
- ~~d. Within one-half mile of a light rail or bus rapid transit station.~~

2. ~~Micro-Apartments shall be eligible for exceptions and modified standards in subsection B of this section.~~ Where there is a conflict between this section and other provisions of the Land Use Code, these exceptions and modified standards shall govern.

...

20.20.540 Multifamily play areas.

A. New ~~multifamily residential or mixed-use~~ developments ~~s containing~~of 10 dwelling units or more shall be required, as a condition of Building Permit approval, to provide a minimum of 800 square feet of contiguous, unpaved, usable open space with lawn or other soft surface for an outdoor children’s play area, plus an additional 50 square feet of usable open space for each additional dwelling unit beyond the initial 10 dwelling units, up to a maximum of 10,000 square feet. This requirement does not apply to:

Commented [A13]: Edits based on 20.20.540 as proposed to be amended through the HOMA LUCA.

1. ~~Multifamily Residential or mixed-use~~ development in Downtown, ~~the BelRed Overlay, or in the Wilburton Overlay or in Mixed-Use Land Use Districts established under LUC 20.10.020 and described in LUC 20.10.398;~~
2. ~~Multifamily Residential or mixed-use~~ development devoted exclusively to senior citizen dwellings as defined in LUC 20.50.046; ~~or~~
3. Micro-apartments; ~~-~~
4. ~~Multifamily Residential or mixed-use~~ development in the Community Mixed-Use Design District (O, OLB, OLB 2, NB, CB, NMU, MU8, MU16, or F3);
5. ~~Multifamily Residential or mixed-use~~ development in the EG-TOD land use district; ~~or~~
6. ~~Multifamily Residential or mixed-use~~ development in the F1 land use district; ~~-~~
7. Rooming houses; or
8. ~~Redevelopment of existing buildings under LUC 20.20.727.~~

...

20.20.561 Nonconforming Uses, Structures, and Sites.

A. Applicability.

1. General Applicability. Except as provided below, this section applies to nonconforming uses, nonconforming structures, and nonconforming sites located within any Land Use District established under LUC 20.10.020.
2. Exceptions.

...

e. Medical Institution District. The requirements of this section shall apply as normal in the MI land use district except as otherwise provided in LUC 20.25J.030 or LUC 20.25J.060.

~~f. BelRed Land Use Districts. The provisions of this section do not apply to uses, structures, or sites located within a BelRed Land Use District established under LUC 20.10.020 and described in LUC 20.10.375. Refer to LUC 20.25D.060 for the requirements for such nonconforming uses, structures, and sites.~~

...

E. Regulations Applicable to Nonconforming Structures and Nonconforming Sites.

Commented [A14]: Edits are based on the consolidated LUC 20.20.561 proposed through the HOMA LUCA.

...

3. Proportional Compliance.

...

c. Threshold Triggering Required Improvements.

- i. General: The standards of this subsection shall be met when the value of alterations to a nonconforming structure, a nonconforming site, or to both a nonconforming structure and nonconforming site exceed \$248,577 as of [Insert Effective Date]. The threshold established here will be reviewed annually and, effective January 1st of each year, the Director shall administratively increase or decrease this threshold by an adjustment to reflect the current published annual change in the Seattle Consumer Price Index for Wage Earners and Clerical Workers as needed in order to maintain accurate construction costs for the region. the threshold established in LUC 20.25D.060.G.3.a, as may be, or has previously been, administratively adjusted.

Commented [A15]: On May 26, 2009, the LUC established \$150,000 as the threshold for the BelRed Nonconforming Code and stated that it should be adjusted for inflation each year. This number is the result of these annual adjustments and is current for 2026. As we will be repealing LUC 20.25D.060, we need to state this number explicitly here in 20.20.561 instead of cross-referencing.

...

f. Required Improvements by Land Use District Established Under LUC 20.10.020:

...

- xi. Wilburton Overlay UC, MU-H, MU-M, and MUR-M Land Use Districts (Part 20.25CR LUC):
 - (1). If required for the site under LUC 20.25CR.020.C, then non-motorized access to Eastrail meeting the requirements of LUC 20.25CR.020.
 - (2). If required for the site under LUC 20.25C.020.C, then emergency vehicle access to the Eastrail corridor meeting the requirements of LUC 20.25CR.020.
 - (3). If required for the site under LUC 20.25CR.030.C, then major public open space meeting the requirements of LUC 20.25CR.030.C.
 - (4). If required for the site under LUC 20.25CR.030.DG., then frontage paths along the Eastrail corridor meeting the requirements of LUC 20.25CR.030.DG.
 - (5). If required for the site under LUC 20.25CR.020.B, then access, block, and circulation required under LUC 20.25CR.020.B.

- (6). Landscaping meeting the requirements of [LUC 20.25B.030.C](#), [LUC 20.25CR.030.C](#), and [LUC 20.20.520](#).
- (7). If required for the site under [LUC 20.25CR.030.DG](#), then active uses along the Eastrail corridor meeting the requirements of [LUC 20.25CR.030.DG](#).
- (8). If required for the site under [LUC 20.25CR.030.DG](#), then active uses along the Grand Connection meeting the requirements of [LUC 20.25CR.030.DG](#).
- (9). If required for the site under [LUC 20.25BR.030.DE](#), then weather protection meeting the requirements of [LUC 20.25BR.030.DE](#).
- (10). If required for the site under [LUC 20.25BR.030.FE](#), then a landscape buffer from the property line adjoining Interstate 405 meeting the requirements of [LUC 20.25BR.030.FE](#).

[xii. BelRed Overlay \(Part 20.25D LUC\):](#)

- (1) [Landscaping meeting the requirements of LUC 20.25B.030.C, LUC 20.25D.030.C, and LUC 20.20.520.](#)
- (2) [If required for the site under LUC 20.20.590, then circulation and internal walkways required under LUC 20.20.590.](#)
- (3) [Required paving of surface parking, outdoor storage, and retail display areas.](#)
- (4) [If required for the site under LUC 20.25D, then weather protection meeting the requirements of LUC 20.25D.](#)
- (5) [If required for the site under LUC 20.25B.030.F, then a landscape buffer from the property line adjoining Interstate 405 or State Route 520 meeting the requirements of LUC 20.25B.030.F.](#)

20.20.590 Parking, circulation, and walkway requirements.

...

F. Minimum/Maximum Parking Requirement by Use.

Commented [A16]: Applies existing Wilburton approach of applying a flat reduction to Citywide parking standards to BelRed. This is only an interim requirement until the Parking Reform LUCA is adopted. That LUCA will revise all parking requirements for consistency with state law and consolidate for ease of use.

1. Specified Uses. Subject to subsections G, H, and L of this section, the property owner shall provide at least the minimum and may provide no more than the maximum number of parking stalls as indicated below:

Use	Minimum Number of Parking Spaces Required (4)(5)	Maximum Number of Parking Spaces Allowed
...

nsf = net square feet (See LUC 20.50.036).

Notes: Minimum/Maximum Parking by Use:

...

(4) In ~~Mixed-Use Land Use Districts established under LUC 20.10.020 and described in LUC 20.10.398~~ both the Wilburton Overlay and the BelRed Overlay, the minimum number of parking stalls required shall be reduced by 75 percent.

...

20.20.727 Redevelopment of Existing Buildings

...

B. For development applications meeting all of the requirements of subsection A of this section, the normal requirements of this Code shall apply during the land use or building permit review required for the application except as such requirements are modified below by this subsection:

...

5. The following sections of the Land Use Code, now or as hereafter amended, do not apply:

- a. LUC 20.20.070 (Lots nonconforming as to area, street frontage, width or depth – Status);
- b. LUC 20.20.540 (Multifamily play areas);
- c. LUC 20.20.561 (Nonconforming structures, uses and sites);
- d. LUC 20.20.725 (Recycling and solid waste collection areas);

~~e. LUC 20.25D.060 (Existing conditions).~~

...

7. Nonconforming Uses, Structures and Sites. ~~Except in any BelRed Land Use District, any~~Any nonconforming use, nonconforming structure, or nonconforming site may continue when all of the requirements of subsection B.7.a of this section are met. However, once a final certificate of occupancy is issued, such nonconformities may continue only to the extent allowed by LUC 20.20.561.

...

~~8. BelRed Existing Conditions. For eligible residential development in any BelRed Land Use District, any existing use or existing development may continue when all of the requirements of subsection B.8.a of this section are met. However, once a final certificate of occupancy is issued for the redevelopment, such existing use or existing development may continue only to the extent allowed by LUC 20.25D.060. For the purposes of this section, the terms “existing use” and “existing development” shall have the same meaning as provided in LUC 20.25D.060.~~

~~a. The existing use or existing development must:~~

- ~~i. Be associated with the development application meeting the eligibility criteria provided in subsection A of this section; and~~
- ~~ii. Have existed prior to submittal of the development application meeting the eligibility criteria provided in subsection A of this section.~~

~~89.~~ Prior Participation in an Amenity Incentive System. If the existing building was originally constructed using a bonus obtained through voluntary participation in an amenity incentive system contained in the land use code, then the benefit or amenity provided in exchange for receipt of that bonus must remain and be maintained following the addition of dwelling units under this section. The benefit or amenity must remain and be maintained subject to the original requirements, except that the location of the benefit or amenity may be moved elsewhere on the site or within the existing building subject to the approval of the Director.

...

20.20.900 Tree Retention and Replacement

...

B. Applicability.

...

4. This section is inapplicable in the following circumstances:

...

- g. This section does not apply to Development Activity in ~~any Mixed-Use Land Use District established under LUC 20.10.020 and described in LUC 20.10.398~~ either the Wilburton Overlay or the BelRed Overlay.

...

Commented [A17]: In lieu of tree credit system, BelRed will now be subject to Green Factor and landscape requirements.

Part 20.25B Mixed-Use Land Use Districts

20.25B.010 General

A. Purpose.

The purpose of this part is to promote excellence in design quality and innovation, while enhancing the identity of Mixed-Use Land Use Districts, without prescribing a specific architectural style, aesthetic, or theme.

B. Applicability.

1. The provisions of this chapter shall apply to all development within the Wilburton Overlay and the BelRed Overlay.
2. Except to the extent expressly provided in this Part 20.25B, or as expressly provided in either Part 20.25C or Part 20.25D, as applicable to a development, the provisions of the Land Use Code and all other applicable provisions of the Bellevue City Code shall apply.

C. Relationship to Other Regulations.

1. To the extent that any provision this Part 20.25B conflicts with any requirement contained in the Shoreline Overlay District (i.e., Part 20.25E LUC), Part 20.25E LUC shall control.
2. To the extent that any provision of this Part 20.25B conflicts with any requirement contained in the Critical Areas Overlay District (i.e., Part 20.25H LUC), Part 20.25H LUC shall control.
3. To the extent that any provision of this Part 20.25B conflicts with any requirement contained in Part 20.25C, then Part 20.25C shall control.
4. To the extent that any provisions of this Part 20.25B conflicts with any requirement contained in Part 20.25D, then Part 20.25D shall control.

Commented [A18]: Part 20.25R LUC is proposed to be repealed and replaced with Part 20.25B as shown.

The intent of Part 20.25B is to apply the majority of existing Part 20.25R to both the BelRed and Wilburton Overlays. Development regulations currently contained in part 20.25R that are specific to Wilburton will be included in the new Wilburton Overlay, Part 20.25C. Development regulations currently contained in Part 20.25R that are specific to BelRed will be included in the new BelRed Overlay, Part 20.25D.

5. Land Use Code Sections Not Applicable. The following sections of Chapter 20.20 LUC do not apply within Mixed-Use Land Use Districts. Unless specifically listed below, all other sections of Chapter 20.20 LUC apply within Mixed-Use Land Use Districts.

- a. LUC 20.20.012 through 20.20.025;
- b. LUC 20.20.060;
- c. LUC 20.20.070;
- d. LUC 20.20.125;
- e. LUC 20.20.135;
- f. LUC 20.20.140;
- g. LUC 20.20.190;
- h. LUC 20.20.192;
- i. LUC 20.20.200;
- j. LUC 20.20.250;
- k. LUC 20.20.252;
- l. LUC 20.20.522;
- m. LUC 20.20.538;
- n. LUC 20.20.540;
- o. LUC 20.20.720;
- p. LUC 20.20.750;
- q. LUC 20.20.760;
- r. LUC 20.20.800;
- s. LUC 20.20.900.

D. Applicable Review.

All development within Mixed-Use Land Use Districts shall be reviewed by the Director for consistency with this Part 20.25B LUC and all other applicable development regulations, including Parts 20.25C and 20.25D LUC as may be applicable.

20.25B.020 Access and connectivity

A. Purpose.

Enhance walkability, active transportation options, and transit-oriented design by prioritizing pedestrian-friendly infrastructure, a comprehensive bicycle network, a connected network of sidewalks, plazas, parks, and open spaces, and effective traffic management. The aim is to enable accessible and sustainable movement throughout the Mixed-Use Districts by the creation of efficient, safe, and well-connected mobility systems for all modes.

B. Access, Blocks, and Circulation.

1. Intent. Encourage walkable, compact mixed-use development that prioritizes a safe, vibrant, and comfortable pedestrian experience while accommodating site-specific access needs. Ensure that development is well-connected to the transit, pedestrian, bicycle, and vehicular circulation systems of the city.
2. Access and Circulation Design.
 - a. Access corridors or commercial driveways required under Part 20.25B, Part 20.25C, or Part 20.25D shall be designed and constructed in accordance with the requirements contained in this section and in the Transportation Design Manual, adopted pursuant to Chapter 14.60 BCC, and all applicable appendices. Requests for deviations from the requirements of the Transportation Design Manual shall be based on specific project restraints and must be submitted to, and shall be considered by, the Transportation Department Director in accordance with the deviation process outlined in the Transportation Design Manual.
 - b. Where dedication and construction of a new access corridor or commercial driveway is required, that access corridor or commercial driveway shall be required to the extent that the access corridor or commercial driveway is reasonably necessary to mitigate the direct transportation impacts resulting from a development project in accordance with Chapter 14.60 BCC.
 - c. Buildings may extend over an access corridor or commercial driveway, provided:

- i. Building cantilevers may project up to 6 feet over the width of any access corridor, excluding public rights-of-way; provided, that a minimum clear height of 16 feet is maintained beneath the projection;
 - ii. Pedestrian connections (bridges or walkways) between buildings may be constructed over any access corridor, excluding public rights-of-way; provided, that the width of the pedestrian connection does not exceed 30 feet and maintains a minimum clear height of 13.5 feet above the access corridor.
 - iii. Buildings may be connected across any access corridor, excluding public rights-of-way; provided, that the connecting structure does not exceed 75 feet in width and maintains a minimum clear height of 16 feet above the corridor.
- d. Hours. All private access corridors created by operation of Part 20.25C or Part 20.25D shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection B.2.d of this section shall allow for temporary closures when necessary for maintenance purposes.
- e. Public Access Easement. The owners of property that are required to provide a private access corridor to meet the required block dimensions in Part 20.25C or Part 20.25D or as part of the Design Review process shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the portion of the property over which such access corridor is constructed shall be subject to a nonexclusive surface right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:
- i. The legal description of the applicable access corridor;
 - ii. That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the property owner;
 - iii. That the owner shall maintain the portion of the applicable access corridor running over the property and to keep the same in good repair;
 - iv. Provisions allowing for the temporary closure, with the City's approval, of the applicable access corridor when necessary for maintenance purposes, festivals, or events;
 - v. That the owner may adopt reasonable rules and regulations for use of the owner's portion of the applicable access corridor; provided, that such rules

and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement; and

- vi. Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the access corridor.
- f. Unobstructed Travel Path. Within the width of a sidewalk, at least six feet of unobstructed travel path shall be maintained for safe pedestrian access in new development.

20.25B.030 Site organization and public realm.

A. Purpose.

Develop the Mixed-Use Districts as attractive, engaging, safe, and accessible with a distinct identity achieved through thoughtful site design and landscaping, inclusion of public spaces, and public art; contribute to an inclusive and inviting urban fabric by providing publicly accessible programmed open spaces and include recreational and environmental amenities, and places to gather; and create accessible and landscaped public spaces throughout the Mixed-Use Districts, emphasizing interconnected green spaces and trails, and sustainable design features.

B. Active Uses.

- 1. Intent. Promote building designs that engage pedestrians, provide protection from the elements, and enhance public safety and the urban experience.
Encourage active uses and elements of visual interest at the ground level.

C. Landscaping. Landscaping shall be required as provided in Part 20.25C or Part 20.25D, as applicable, and may contribute to any open space required under LUC 20.25C.030.C.2.

- 1. The provisions of LUC 20.20.520, except as they conflict with this section, apply to development in Mixed-Use Districts.
- 2. A landscape buffer with type III landscaping, as described in LUC 20.20.520, shall be provided as follows:
 - a. Where surface parking is adjacent to an access corridor and also located within the project limit, a landscape buffer of at least eight feet in width shall be provided.

- b. Where surface parking is adjacent to the rear or side yard of a lot and also located within the project limit, a landscape buffer of at least five feet in width shall be provided.
3. Plantings in landscape area shall be installed as follows:
- a. Deciduous and evergreen trees shall be planted in natural groupings, with an average of 1 tree every 20 lineal feet of landscape area.
 - i. Deciduous trees shall have a minimum caliper of two inches measured four and one-half feet above the soil surface.
 - ii. Evergreen trees shall be minimum height of six feet.
 - b. Small and medium shrubs, planted in groupings, shall provide coverage that equals 75 percent of the planting area within 3 years of planting.
 - c. Ground cover shall be planted under deciduous trees, shrubs and other open areas not covered by larger plant material so that the plantings provide 90 percent coverage within 3 years of planting.
 - d. An alternative landscaping option may be approved by the Director as provided in LUC 20.20.520.
4. Street Landscaping. Street trees together with shrubbery, groundcover and other approved plantings are required in a planter strip along the length of the lot frontage on public streets, or within required amenity zones within private access corridors. Vegetation included in the planter strip shall be able to withstand urban conditions and shall contain plantings native to the region.
- a. Installation. Street trees, at least 2.5 inches in [caliper](#) or as approved by the [Director](#), shall be planted at least three feet from the face of the street curb, and spaced a maximum of 20 feet for small trees, 25 feet for medium trees, and 30 feet for large trees. A street tree planting area may also include step-off pavers (when adjacent to on-street parking or loading zones), decorative paving, and other native plant materials, except grass that requires mowing. The use of planter strips for stormwater treatment is encouraged. Installation shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.
 - b. Irrigation. A permanent automatic irrigation system shall be provided at the time of installation of street trees and sidewalk planting strip landscaping located in a

required planter strip or tree pit. The use of rainwater to irrigate is encouraged. Rainwater irrigations systems that do not meet the total demand for landscape water, shall be served by a separate water meter installed by the applicant and served by City-owned water supply with 24-hour access by the City. The irrigation system shall be designed per the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

c. Species. Street trees and other required plantings shall be selected from a list the Director shall define by rule.

Commented [A19]: Reference to new planting species Director's rule, to be developed and implemented along with BelRed LUCA.

d. Tree pits. Tree pits may be used instead of planters along the 130th Avenue Shopping Street, within Linear Event Plazas, and in other locations with a high volume of pedestrian traffic or anticipated event usage. Any tree pits shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

5. An alternative landscaping option may be approved by the Director as provided in LUC 20.20.520.

D. Green and Sustainability Factor.

1. Intent. Create a healthy community with a low-carbon impact by enhancing ecological performance, embracing clean energy solutions, and building resilient infrastructure to combat climate change. Promote green building materials and practices, renewable energy integration, climate resilient design, and the preservation and enhancement of natural habitats and local ecology to reduce environmental impacts and improve the quality of life for the community.
2. All new development shall provide a combination of landscape elements described in Table 20.25B.030.C.2.e to meet a minimum Green and Sustainability Factor score. All new development shall achieve a minimum score of 0.3, except that development on a small site shall achieve a minimum score of 0.25. All landscape elements must meet standards promulgated by the Director to provide for the long-term health, viability, and coverage of each landscape element. These standards may include, but are not limited to, the type and size of plants, spacing of plants, depth of soil, and the use of drought-tolerant plants. The Green and Sustainability Factor score shall be calculated as follows:

- a. Identify all proposed elements in the development as described in Table 20.25B.030.C.2.e.
- b. Multiply the square feet, or equivalent unit of measurement where applicable, of each landscape element by the multiplier provided for that element in Table 20.25B.030.C.2.e according to the following provisions:
 - i. If multiple elements listed in Table 20.25B.030.C.2.e occupy the same physical area, they may all be counted. For example, ground cover and trees occupying the same physical space may be counted under the ground cover element and the tree element.
 - ii. Landscaping elements and other frontage improvements in the right-of-way between the lot line and the roadway may be counted, except for landscaping strips proposed between back of sidewalk and the base of building facades.
 - iii. Elements listed in Table 20.25B.030.C.2.e that are provided to satisfy any other requirements of Part 20.25C or Part 20.25D may be counted.
 - iv. Unless otherwise noted, elements shall be measured in square feet.
 - v. For trees, large shrubs, and large perennials, use the equivalent square footage of each tree or shrub provided in Table 20.25B.030.C.2.e. Tree sizing shall be determined by the Green and Sustainability Factor Tree List maintained by the Director. If a tree species is not included on the list, the Director shall determine the size of the proposed tree species.
 - vi. For green wall systems, use the square footage of the portion of the wall that will be covered by vegetation at three years. Green wall systems shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green and Sustainability Factor Score.
 - vii. All vegetated structures, including fences counted as vegetated walls, shall be constructed of durable materials, provide adequate planting area for plant health, and provide appropriate surfaces or structures that enable plant coverage. Vegetated walls shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green and Sustainability Factor Score.
 - viii. For all elements other than trees, large shrubs, large perennials, green walls, structural soil systems and soil cell system volume, square footage is

determined by the area of the portion of the horizontal plane that lies over or under the element.

- ix. All permeable paving and structural soil credits may not count for more than one-third of a project’s Green and Sustainability Factor Score.
- c. Add together all the products calculated in Table 20.25B.030.C.2.e to determine the Green and Sustainability Factor numerator.
- d. Divide the Green and Sustainability Factor numerator by the site area to determine the Green and Sustainability Factor score. Required vehicular travel and parking areas, dedicated emergency vehicular access, critical areas and buffers (Including daylight streams and buffers), and traffic circulation areas may be deducted from the site area for the purpose of calculating the Green and Sustainability Factor.
- e. The Director has the final authority in determining the accuracy of the calculation of the Green and Sustainability Factor score.

Table 20.25B.030.C.2.e.

		Multiplier
A. Landscape Elements		
	1. Bioretention Facilities and Soil Cells. Bioretention facilities and soil cells shall comply with Bellevue’s Storm and Surface Water Engineering Standards. Bioretention facilities shall be calculated in horizontal square feet. The soil cell systems shall be calculated in cubic feet. The volume of the facility shall be calculated using three feet of depth or the depth of the facility, whichever is less.	1.2
	2. Structural Soil Systems. The volume of structural soil systems can be calculated up to three feet in depth. The volume of structural soil systems shall	0.2

	be calculated in cubic feet. The volume of the facility shall be calculated using three feet of depth or the depth of the facility, whichever is less.	
	3. Landscaped areas with soil depth less than 24 inches.	0.1
	4. Landscaped areas with soil depth of 24 inches or more.	0.6
	5. Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 square feet per inch d.b.h. Trees shall have a minimum diameter of six inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	1.2
	6. Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 square feet per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	0.1
	7. Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 square feet per plant.	0.4
	8. Small Trees. Small trees shall be calculated at 90 square feet per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	0.3
	9. Medium Trees. Medium trees shall be calculated at 230 square feet per tree. Consult the Green and	0.3

	Sustainability Factor Tree List for size classification of trees.	
	10. Large Trees. Large trees shall be calculated at 360 square feet per tree. Consult with the Green and Sustainability Factor Tree List for size classification of trees.	0.4
B. Green Roofs		
	1. Green Roof, Two to Four Inches of Growth Medium. Roof area planted with at least two inches of growth medium, but less than four inches of growth medium.	0.4
	2. Green Roof, at Least Four Inches of Growth Medium. Roof area planted with at least four inches of growth medium.	0.7
C. Green Walls		
	1. Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of three years' growth. A year-round irrigation and maintenance plan shall be provided.	0.5
	2. Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.	0.7
D. Landscape Bonuses		

	1. Food Cultivation. Landscaped areas for food cultivation.	0.2
	2. Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	0.1
	3. Landscape Areas at Sidewalk Grade.	0.1
	4. Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.	0.2

E. Permeable Paving

	1. Permeable Paving, 6 to 24 Inches of Soil or Gravel. Permeable paving over a minimum of 6 inches and less than 24 inches of soil or gravel.	0.2
	2. Permeable paving over at least 24 inches of soil or gravel.	0.5

F. Publicly Accessible Bicycle Parking

	1. Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at nine square feet per bicycle locking space and shall be visible from sidewalk or public area.	1.0
	2. Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 square feet per locker, and shall be visible from public areas and open for public use.	1.0

D. Public Realm.

1. Intent. Provide for comfortable pedestrian facilities and amenities, landscaping, and active uses along public streets or trails.
2. Blank Walls. Walls at least 10 feet in height and 30 feet in width and containing no transparent windows or doors, garage entries, loading docks, transformer rooms, fire door exits, and smaller functional building components adjacent to public streets or publicly accessible outdoor space shall contain at least one of the following:
 - a. Five feet of Type II landscaping, as provided in LUC 20.20.520, along the full length of the wall;
 - b. Vertical landscaping covering at least 75 percent of the wall area;
 - c. Public art, murals, or other noncommercial creative works covering no less than 50 percent of the wall area.
3. Exterior Lighting.
 - a. Exterior lighting shall be directed away from residential units to prevent glare to the greatest extent feasible.
 - b. Exterior lighting fixtures shall not cast light upwards, except where used for landscape uplighting or to enhance features of a building or public art.
 - c. Pedestrian-scaled lighting shall be provided along walkways and public open spaces.
4. Weather Protection.
 - a. Weather protection shall be provided in the following locations:
 - i. At any primary building entry;
 - ii. No less than 75 percent of the length of a building façade containing active uses;
 - iii. Above sidewalks at intersections of 2 access corridors, providing continuous weather protection for no less than 10 feet in either direction from the corner;
 - iv. Above sidewalks where adjacent buildings are located at back of sidewalk;
and

- v. If a plaza or other open space is located between the building and edge or sidewalk, weather protection should be provided along the ground floor of the building to protect pedestrians from rain and provide shade in summer.
 - b. Weather protection shall be no less than 10 feet above finished grade, or higher if required in the International Building Code, as adopted by the City of Bellevue.
 - c. The minimum depth for weather protection shall be six feet, except when required to be increased when height is increased as provided in this subsection.
 - d. The maximum height for weather protection shall be 12 feet above finished grade. The Director may allow an increase in height up to a maximum of 16 feet above finished grade, provided the canopy depth is increased proportionally. This requirement ensures that pedestrian protection from weather elements remains effective at greater heights by compensating for the reduced coverage angle through increased projection.
 - e. Weather protection shall be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures, or other street furniture;
 - f. Freestanding weather protection shall not be required.
 - g. Weather protection shall meet illumination standards set forth in the Transportation Design Manual through a combination of weather protection transparency, pedestrian-scale lighting, or other means approved by the Transportation Department.
 - h. Weather protection shall not be located above landscaping adjacent to the base of the building.
- E. 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 E.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.
5. Bicycle Parking. Developments shall provide bicycle parking as follows:
 - a. Required Amount.
 - i. Nonresidential uses over 20,000 net square feet: 1 space per 10,000 net square feet.
 - ii. Residential uses: one space per five dwelling units.
 - iii. Hotels, motels, and transient lodging: 0.05 spaces per room.
 - b. Location.
 - i. Short-Term Bicycle Parking. At least 15 percent of the required bicycle parking areas shall be provided as outdoor bicycle parking located within 25 feet of building entries.
 - ii. Long-Term Bicycle Parking. Bicycle parking for residential tenants or commercial employees of a development shall be provided as follows:
 - (1) Bicycle parking areas shall be located on the same floor level as a primary building entry for pedestrians and must be accessible from a primary building entry for pedestrians.
 - (2) If there is a primary building entry for pedestrians fronting, and at the same grade as, either the Grand Connection or Eastrail Corridor, any required bicycle parking area must be accessible from that primary building entry.
 - (3) Bicycle parking areas shall be in an enclosed, secure area that can be locked from the outside, or within individual lockers that can completely conceal and enclose a bicycle.

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

- c. Size Requirements. Each required bicycle parking space shall be accessible without moving another bicycle.
- d. Charging options for battery operated or assisted bicycles shall be provided in the bicycle parking area. This amount will be provided at a rate determined by the owner based on site context.
- e. Fractions. If the bicycle parking requirements of this section result in a fractional requirement, and that fraction is 0.5 or greater, then the property owner shall provide bicycle parking spaces equal to the next higher whole number. If that fraction is less than 0.5, then the number of bicycle parking spaces required shall be rounded down to the next lower whole number.

F. Location-Specific Design.

- 1. Interstate 405 and State Route 520 Guidance. On sites within 500 feet of Interstate 405 or State Route 520, locate sensitive land uses further east from Interstate 405 or south from State Route 520 where feasible. Sensitive land uses include:
 - a. Residential land uses intended for nontransient occupancy;
 - b. Child care services uses;
 - c. Parks and open space; and
 - d. Primary and secondary schools.
- 2. Landscape Buffer Near Interstate 405 and State Route 520. A landscape buffer shall be required from the property line adjoining Interstate 405 and State Route 520.
 - a. The buffer shall be no less than 20 feet in width. Where an access corridor is constructed that immediately adjoins Interstate 405 or State Route 520, then the buffer shall be no less than five feet in width.

- b. Deciduous and evergreen trees shall be planted in the buffer with a minimum average of 1 tree every 20 lineal feet. Deciduous trees shall have a minimum caliper of two inches measured four feet six inches above the soil surface. Evergreen trees shall be minimum height of six feet.
- c. Shrubs shall be planted in a manner that their coverage equals 75 percent of the planting area within 3 years of planting.
- d. Ground cover shall be planted under deciduous trees, shrubs and other open areas not covered by larger plant material so that the plantings provide 90 percent coverage within 3 years of planting.

20.25B.040 Building Design

A. Purpose.

To develop a comfortable and inviting scale in Mixed-Use Land Use Districts by regulating building dimensions, promoting engaging façade designs, and enhancing the pedestrian experience. Ensure that buildings and their architectural elements are durable, sustainable, and contribute positively to the identity of the Mixed-Use Land Use Districts.

B. Overall.

- 1. Intent. The following building design standards are established to create aesthetically appealing building massing with appropriate bulk and scale; preserve solar access and openness at street level through dimensional regulation for height limits, setbacks, and tower separation; and utilize building siting, massing, scale, and details that allow for daylight, public views, wayfinding, and perception of a safe and welcoming environment.
- 2. Allowable Projections Above Maximum Height. Buildings may exceed the maximum height described in LUC 20.20.010 as described in LUC 20.20.525.
- 3. Floor Plates. The floor plate of a structure may not exceed the maximum allowed per LUC 20.20.010, except as follows:
 - a. For buildings containing medical and life science laboratory uses, the following maximum floor plates shall apply:
 - i. Unlimited floor plates for buildings 200 feet or less in height;

- ii. Above 100 feet in height for buildings taller than 200 feet in height, nonresidential floor plates serving medical and life science laboratory uses shall be limited to 35,000 square feet.
- b. For buildings built with mass timber construction, the following maximum floor plates shall apply:
 - i. Unlimited floor plates to 100 feet in height;
 - ii. Above 100 feet in height:
 - (1) Nonresidential building floor plates shall be limited to 35,000 square feet.
 - (2) Residential building floor plates shall be limited to 30,000 square feet.
- c. Portions of towers over 55 feet in height may be connected on 1 floor, subject to the following:
 - i. The connecting floor area shall only be used to provide for pedestrian circulation between the towers;
 - ii. The connection is between separate and distinct buildings;
 - iii. The connection shall act as a dividing point between two floor plates, neither of which exceeds the maximum floor plate size;
 - iv. Additional floors may be connected subject to an administrative departure in accordance with Part 20.30H LUC; and
 - v. The provisions of LUC 20.25C.020.B.3.c.iii do not apply to such connections.
- 4. Active Use Spaces. Portions of buildings dedicated to active uses as required under this Part 20.25R shall meet the following standards:
 - a. A minimum floor-to-ceiling height of 12 feet;
 - b. The minimum average depth of the active use space shall be 20 feet, measured from the outer façade;
 - c. The outer face of the active use space shall be at least 75 percent transparent windows or doors; and
 - d. Weather protection as provided in LUC 20.25B.030.D.4.
- 5. Façade Modulation.

- a. Intent. In order to provide interest and variation appropriately scaled to the building and the pedestrian experience on public right-of-way, Eastrail, and the Grand Connection, façades shall be modulated. Modulation adds depth and texture to building façades, breaking up uniformity while enhancing architectural interest. Façade modulation requirements ensure that buildings are thoughtfully scaled to their context, fostering a dynamic and engaging pedestrian experience along public rights-of-way, Eastrail, and the Grand Connection.
- b. For buildings within 15 feet of a public right-of-way, Eastrail Corridor, or the Grand Connection, façade modulation is required as follows:
 - i. The maximum length of unmodulated façade shall be based on building height as follows:
 - (1) Zero to 60 feet in building height: no limit.
 - (2) Above 60 feet in building height: 125 feet.
 - ii. The minimum depth of modulated façade shall be four feet.
 - iii. The minimum width of modulated façade shall be five feet.
- c. Exceptions. No modulation is required for:
 - i. Affordable housing, in accordance with LUC 20.15.050.H;
 - ii. Mass timber, modular construction, and passive house development, in accordance with LUC 20.20.536; or
 - iii. Portions of a façade set back 15 feet or more from a public right-of-way, Eastrail corridor, or the Grand Connection.

6. Tower Separation.

- a. Intent. Design tower placement and orientation for improved daylight access, natural ventilation, sky view for occupied floors and reduced need for mechanical heating and cooling. Consider how building massing impacts the public realm.
- b. Standard. For portions of any towers above 55 feet in height that are built within a single project limit, each tower shall be horizontally separated from other towers within the project limit by no less than 60 feet. This requirement does not apply to small sites.

C. Mechanical Equipment.

1. Intent. Locate and design mechanical equipment enclosures and screening solutions to minimize the visual impact of mechanical equipment on rooftops and contribute to the overall visual harmony of the cityscape. Avoid placement of equipment or vents on the ground floor or in pedestrian areas.
2. Applicability. The requirements of this section shall be imposed for all new development and for construction or placement of new mechanical equipment on existing buildings. Mechanical equipment shall be installed so as not to detract from the appearance of the building or development.
3. Location Requirements.
 - a. Mechanical equipment shall be located in a building, below grade, or on the roof of a building to the greatest extent technically feasible.
 - b. Where equipment is located on the roof, it shall be consolidated rather than scattered throughout the roof.
 - c. Mechanical equipment shall not be located adjacent to sidewalks, active transportation access, or areas designated as open space.
4. Screening Requirements.
 - a. Exposed mechanical equipment shall be visually screened by a predominantly solid (at least 50 percent opaque), nonreflective visual barrier that equals or exceeds the height of the mechanical equipment. The design and materials of the visual barrier or structure shall be consistent with the following requirements:
 - i. Architectural features, such as parapets, screen walls, trellis systems, or mechanical penthouses, shall be consistent with the design intent and finish materials of the main building, and as high or higher than the equipment it screens.
 - ii. Vegetation or a combination of vegetation and view-obscuring fencing shall be of a type and size that provides a visual barrier at least as high as the equipment it screens and provides 50 percent screening at the time of planting and a dense visual barrier within 3 years from the time of planting.
 - iii. Screening graphics may be used for at-grade utility boxes.
 - b. Mechanical equipment shall be screened from above by incorporating one of the following measures:

- i. A solid nonreflective roof. The roof may incorporate nonreflective louvers, vents, or similar penetrations to provide necessary ventilation or exhaust of the equipment being screened;
 - ii. Painting of the equipment, where technically feasible, to match or approximate the color of the background against which the equipment is viewed; or
 - iii. Mechanical equipment installed on existing roofs. The Director may approve alternative screening measures not meeting the specific requirements of this section if the applicant demonstrates that:
 - (1) The existing roof structure cannot safely support the required screening; or
 - (2) The integrity of the existing roof will be so compromised by the required screening as to adversely affect any existing warranty on the performance of the roof.
5. Exhaust Control Standards. Where technically feasible, exhaust equipment shall be located so as not to discharge onto sidewalks, open space, or other publicly accessible areas of a development site.
 - a. Exhaust Location Order of Preference. Mechanical exhaust equipment shall be located and discharged based on the following order of preference:
 - i. On the building roof;
 - ii. On the service drive, alley, or other façade that does not abut a sidewalk within a public right-of-way or flexible access;
 - iii. Located above a driveway or service drive to the property such as a parking garage or service court; or
 - iv. A location that abuts a public street or easement; provided, that the exhaust does not discharge within 10 feet of any sidewalk or open space area.
6. Modifications. The location and screening of mechanical equipment and exhaust systems are subject to review and approval at the time of land use review. The Director may approve an Administrative Departure in accordance with Part 20.30H LUC. As an additional administrative departure criteria, the applicant must demonstrate that the alternate location or screening measures provide an equal or better result than the requirements of this section.

D. Building Base (Podium).

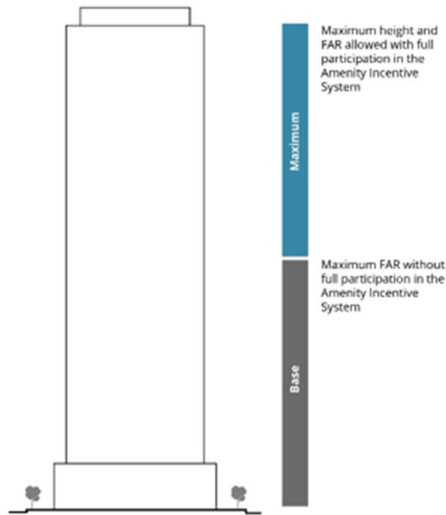
1. Intent. Enhance pedestrian experience by clearly articulating parking structures and the building base/podium from the tower portion of all buildings with materials and details that reinforce human scale and better define the streetscape as public realm.
2. Parking Structures. Portions of parking structures above grade shall meet the following requirements:
 - a. All above-grade floors of a parking structure shall be horizontal with a floor-to-ceiling height of at least 10 feet to accommodate future adaptive reuse of the space, except for ramps providing circulation between floors.
 - b. Where adjacent to an access corridor, the following requirements apply:
 - i. For the ground floor of the parking structure, a minimum of 20 feet, measured from the outer wall of the garage inward, shall be habitable for residential or commercial uses, except where vehicular entries into the garage or utility rooms are located.
 - ii. The exposed outer façades of all other above-grade floors of the parking structure shall:
 - (1) Provide windows, green walls, or other coverings of up to 50 percent transparency over openings in the façade; and
 - (2) Screen views of automobiles with sill heights and parapets no less than four feet in height.
 - iii. The Director may approve an Administrative Departure in accordance with Part 20.30H LUC from the requirements of subsection D.2.b.i of this section to allow the use of art, in conjunction with less glazing, as a garage treatment in lieu of the requirement to provide habitable space. As an additional administrative departure criteria, the applicant must demonstrate that the use of art to enhance the compatibility of parking garages and integrated structured parking provides an equal or better result than the requirement to provide habitable space.
 - c. For all other parking structures above grade, the following requirements apply:
 - i. The exposed outer façades of all above-grade floors of the parking structure shall:

- (1) When adjacent to publicly accessible open space required under Part 20.25C or Part 20.25D provide windows, green walls, or other coverings of up to 50 percent transparency over openings in the façade; and
- (2) Screen views of automobiles with sill heights and parapets no less than four feet in height.

20.25B.050 Amenity Incentive System

A. General.

A Building may exceed the base Floor Area Ratio permitted for development within a Mixed-Use Land Use District pursuant to LUC 20.20.010 only if it complies with the requirements of this section.



B. Review Required.

The Director may approve an amenity that complies with subsection D of this section if all the specific amenity system requirements are satisfied and established design criteria for the amenity have been met.

C. FAR Exemptions.

The gross floor area reserved for the following amenities shall be exempt from a development's total FAR calculation, provided all applicable Land Use Code requirements are satisfied:

1. Active Use Spaces. Except for market-rate residential units, which otherwise meet the definition of active use per LUC 20.50.010, an exemption from calculation of the maximum floor area of up to 1.0 FAR is allowed for each square foot of active use space that complies with the following design requirements:
 - i. Transparency. Seventy-five percent minimum.
 - ii. Weather Protection. Seventy-five percent minimum, six feet deep.
2. Affordable commercial spaces.
3. Affordable housing.

D. Amenity Incentive Program.

1. General.
 - a. In no event may a development within a project limit exceed its base FAR allowance as described in LUC 20.20.010 unless providing amenities as follows:
 - i. Additional building floor area, up to the maximum for the Land Use District described in LUC 20.20.010, may be obtained through bonus points earned through the provision of amenities as detailed in subsection D.2 of this section. The total number of bonus points earned equals the total additional building floor area available to the development, up to the maximum for the Land Use District described in LUC 20.20.010.
 - ii. Any development receiving additional floor area under subsection D.1.a.i of this section may increase its height to the maximum allowed for the Land Use District as described in LUC 20.20.010.
 - b. Allocation and Sequencing of Amenities:
 - i. If the development contains multiple buildings, amenities may be allocated among all buildings within the project limit; provided, that such allocation shall be approved by the Director through a Master Development Plan in accordance with Part 20.30V LUC.
 - ii. If the development is constructed in phases, then each phase shall provide for a proportionate or greater installation of amenities as established in a phasing plan approved through a Master Development Plan in accordance with Part 20.30V LUC. However, no phase may depend on the future construction of amenities.

- 2. Bonus Points. Bonus points may be granted to allow development within a Mixed-Use Land Use District to exceed the base FAR permitted pursuant to LUC 20.20.010, provided that qualifying amenities are incorporated into the project. Amenities eligible for bonus points are specific to the Special District or Overlay District in which the project is located. Only those amenities expressly identified in the applicable district regulations may be used to earn bonus points and increase Floor Area Ratio.

For applicable amenity options and corresponding bonus point values, applicants shall refer to Part 20.25C (Wilburton Overlay) or Part 20.25D (BelRed Overlay), as applicable. Amenities not listed in Part 20.25C (for the Wilburton Overlay) or in Part 20.25D (for the BelRed Overlay) shall not qualify for bonus points or be used to justify an increase above the base Floor Area Ratio.

E. Recording.

The total amount of bonus floor area earned through the Amenity Incentive System for a project, and the amount of bonus floor area to be utilized on site for that project, shall be recorded with the King County Recorder’s Office. A copy of the recorded document shall be provided to the Director.

Part 20.25C Wilburton Overlay

20.25C.010 General

A. Purpose.

The purpose of this part is to promote excellence in design quality and innovation, while enhancing the identity of the Wilburton Overlay, without prescribing a specific architectural style, aesthetic, or theme.

B. Applicability.

- 1. The provisions of this chapter shall apply to all development within the Wilburton Overlay.
- 2. Except to the extent expressly provided in this Part 20.25C, in Part 20.25B, or as referenced in this section, the provisions of the Land Use Code and all other applicable provisions of the Bellevue City Code shall apply.

C. Relationship to Other Regulations.

Commented [A20]: The existing Part 20.25C (OLB and OLB2 Districts) will be repealed through the HOMA LUCA. Through the BelRed Look Forward LUCA, a new Part 20.25C is proposed to read as shown. In summary, Part 20.25C exists of the provisions of existing Part 20.25R that are specific to the Wilburton TOD Area and are not intended to apply to the BelRed Overlay.

Commented [A21]: This section is a recodification of Part 20.25R.010, tailored specifically to the Wilburton Overlay.

1. Refer to LUC 20.10.445 for land uses permitted in the Wilburton Overlay.
2. Refer to LUC 20.20.010 for applicable development standards for the Mixed-Use Land Use Districts.
3. To the extent that any provision this Part 20.25C conflicts with any requirement contained in the Shoreline Overlay District (i.e., Part 20.25E LUC), Part 20.25E LUC shall control.
4. To the extent that any provision of this Part 20.25C conflicts with any requirement contained in the Critical Areas Overlay District (i.e., Part 20.25H LUC), Part 20.25H LUC shall control.

20.25C.015 Wilburton Overlay 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:

- A. “Wilburton Overlay” shall mean the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25C.015.A.

**Figure 20.25C.015.A
Map of Wilburton Overlay**

[INSERT MAP]

20.25C.020 Access and Connectivity

- A. General.

Except as provided in Section B below, LUC 20.25B.020 applies to development in the Wilburton Overlay.

- B. Access, Blocks, and Circulation.

1. Blocks.
 - a. A block shall be bordered on all sides by any of the following access corridors. This requirement shall not apply to sites less than 105,000 square feet in area.
 - i. Public rights-of-way;

- ii. Enhanced flexible access corridor;
 - iii. Flexible access corridor;
 - iv. Active transportation access corridor;
 - v. Service corridor;
 - vi. Shared-Use Path;
 - vii. Eastrail corridor; or
 - viii. Grand Connection.
- b. Block Dimensions. These requirements shall not apply to sites less than 105,000 square feet in area.
- i. The perimeter of a block shall be no more than 1,200 feet in length.
 - ii. The north-south dimension of a block shall be no more than 350 feet in length.
 - iii. All block dimensions described in this section shall be measured as follows:
 - (1) For the Eastrail corridor and Grand Connection: The dimension shall be measured from the property line between the site and the corridor.
 - (2) For all other access corridors: If there is a sidewalk, then the dimension shall be measured from the back of the sidewalk. If there is not a sidewalk, then the dimension shall be measured from the inside edge of the corridor.
 - iv. The requirements of subsection B.2 of this section shall not apply to sites located between Interstate 405 and 116th Avenue NE, except as follows:
 - (1) Vehicular access onto these sites shall be provided from a commercial driveway; and
 - (2) The north-south dimension of a block shall be no more than 350 feet in length along 116th Avenue NE. A commercial driveway may be used to satisfy this requirement for the north-south dimension of a block.
 - v. The requirements of this subsection B.2 do not apply to an individual parcel abutting 116th Avenue NE that contains at least 300 feet of elevated guideway for light rail, except as follows:

- (1) Vehicular access onto these sites shall be provided from a commercial driveway; and
 - (2) The north-south dimension of the block shall be no more than 350 feet in length along 116th Avenue NE. A commercial driveway may be used to satisfy this requirement for the north-south dimension of a block.
 - c. For sites that are less than 105,000 square feet in area, the following shall apply:
 - i. Vehicular access onto these sites shall be provided from a commercial driveway.
 - d. Access corridors or commercial driveways constructed across property lines may be allowed, including those constructed and authorized to satisfy the requirements of this subsection B.2, subject to the following requirements:
 - i. The access corridor or commercial driveway is designed and constructed in accordance with all applicable requirements of this Part 20.25R; and
 - ii. The applicant shall provide the City with an executed and recorded legal agreement that, to the Director's satisfaction, demonstrates that all applicable property owners have given all rights and authorization necessary to design, construct, and maintain the access corridor in accordance with all applicable requirements of this Part 20.25R.
2. Access and Circulation Design.
- a. Perimeter Sidewalks. The minimum paved width of a Perimeter Sidewalk shall be 10 feet, with an additional 5-foot amenity zone and a 6-inch curb.
 - b. Enhanced Flexible Access Corridor. Enhanced flexible access corridors are designed to serve as essential access routes for vehicles, supporting a wide range of functions that contribute to neighborhood livability and safety. These functions include on-street parking, passenger pick-up and drop-off areas, access for maintenance and service vehicles, and designated amenity zones on both sides of the street. Amenity zones act as a buffer between pedestrians and moving vehicles, enhancing the overall streetscape and pedestrian experience.
 - i. Required Width. The required width of an enhanced flexible access corridor is 59 feet, comprised of the following design components:
 - (1) Twenty-foot vehicle area;
 - (2) Two eight-foot parking lanes;

- (3) Two six-inch curbs;
 - (4) Two five-foot amenity zones; and
 - (5) Two six-foot sidewalks.
- c. Flexible Access Corridor. Flexible access corridors accommodate active transportation and essential vehicular access, including, but not limited to, parking, pick-up/drop-off, maintenance, and emergency vehicle access, which will be identified during the development review process. Unlike enhanced flexible access corridors described in subsection B.3.d of this section, standard flexible access corridors are not required to include on-street parking or wider amenity zones on both sides.
- i. Streetscape Elements. Flexible access corridors shall contain the following elements at a minimum and a required corridor width of 37 feet:
 - (1) Two 10-foot travel lanes serving vehicles and active transportation modes;
 - (2) Two six-foot sidewalks;
 - (3) One four-foot amenity zone;
 - (4) Two six-inch curbs; and
 - (5) Street and pedestrian-scale lighting to meet applicable illumination standards contained in the Transportation Design Manual.
 - ii. If on-street parking is provided by development, then the corridor width must be widened beyond the minimum by an additional eight feet per parking lane.
- d. Active Transportation Access Corridor. Active transportation access corridors are corridors that primarily serve active transportation and allow for emergency vehicle access. Corridors shall contain the following elements with a required corridor width of 30 feet:
- i. Twenty-foot shared active transportation and emergency vehicle path;
 - ii. Amenity zone consisting of landscape areas;
 - iii. Pedestrian-scale lighting;
 - iv. Bollards at corridor access points with other transportation facilities restricting vehicular access to the corridor except for access by emergency vehicles.

- e. **Service Corridor.** Service corridors are corridors that support “back-of-house” functions essential to site operations, which may include, but are not limited to, emergency vehicle access, solid waste collection, and incidental loading and unloading activities. The purpose of these corridors is to support a building’s operational functions without interfering with the site’s primary circulation routes.
 - i. **Required Width.** The minimum unobstructed width of a service corridor shall comply with applicable fire and transportation standards and shall not be less than 20 feet.
 - ii. **Access Limitations.** Service corridors shall not serve as the primary vehicular access to parking garages and shall not serve as the main pedestrian access to building entries, tenant spaces, or other areas intended for regular public use.
- f. **Shared-Use Path.** Shared-Use Paths shall be outdoors and provide public access through and between larger blocks or development sites.
 - i. **Required Width.** The required width of a Shared-Use Path is 14 feet.
 - ii. **Signage.** Directional signage shall identify circulation routes for all users and be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.
 - iii. **Design.**
 - (1) Incorporate design elements, such as paving, lighting, landscaping, and signage to identify the Shared-Use Path as a public space;
 - (2) Provide access that complies with the Americans with Disabilities Act;
 - (3) Provide lighting that is appropriately scaled for its public users, compatible with the landscape design, and improves safety; and
 - (4) Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the pedestrian and bicycle route to ensure that the connection is used, feels safe, and is not isolated from view.

- g. Commercial Driveway. For the sole purpose of subsections B.2.b.iv, B.2.b.v and B.2.c of this section, commercial driveways provide connections from access corridors to parking areas located within commercial or mixed-use development.
 - i. If a sidewalk is required per Transportation Department review, a minimum six-foot sidewalk is required adjacent to the commercial driveway.
 - ii. Commercial driveways shall not be used to satisfy the requirements of subsection B.2.a of this section.

C. Location-Specific Access and Design.

- 1. Intent. Ensure new circulation systems needed for access to new development are coordinated with major civic infrastructure and meet the needs for essential pedestrian, bicycle, multimodal, and vehicular circulation within a development.
- 2. Eastrail Access.
 - a. Nonmotorized Access.
 - i. Development on any site adjoining the following segment of the Eastrail Corridor shall provide nonmotorized access to Eastrail every 350 feet of frontage along the corridor: beginning at a point on Eastrail 1000 feet north of the intersection of Eastrail and NE 8th Street and going south along Eastrail to a point 500 feet south of the intersection of Eastrail and NE 4th Street.
 - ii. Nonmotorized access may be provided from adjacent access corridors or may be provided onto non-ground-floor portions of a building.
 - b. At least one emergency vehicle access to the Eastrail corridor shall be provided in each area described in subsections C.2.b.i and C.2.b.ii of this section where development is on a site abutting one of the areas described in subsections C.2.b.i and C.2.b.ii of this section.
 - i. From the east of the Eastrail Corridor between NE 4th Street and NE 8th Street, no closer than 400 feet from the intersection of Eastrail and either NE 4th Street or NE 8th Street.
 - ii. From the west of the Eastrail Corridor and within 500 and 1,200 feet north of NE 8th Street.

- c. Where development on a site would be required to provide both nonmotorized access under subsection C.2.a.i of this section and emergency vehicle access under subsection C.2.b of this section, then only emergency vehicle access shall be required.
 - d. No new vehicular travel lanes, except for emergency vehicular access dedicated and constructed under subsection C.2.b of this section, may cross the Eastrail corridor between SE 5th Street and NE 12th Street.
 - e. Applicants may request an alternative nonmotorized or emergency vehicle access configuration to the Eastrail corridor; provided, that the request includes documentation of consultation with King County, or the relevant Eastrail corridor property owner, regarding the feasibility of both the standard access configuration required in subsection C.2 of this section and the proposed alternative access configuration. The Director may approve the alternative access configuration if the alternative both is acceptable to King County, or the relevant Eastrail corridor property owner, and results in added connectivity to the Eastrail corridor.
 - f. Any Eastrail access required under subsection [C.2](#) of this section shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection [C.5](#) of this section shall allow for temporary closures when necessary for maintenance purposes.
3. Grand Connection Access. If a development abuts or is located adjacent to an elevated segment of the Grand Connection, then the applicant shall provide direct pedestrian access from the building to the Grand Connection to the maximum extent feasible. Acceptable forms of access may include, but are not limited to, enclosed or unenclosed walkways, pedestrian bridges, stairways, elevators, or other vertical circulation elements, as deemed appropriate and permissible by the City. The design, placement, and configuration of access points shall be designed to support safe and convenient public use. Access to the Grand Connection shall remain open and available for public use at all times when the segment of the Grand Connection crossing Interstate 405 is open and publicly accessible. The property owner or other responsible party shall not restrict or impede public access, except on a temporary basis when necessary for maintenance, public safety, or as otherwise authorized by the City.
4. If dedication and construction of Eastrail access or Grand Connection access is needed to satisfy the requirements of this subsection C, then that Eastrail access

or Grand Connection access shall be required to the extent that it is reasonably necessary to mitigate the direct transportation impacts resulting from the associated development project in accordance with Chapter 14.60 BCC.

5. Public Access Easement. The owners of property that are required to provide Eastrail access or Grand Connection access under subsection C.2 or C.3 of this section shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the portion of the property over which such access is constructed shall be subject to a nonexclusive surface right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:
 - a. The legal description of the applicable access running over the owner's property;
 - b. That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the owner of the property;
 - c. That the owner shall maintain the portion of the applicable access running over the owner's property and the keep the same in good repair;
 - d. Provisions allowing for the temporary closure of the applicable access when necessary for maintenance purposes;
 - e. That the owner may adopt reasonable rules and regulations for use of the owner's portion of the applicable access; provided, that such rules and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement; and
 - f. Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the applicable access.

20.25C.030 Site organization and public realm

A. General

Except as provided in Section B below, LUC 20.25B.030 applies to development in the Wilburton Overlay.

B. Active Uses.

1. Calculation of Space Required. The total amount of active use spaces on a site shall be calculated as follows and the total length of building façades shall be measured from the outer face of the building.

- a. For sites fronting the following, at least 75 percent of the total façade length fronting the access corridor shall contain active uses:
 - i. Eastrail corridor, in accordance with subsection G.2.b of this section, except where the Eastrail corridor is elevated to a degree that results in a substantial physical separation between the corridor and the project site. For the purposes of this subsection, “substantial physical separation” means a vertical or horizontal distance that materially limits visual or physical connection between the building façade and the Eastrail corridor, such that the intended pedestrian orientation and activation of the corridor frontage cannot be reasonably achieved; and
 - ii. Grand Connection, in accordance with subsection G.3.a of this section.
 - b. For sites fronting the following, at least 50 percent of the total façade length fronting the access corridor shall contain active uses:
 - i. Enhanced flexible access corridors;
 - ii. Flexible access corridors;
 - iii. Public rights-of-way; and
 - iv. Active transportation corridors;
 - c. For shared-use paths, at least 25 percent of the total façade length fronting the shared-use path shall contain active uses.
2. Location. As an alternative to providing active uses along all frontages adjacent to the access corridors described in subsection B.1 of this section, an applicant may choose to consolidate the required active uses onto two frontages, subject to the following requirements:
- a. Where a site fronts both the Eastrail corridor and the Grand Connection, then required active uses may only be consolidated on these frontages.
 - b. In all other circumstances, the required active uses may be consolidated only where the site fronts the following:
 - i. Enhanced flexible access corridors;
 - ii. Public rights-of-way; or
 - iii. Active transportation corridors.

c. Consolidation is not permitted on frontages located solely along flexible access corridors identified in subsection B.1.b.ii of this section. Sites with frontage on these flexible access corridors must satisfy the active use requirement for that frontage independently, regardless of whether active uses are consolidated on other eligible frontages as permitted in subsections B.2.a and B.2.b of this section.

3. Where the provisions of this Part 20.25C require active uses in specific locations, those active uses shall count towards the minimum required under this subsection B.

C. Open Space.

1. Intent. Provide a variety of inviting and accessible public open spaces for gathering, respite, access to nature, and recreation. Open space adjoining the Eastrail corridor contributes to the goal of a linear park providing recreational and natural features adjoining the Eastrail corridor.

2. All development shall provide at least seven percent of the site area as publicly accessible open space, up to a maximum requirement of one acre of open space, subject to the following requirements and to all requirements contained in this subsection C:

a. This requirement shall not apply to small sites.

b. When calculating the publicly accessible open space required by this section, the following shall be deducted from the site area:

i. The area covered by emergency vehicular access dedicated and constructed under LUC 20.25C.020.C.2.b;

ii. The area covered by an access corridor constructed to provide emergency vehicular access required under this title, the Bellevue City Code, or state law;

iii. Critical areas, critical area structure setbacks, and critical area buffers designated or established under Part 20.25H LUC;

iv. The hard-surfaced area of an access corridor, service corridor, or commercial driveway that is designed and constructed exclusively for vehicular use, including travel, loading, unloading, drop-off and pick-up, or parking.

c. Outdoor children's play areas used exclusively by child care services uses may be counted toward required open space without providing public access.

- d. There is no limit to the share of the required open space which may be provided on non-ground-floor portions of buildings when the open space has a direct connection to Eastrail or the Grand Connection.
 - e. No less than 20 percent of the required open space shall be provided as landscaping or other planted space, including but not limited to bioswales, planter boxes, and community gardens.
3. Plazas as Open Space. The area contained in a plaza contributes toward the open space required under subsection C.2 of this section, subject to the following requirements:
- a. Plazas shall be at least 3,000 square feet in size and shall include at least 4 of the following features:
 - i. Fixed seating such as benches, with at least 1 linear foot of seating area per 30 square feet of hard surface within the open space;
 - ii. Multifamily play areas designed and constructed in accordance with LUC 20.20.540;
 - iii. Performance spaces;
 - iv. Tables and movable seating, with at least 1 table per 75 square feet of hard surface and at least 2 seats per table;
 - v. Vendor spaces, such as kiosks or spaces for food trucks;
 - vi. Water features;
 - vii. Weather protection and shade structures; or
 - viii. Other elements that enhance the public realm as approved by the Director.
 - b. At least 50 percent of the plaza shall remain open to the sky. The Director may approve increased building coverage above a plaza when such coverage provides enhanced vertical clearance that preserves the sense of openness and ensures the space remains visually and physically inviting to the public. The intent of this provision is to allow architectural features, such as canopies or overhead structures, that contribute to the plaza's functionality and comfort without compromising its open character. Except as otherwise provided in this subsection, areas within enclosed plazas shall not count toward the open space requirements required in subsection C.2 of this section.

4. Access Corridors as Open Space. Portions of enhanced flexible access corridors, flexible access corridors, active transportation corridors, and shared-use paths may, at the applicant's discretion, contribute to the open space required under subsection C.2 of this section, subject to the following requirements:
 - a. Areas designated for vehicular travel or vehicular parking shall not be considered open space.
 - b. Areas designated for emergency vehicle access or circulation shall not be considered open space.
 - c. A minimum of 1,500 square feet of plaza area must be provided adjacent to the access corridor. This requirement is intended to ensure that the portion of the access corridor counted as open space functions as an integrated and meaningful part of the site's overall open space system. The intent is to avoid fragmented, isolated, or narrow segments that do not contribute significantly to the usability, quality, or character of the open space.

The plaza shall also meet the following standards:

- i. Portions of a plaza shall abut and be within 30 inches in elevation of a perimeter sidewalk, Eastrail, Grand Connection, or access corridor, to ensure visual and physical connectivity.

Note: The entire plaza is not required to meet this elevation standard. Only those portions of the plaza that are directly adjacent to a perimeter sidewalk, Eastrail, the Grand Connection, or access corridor must be within 30 inches in elevation to ensure visual and physical connectivity into the plaza.

- ii. Where hard surface is provided within the plaza, the area shall be paved with different materials than those used in adjacent sidewalks or trails; and
- iii. The plaza shall be bordered by active use spaces for at least 50 percent of its perimeter.

5. Park Dedication. The dedication of real property, or the improvement of City-owned property for use as a park, may contribute toward satisfying the open space requirements under subsection C.2 of this section, subject to the following requirements:
 - a. The need for such real property in the location proposed shall be consistent with City-adopted policies and plans.

- b. The size of the real property dedicated for park purposes must be at least 4,000 square feet, unless reduced by the Director.
 - c. The real property must be located within a Mixed-Use Land Use District, but need not be contiguous with the site for which development is proposed.
 - d. The City must formally accept the dedication or improvement of the real property for park purposes. If the City does not formally accept the dedication or improvement, then the proposed dedication or improvement shall not contribute toward satisfying the open space requirements under subsection C.2 of this section.
6. Eastrail Improvements.
- a. Major Public Open Space.
 - i. Purpose. Major Public Open Spaces serve as a focal point for pedestrian activity at the intersection of Eastrail and the Grand Connection.
 - ii. Where Required.
 - (1) A major public open space shall be located at the intersection of Eastrail and the Grand Connection.
 - (2) Any application for a permit, approval, or other entitlement for any development on the eastern border of the Eastrail Corridor adjoining the intersection of Eastrail and the Grand Connection shall comply with the requirements of subsection C.6.a of this section.
 - iii. Design.
 - (1) The major public open space shall be a minimum of 12,000 square feet in size.
 - (2) Open space required under subsection C.2 of this section shall first be allocated as major public open space, up to the minimum size of 12,000 square feet. If normal operation of subsection C.2 of this section would require more than 12,000 square feet of open space, only 12,000 square feet of open space shall be required.
 - (3) The major public open space shall include a combination of pedestrian amenities, such as: seating, lighting, special paving, plantings, artwork, or special recreational features.

- (4) Active Uses are required on at least two sides of the major public open space. Alternatively, if the major public open space is linear in design, then active use frontage is only required on at least one side.
- b. The area contained in facilities constructed in the Eastrail corridor that connect a plaza to the Eastrail Corridor shall contribute to the open space required under subsection C.2 of this section.
- 7. Hours. Open space required under subsection C.2 of this section shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection C.8 of this section shall allow for temporary closures when necessary for maintenance purposes.
- 8. Legal Agreement. Owners of property that are required to provide open space under subsection C.2 of this section shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the open space shall be subject to a nonexclusive right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:
 - a. The legal description of the open space;
 - b. That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the owner of the property;
 - c. That the owner shall maintain the open space and keep the same in good repair;
 - d. Provisions allowing for the temporary closure of the open space when necessary for maintenance purposes;
 - e. That the owner may adopt reasonable rules and regulations for use of the open space; provided, that such rules and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement;
 - f. Provisions allowing for the temporary closure of the open space when necessary for maintenance purposes;
 - g. Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the open space.
- D. Location-Specific Design.
 - 1. Intent. Integrate development into the urban fabric by orienting and locating primary building uses toward public spaces.

2. Eastrail – Wilburton.

a. Setbacks.

- i. Between SE 5th Street and NE 8th Street, a maximum structure setback of 15 feet may be allowed. However, up to 25 percent of a building façade may be set back up to 35 feet.
- ii. Between NE 8th Street and NE 12th Street, a minimum structure setback of 15 feet is required.

b. Active Uses. Seventy-five percent of the façade length along the Eastrail corridor shall contain active uses at the following locations:

- i. On both sides of the Eastrail corridor between NE 4th Street and NE 8th Street;
- ii. On the west side of the Eastrail corridor within 500 feet northward of SE 5th Street; and
- iii. On the east side of the Eastrail corridor within 200 feet northward of SE 5th Street.

c. Frontage Paths. For the segment of Eastrail between NE 8th Street and NE 12th Street, frontage paths shall be provided along the west side of the Eastrail corridor within the required setback described in subsection D.2.a of this section as follows:

- i. A continuous paved path no less than 10 feet wide shall be provided within 10 feet of the property line abutting the Eastrail corridor, measured from the edge of the frontage path.
- ii. The path shall integrate with any mixing zones.
- iii. Hours. Frontage paths shall be open and accessible to the public at all times; provided, that the legal agreement executed and recorded under subsection D.2.c.iv of this section shall allow for temporary closures when necessary for maintenance purposes.

iv. Legal Agreement: Owners of property that are required to provide frontage paths under subsection D.2.c of this section shall execute, and record with the King County Recorder's Office, a legal agreement, in a form approved by the City, providing that the open space shall be subject to a nonexclusive right of use and access by the public. In addition, the legal agreement shall also include, but is not limited to, the following:

- (1) The legal description of the frontage paths;
- (2) That the obligations under the legal agreement shall run with the land and be binding on the assigns, heirs, and successors of the owner of the property;
- (3) That the owner shall maintain the frontage paths and keep the same in good repair;
- (4) Provisions allowing for the temporary closure of the frontage paths when necessary for maintenance purposes;
- (5) That the owner may adopt reasonable rules and regulations for use of the frontage paths; provided, that such rules and regulations must be consistent with the requirements of this section and the other terms of the executed and recorded legal agreement;
- (6) Provisions allowing for the temporary closure of the frontage paths when necessary for maintenance purposes;
- (7) Any other terms and conditions that are reasonably necessary to ensure continued maintenance of, operation of, or public access to the frontage paths.

3. Grand Connection – Wilburton.

- a. Active Uses. Seventy-five percent of the building frontage, where adjoining the Grand Connection, shall contain active uses.

- b. Elevated Segments. Active uses shall be at the same elevation of the Grand Connection and shall be accessible to and from the elevated segment of the Grand Connection.

20.25C.040 Building Design

A. General

Except as provided in Section B below, LUC 20.25B.040 applies to development in the Wilburton Overlay.

B. Wilburton Overlay Building Design

- 1. Building Base (Podium). At least 10 percent of the exterior area above a building podium shall contain a green roof, consistent with the minimum requirements for green roofs in Table 20.25B.030.C.2.e.

20.25C.050 Amenity Incentive System

A. General

Except as provided in Section B below, LUC 20.25B.050 applies to development in the Wilburton Overlay.

- B. Bonus Points. The specific amenity options and corresponding bonus point values applicable within the Wilburton Overlay are established in this section and are described below. Only those amenities identified herein shall be eligible to earn bonus points for purposes of increasing Floor Area Ratio within the Wilburton Overlay.

1. Affordable Housing.

- a. New affordable housing: four bonus points for every one gross square foot of affordable housing subject to the following conditions:
 - i. Bonus points may be earned under this subsection B.1.a only for affordable housing provided in excess of the amount required Chapter 20.15.
 - ii. To earn bonus points under this subsection B.1.a, affordable housing shall meet all applicable requirements of Chapter 20.15.
 - iii. Affordable housing created exclusively by operation of Chapter 4.52 BCC is ineligible to earn bonus points under this subsection B.1.
 - iv. To earn bonus points under this subsection B.1.a, affordable housing may be located on site, off site, or through a combination of on-site and off-site performance.

Commented [A22]: The amenity options for Wilburton, formerly set forth in Part 20.25R, have been maintained without substantive change. Minor modifications have been made solely to update cross-references for consistency with the reorganized code structure.

- v. To earn bonus points under this subsection B.2.a, affordable housing located off site must be located both within the city limits and within a Tier 1 location as described in LUC 20.15.140.B.1.
- b. Deeper Affordability. Bonus points may be earned by providing dwelling units at deeper levels of affordability as follows:
 - i. Six bonus points for every 1 gross square foot of dwelling units that are affordable to households earning up to, and including, 60 percent of the Area Median Income.
 - ii. Eight bonus points for every 1 gross square foot of dwelling units that are affordable to households earning up to, and including, 50 percent of the Area Median Income.
 - iii. Bonus points may be earned under this subsection B.1.b only for affordable dwelling units provided in excess of the amount required by LUC 20.20.128.I.
 - iv. Affordable dwelling units earning bonus points under subsection B.1.b.i or B.1.b.ii of this section are ineligible to receive bonus points under subsection B.2.a of this section.
 - v. For the purposes of this subsection B.2.b, the terms “affordable” and “Area Median Income” shall have the meanings provided in LUC 20.20.128.A.
 - vi. To earn bonus points under this subsection B.2.b, affordable dwelling units shall meet all applicable requirements of LUC 20.20.128.
 - vii. Affordable dwelling units created exclusively by operation of Chapter 4.52 BCC are ineligible to earn bonus points under this subsection B.2.b
 - viii. To earn bonus points under this subsection B.2.b, affordable dwelling units may be located on site, off site, or through a combination of on-site and off-site performance.
 - ix. To earn bonus points under this subsection B.2.b, affordable housing located off site must be located both within the city limits and within a Tier 1 location as described in LUC 20.20.128.I.7.
- c. Land transfer: 0.5 bonus points for every one square foot of real property provided pursuant to LUC 20.20.128.I.5.
- d. Affordable Housing Pioneer Provision. To encourage the development of affordable housing in Mixed-Use Land Use Districts, established under LUC

20.10.020 and described in LUC 20.10.398, the first 200 dwelling units of affordable housing shall receive 8 points for every 1 gross square foot of affordable housing subject to the following conditions:

- i. Bonus points are only earned under this subsection B.1.d when a building permit is issued for development that includes affordable housing on site.
- ii. For phased development, bonus points are only earned for affordable housing included in the phase for which the building permit has been issued.
- iii. If, at the time of issuance of a building permit, 200 dwelling units of affordable housing have already earned bonus points for other development utilizing this pioneer provision, then no bonus points shall be awarded under this subsection B.1.d.
- iv. After the 200th dwelling unit of affordable housing has earned bonus points under this subsection B.1.d, all subsequent affordable housing, either within the same development or within another development, is ineligible to earn bonus points under this subsection B.1.d, but may earn bonus points as otherwise provided by this subsection.
- v. Affordable housing earning bonus points under this subsection B.1.d is ineligible to earn bonus points under subsection B.1.a.
- vi. Bonus points earned by providing deeper affordability under subsection B.1.b may be stacked with bonus points earned under this subsection B.1.d.
- vii. Affordable housing created exclusively by operation of Chapter 4.52 BCC is ineligible to earn bonus points under this subsection B.1.d.
- viii. To earn bonus points under this subsection B.1.d, affordable housing shall meet all applicable requirements of Chapter 20.15 LUC.
- ix. This pioneer provision does not apply to development consisting entirely of affordable housing. For the purposes of this subsection, development consists entirely of affordable housing even where the development also contains one or more manager's units; provided, that the manager's units are reserved exclusively for occupancy of an on-site manager serving the project and said manager's household.

2. Family-Sized Housing. Dwelling units with three or more bedrooms earn one bonus point for every one gross square foot of the dwelling unit.
3. Open Space.
 - a. One-half bonus point for every one square foot of open space provided pursuant to LUC 20.25C.030.
4. Eastrail Corridor Improvements.
 - a. Sixteen bonus points for every one square foot of designed and constructed mixing zones.
 - b. Sixteen bonus points for every one square foot of frontage paths adjacent to the Eastrail corridor designed and constructed in accordance with the applicable requirements contained in this Part 20.25C LUC.
5. Grand Connection Improvements.
 - a. Sixteen bonus points for every one square foot of Grand Connection area that has been designed, constructed, and then dedicated to the City.
6. Access and Connectivity.
 - a. Six bonus points for every one linear foot of enhanced flexible access corridor that have been designed and constructed in accordance with the applicable requirements of this Part 20.25C. Square footage for purposes of calculating bonus points shall not include vehicle surfaces described in LUC 20.25C.020.B.3.d.i(1), but may include on-street parking and curb areas.
 - b. Four bonus points for every one square foot of Flexible Access Corridor or Active Transportation Access Corridor that have been designed and constructed in accordance with the applicable requirements of this Part 20.25C. Square footage for purposes of calculating bonus points shall not include vehicle or loading drive surfaces.
 - c. Two bonus points for every one square foot of Shared-Use Path that have been designed and constructed in accordance with the applicable requirements of this Part 20.25C.
7. Green Building.
 - a. Green building certification as provided under LUC 20.20.420 may receive bonus points as follows:

- i. Tier: 0.3 points per gross square foot of certified building; and
 - ii. Tier 2: 0.4 points per gross square foot of certified building.
 - b. The Director shall determine which tier of green building certification programs established under LUC 20.20.420 may qualify for each tier of bonus points established above.
 - c. If a residential development located entirely on a small site obtains Tier 2 green building certification, then that development is allowed to exceed its base FAR allowance up to the maximum for the Land Use District described in LUC 20.20.010 without obtaining any other bonus points under this amenity incentive system.
8. Affordable Commercial Space.
- a. Two bonus points may be earned for every one square foot of commercial space that is leased to a qualified business at a total rate below that is less than or equal to one and one-half times the operating expenses of that qualified business, as determined by the Director.
 - b. The Director shall define by rule what constitutes “operating expenses” and “qualified business” for the purposes of subsection B.8 of this section.
 - c. The Director may approve a total rate exceeding one and one-half times operating expenses up to a maximum of two times operating expenses to provide for repayment of owner-financed tenant improvements. The Director shall specify by rule the conditions under which a higher total rate may be approved under this subsection, not to exceed the specified maximum.
 - d. To receive bonus points under this subsection qualifying commercial space shall:
 - i. Be no less than 500 square feet in gross floor area;
 - ii. Be located on the ground floor or within an active use space as described in this Part 20.25C; and
 - iii. Comply with any other requirements for qualifying commercial spaces that the Director adopts by rule.
 - e. When adopting any rule to implement this subsection, the Director shall consider, and be consistent with the City’s economic development goals,

including those specified in the City's Economic Development Plan and Comprehensive Plan.

9. Critical Area Restoration and Enhancement.

- a. Sixty-six and seven-tenths points for every \$1,000 spent on critical area restoration or enhancement beyond the minimum mitigation requirements for the development as set forth in Part 20.25H LUC and as determined by a qualified professional.
- b. A restoration plan shall be developed by a qualified professional and approved by the City to determine the required bonus points.
- c. The restored or enhanced area shall be within the development project limit and at least 10,000 square feet or 10 percent of the site area, whichever is larger.
- d. The property owner shall provide an easement, in a form acceptable to the City, allowing City access to the restored or enhanced area for maintenance, monitoring, and trail construction where applicable.

10. Public Art.

- a. Twenty-five bonus points per every \$1,000 of appraised art value.
- b. "Public art" means any form of permanent artwork that is outdoors and publicly accessible or visible from a public place. The purpose is to create a memorable civic experience and affinity between artist and community.
- c. Shall be located outside in areas open to the general public or visible from the adjoining access corridor.
- d. Public art can include murals, sculptures, art elements integrated with infrastructure, and special artist-designed lighting.
- e. Standalone or landmark artworks shall be at a scale that allows them to be visible at a distance.
- f. Value of the art shall be determined through an appraisal acceptable to the City.
- g. Maintenance of the art is the obligation of the owner of that portion of the site where the public art is located for the life of the project.

11. Park Dedication.

- a. Forty-five bonus points for every \$1,000 of the appraised value of property donated for park purposes.

- b. The need for such real property in the location proposed shall be consistent with City-adopted policies and plans.
- c. The size of the real property dedicated for park purposes must be at least 4,000 square feet.
- d. The real property must be located within the Wilburton Overlay District but need not be contiguous with the site for which development is proposed.
- e. The City must accept the dedication of the real property for park purposes.

12. Child Care Centers.

- a. Eight bonus points for every 1 square foot of Child Care Center up to a maximum of 15,000 square feet, including outdoor areas dedicated exclusively for use by the Child Care Center.
- b. The floor area, including outdoor area, delineated for Child Care Centers shall be required to remain dedicated to the Child Care Center for the life of the project.
- c. No other uses shall be approved for future tenancy in those spaces dedicated for Child Care Centers.

13. Upper-Level Stepbacks.

- a. Five hundred bonus points for every five feet of upper-level stepback provided along an entire building facade or block face, within the height of 25 feet and 55 feet.
- b. The maximum stepback depth eligible for bonus points is 20 feet.
- c. Eligible upper-level stepbacks must be located along any required access corridor or public right-of-way.

20.25C.060 Catalyst Programs for Wilburton Overlay

A. Residential Catalyst Program.

- 1. Purpose. The purpose of the Residential Catalyst Program is to encourage early and meaningful development of residential dwelling units in the Wilburton Overlay, resulting in diverse housing across unit types and affordability levels.
- 2. Applicability.

Commented [A23]: LUC 20.25R.060 has been inserted here in its entirety, as proposed to amended by HOMA to correct cross-references to the new affordable housing chapter, Chapter 20.15 LUC. Redlines show changes from LUC 20.25R.060, and amended by HOMA.

- a. Until the Residential Catalyst Program expires, the provisions of the program shall apply to proposed multifamily or mixed-use development, either fully or partially located within the Wilburton Overlay, that is subject to the requirements of LUC 20.15.110.
 - b. When the Residential Catalyst Program expires, the provisions of the program shall no longer apply to any development. Upon expiration of the Residential Catalyst Program, any proposed multifamily or mixed-use development, either fully or partially located within the Wilburton Overlay, shall comply with the requirements of LUC 20.15.110 as normal. Nothing in this subsection affects any vested rights established under LUC 20.40.500 or state law.
3. Program Phases and Duration.
- a. The Residential Catalyst Program shall consist of two phases.
 - b. When the First Phase expired, the Second Phase began.
 - c. When the Second Phase expired, the Residential Catalyst Program simultaneously expired.
4. First Phase.
- a. The First Phase began on June 24, 2025.
 - b. The First Phase expired on October 21, 2025.
 - c. If an applicant submitted a land use application while the First Phase was in effect and established vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within 2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the First Phase of the Residential Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.
 - d. For land use applications submitted while the First Phase was in effect and which established vested rights under LUC 20.40.500, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect for applications subject to the First Phase and, where applicable, shall apply as normal.
 - i. For the duration of the First Phase, the Residential and Mixed-Use Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table

20.15.150.B for the Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.

- ii. LUC 20.15.150.B.1 shall not apply to residential or mixed-use development in the Wilburton Overlay. Instead, in-lieu fees shall be assessed on the date that vested rights are first established for the residential or mixed-use development under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.
 - iii. LUC 20.15.120.B.1.a shall not apply. Instead, for dwelling units intended for rent, at least 5 percent of all dwelling units shall be affordable to households earning up to, and including, 80 percent of the area median income.
 - iv. LUC 20.15.120.B.2.a shall not apply. Instead, for dwelling units intended for sale, at least 5 percent of all dwelling units shall be affordable to households earning up to, and including, 100 percent of the area median income.
 - v. The Residential and Mixed-Use Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall be reduced by 25 percent.
5. Second Phase.
- a. The Second Phase began on October 21, 2025.
 - b. The Second Phase expired on December 5, 2025.
 - c. If an applicant submits a land use application while the Second Phase is in effect and establishes vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within 2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the Second Phase of the Residential Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.
 - d. For land use applications submitted while the Second Phase was in effect and which established vested rights under LUC 20.40.500, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly

Commented [A24]: This is the date that 25-124970-LD was deemed complete, which had sufficient dwelling units to exhaust Phase 2.

modified below shall remain in effect during the Second Phase and, where applicable, shall apply as normal.

- i. For the duration of the Second Phase, the Residential and Mixed-Use Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.
 - ii. LUC 20.15.150.B.1.a shall not apply to residential or mixed-use development in the Wilburton Overlay. Instead, in-lieu fees shall be assessed on the date that vested rights are first established for the residential or mixed-use development under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.
6. Calculation of Dwelling Unit Thresholds. The Director shall calculate the 250, 500, and 1,000 dwelling unit thresholds described in subsections A.4.b and A.5.b of this section, and by extension determine which phase of the Residential Catalyst Program is applicable to a development, in accordance with the following:
- a. All proposed dwelling units contained in new multifamily or mixed-used development subject to LUC 20.15.110 shall be counted toward the threshold, regardless of affordability; provided, that all dwelling units contained in development consisting entirely of affordable dwelling units shall not be counted toward the thresholds. For the purposes of this subsection, development consists entirely of affordable dwelling units even where the development also contains one or more manager's units; provided, that each manager's unit is reserved exclusively for occupancy of an on-site manager serving the project and said manager's household.
 - b. On the date that vested rights for a land use application are established under LUC 20.40.500, the number of proposed dwelling units associated with that land use application shall be counted toward the threshold; provided, that if the development consists of multiple phases, then for each phase the proposed dwelling units for each phase shall be counted toward the threshold on the date that the associated Design Review for that phase vests under LUC 20.40.500.
 - c. Once a proposed dwelling unit is counted toward the threshold, it shall continue to count toward the threshold regardless of whether the underlying land use

permit, or any subsequent and associated land use permit or building permit, expires or is withdrawn, cancelled, or revoked.

- d. Once a proposed dwelling unit is counted toward the threshold, it shall continue to count toward the threshold even if the applicant fails to submit a complete building permit application within two years in accordance with subsection A.4.c or A.5.c of this section.
- e. Where a land use application proposes dwelling units in an amount that would cause the First Phase to expire in accordance with subsection A.4.b of this section, then the First Phase shall apply to that development. However, the number of dwelling units proposed in excess of the applicable threshold that caused the First Phase to expire shall be counted toward the 250 dwelling unit threshold for the Second Phase described in subsection A.5.b of this section.
- f. Where a land use application proposes dwelling units in an amount that would cause the Second Phase to expire in accordance with subsection A.5.b of this section, then the Second Phase shall apply to that development.

B. Commercial Catalyst Program.

- 1. Purpose. The purpose of the Commercial Catalyst Program is to encourage early and meaningful nonresidential development in the Wilburton Overlay, allowing existing and new businesses to thrive and contribute toward vibrant places and corridors.
- 2. Applicability.
 - a. Until the Commercial Catalyst Program expires, the provisions of the program shall apply to proposed nonresidential development, either fully or partially located within the Wilburton Overlay, that is subject to the requirements of LUC 20.15.110.
 - b. When the Commercial Catalyst Program expires, the provisions of the program shall no longer apply to any development. Upon expiration of the Commercial Catalyst Program, any proposed nonresidential development, either fully or partially located within the Wilburton Overlay, shall comply with the requirements of Chapter 20.15 LUC as normal. Nothing in this subsection affects any vested rights established under LUC 20.40.500 or state law.
- 3. Program Phases and Duration.

- a. The Commercial Catalyst Program shall consist of at least two, but no more than three, phases.
 - b. When the First Phase expires, the Second Phase shall begin.
 - c. If the Second Phase expires prior to 12:00 a.m. on June 1, 2028, then the Third Phase shall begin.
 - d. If the Second Phase expires on or after June 1, 2028, then there shall be no Third Phase and the Commercial Catalyst Program shall simultaneously expire.
 - e. If the Second Phase expires prior to 12:00 a.m. on June 1, 2028, then when the Third Phase expires, the Commercial Catalyst Program shall simultaneously expire.
4. First Phase.
- a. The First Phase began on June 24, 2025.
 - b. The First Phase shall expire as follows:
 - i. If land use applications for development totaling at least 600,000 square feet of gross floor area have established vested rights under LUC 20.40.500 on or after June 24, 2025, then the First Phase shall expire on the date that vested rights are established under LUC 20.40.500 for the last application needed to reach the 600,000 square feet of gross floor area threshold.
 - c. If an applicant submits a land use application while the First Phase is in effect and establishes vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within 2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the First Phase of the Commercial Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.
 - d. Until the First Phase expires, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect during the First Phase and, where applicable, shall apply as normal.
 - i. For the duration of the First Phase, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.

- ii. LUC 20.15.150.B.1 shall not apply to nonresidential development in the Wilburton Overlay. Instead, in-lieu fees shall be assessed on the date that vested rights are first established for the nonresidential development under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.
 - iii. Except as provided in subsection B.4.d.iv of this section, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall be reduced by 25 percent for all nonresidential development.
 - iv. If vested rights are first established under LUC 20.40.500 for nonresidential development containing life science uses or medical office uses prior to 12:00 a.m. on June 1, 2028, then the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall be reduced by 50 percent for such development. This reduction does not stack with the 25 percent reduction described in subsection B.4.d.iii of this section.
5. Second Phase.
- a. The Second Phase shall begin on the date that the First Phase expires.
 - b. The Second Phase shall expire on the date that the first of the following occurs:
 - i. If land use applications for development totaling at least 250,000 square feet of gross floor area have established vested rights under LUC 20.40.500 from the date the First Phase expired to June 1, 2027, then the Second Phase shall expire on June 1, 2027.
 - ii. If land use applications for development totaling at least 250,000 square feet of gross floor area have not established vested rights under LUC 20.40.500 from the date the First Phase expired to June 1, 2027, then the Second Phase shall expire on the date that vested rights are established for the last application needed to reach the 250,000 square feet of gross floor area threshold.
 - c. If an applicant submits a land use application while the Second Phase is in effect and establishes vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within

2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the Second Phase of the Commercial Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.

- d. Until the Second Phase expires, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect during the Second Phase and, where applicable, shall apply as normal.
 - i. For the duration of the Second Phase, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.15.B for the Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.
 - ii. LUC 20.15.150.B.1 shall not apply to nonresidential development in the Wilburton Overlay. Instead, in-lieu fees shall be assessed on the date that vested rights are first established for the nonresidential development under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.
 - iii. If vested rights are first established under LUC 20.40.500 for nonresidential development containing life science uses or medical office uses prior to 12:00 a.m. on June 1, 2028, then the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall be reduced by 50 percent for such development.
- 6. Third Phase.
 - a. The Third Phase shall only begin if the Second Phase expires prior to 12:00 a.m. on June 1, 2028.
 - b. If the Second Phase expires prior to 12:00 a.m. on June 1, 2028, then the Third Phase shall begin on the date the Second Phase expires.
 - c. If the Second Phase expires on or after 12:00 a.m. on June 1, 2028, then there shall be no Third Phase of the Commercial Catalyst Program.
 - d. If the Third Phase begins, then the Third Phase shall expire at 12:00 a.m. on June 1, 2028:

- e. If an applicant submits a land use application while the Third Phase is in effect and establishes vested rights under LUC 20.40.500, then the applicant must submit a complete building permit application for the development within 2 years (i.e., 730 calendar days) of the date that vested rights were first established under LUC 20.40.500 for the development. If the applicant fails to do so, then the Third Phase of the Commercial Catalyst Program shall not apply to the development and Chapter 20.15 LUC shall apply as normal to the development.
- f. Until the Third Phase expires, Chapter 20.15 LUC shall be modified as follows. Any subsection of Chapter 20.15 LUC not explicitly modified below shall remain in effect during the Third Phase and, where applicable, shall apply as normal.
 - i. For the duration of the Third Phase, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall not be adjusted as provided in LUC 20.15.030.
 - ii. LUC 20.15.150.B.1 shall not apply to nonresidential development containing life science uses or medical office uses. Instead, the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall be assessed on the date that vested rights are first established for the development containing life science uses or medical office uses under LUC 20.40.500; provided, that if the development consists of multiple phases, then for each phase the in-lieu fee shall be assessed at the time the associated Design Review for that phase vests under LUC 20.40.500. In-lieu fees shall then be collected prior to building permit issuance.
 - iii. If vested rights are first established under LUC 20.40.500 for nonresidential development containing life science uses or medical office uses prior to 12:00 a.m. on June 1, 2028, then the Nonresidential Fee Per Square Foot of New Nonexempt Gross Floor Area contained in Table 20.15.150.B for the Wilburton Overlay shall be reduced by 50 percent for such development.
- 7. Calculation of Gross Floor Area Thresholds. The Director shall calculate the 250,000 and 600,000 square feet of gross floor area thresholds described in subsections B.4.b and B.5.b of this section, and by extension determine which phase of the Commercial Catalyst Program is applicable to a development, in accordance with the following:
 - a. Nonresidential portions of mixed-use development shall not count toward either threshold.

- b. On the date that vested rights for a land use application are established under LUC 20.40.500, the proposed square footage of gross floor area associated with that land use application shall be counted toward the applicable threshold; provided, that if the development consists of multiple phases, then for each phase the proposed square footage of gross floor area for each phase shall be counted toward the threshold on the date that the associated Design Review for that phase vests under LUC 20.40.500.
 - c. Once proposed square footage of gross floor area is counted toward the threshold, it shall continue to count toward the threshold regardless of whether the underlying land use permit, or any subsequent and associated land use permit or building permit, expires or is withdrawn, cancelled, or revoked.
 - d. Once proposed square footage of gross floor area is counted toward the threshold, it shall continue to count toward the threshold even if the applicant fails to submit a complete building permit application within two years in accordance with subsection B.4.c or B.5.c of this section.
 - e. Where a land use application proposes non-residential square footage of gross floor area in an amount that would cause the First Phase to expire in accordance with subsection B.4.b of this section, then the First Phase shall apply to that development. However, the nonresidential square footage of gross floor area proposed in excess of the applicable threshold that caused the First Phase to expire shall be counted toward the 250,000 square foot of gross floor area threshold for the Second Phase described in subsection B.5.b of this section.
 - f. Where a land use application proposes nonresidential square footage of gross floor area in an amount that would cause the Second Phase to expire in accordance with subsection B.5.b of this section, then the Second Phase shall apply to that development.
8. Assurance Device for Nonresidential Development Containing Life Science Uses or Medical Office Uses.
- a. To benefit from any phase of the Commercial Catalyst Program, an applicant proposing nonresidential development containing life science uses or medical office uses must submit, in conjunction with the land use application securing a benefit under any phase of the Commercial Catalyst Program, an assurance device in a form acceptable to the Director under LUC 20.40.490.C.
 - b. The amount of the assurance device shall be equal to ten percent of the following amount: the full in-lieu fee amount that would be assessed for the

development by the normal operation of Chapter 20.15 LUC as may be modified by operation of the applicable phase of the Commercial Catalyst Program.

- c. To apply for release of the assurance device, the applicant shall provide documentation to the City, in a form acceptable to the Director, that 90 percent of the development has been leased, transferred, or otherwise conveyed to life science uses or medical office uses. The Director shall release the assurance device only upon certification that 90 percent of the development has been leased, transferred, or otherwise conveyed to life science uses or medical office uses.
 - d. The assurance device shall require that 90 percent of the development has been leased, transferred, or otherwise conveyed to life science uses or medical office uses within 2 years (i.e., 730 calendar days) of the date that the first certificate of occupancy is issued for the development. If 90 percent of the development has not been so leased, transferred, or otherwise conveyed within that time period, then the City shall obtain the proceeds of the device and shall deposit and use the proceeds as provided in LUC 20.15.110.
9. Legal Agreement for Nonresidential Development Containing Life Science Uses or Medical Office Uses.
- a. To benefit from any phase of the Commercial Catalyst Program, an applicant proposing nonresidential development containing life science or medical office uses must fully execute and submit, in conjunction with the land use application securing a benefit under any phase of the Commercial Catalyst Program, a legal agreement.
 - b. The legal agreement shall be in a form acceptable to the Director. Once fully executed, the applicant shall record the agreement with the King County Recorder's Office on the title of the real property on which the development is located. The agreement shall include, but is not limited to, the following terms and conditions:
 - i. The agreement shall be a covenant running with the land and shall be binding on the assigns, heirs, and successors of the owner of the property.
 - ii. If 90 percent of the development has not been leased, transferred, or otherwise conveyed to life science uses or medical office uses within 2 years (i.e., 730 calendar days) of the date that the first certificate of occupancy is issued for the development, then the agreement shall require the owner of the property to make a cash payment to the City totaling 90 percent of the

following amount: the full in-lieu fee amount that would be assessed for the development by the normal operation of Chapter 20.15 LUC as may be modified by operation of the applicable phase of the Commercial Catalyst Program. Upon receipt of the payment, the City shall deposit and use the proceeds as provided in LUC 20.15.110.

Part 20.25D BelRed Overlay

20.25D.010 General

A. Purpose.

The purpose of this part is to promote excellence in design quality and innovation, while enhancing the identity of the BelRed Overlay, without prescribing a specific architectural style, aesthetic, or theme.

B. Applicability.

1. The provisions of this chapter shall apply to all development within the BelRed Overlay.
2. Except to the extent expressly provided in this Part 20.25D, in Part 20.25B, or as referenced in this section, the provisions of the Land Use Code and all other applicable provisions of the Bellevue City Code shall apply.

C. Relationship to Other Regulations.

1. Refer to LUC 20.10.445 for land uses permitted in the BelRed Overlay.
2. Refer to LUC 20.20.010 for applicable development standards for the Mixed-Use Land Use Districts, including the BelRed Overlay.
3. To the extent that any provision of this Part 20.25D conflicts with any requirement contained in the Shoreline Overlay District (i.e., Part 20.25E LUC), Part 20.25E LUC shall control.
4. To the extent that any provision of this Part 20.25D conflicts with any requirement contained in the Critical Areas Overlay District (i.e., Part 20.25H LUC), Part 20.25H LUC shall control.

20.25D.015 BelRed Overlay 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:

Commented [A25]: The existing Part 20.25D is proposed to be repealed and replaced as shown.

Commented [A26]: This section is based on existing LUC 20.25R.010, but tailored to the BelRed Overlay.

- A. “Arts District Intensive Area” is an area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A. The Arts District Intensive Area is located primarily, but not exclusively, within the BelRed Station Area Node and is intended to provide for a thriving arts district.
- B. “BelRed Overlay” shall mean the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A. The BelRed Overlay consists of the area included in all seven neighborhood districts, with the exception of the area within the Medical Institution District.
- C. “Neighborhood Districts” are the following seven individual subareas within the BelRed Overlay, defined by key natural and built environment features, that each have unique goals and policies under the BelRed Subarea Plan:
 - 1. “116th Ave NE Corridor” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 - 2. “BelRed Station Area Node” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 - 3. “North of Northup & NE 20th Street” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 - 4. “Overlake Village Station Area Node” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 - 5. “South of Bel-Red Road” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 - 6. “Spring District Station Area Node” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.
 - 7. “Two Creeks” consisting of the area legally described in Section XX of Ordinance No. XXXX and depicted on Figure 20.25D.015.A.

Figure 20.25D.015.A

Map of BelRed Overlay, Neighborhood Districts and Arts District Intensive Area

[SEE MAP PROVIDED AS ATTACHMENT B]

20.25D.020 Access and Connectivity

- A. General

Except as provided in this section, LUC 20.25B.020 applies to development in the BelRed Overlay.

B. Access, Blocks, and Circulation.

1. BelRed Street Network.

- a. Intent. The BelRed street network introduces a public and private right-of-way system that improves mobility by increasing access for local vehicular traffic and active transportation throughout the BelRed Subarea. BelRed streets consist of a variety of street typologies on both public rights-of-way and access corridors, defined in subsection B.3 of this section.
- b. Where Required. Figure 20.25D.020.B.1 Identifies the general location of specific new publicly-dedicated streets, as well as the area where block limits established under subsection B.2 of this section apply. This network continues the development of required streets in the BelRed subarea which have been in effect since 2009.
- c. Modifications. The Director may approve modifications to the BelRed Street Network map to respond to specific site conditions, property ownership, phasing considerations, or a specific redevelopment proposal seeking a different street configuration; provided that the modified map satisfies the intent of subsection B.1.a of this section, accounts for general intersection alignments, is generally consistent with the map in Figure 20.25D.020.B.1 below, and meets applicable standards below. This subsection provides for flexibility to the location and alignment of defined local streets and green streets identified in Figure 20.25D.020.B.1. Criteria and process to replace a defined local street segment with a private access corridor is provided in subsection B.4 of this section.

- ii. The north-south dimension of a block shall be no more than 350 feet in length.
 - iii. All block dimensions described in this section shall be measured as follows:
If there is a sidewalk, then the dimension shall be measured from the back of the sidewalk. If there is not a sidewalk, then the dimension shall be measured from the inside edge of the corridor.
 - d. For sites that are less than 105,000 square feet in area or are not located within the Block Limit area for BelRed, the following shall apply:
 - i. Vehicular access onto these sites shall be provided from a commercial driveway. The commercial driveway shall connect to a public right-of-way, or to a flexible access corridor which connects to a public right-of-way.
 - e. Access corridors or commercial driveways constructed across property lines may be allowed, including those constructed and authorized to satisfy the requirements of this subsection B.1 and 2, subject to the following requirements:
 - i. The access corridor or commercial driveway is designed and constructed in accordance with all applicable requirements of this Part 20.25D; and
 - ii. The applicant shall provide the City with an executed and recorded legal agreement that, to the Director's satisfaction, demonstrates that all applicable property owners have given all rights and authorization necessary to design, construct, and maintain the access corridor in accordance with all applicable requirements of this Part 20.25D.
3. Access and Circulation Design.
- a. Local Streets. Local streets are designed to serve as essential access routes for vehicles, supporting a wide range of functions that contribute to neighborhood livability and safety. These functions include designated amenity zones on both sides of the street. Amenity zones act as a buffer between pedestrians and moving vehicles, enhancing the overall streetscape and pedestrian experience. Local streets are dedicated for public access.
 - i. Required Width. The required minimum width of a local street is 47 feet, comprised of the following design components:
 - (1) Twenty-foot vehicle area;
 - (2) Two six-inch curbs;

- (3) Two five-foot amenity zones; and
 - (4) Two eight-foot sidewalks.
- ii. On-Street Parking. Where required, as provided in Subsection C of this section, on-street parking lanes are a minimum width of eight feet.
- b. Green Streets. Green Streets are important east-west streets that connect the street network to parks and open space. Green Streets should be considered urban trails and extensions of parks and open space. They are important streets for pedestrians and bicyclists. Green Streets utilize natural drainage systems, to the extent feasible, to improve and reduce the amount of stormwater runoff at its source. Green streets are dedicated for public access.
 - i. Required width. The required minimum width of a green street is 60 feet, comprised of the following design components:
 - (1) Twenty-foot vehicle area;
 - (2) Two twelve-inch curb less zones;
 - (4) Two eleven-foot amenity zones interspersed with eight-foot parking lanes; and
 - (5) Two eight-foot sidewalks.
 - ii. Stormwater planters shall be required pursuant to Bellevue Utilities Department Engineering Standards Chapter D9, now or as hereafter amended.
 - iii. Parking lanes on Green Streets shall be designed to alternate between expanded landscape areas and parking stalls.
 - iv. Green street design details, including roadway sections and engineering, shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.
- c. Flexible Access Corridor. Flexible access corridors accommodate active transportation and essential vehicular access, including, but not limited to, parking, pick-up/drop-off, maintenance, and emergency vehicle access, which will be identified during the development review process.
 - i. Streetscape Elements. Flexible access corridors shall contain the following elements at a minimum and a required corridor width of 37 feet:

- (1) Two 10-foot travel lanes serving vehicles and active transportation modes;
 - (2) Two eight-foot sidewalks;
 - (3) One four-foot amenity zone;
 - (4) Two six-inch curbs; and
 - (5) Street and pedestrian-scale lighting to meet applicable illumination standards contained in the Transportation Design Manual.
- ii. If on-street parking is provided by development, then the corridor width must be widened beyond the minimum by an additional eight feet per parking lane.
- d. Active Transportation Access Corridor. Active transportation access corridors are corridors that primarily serve active transportation and allow for emergency vehicle access. Active transportation access corridors are private corridors and shall be open and accessible to the public pursuant to LUC 20.25B.020.B.2.c and shall provide a public access easement in accordance with LUC 20.25B.020.B.2.d. Corridors shall contain the following elements with a required corridor width of 32 feet:
- i. 20-foot shared active transportation and emergency vehicle path;
 - ii. 12-foot amenity zone consisting of landscape and other amenity areas;
 - iii. Pedestrian-scale lighting;
 - iv. Bollards at corridor access points with other transportation facilities restricting vehicular access to the corridor except for access by emergency vehicles.
- e. Enhanced Shared-Use Path. Enhanced Shared-Use Paths shall be outdoors and provide public access through and between larger blocks or development sites. Minimum standards for Enhanced Shared-Use Paths do not provide for emergency vehicle access.
- i. Elements. The required width of an Enhanced Shared-Use Path is 26 feet and includes the following minimum elements:
 - (1) 14-foot shared active transportation path;
 - (2) 12-foot amenity zone;
 - (3) Pedestrian-scale lighting.

- ii. Signage. Directional signage shall identify circulation routes for all users and be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.
- iii. Design.
 - (1) Incorporate design elements, such as paving, lighting, landscaping, and signage to identify the Shared-Use Path as a public space;
 - (2) Provide access that complies with the Americans with Disabilities Act;
 - (3) Provide lighting that is appropriately scaled for its public users, compatible with the landscape design, and improves safety;
 - (4) Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the pedestrian and bicycle route to ensure that the connection is used, feels safe, and is not isolated from view; and
 - (5) Any building cantilevering shall not extend over the minimum 26-foot width of the Enhanced Shared-Use Path.
- iv. Plaza Paths. Enhanced Shared-Use Paths which achieve all design criteria for Outdoor Plazas provided in Chart 20.25D.050.B.4 may also earn Outdoor Plaza credit in the Amenity Incentive System, provided that unobstructed travel area of at least 14 feet is maintained throughout the length of the active transportation path.
- e. Service Corridor. Service corridors are corridors that support “back-of-house” functions essential to site operations, which may include, but are not limited to, emergency vehicle access, solid waste collection, and incidental loading and unloading activities. The purpose of these corridors is to support a building’s operational functions without interfering with the site’s primary circulation routes. Service corridors are private corridors and shall be open and accessible to the public pursuant to LUC 20.25B.020.B.2.c and shall provide a public access easement in accordance with LUC 20.25B.020.B.2.d.
 - i. Required Width. The minimum unobstructed width of a service corridor shall comply with applicable fire and transportation standards and shall not be less than 20 feet.

- ii. Access Limitations. Service corridors shall not serve as the primary vehicular access to parking garages and shall not serve as the main pedestrian access to building entries, tenant spaces, or other areas intended for regular public use. Service corridors may serve as primary vehicular access to parking garages on small sites.
- f. Commercial Driveway. For the sole purpose of subsection B.2.c of this section, commercial driveways provide connections from access corridors to parking areas located within commercial or mixed-use development.
 - i. If a sidewalk is required per Transportation Department review, a minimum eight-foot sidewalk is required adjacent to the commercial driveway.
 - ii. Commercial driveways shall not be used to satisfy the requirements of subsection B.2.b of this section.
- 4. **Substituting Local Streets.** Local street segment locations provided in Figure 20.25D.020.B.1 have been planned to provide for consistent vehicle, emergency vehicle, bicycle and pedestrian access throughout the BelRed Overlay, regardless of the pattern of future development. The Director may approve alternative configurations utilizing private access corridors, provided they achieve a similar standard for access and achieve enhanced outcomes for active transportation access and public realm improvements. The proposed alternative configuration shall be evaluated against the purpose and all applicable criteria provided in this subsection.
 - a. Access Types. Local street segments may be replaced with flexible access corridors, active transportation access corridors, or enhanced shared use paths.
 - b. Enhanced Design Components. The following requirements apply to private access corridors replacing local streets. All other standards provided for private access corridors provided in 20.25D.020.B.3 apply, except as they conflict:
 - i. The minimum width of sidewalks is 10 feet.
 - c. Minimum Criteria. The alternative configuration must:
 - i. Meet all applicable requirements for emergency vehicle access;
 - ii. Avoid creating adverse impacts to the surrounding neighborhood or circulation system. Potential impacts can be resolved through easements or other agreements with neighboring property owners, provided the applicant provides the City with an executed and recorded legal agreement that, to the

Commented [A28]: This option provides a path for projects containing a defined public local street segment to propose an alternative configuration replacing the defined segment(s) with private access corridors. This option could allow for local streets to be replaced with active transportation-only options when potential access issues can be otherwise resolved.

Director's satisfaction, demonstrates that all applicable property owners have given all applicable rights and authorizations necessary for the specific agreement resolving the impact;

- iii. Meet the intent of applicable Americans with Disabilities Act requirements for public rights-of-way throughout the private access corridors replacing public streets; and
- iv. Provide active uses along at least 75 percent of the total façade length fronting replacement private access corridors. This provision is optional for proposals daylighting a stream.

C. Location-Specific Access and Design.

- 1. Spring Boulevard. Spring Boulevard serves as the symbolic and functional thread that knits the BelRed Overlay together. It connects the most intense area of development and includes vehicular, light rail, and nonmotorized travel modes. It is also intended to incorporate significant urban open spaces and environmentally sensitive design features.
 - a. Where Required. Figure 20.25D.020.C.1 identifies the general location for Spring Boulevard. The Director may approve the final location of the Boulevard to respond to specific site conditions, property ownership, and phasing considerations; provided, that the final location satisfies the intent of subsection C.1 of this section and meets the applicable standards below.
 - b. Street design details, including roadway sections and engineering, shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.

Figure 20.25D.020.C.1. Spring Boulevard



Commented [A29]: Existing map, to be updated before City Council action to CoB graphics standards. General location of Spring Boulevard is maintained, street grid is out of date.

2. 130th Avenue Shopping Street. 130th Avenue NE north of Spring Boulevard is envisioned as a centralized neighborhood-serving retail street. Design is intended to make the pedestrian experience a priority and foster a vital retail environment by using uniform design features.
 - a. Where Required. The 130th Avenue Shopping Street extends from Spring Boulevard to Northup Way/NE 20th Street. Figure 20.25D.020.C.2 identifies the general location of the 130th Avenue Shopping Street. The Director may approve the final location of the Shopping Street to respond to specific site conditions, property ownership, and phasing considerations; provided, that the final location satisfies the intent of subsection C.2 of this section and meets the applicable standards below.
 - b. Applicable Standards.
 - i. The minimum paved width of a sidewalk shall be 10 feet, with an additional 5-foot amenity zone and a 6-inch curb.
 - ii. Street design details, including roadway sections and engineering, shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.

Figure 20.25D.020.C.2. 130th Avenue Shopping Street



Figure 20.25D.140.C: 130th Avenue Shopping Street

Commented [A30]: Existing map, to be updated before City Council action for CoB graphics standards. General location of Shopping Street is maintained, street grid is out of date.

3. BelRed Road from 124th Avenue NE to 148th Avenue NE.
 - a. Where Required. On both sides of BelRed Road from 124th Avenue NE to 148th Avenue NE.
 - b. Applicable Standards.
 - i. The minimum paved width of a sidewalk shall be 10 feet, with an additional 20-foot amenity zone and a 6-inch curb. Landscaping shall be provided within the amenity zone, except where a plaza or gateway design is incorporated to signal entrances to and movement within the BelRed Overlay. Gateway and plaza elements shall create a clear sense of entry for pedestrians, cyclists, transit users, and motorists, including entry into distinct districts or neighborhoods within the subarea. Where a gateway or plaza is provided, the 20-foot amenity zone may be reduced through an administrative departure in accordance with Part 20.30H LUC.
 - ii. Street design details, including roadway sections and engineering, shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.

Commented [A31]: Amended language and bumped up the sidewalk size to be consistent with “perimeter sidewalk” dimension for Wilburton.

- iii. The sidewalk may meander into the planting area where necessary to retain significant trees or replace a non-viable street tree. In such case, the overall dimension of sidewalk and sidewalk planting shall total 30 feet.
 - iv. All viable significant trees shall be maintained between the street and existing or proposed development and each of the following standards shall be met:
 - (1) A minimum of five trees per 1,000 square feet of planting area shall be provided. Evergreen trees shall be a minimum height of 10 feet at planting. Deciduous trees shall have a minimum caliper of two and one-half inches.
 - (2) Evergreen shrubs shall be provided at a minimum spacing of three feet on center; shrubs shall be a minimum height of 42 inches at planting.
 - (3) Living ground cover shall be provided as necessary to cover the landscape area within a minimum of three years.
 - (4) At least 50 percent of the plantings shall be native species.
4. All other arterials.
- a. Where Required. 116th Avenue NE, 120th Avenue NE, 130th Avenue NE south of Spring Boulevard, 148th Avenue NE, 156th Avenue NE, BelRed Road east of 148th Avenue NE.
 - b. Applicable Standards.
 - i. The minimum paved width of a sidewalk shall be 10 feet, with an additional 5-foot amenity zone and a 6-inch curb.
 - ii. Street trees together with shrubbery, groundcover and other approved plantings are required in an amenity zone along the length of the frontage.
 - iii. Street trees with a minimum caliper of two and one-half inches shall be provided at a maximum spacing of 30 feet on center in tree wells a minimum of five feet wide and 10 feet long. The use of planter strips for stormwater treatment is encouraged. Installation shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

5. Required On-Street Parking. On-street parking can contribute to the pedestrian environment, be a great benefit to retail uses, and enhance elements of neighborhood character.
 - a. Where Required. On-street parking is required with new local streets and green streets. The Director may approve the final location and quantity of on-street parking to respond to specific site conditions, property ownership, and phasing considerations; provided, that the final locations satisfy the intent of this section and meet the applicable standards identified in subsection B.3 of this section.
 - b. Applicable Standards. Parking design details shall receive all approvals required pursuant to City Codes and standards, including but not limited to transportation and utility codes and development standards, now or as hereafter adopted.
6. Restricted Driveway Access. Driveway access along certain streets is restricted to minimize conflicts with transit, autos, bicycles, and pedestrians and to reinforce active edge continuity along commercial and retail frontages.
 - a. Where Restricted. Driveway access is generally prohibited along Spring Boulevard and the 130th Shopping Street as shown in Figure 20.25D.020.C.6.

Figure 20.25D.020.C.6. Restricted Driveway Access



Commented [A32]: Existing map, to be updated for next draft version. General locations of restricted access are maintained, street grid is out of date.

20.25D.030 Site organization and public realm

A. General

Except as provided in Section B below, LUC 20.25B.030 applies to development in the BelRed Overlay.

B. Active Uses.

1. Where Required. Figure 20.25D.030.B identifies those streets where active uses are required for building frontages.

Figure 20.25D.030.B. Required Active Uses



Figure 20.25D.130.A: Required Ground Floor Use².

Applicable Standards for Active Uses.

- a. In the Spring District Station Area Node, at least 50 percent of the total facade length fronting a designated street shall contain active uses.
- b. In the BelRed Station Area Node and Arts District Intensive Area, at least 75 percent of the total facade length fronting a designated street shall contain active uses.

Commented [A33]: Existing map, to be updated for next draft version. General locations of ground floor retail and commercial are maintained but replaced with active use requirement, street grid is out of date.

Commented [A34]: Maintains current required percentage, but changes requirement to “active use” instead of “ground floor commercial use”.

Commented [A35]: Reduces percentage from 100% to 75%, and changes requirement to “active use” instead of “ground floor retail use”.

C. Location-Specific Design.

1. Transition Edge Landscape Development.
 - a. Intent. Landscape development, including retention of significant trees, as required by this section is necessary to create visual separation between different land use districts.
 - b. Where Required. A 20-foot landscape buffer shall be provided along the property line of any site located south of BelRed Road between 124th Avenue

NE and 148th Avenue NE and that abuts a Residential Land Use District, as defined in LUC 20.10.180. A landscape buffer may not be required if abutting property in a Residential Land Use District is developed for a nonresidential use.

c. Applicable Standards.

- i. The required landscape buffer shall only be required along the property line abutting a Residential Land Use District.
- ii. Evergreen and deciduous trees shall be provided at a maximum spacing of 20 feet on center. No more than 30 percent shall be deciduous. Trees shall be a minimum height of 10 feet at planting.
- iii. Evergreen shrubs shall be provided at a minimum spacing of three feet on center. Shrubs shall be a minimum of two gallons in size at planting.
- iv. Living ground cover shall be provided as necessary to cover the entire remaining area within a minimum of three years.
- v. No portion may be paved except for vehicular entrance drives and required trails or other pedestrian connections, and these features should be minimized to the extent feasible.

20.25D.040 Building Design

A. General

Except as provided in this section, LUC 20.25B.040 applies to development in the BelRed Overlay.

B. Maximum Building Setback.

1. Intent. Integrate development into the urban fabric by orienting and locating primary building uses toward public spaces. Establish a continuous “street wall” that provides a sense of enclosure and visual interest for pedestrians. Limiting building setbacks also supports the economic viability of retail and commercial uses by enhancing direct pedestrian access and visibility to passing customers.
2. Where Required. Figure 20.25D.040.B identifies locations where the ground-floor facades must be generally built to the back of sidewalk.
3. Applicable Standards for Ground-Floor Facades.

- a. Ground-floor facades must be generally built to the back of sidewalk. A maximum structure setback of 15 feet may be allowed.
- b. A maximum of 25 percent of the building façade on an individual block may be setback more than 15 feet to accommodate public or private plazas, parks, or other publicly accessible spaces; however, within the Arts District Intensive Area, this limitation may be increased to more than 25 percent and up to 100 percent of the building facade where a linear event plaza is provided.
- c. Windows and walls may be recessed up to 18 inches if columns, pilasters, walls or other architectural fenestration tie them together with the rest of the building frontage.
- d. Surface parking is not permitted between the sidewalk and the building wall.

Figure 20.25D.040.B – Ground Floor Facades



Figure 20.25D.130.C Required Sidewalk-Oriented Development

Commented [A36]: Existing map to be updated in the next draft. The general locations of ground-floor facades where a maximum building setback applies are the same areas where sidewalk-oriented development was previously required. The street grid shown is out of date and will be updated in the next draft.

C. Required Transition Edge Development.

1. Intent. Transition edge development requires elements incorporated into the site and building design that soften the impact of South of Bel-Red Road, a neighborhood district which allows more intensive development, where it is adjacent to a residential land use district.

2. Where Required. Applies to any building in the South of Bel-Red Road Neighborhood District on property that directly abut a residential land use district unless there are no non-residential uses within 150 feet of the abutting property line.
3. Applicable Standards for Site Design.
 - a. Surface parking lots shall be screened from street-level views and from ground-level views of an abutting residential district per LUC 20.25D.110.B. Surface parking lots shall be located away from adjacent residential properties, unless no other location is available.
 - b. All refuse and recycling containers shall be contained within structures enclosed on all four sides and utilize lids made of molded plastic or other sound-buffering material. The containers shall be located on a side of the building facing away from the abutting residential properties, but not between the street and the subject building.
4. Applicable Standards for Building Design.
 - a. The maximum building height of 60 feet above average existing grade may be reached only when incorporating pitched or stepped roof forms.

20.25D.050 Amenity Incentive System

A. General

Except as provided in this section, LUC 20.25B.050 applies to development in the BelRed Overlay.

The bonus point values have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

B. Specific Amenity Incentive System Requirements.

1. Participation in the Amenity Incentive System shall comply with subsection C of this section and applicability shall follow Neighborhood District and Arts District Intensive Area boundaries as shown in Figure 20.25D.015.A.
2. Arts District Intensive Area Amenities Allocation. The Arts District Intensive Area has a focus on providing abundant space for production, performance, participation and

promotion of arts and cultural spaces. In addition to the requirements of subsection C of this section, Development in the Arts District Intensive Area is subject to the following requirements:

- a. It is required that 75 percent or more of a project's bonus points shall be earned from at least two of the following amenities:
 - i. Affordable Housing;
 - ii. Affordable Commercial;
 - iii. Outdoor Plaza;
 - iv. Public Art; or
 - v. Nonprofit Space.
- b. The remaining 25% of a project's bonus points may be earned from any other amenity on the amenity list.
- c. Exceptions:
 - i. Sites daylighting a stream, dedicating parks, or dedicating trails identified in the BelRed Subarea Plan (Figure S-BR-1) may utilize any combination of amenities from the standard list to earn bonus points.

3. **In-Lieu Fees.**

C. Bonus Points. The specific amenity options and corresponding bonus point values applicable within the BelRed Overlay District are established in this Part and are described below. Only those amenities identified herein shall be eligible to earn bonus points for purposes of increasing Floor Area Ratio within the BelRed Overlay District.

1. Affordable Housing.

a. Bonus Point Calculation:

- i. Four bonus points for every one gross square foot of dwelling units that are affordable to households earning up to, and including, 80 percent of the Area Median Income.

Commented [A37]: Section to be updated after May 27 Planning Commission discussion

- ii. Six bonus points for every one gross square foot of dwelling units that are affordable to households earning up to, and including, 60 percent of the Area Median Income.
 - iii. Eight bonus points for every one gross square foot of dwelling units that are affordable to households earning up to, and including, 50 percent of the Area Median Income.
 - iv. Ten percent increase to total affordable housing bonus points earned in the following Neighborhood Districts: BelRed Station, Overlake Village Station, Spring District Station.
- b. Design Criteria:
- i. Affordable housing shall meet all applicable requirements of Chapter 20.15.
 - ii. While all affordable housing is exempt for the purpose of calculating FAR, affordable housing bonus points may be earned only for affordable housing provided in excess of the amount required by LUC 20.15.110.
 - iii. Affordable housing created exclusively by operation of Chapter 4.52.090 BCC is ineligible to earn bonus points.
 - iv. To earn bonus points, affordable housing may be located on site, off site, or through a combination of on-site and off-site performance.
 - v. To earn bonus FAR, affordable housing located off site must be located within the city limits and within a Tier 1 location as described in LUC 20.15.140.B.1.
2. Affordable Commercial Space.
- a. Bonus Point Calculation:
- i. Two bonus points for every one square foot of commercial space that is leased to a qualified business at a total rate that is less than or equal to one-half times the operating expenses of that qualified business, as determined by the Director.

Commented [A38]: Waiting on feedback on revisions to this section

- ii. Ten percent increase to total affordable commercial bonus points earned in the following Neighborhood Districts: BelRed Station, Two Creeks.
 - iii. Ten percent increase to bonus points earned by affordable commercial space leased to a qualified business when the qualified business has also been identified by the City of Bellevue as either displaced or at risk of displacement from the BelRed Subarea, as determined by the Director. This increase may be applied in addition to any applicable Neighborhood District bonus.
- b. Design Criteria:
- i. Shall be located on the ground floor.
 - ii. Shall comply with any other requirements for qualifying commercial spaces that the Director adopts by rule.
3. Park Dedication.
- a. Bonus Point Calculation: Forty-five bonus points for every \$1,000 of the appraised value of property donated for park purposes, consistent with the BelRed Parks and Open Space Plan generalized locations and size requirements as depicted in the BelRed Subarea Plan (Figure S-BR-1).
 - b. Design Criteria:
 - i. Park dedications shall be consistent with the BelRed Parks and Open Space Plan identified locations and sizes.
 - ii. Park dedications do not need to be contiguous with the site on which development is proposed.
 - iii. Park dedications shall include FAR associated with the dedicated area.
 - iv. The dedication shall be provided in a form satisfactory to the City.
4. Trail Dedications and Easements. Dedications and easements of land for public access trail purposes that are provided by the developer consistent with the BelRed

Subarea Parks and Open Space Plan paved multi-purpose or soft surface locations and size requirements (Figure S-BR-1).

a. Bonus Point Calculation:

- i. One-and-a-half bonus points per square foot of trail easement.
- ii. Three bonus points per square foot of trail dedication.

b. Design Criteria:

- i. Trails are dedicated or provided through an easement for public use at the discretion of and in a form approved by the City.
- ii. Trail dedications and easements shall be consistent with the BelRed Parks and Open Space Plan paved multi-purpose or soft surface locations and sizes.
- iii. Trail dedications and easements do not need to be contiguous with the site for which development is proposed.
- iv. Trail dedications shall include FAR associated with the dedicated area.
- v. Trail easements shall allow City access for trail construction and maintenance.

5. Stream Restoration. Bonuses available for projects which help restore riparian corridors, eligible through both restoration projects and land preservation. Projects must be in the BelRed Subarea, and may include removal of fish passage barriers, daylighting piped stream segments, restoration of natural streamside vegetation, enhanced fish and wildlife habitat, and providing compensatory storage capacity for flooding.

a. Bonus Point Calculation:

- i. Restoration Projects: 66.7 bonus points per \$1,000 stream restoration (does not include land value).

- ii. One-and-a-half bonus points per square foot of land preserved for future restoration or daylighting through placement into an easement or similar legal mechanism.
- b. Design Criteria:
 - i. A restoration plan shall be prepared by a qualified professional and approved by the City.
 - ii. Stream buffer restoration projects are only eligible to receive bonus points for restoration above and beyond the requirements of Part 20.25H LUC, Critical Areas Overlay District.
 - ii. Must be coordinated with public trail system to the greatest extent possible.
 - iii. Minimum 10,000 sq. ft.
 - iv. May occur on site or off site.
 - v. Owner shall provide easement allowing City access for maintenance, monitoring, and trail construction.
 - vi. Land preserved for future restoration or daylighting must be protected through an easement or other appropriate legal mechanism at the discretion of and in a form approved by the City.
- 6. **Regional Transfer of Development Rights (TDR).** Transfer of development rights to designated BelRed areas that achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary.
 - a. Bonus Point Calculation:
 - i. ___ bonus points per TDR credit, or per Bellevue-King County TDR Interlocal Agreement as originally adopted or subsequently amended.
 - ii. Ten percent increase to total TDR bonus points earned in the following Neighborhood Districts: 116th Ave NE Corridor, BelRed Station, Spring District Station

Commented [A39]: TDR credit values and subarea limits to be reviewed at a future meeting.

- b. Design Criteria:
 - i. TDR credits defined in accordance with the King County TDR Program as approved or subsequently amended by the City pursuant to the Bellevue-King County TDR Interlocal Agreement.
 - ii. TDR credits for use in the entire BelRed Subarea are limited to ____.
- 7. Public Art. Any form of permanent artwork that is outdoors and publicly accessible or visible from a public place. The purpose is to create a memorable civic experience and affinity between artist and community.
 - a. Bonus Point Calculation:
 - i. 66.7 points per \$1,000 of appraised art value.
 - ii. Ten percent increase to total public art bonus points earned in the following Neighborhood Districts: 116th Ave NE Corridor, BelRed Station, Overlake Village Station.
 - b. Design Criteria:
 - i. Shall be located outside in areas open to the general public or visible from the adjacent public right-of-way, perimeter sidewalk, or pedestrian way.
 - ii. May be an artist-made object or artist-made integrated feature of the building's exterior or other visible infrastructure such as paving, hand railings, walls, seating, or other elements visible to the public or in publicly accessible areas.
 - iii. Public art can include murals, sculptures, art elements integrated with infrastructure, and special artist-designed lighting.
 - iv. Standalone or landmark artworks shall be at a scale that allows them to be visible at a distance.
 - v. Value of art to be determined through appraisal accepted by Bellevue Arts Program.

- vi. Maintenance of the art is the obligation of the owner of that portion of the site where the public art is located for the life of the project.
8. Outdoor Plaza. May be eligible when provided as Standard Outdoor Plaza or Linear Event Plaza.
- a. Bonus Point Calculation:
 - i. 8 bonus points per square foot of outdoor plaza.
 - ii. Ten percent increase to total public art bonus earned in the following Neighborhood Districts: 116th Ave NE Corridor, BelRed Station, Spring District Station.
 - b. Design Criteria:
 - i. Standard Outdoor Plaza. A publicly accessible, continuous open space, predominantly open from above, and designed to relate to the surrounding urban context. Outdoor plazas prioritize pedestrian use and serve as opportunities to activate BelRed for residents and users.
 - (1) The plaza shall be clearly visible and accessible from the public right-of-way.
 - (2) At least 10 percent of the surface area of the plaza shall be landscaped.
 - (3) Plazas shall be at least 3,000 square feet in size and shall include at least 4 of the following features:
 - (a) Fixed seating such as benches, with at least 1 linear foot of seating area per 30 square feet of hard surface within the open space.
 - (b) Multifamily play areas designed and constructed in accordance with LUC 20.20.540.
 - (c) Performance spaces (Mandatory within the Arts Intensive Area).
 - (d) Tables and movable seating, with at least 1 table per 75 square feet of hard surface and at least 2 seats per table.

- (e) Vendor spaces, such as kiosks or spaces for food trucks.
 - (f) Water features.
 - (g) Weather protection and shade structures
 - (h) Other elements that enhance the public realm as approved by the Director.
- (4) At least 50 percent of the plaza shall remain open to the sky. The Director may approve increased building coverage above a plaza when such coverage provides enhanced vertical clearance that preserves the sense of openness and ensures the space remains visually and physically inviting to the public. The intent of this provision is to allow architectural features, such as canopies or overhead structures, that contribute to the plaza's functionality and comfort without compromising its open character.
- (5) The plaza shall be signed as "Public Access" and open to the public from 7:00 a.m. to 9:00 p.m. daily or during business hours, whichever is longer. The sign for the plaza shall be visible from the public right-of-way.
- (6) Any use or feature for the exclusive use of the building users or tenants shall not be counted for the purpose of calculating bonus.
- ii. Linear Event Plaza. A publicly accessible, continuous open space, predominantly open from above, and designed to relate the surrounding urban context. Linear event plazas provide additional space for events, markets, and other activations along streets and access corridors.
- (1) The plaza shall be located within the BelRed Arts District Intensive Area.
 - (2) The plaza shall abut a Green Street or Active Transportation Access Corridor.
 - (3) The minimum width of the plaza shall be 20 feet, measured from the edge of the Green Street or Active Transportation Access Corridor it abuts. The

plaza shall be designed to accommodate programming for market vending and associated pedestrian circulation.

- (4) The minimum length of the plaza shall be 75 feet, extending continuously along the edge of a Green Street or Active Transportation Access Corridor. Building entrances located within the linear plaza shall not count toward the minimum width.
- (5) Driveways shall not interrupt the plaza.
- (6) Building cantilevers may project over the width of the plaza provided that a minimum clear height of 16 feet is maintained beneath the projection.
- (7) The plaza shall be at the same grade as the adjacent access corridor or street.
- (8) Electrical outlets shall be installed and available for event organizers and vendors.
- (9) Paving should differentiate the plaza from other sidewalks.

9. Green Building. Building square footage meeting green building certification standards, as provided under LUC 20.20.420.

a. Bonus Point Calculation:

- i. Tier 1: 0.3 bonus points per gross square foot of certified building
- ii. Tier 2: 0.4 bonus points per gross square foot of certified building
- iii. Ten percent increase to total green building bonus points earned in the following Neighborhood Districts: 116th Ave NE Corridor, South of Bel-Red Road, Spring District Station.

b. Design Criteria: The Director shall determine which tier of green building certification programs established under LUC 20.20.420 may qualify for each tier of FAR bonus established above.

10. Natural Drainage Practices. Low impact development techniques that improve natural drainage practices such as rain gardens, pervious pavement, vegetated roofs, and amended soils.

a. Bonus Point Calculation:

- i. 0.7 bonus points per square foot of effective natural drainage practice
- ii. Ten percent increase to total natural drainage bonus points earned in the following Neighborhood Districts: South of BelRed Road.

b. Design Criteria:

- i. Shall meet criteria of the Bellevue Utilities Department Engineering Standards Chapter D9, now or as hereafter amended.
- ii. Underlying soil condition and infiltration rate must be appropriate for the practice.
- iii. Requirement for large storm events as determined by Bellevue Utilities Department shall be met.
- iv. Maintenance of the natural drainage practice is the obligation of the property owner for the life of the project.

D. Floor Area Ratio Earned from Special Dedications and Transfers.

1. **General.** Land that is dedicated to the City of Bellevue for right-of-way or to accommodate the linear alignment of an RLRT system, parks, or open space, without compensation to the owner, may be used for the purpose of computing maximum FAR notwithstanding the definition of floor area ratio in LUC 20.50.020; provided, that the requirements of subsection D.2 or D.3 of this section are met. The Director shall calculate the amount of square footage earned for transfer. Any dedication for which a transfer is earned under this subsection D is not eligible to earn additional bonus under Chart 20.25D.050.C.
2. Right-of-Way and Linear Alignment of an RLRT System Special Dedications. The special dedication provisions of LUC 20.30V.170.B do not apply in the BelRed Overlay.

Commented [A40]: This provision establishes that land dedicated to Bellevue for ROW (including public local streets and green streets) may still be used to calculate maximum FAR.

- a. Eligible Right-of-Way Identified in an Adopted Plan or Document. A property owner may make special dedication by conveying land identified for right-of-way or linear alignment of an RLRT system acquisition in a Transportation Facilities Plan of the Comprehensive Plan, the Transportation Facilities Plan adopted by the City Council, the Capital Investment Program Plan or the street development standards of LUC 20.25D.020 by an instrument approved by the City Attorney.
 - b. Eligible Right-of-Way Not Otherwise Identified. A property owner may make a special dedication by conveying land identified by the Director of Transportation as necessary for safety or operational improvement projects by an instrument approved by the City Attorney.
 - c. Floor Area Earned. The floor area available to transfer shall be equal to that permitted through the base and maximum FAR limits that apply to the square footage of the area to be dedicated in conformance with this subsection D.2 and shall be included in the project limit for the purpose of computing maximum FAR. The transfer FAR shall be calculated based on applicable land use district regulations for the dedication area and may include FAR earned through the amenity incentive system if permitted by the land use district.
3. Parks and Open Space Transfers.
- a. Eligible Park or Open Space identified within the BelRed Subarea Plan. A property owner may earn floor area for transfer to a different site by conveying land identified for park or open space in the BelRed Subarea Plan by an instrument approved by the City Attorney.
 - b. Floor Area Earned. The floor area available to transfer shall be equal to that permitted through the base and maximum FAR limits that apply to the square footage of the area to be dedicated in conformance with this subsection D.3 and shall be added to the allowed floor area of the project for the purpose of computing maximum FAR. The transfer FAR shall be calculated based on applicable land use district regulations for the dedication area and may include FAR earned through the amenity incentive system if permitted by the land use district.

Dedication Area in Square Feet	x	Base FAR applicable to dedication area + FAR earned through amenity incentive system, not to exceed maximum FAR applicable to dedication area	=	Total Transferable Floor Area
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c. Use of Transferable Floor Area.

- i. Limitation on Location. Transferable floor area shall only be used in the BelRed overlay, in any land use district other than BR-GC or MUR-L.
- ii. Limitation on Transfer. Transferable floor area shall not be used to achieve an effective site FAR of greater than 0.5 above the maximum FAR permitted for the land use district.

Hypothetical example: A 0.5-acre site is dedicated to the City for park space. The zoning district has a base FAR of 1.0 and a maximum FAR of 2.0. Therefore, up to 21,780 square feet (0.5 acres, or 21,780 square feet, multiplied by 1.0 FAR) of floor area could be transferred to a development site in BelRed at the base FAR, or up to 43,560 square feet could be transferred if additional FAR is earned through participation in the amenity incentive system.

If the receiving site is 10 acres with a maximum FAR of 4.0, its allowed floor area, with participation in the amenity incentive system, would be 1,742,400 square feet (10 acres multiplied by 43,560 square feet multiplied by 4.0 FAR). By transferring additional floor area from the above sending site, the maximum floor area could be 1,785,960 square feet (1,742,400 plus 43,560 square feet). The transferred area could not exceed an additional 0.5 FAR for the receiving site, or 217,800 square feet.

- 4. Notwithstanding any provision of this Code, no transfer of floor area occurs when all property is included in one project limit.

20.25D.060 Design Standards

Each development within a BelRed land use district must comply with the provisions of the BelRed Subarea design standards contained in this section. The provisions of the design standards will be applied pursuant to the review requirements of LUC 20.25D.030.

A. Introduction.

The BelRed Subarea design standards support and complement the community vision described in the BelRed Subarea Plan that is part of the City's adopted Comprehensive Plan. Design standards are requirements for project approval. Guidelines are a descriptive template for promoting and improving the urban character of the area without dictating or prescribing a specific style or theme, but are not required for approval.

Each individual standard or guideline provides one or more of the following details:

- Intent: An initial statement describing the objective of the standard or guideline.
- Guideline: Text describing, but not requiring, optional development provisions that support the intent of the standard.
- Standard: Text describing the requirements for development consistent with the intent of the standard.

B. Site Standards.

Purpose. These standards address the qualities that make the BelRed subarea unique. They consider what makes an area a special, distinct “place,” not simply a group of individual buildings and streets.

1. The Natural Environment.

- a. Intent. Site and building design should capitalize on significant elements of the natural environment, Highland Community Park and planned park and open space, riparian corridors and wetlands. Designs should incorporate open space amenities for residents, employees and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments.
- b. Standards.
 - i. Orient active and passive gathering places and walkways toward parks and open, natural spaces;
 - ii. Provide clear and direct public access to open space amenities; and
 - iii. Buildings shall not turn their back on open space amenities.

2. Architectural Compatibility.

- a. Intent. New buildings should contribute to the quality and identity of their architectural context.
- b. Standards.
 - i. Scale architectural elements to be proportionate to the size of the building; and
 - ii. Forms, proportions, materials, colors, and architectural design shall complement adjacent buildings.

3. Gateways.

- a. Intent. Entrances into and within the BelRed Subarea should be celebrated at many levels. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of “entering” or moving into the area as well as entry into unique neighborhood districts and the Arts District Intensive Area.
- b. Standards.
 - i. Use signage, landscaping, lighting, sculpture, markers, or inlaid art treatment in sidewalk paving, or artistic elements to identify a gateway.

4. Public and Private Art.

- a. Intent. Large-scale art in both public and private applications should bring focus to an outdoor space while small-scale pieces should bring detail to the pedestrian realm surrounding a building or site.
- b. Standards.
 - i. Proposed artwork shall be designed for and integrated into the building or site; and
 - ii. Proposed artwork shall use durable materials that are vandal-resistant and designed to age well.

C. Pedestrian Emphasis Standards.

Purpose. The pedestrian emphasis standards promote an environment where pedestrians are a priority. The highest consideration should be given to the ease and comfort of pedestrian movement and gathering places.

1. The Pedestrian Environment.

- a. Intent. The most important part of a building to a pedestrian is its ground floor, the lowest 15 feet of the facade, which a person experiences walking past or entering the building. This “pedestrian experience zone” should provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian. Ground-floor building transparency should foster interaction between the public and private realms.
- b. Standards.
 - i. Windows shall be transparent at the street level;
 - ii. Walls shall utilize a variety of forms and colors;

- iii. Facades shall include bays, columns, pilasters, or other articulation at the street level;
- iv. Lighting at the ground level shall be human scale;
- v. Walls that face the pedestrian right-of-way shall not be blank, flat, or nondescript; and
- vi. The entire block face shall not be treated uniformly.

2. The Pedestrian System.

- a. Intent. Pedestrian routes should be attractive, easy to use and encourage walking and activity. Sidewalks should be continuous, avoiding interruptions such as vehicle curb cuts or changes in direction or grade. The portion of the sidewalk dedicated to walking should be free of barriers such as utility poles, newspaper boxes, cafe tables and chairs, permanent planters, tree grates or other obstructions and clutter.
- b. Standards.
 - i. Separate pedestrian pathways from visual and other nuisances (e.g., trash dumpsters, loading docks, mechanical equipment, etc.);
 - ii. Maintain pedestrian access where rights-of-way have traditionally been located;
 - iii. Provide parking lot walkways;
 - iv. Provide mid-block pedestrian connections;
 - v. Pave walkways and plazas with durable and slip-resistant materials; and
 - vi. Pedestrian routes shall not be discontinuous or interrupted.

3. Pedestrians and the Elements.

- a. Intent. Awnings and canopies are encouraged along the ground floor of buildings to protect pedestrians from rain and snow and provide shade in summer. The design of awnings and canopies should be an integral component of the building façade. Awnings should be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures or other street furniture.
- b. Standards.
 - i. Weather protection shall be provided consistent with LUC 20.25B.D.4; and

- ii. Provided weather protection shall utilize one or more of the awning or canopy types:
 - (1) Fabric awnings;
 - (2) Horizontal metal canopies, especially if transom or clerestory windows are above storefront glazing; or
 - (3) Glazed canopies.
4. Outdoor Spaces.
- a. Intent. Provide comfortable and inviting outdoor spaces for a variety of activities during all hours and seasons.
 - b. Standards.
 - i. Provide courtyards, squares, or plazas adjacent to active ground-floor uses;
 - ii. Provide landscape design elements to define walkways and create transitions from the park to the street;
 - iii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours;
 - iv. Outdoor spaces shall not be separated from the street by visual or physical barriers;
 - v. Outdoor spaces shall not be comprised of areas of the site that remain after establishing the location of the structure(s) and other site elements; and
 - vi. Courtyards, squares, and plazas placed adjacent to parking lots and other inhospitable areas without appropriate landscaping are not permitted.
5. Places for Stopping and Viewing.
- a. Intent. People-watching, socializing, and eating are restful and pleasurable activities for the pedestrian; providing special places where they can do these activities increases the pedestrian's sense of enjoyment. Seating and resting places can add vitality to the urban environment. People will use available seating in open, well-designed areas, not in secluded or awkward spots.
 - b. Standards.
 - i. Provide formal (benches) and informal (e.g., wide steps, edges of landscaped planters and low walls) seating areas;

- ii. Seating areas shall be located primarily near active retail establishments (especially outside eating and drinking establishments and near food vendors), and clearly visible from public spaces;
- iii. Provide seating adjacent to pedestrian walkways; and
- iv. Seating areas shall not be located adjacent to loading, service bays, or storage areas.

D. Architectural Standards.

Purpose. The architecture standards promote high quality development while reinforcing the area's sense of place and Northwest provenance by promoting innovative design, construction techniques and materials that reflect the industrial roots of the area while emphasizing the emerging urban character of BelRed.

1. High Quality Materials.

- a. Intent. Quality wall materials such as glass, aluminum, steel, brick, finished concrete, stone, terra cotta, cement stucco, and wood can provide a sense of permanence and bring life and warmth to a neighborhood. Wall and building materials must enhance the street environment while maintaining compatibility with adjoining buildings. Articulation of wall materials should be bold, with materials that show depth, quality, and durability. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface.

2. Building Massing.

- a. Intent. The length and breadth of a building should be friendly in scale and inviting to the pedestrian. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and indentations. This allows an overly large building to appear as smaller, side-by-side buildings. Vertical and horizontal elements should be used to create a human scale and form a coherent pattern providing visual interest to the pedestrian.
- b. Standards.
 - i. Break down long expanses of building frontage both horizontally and vertically.
 - ii. A vertically articulated tripartite façade division – base, middle and top for buildings over three stories; and

iii. Vertical articulation of windows, columns, and bays.

3. Rooftops.

- a. Intent. Integrate rooftop elements into the building design. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.20.525 provides requirements for rooftop mechanical equipment.
- b. Standards.
 - i. Rooftop penthouses occupied by residential or office spaces, terraces and gardens, open spaces, and other features, where allowed, shall be integrated into the overall building design.

4. Residential Entries.

- a. Intent. Residential entries should be substantial enough to suggest privacy yet welcoming to those who approach and enter. The overall character of the entry treatments will vary depending on street type. Entries on streets where sidewalk-oriented development is required will have a higher degree of transparency, orientation towards the street, and design detail than other portions of the subarea.
- b. Standards.
 - i. Door hardware shall be made with durable materials;
 - ii. Entries shall include weather protection;
 - iii. Where possible, individual entries shall be provided for units facing the street or other pedestrian areas;
 - iv. Lobby entries to multifamily buildings shall provide double or multiple doors; and
 - v. Residential building entries shall not be accessed directly from parking lots.

5. Retail and Commercial Entries.

- a. Intent. Design retail and commercial entries to create an open atmosphere that draws customers inside. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street. Architectural detail should be used to help emphasize the building entry.

b. Standards.

- i. Building lighting shall emphasize entrances; and
- ii. Use weather protection, architectural details, and colors, to emphasize the building entry.

6. Ground Floor Retail and Commercial Windows.

- a. Intent. Use transparency to enhance visual interest and to draw people into retail and commercial uses, and provide views inside and outside.
- b. Standards.
 - i. Use clear window glazing; and
 - ii. Incorporate window types appropriate for the proposed use such as operable windows, transom windows, or other varied glazing combinations.

E. Lighting Standards.

Purpose. The lighting of buildings and open spaces should provide security, and contribute to the identity and vitality of the area.

1. Lighting for Sidewalks and Public Spaces.

- a. Intent. Pedestrian-scaled lighting should be used to highlight sidewalks, street trees and other features, and harmonize with other visual elements in the subarea.
- b. Standards.
 - i. Lighting poles shall be dark in color, providing lighting to pedestrians and vehicles, and be able to accommodate banners and other decorative features;
 - ii. Provide lighting for landscaped areas and trees where permitted;
 - iii. Integrate lighting fixtures into the design of buildings or landscape walls and stairways;
 - iv. Install foot lighting that illuminates walkways and stairs;
 - v. Use energy-efficient lighting, such as LED;
 - vi. Direct bollard lighting downward toward walking surfaces;
 - vii. Provide festive lighting along signature streets on buildings and trees; and

viii. Flashing lights, exposed wires, or other devices that may provide safety hazards are not permitted.

2. Building Lighting.

- a. Intent. Architectural lighting that enhances and helps articulate building design, including illumination of cornices and entries, uplighting and other effects.
- b. Standards.
 - i. Integrate accent lighting into the building design;
 - ii. Provide shielded fixtures on buildings or integrated with landscaping;
 - iii. Lighting shall provide natural color;
 - iv. Exterior lighting design shall minimize glare into residential units;
 - v. Exposed light source and flashing lighting are not permitted; And
 - vi. Provide dimmable exterior lighting.

Part 20.25H Critical Areas Overlay District

20.25H.065 Nonconforming uses, structures, and sites – Critical Areas, Critical Area Buffers, and Critical Area Structure Setbacks

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B. Nonconforming Uses.

Nonconforming uses shall be regulated by LUC 20.20.561, ~~LUC 20.25D.060~~, or LUC 20.25E.040, whichever is applicable to the nonconforming use by normal operation of this title.

C. Nonconforming Structures.

1. Nonconforming structures shall be regulated by LUC 20.20.561, ~~LUC 20.25D.060~~, or LUC 20.25E.040, whichever is applicable to the nonconforming structure by normal operation of this title.

...

D. Nonconforming Sites.

Nonconforming sites shall be regulated by LUC 20.20.561; ~~LUC 20.25D.060~~; or LUC 20.25E.040, whichever is applicable to the nonconforming site by normal operation of this title.

Part 20.25M Light Rail Overlay District

20.25M.010 General

...

D. Applicable Land Use Code Provisions.

1. Applicable Land Use District and Overlay Sections Incorporated by Reference.
Predictability and certainty with respect to substantive Land Use Code requirements ensures that an RLRT system or facility design is sensitive to the context of the underlying land use districts and overlays within which it is located, and that temporary and permanent impacts are appropriately mitigated. The following overlay sections of the Land Use Code are expressly incorporated into the provisions of this Part 20.25M and made applicable to an RLRT system or facility within those overlays:

...

~~c. Part 20.25B LUC – Transition Area Design District sections as follows:~~

- ~~i. LUC 20.25B.010 – Purpose;~~
- ~~ii. LUC 20.25B.040.A – Building Height;~~
- ~~iii. LUC 20.25B.040.C – Landscaping, Open Space and Buffers;~~
- ~~iv. LUC 20.25B.040.D – Site Design Standards;~~
- ~~v. LUC 20.25B.040.E – Mechanical Equipment;~~
- ~~vi. LUC 20.25B.050.B – Building Design Guidelines;~~

~~d. Part 20.25D LUC – BelRed LUC sections as follows:~~

- ~~i. LUC 20.25D.010.B – Land Use Districts;~~
- ~~ii. LUC 20.25D.070 – Land Use Charts;~~
- ~~iii. LUC 20.25D.110.B, C, D, E, F – Various landscape standards;~~
- ~~iv. LUC 20.25D.110.H – Fences;~~

~~v. LUC 20.25D.120.D – Parking Structure Performance Standards;~~

~~vi. LUC 20.25D.130 – BelRed Development Standards;~~

~~vii. LUC 20.25D.150 – Design Guidelines;~~

~~ce. Part 20.25E LUC – Shoreline Overlay District; and~~

~~df. Part 20.25H LUC – Critical Areas Overlay District.~~

...

~~5. RLRT Transition Area – Design District. The Light Rail Overlay District is an “area providing transition” pursuant to LUC 20.25B.020. The Regional Transit Authority shall comply with the provisions of Part 20.25B LUC specifically incorporated by reference in this subsection D, except where standards in this Light Rail Overlay chapter are more restrictive. “Districts receiving transition” are R-1, R-1.8, R-2.5, R-3.5, R-4, R-7, R-7.5, R-10, R-20 and R-30 zoned properties developed in a residential use. The limitation contained in LUC 20.25B.020.B.3 is not applicable to the Light Rail Overlay District, RLRT facility or system. For purposes of applying the RLRT transition area requirements of this part, the Light Rail Overlay District is the area occupied by RLRT system improvements.~~

...

20.25M.020 Definitions applicable to the Light Rail Overlay District.

The following definitions are specific to the Light Rail Overlay District and shall have the following meanings:

...

~~F. “Regional light rail transit transition area (RLRT transition area),” as that term is used within the scope of this overlay, refers to any “area receiving transition” as defined in LUC 20.25M.010.D.5.~~

~~G. “Regional Transit Authority” refers to an agency formed under the authority of Chapters 81.104 and 81.112 RCW to plan and implement a high capacity transportation system within a defined region.~~

20.25M.030 Required permits.

A. Process Roadmap.

- 1. Use Approval – Two Process Options

- a. Use Permitted by Land Use Code. An RLRT system and its facilities are permitted uses in all land use districts; provided, that the alignment location and profile of the RLRT system has been approved, subsequent to adoption of this overlay, by a Bellevue City Council-adopted resolution or ordinance, or by a development agreement. Any Council-adopted development agreement shall be consistent with Chapter 36.70B RCW and subsection B.1 of this section. Refer to LUC 20.10.440 (Transportation and Utilities Uses in Land Use Districts), ~~LUC 20.25D.070 (Transportation and Utilities Uses in BelRed Land Use Districts)~~, and LUC 20.25H.055.B Note 12.

...

20.25M.040 RLRT system and facilities development standards.

...

C. Landscape Development Requirements.

1. General.

- a. Applicability. In Light Rail Overlay District areas located within the underlying Downtown Overlay District (Part 20.25A LUC) or ~~in~~ the BelRed Overlay ~~District~~ (Part 20.25D LUC), landscape development for an RLRT system or facility shall be provided pursuant to the requirements of such underlying district; provided, however, that the landscape development requirements below shall apply to the RLRT transition area along Main Street in the Downtown Overlay District. In Light Rail Overlay District areas not located within the Downtown Overlay District or ~~the~~ BelRed Overlay ~~District~~, landscape development for an RLRT system or facility shall be provided as described in this subsection.

...

3. Landscape Screening and Buffers Adjacent to Linear Alignment.

- a. Type and Minimum Depth of Landscape Screening and Buffers.

...

~~iii. Within an RLRT transition area, light rail alignment abutting private property shall be screened with 30 feet of Transition Area Design District landscaping which meets the planting requirements of LUC 20.25B.040C.2.c. Landscape screening provided under the terms of this subsection shall be placed within the required 30-foot setback from the RLRT track alignment.~~

...

Part 20.30F Design Review

20.30F.115 Applicability

A. General. If development is located in one of the following locations, then Design Review is required except as otherwise provided in subsection B of this section:

1. Downtown;
2. BelRed [Overlay, except in the BR-GC as provided in subsection B of this section](#);
3. ~~A Mixed-Use Land Use District subject to Part 20.25R LUC~~ [Wilburton Overlay](#);

...

B. Exceptions.

1. All development for which a City Council approval is required and an opportunity for public comment has been provided shall be exempt from the Design Review process, but must still comply with the applicable Design Review criteria and standards contained in applicable development regulations.
2. [All development in the BelRed General Commercial District \(BR-GC\) land use district; Provided, that an applicant may submit a design review for approval by the Director pursuant to Part 20.30F LUC for a development proposal located in the BR-GC land use district that includes departures permitted by Part 20.30H LUC.](#)

Part 20.30H Departures

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. This Part 20.30H LUC is not applicable to requests for deviations from the Transportation Design Manual, which are reviewed by the Transportation Department Director.](#)

...

C. ~~Parts 20.25B, 20.25C, and 20.25DR LUC – Mixed-Use Land Use Districts~~ [BelRed Overlay and Wilburton Overlay](#). A departure from the specific numeric standards contained in LUC 20.25~~RB~~.020 through 20.25~~BR~~.040, [LUC 20.25C.020 through 20.25C.040, LUC 20.25D.020](#), or other sections of the Land Use Code that provide for departures in the ~~Mixed-Use Land Use Districts~~ [BelRed Overlay or the Wilburton Overlay](#) may be approved, with the exception of numeric standards for the following:

1. Affordable Housing;

2. Sidewalk width; and
3. Access Corridor Width.

D. LUC 20.25D.030 and LUC 20.25D.040 – BelRed Overlay. A departure from the specific requirements set forth in LUC 20.25D.030 or 20.25D.040.

20.30H.120 Decision Criteria

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

- 1A. The resulting design will be more consistent with the purpose and intent of the Land Use Code standard that is not adequately accommodated by strict application of the Code; and
- 2B. Proposed modifications to numeric standards are the minimum reasonably necessary to achieve the intent of strict application of the Land Use Code;
- 3E. Any Administrative Departure criteria required by the specific terms of this Code have been met; and
- 4D. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through an approved Development Agreement, if applicable.

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 resulting design will be more consistent with the purpose and intent of the Land Use Code standard that is not adequately accommodated by strict application of the Code.

Part 20.30V Master Development Plan

20.30V.115 Applicability

- A. General. If development meets both of the following criteria, then a Master Development Plan is required:
1. Either the development is constructed in phases or contains multiple buildings located within a single project limit; and
 2. The development is located within one of the following locations:

- a. Downtown;
- b. BelRed Overlay;
- c. A Mixed-Use Land Use District subject to Part 20.25R-LUC Wilburton Overlay;
- d. The Community Mixed-Use Design District subject to Part 20.25I LUC;
- e. The MI Land Use District;
- f. The EG-TOD Land Use District; and
- g. The EM-TOD Land Use District.

...

- D. BelRed Land Use Districts Overlay. If development is located within the BelRed Overlay but is not located within a node, then a Master Development Plan is only required if the development is constructed in phases, regardless of whether the criteria specified in subsection A of this section is satisfied.

20.30V.120 Scope of Approval.

...

C. Additional Requirements.

Development located in the following land use districts are subject to additional Master Development Plan requirements:

- 1. 20.25A.030 – Downtown;
- 2. 20.25N.020 – Camp and Conference Center District;
- 3. 20.25P.020 – Eastgate Transit Oriented Development Land Use District;
- 4. 20.25Q.030 – East Main Transit Oriented Development Land Use District; and
- ~~5. 20.25D.030 – BelRed.~~

Chapter 20.40 Administration and Enforcement

20.40.100 Administration of the Land Use Code.

...

- F. Appeals.

...

G. Amendments to Previously Adopted Rules or Emergency Rules.

1. Except as provided in subsection G.2 of this section, any amendment to a previously adopted rule or emergency rule shall comply with the requirements of LUC 20.40.100.C or LUC 20.40.100.D, as may be applicable.
2. The Director may make any one or more of the following administrative amendments to a previously adopted rule or emergency rule without following the requirements of LUC 20.40.100.C or LUC 20.40.100.D:
 - i. Amendment of cross-references contained in the rule or emergency rule to sections or subsections of local, state, or federal laws or regulations necessary to ensure such cross-references remain accurate;
 - ii. Amendments necessary to correct scrivener's errors; and
 - iii. Amendments necessary to ensure that previously adopted rules are accessible in accordance with local, state, and federal digital accessibility requirements.

20.50 Definitions

20.50.010 A definitions.

...

Access Corridor. Any of the following: Active Transportation Access Corridor, Eastrail Corridor, Enhanced Flexible Access Corridor, Flexible Access Corridor, Grand Connection, Shared-Use Path, and Public Right-of-Way.

...

Amenity Zone. The portion of an access corridor between the curb and sidewalk. This zone includes street trees and landscaping, complemented by pedestrian-supportive amenities. Additional amenities appropriate for the amenity zone include street furnishings, lighting, public art, bicycle racks, and garbage cans.

...

20.50.012 B definitions.

...

BelRed Overlay. Shall have the same meaning as provided in LUC 20.25D.015. The area of the city located generally from Interstate 405

to Bellevue's border with Redmond at 148th Ave NE (including a small triangle west of 156th Ave NE) and between State Route 520 and Bellevue-Redmond Road, which area is more specifically described in the BelRed legislative rezoning

...

20.50.034 M definitions

...

Mass Timber Construction. A method of building that primarily utilizes ~~engineered wood products, including, but not limited to, cross-laminated timber (CLT), glued-laminated timber (glulam), nail-laminated timber (NLT), dowel-laminated timber (DLT), and laminated veneer lumber (LVL)~~ mass timber products, as defined in RCW 19.27.570, as the main structural elements. These products are designed to provide enhanced strength, stability, and fire resistance compared to traditional timber. Mass timber construction is characterized by the use of these prefabricated wood components in walls, floors, and roofs, offering an efficient, sustainable alternative to conventional steel and concrete construction.

...

20.50.054 W definitions.

...

Wilburton Overlay. Shall have the same meaning as provided in LUC 20.25C.015.

...



Attachment B

BelRed Neighborhood Districts and Arts District Intensive Area



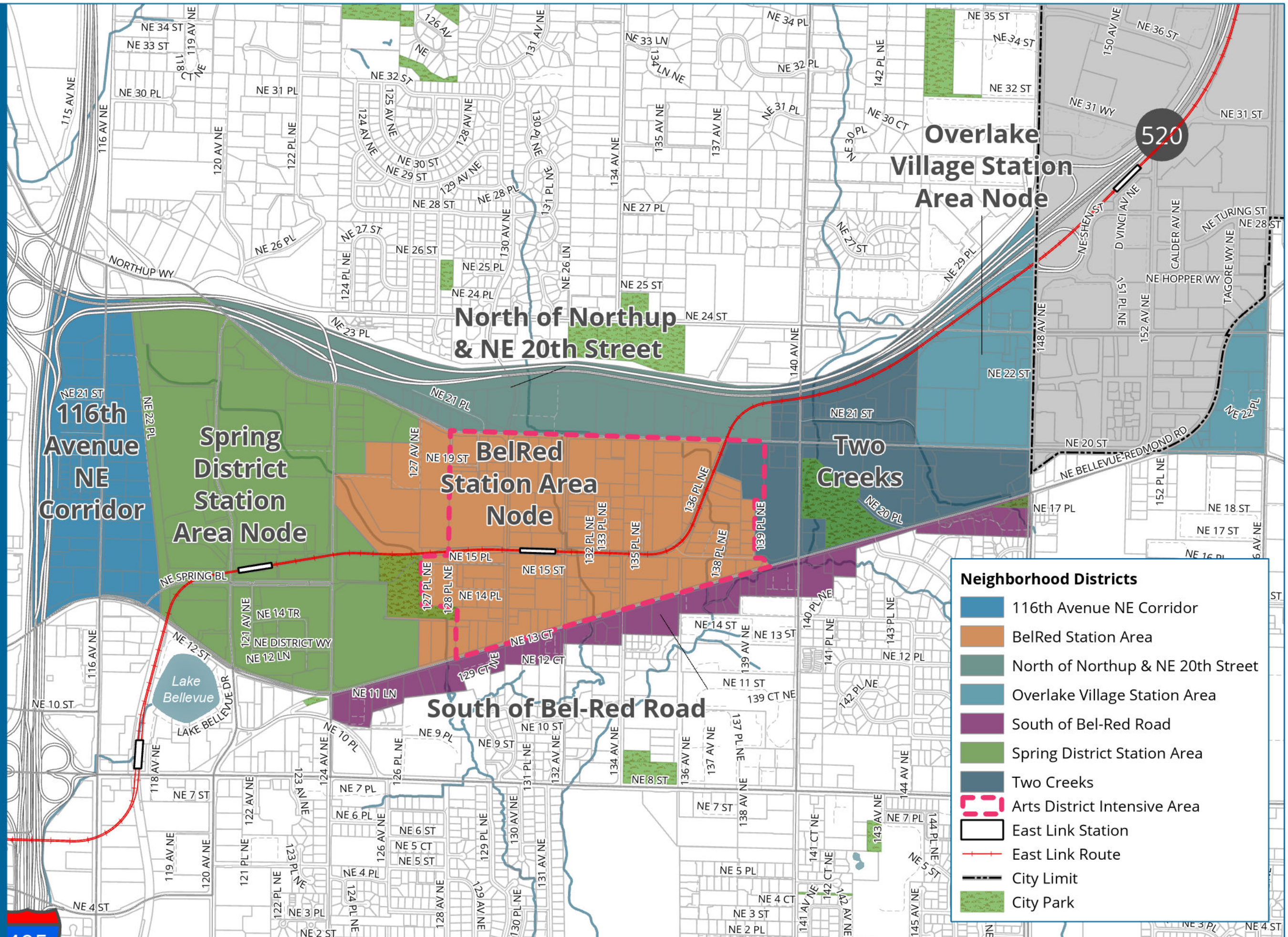
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Information
 정보 सूचना 情報 資料
 425-452-6800
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 Información مَعْلومات
 اطلاعات Информаци́я

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 Ft US



Neighborhood Districts

- 116th Avenue NE Corridor
- BelRed Station Area
- North of Norththup & NE 20th Street
- Overlake Village Station Area
- South of Bel-Red Road
- Spring District Station Area
- Two Creeks
- Arts District Intensive Area
- East Link Station
- East Link Route
- City Limit
- City Park



Bellevue Planning Commission

May 27, 2026

PLANNING COMMISSION STUDY SESSION

SUBJECT

Study Session on the Downtown Livability 2.0 Land Use Code Amendment (LUCA) to update Part 20.25A of the Land Use Code (LUC) to further implementation of Downtown Livability.

STAFF CONTACTS

Mathieu Menard, Senior Planner, 452-5264
Nick Whipple, Code and Policy Director, 452-4578
Development Services Department

POLICY ISSUES

In the almost decade since the adoption of Downtown Livability, changing conditions and staff and stakeholder experience with the code have prompted the need to update Downtown Livability to ensure the vision for Downtown is fulfilled. Unlike the original Downtown Livability, Downtown Livability 2.0 (DTL 2.0) is not intended to be an overhaul of the code but rather builds upon the current code to address implementation gaps challenges from the 2017 LUC and current Downtown and city-wide needs.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION



DIRECTION



INFORMATION ONLY



This meeting serves as an introduction to the DTL 2.0 LUCA. Staff will provide Planning Commission with the scope, outreach plan and timeline for the LUCA.

BACKGROUND/ANALYSIS

Background

Completed in 2017, the original Downtown Livability code amendments were a major overhaul of the Downtown code intended to be the next evolution of Bellevue's growth. As the first major update of the Downtown code since 1981, the amendments substantially changed development standards and requirements in the downtown core. The updated code focused on open space, the Grand Connection (formerly named the pedestrian corridor), the amenity incentive program, station area planning and building scale and design. These changes have largely led to the Downtown environment that is present today.

Scope

The scope of DLT 2.0 focuses on reinforcing the current vision for Downtown and improving the LUC to ensure its continued success. Through the Housing Opportunities in Mixed-Use Areas (HOMA) LUCA, staff has gathered input on City Council and stakeholder concerns with the current operation of the Downtown LUC. The gathered input has formed the foundation of the proposed DTL 2.0 scope.

At this time DTL 2.0 will explore the following topics. Additional changes to the Land Use Code may be determined through continued outreach and to align with established policy. The topics proposed to be covered through DTL 2.0 are:

- Enhance downtown vibrancy after 5 p.m. by evaluating a range of evening-oriented uses like entertainment and cultural venues and exploring incentives for rooftop and outdoor amenity spaces to promote evening activation and social gathering opportunities.
- Preserve the historic development pattern along Main Street in Old Bellevue by strengthening incentives and design standards that provide smaller storefronts and fine-grained block patterns as well as encouraging existing facades to be retained through the amenity incentive program.
- Revise code provisions that constrain housing production and increase development costs such as restrictive building floor plate limits and certain requirements in the perimeter overlay.
- Clarify and reconcile code language that is currently unclear or internally inconsistent.
- Support implementation of the Grand Connection through updated clear and objective standards.
- Refine building design requirements, including floorplate dimensions, weather protection height and depth, and build-to line requirements.
- Eliminate or update commonly granted departures.
- Update active use criteria and requirements.
- Recalibrate amenity incentive criteria and points to make the amenity incentive system more effective.
- Minor updates to pedestrian, transportation and landscaping requirements to ensure a welcoming pedestrian environment and consistency with existing transportation standards.

While additional scope items may emerge through the outreach process, DTL 2.0 is not expected to include new or major changes to the amenity incentive system, nor increases to floor area ratios or building heights.

City Council Initiation

The LUCA was initiated by Council on May 5. Staff presented the proposed scope and outreach process to Council for their discussion. Council was supportive of the proposed scope and outreach and directed staff to bring the LUCA to Planning Commission for processing. Much of the discussion at Council focused on outreach to small businesses and continuing the historic development patterns downtown. Staff has begun working with internal partners to coordinate small business outreach so these businesses can participate in the LUCA in a way that works with a busy and often constrained schedule.

Engagement

As the LUCA is anticipated to be of significant interest to several stakeholder groups, extensive outreach is planned. The main body of outreach is planned to occur over the summer months and will include:

- **In-person and virtual kick-off and informational sessions.** The kick-off sessions will provide information on the scope and timeline of the LUCA and an opportunity for input on the scope or existing concerns with the code.
- **Meetings with stakeholder groups.** These meetings will allow stakeholder groups to provide direct input on the LUCA and will include Downtown residents and nearby neighborhood

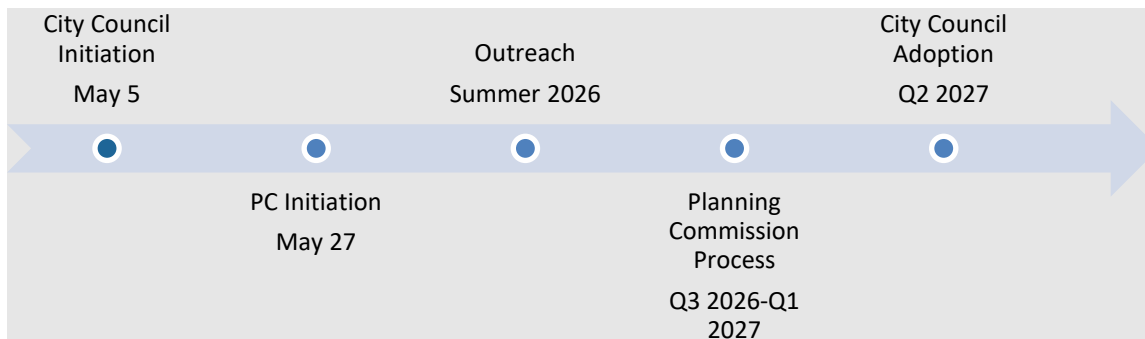
associations, Old Bellevue Merchant’s Association, Bellevue Downtown Association, the Bellevue Chamber of Commerce, Downtown property owners, and various development groups

- **Attendance at City events.** Staff anticipates attending City events in the Downtown area to gather direct input.
- **Tabling in public locations throughout Downtown.** Staff will gather direct input from Downtown residents, workers and visitors by tabling at heavily trafficked areas Downtown such as the light rail station, Main Street, along the Grand Connection, and within Downtown Park
- **Direct meetings with individuals and groups as requested.** Staff will meet with interested individuals and groups as requested to provide information and take comments.
- **Digital outreach.** A dedicated webpage has been published with information on the LUCA, including relevant materials, timelines, and staff contact information. Staff will also utilize existing City newsletters and email lists to spread information about the LUCA to a wider audience.
- **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.
- **Coordination with Internal Stakeholders.** Staff will collaborate with affected departments, including the Office of the Grand Connection, Development Services, Community Development and Transportation.

Outreach will focus on providing information, identifying concerns with the existing code and vetting proposed code changes. An engagement plan is included as Attachment A.

Anticipated LUCA Schedule

Overall, the project is anticipated to be completed in approximately one year.



ATTACHMENTS

- A. Engagement Plan



Downtown Livability 2.0 LUCA Engagement Plan

Updated April 30, 2026

Project Introduction and Background

Downtown Livability 2.0 (DTL 2.0) Land Use Code Amendment (LUCA) aims to further improve the Downtown code by addressing provisions that are not functioning as intended. These include regulations that create confusion, introduce unnecessary complexity or cost, hinder residential development, or are simply outdated.

This LUCA will also explore opportunities to calibrate the amenity incentive program as it relates to protecting historic facades or other significant design features in Old Bellevue, address land use code (LUC) changes to emphasize transit-oriented development, and interface with the planning for the Grand Connection crossing.

Through input from the Housing Opportunities in Mixed-Use Areas (HOMA) LUCA as well as internal coordination, staff has begun to gather concerns with the existing code from both code users and review staff. These concerns generally relate to building massing, location, and design requirements, such as, build-to-lines, floorplates, active uses, and incentive calibration.

LUCA Outcomes

- Clarify and streamline the LUC
- Maintain the historic nature of Old Bellevue
- Encourage housing
- Support the Grand Connection implementation

Input Needs

- Clarity on what is and is not working with the current code
- What residents enjoy and do not enjoy about Downtown
- Any challenges businesses are facing locating in Downtown
- Challenges facing Grand Connection completion
- What may impact neighboring areas both positively and negatively
- Input on proposed code

Stakeholder Overview

Partners: <i>Most impacted, desire lots of input, will follow closely</i>	Advisors: <i>Highly interested and/or whose input we want to solicit</i>	Participants: <i>Some interest, may or may not want to provide input</i>
<ul style="list-style-type: none"> • Downtown Residents • Downtown Businesses • Downtown Developers • Office of the Grand Connection, Land Use and Transportation Review Staff, Community Development 	<ul style="list-style-type: none"> • Neighboring community associations including Lochleven, Vuecrest, and Meydenbauer • Bellevue Downtown Association (BDA), Chamber Permitting, Land Use, Sustainability & Housing Committee (PLUSH), Old Bellevue Merchants Association (OBMA), Visit Bellevue 	<ul style="list-style-type: none"> • Residents outside of Downtown area • Visitors • Sound Transit, King County Metro • Housing Development Consortium (HDC) • Bellevue Development Committee (BDC)

Engagement Overview

Phases of Engagement

Phase 1: Internal Coordination & Launch

- Timeframe: January-May 2026
- Gather initial input from stakeholders about the Downtown code through HOMA LUCA
- Discuss code implementation challenges with Land Use Planners and other internal staff
- Integrate HOMA, Old Main IOC, and internal stakeholder input
- Initiated project with Council
 - Ensure scope is well defined
- Outcome: Well defined LUCA scope

Phase 2: Preliminary Outreach & Draft Development

- Timeframe: June-September 2026
- Engage with:
 - Development Community and Groups
 - Downtown Residents
 - Neighboring Residents and Neighborhood Associations, including Lochleven, Vuecrest, and Meydenbauer
 - OBMA, BDA, PLUSH
 - Small Businesses
 - Internal Stakeholders
- Engagement methods:
 - In-person and virtual info sessions
 - Attending group meetings

- Attending City events
 - Tabling
 - Digital outreach and updates
- Outcome: Draft LUCA for Planning Commission Review

Phase 3: Planning Commission & Draft Refinement

- Timeframe: October 2026 – February 2027
- Detailed outreach on code draft
- LUCA draft engagement methods:
 - In-person and virtual info sessions
 - Attending group meetings
 - Digital outreach and updates
- Present drafts to PC
- Outcome: Planning Commission recommendation

Phase 4: City Council Review & Action

- Timeframe: March–May 2027
- Present PC recommendation to Council
- Continued outreach as needed
- Outcome: Council action on LUCA

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MINUTES

April 22, 2026
6:30 p.m.

Bellevue City Hall
Room 1E-113

COMMISSIONERS PRESENT: Chair Khanloo, Commissioners Goeppele, Kennedy, Nilchian, Villaveces

COMMISSIONERS REMOTE: Commissioner Ferris

COMMISSIONERS ABSENT: Vice Chair Lu

STAFF PRESENT: Kate Nesse, Thara Johnson, Community Development Department; Kristina Gallant, Nick Whipple, Development Services Department; Linda Abe, Hannah Bahnmler, Office of Housing; Matt McFarland, City Attorney'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 with the exception of Vice Chair Lu.

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

A motion to approve the agenda was made by Commissioner Goeppele. The motion was seconded by Commissioner Kennedy and the motion carried unanimously.

4. REPORTS OF CITY COUNCIL, BOARDS AND COMMISSIONS
(6:32 p.m.)

Councilmember Bhargava reported that the City Council at its meeting on April 21 engaged in a working session focused on the city’s biennial budget. Particular emphasis was given to transportation planning. Staff presented strategic target areas, identified funding gaps, and outlined potential mechanisms such as a transportation benefit district. The Council offered preliminary guidance on budgeting priorities while recognizing that the process will undergo multiple revisions before the anticipated adoption later in the year.

5. STAFF REPORTS

(6:33 p.m.)

A. Planning Commission Meeting Schedule

Staff Liaison 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

(6:34 p.m.)

A. Written Communications

(6:34 p.m.)

Dr. Kate Nesse noted the receipt of nine written comments since the packet was published, six of which had been forwarded to the Commissioners; the remaining three came in too late to pass along prior to the meeting.

B. Oral Communications

(6:35 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.

Layla Khademi, a land use attorney, commended aspects of the draft BelRed Look Forward Land Use Code amendment but urged the Commission to reassess the requirements that diverge from the successful standards used in the Wilburton area. The mandated street grid represents an outdated and unnecessary constraint that hinders development and imposes excessive roadway widths. What is needed instead is a flexible framework emphasizing pedestrian and bicycle connectivity. Concerns were also raised about the proposed dimensions of shared-use paths and the treatment of existing industrial properties. A request was made to permit modernization and operational changes of ongoing industrial uses without triggering disproportionate compliance requirements.

Diana Leo, representing the Bellevue Chamber of Commerce, echoed the previous concerns and asserted that the proposed transportation framework lacks a clear mobility purpose; conflicts

with transit-oriented development principles; reduces developable land; and fails to create a cohesive network. The speaker urged prioritizing pedestrian infrastructure and removing requirements that are unsupported by the transportation demand.

Derek Bottles noted family ownership of the property at 1732 132nd Avenue NE in the heart of BelRed neighborhood and highlighted the practical challenges posed by imposing a new street grid over established parcels. Environmental constraints and the proposed roadway placement will significantly reduce usable land the site, potentially rendering redevelopment infeasible and undermining the broader objectives of the land use update. The Commission was encouraged to continue seeking workable solutions. The proposals from the Chamber of Commerce should serve as a constructive starting point.

Paul O’Sullivan, a representative of Albertsons/Safeway responsible for redevelopment initiatives nationally, spoke in regard to a 20-acre property at the northern end of the Spring District that is owned by the company. The site’s proximity to light rail presents a rare and valuable opportunity to create a comprehensive mixed-use development centered on pedestrian activity. While expressing appreciation for prior planning efforts, a concern was voiced about a proposed unnecessary and detrimental roadway that will bisect the property. The roadway would undermine pedestrian connectivity and fragment the site, thereby compromising the potential to create a cohesive and vibrant environment. The speaker respectfully requested that the roadway be removed from the plan so the property can be developed in a manner consistent with the broader vision for transit-oriented growth.

Cody Lodi, architect working on multiple projects in the Wilburton and BelRed neighborhoods, acknowledged the progress made by city staff and expressed support for the overall adoption of the Land Use Code amendment. However, there are complex physical conditions present in the BelRed area, including varied topography, waterways, and fragmented land ownership patterns. The constraints make rigid street grid requirements difficult to implement effectively. The Commission was encouraged to grant staff greater flexibility to approve alternative street configurations through the master development plan process. Block size and connectivity standards are appropriate but should be satisfied through site-specific design solutions. Staff were commended for adjusting the maximum floor plate sizes to allow for mass timber residential buildings. However, a clarification is needed in the language of 20.25B.040.(3)(b) regarding floor plate sizes given that it conflicts with the following Part C. The speaker also urged reconsideration of the minimum floor-to-ceiling height requirements for above-grade parking structures associated with mixed use developments, explaining that such requirements increase costs and reduce available building height that could otherwise be used for housing, particularly in areas affected by groundwater conditions.

Jessie Clawson spoke representing the O’Brien Auto Group, owner of a 7.72 acre parcel within the BelRed district that is directly impacted by the proposed street grid network. The district has not achieved the level of development originally anticipated and that can be attributed in part to the imposition of a rigid street network that fails to account for existing site conditions. The necessity of mandated vehicular streets in a transit-oriented development area was questioned. If

required, such road construction will impose substantial financial burdens on private property owners without corresponding transportation benefits or compensation. Particular concern was expressed regarding existing easements on the O'Brien property that further constrain redevelopment, and the speaker argued that the current approach diverts valuable land toward roadway infrastructure rather than supporting residential and commercial growth. The Commission was urged to eliminate the street grid, or to provide flexibility based on site-specific conditions, and to align the BelRed planning standards more closely with those applied in the Wilburton area.

Jeremy Febus, a licensed civil engineer consulting on the redevelopment of the 20-acre Albertsons/Safeway property in BelRed, provided technical testimony regarding the physical feasibility of constructing a proposed street corridor through the site. There are significant elevation differences and steep grades involved that would require extensive retaining walls and consume a substantial portion of the developable land, resulting in infrastructure that will be technically compliant but functionally impractical for everyday use. Drawing on experience with multiple projects in the district, the speaker noted that once roadway alignments are shown on planning maps, they are typically enforced despite site-specific constraints. The Commission was urged to focus on establishing planning goals and performance standards while allowing design professionals and property owners to determine the most appropriate solutions to achieve those objectives in the best interests of the public.

Kassandra Cortney spoke representing Heidelberg Materials at 1701 130th Avenue NE, the ready-mix concrete plant operating in the BelRed corridor. Although the company intends to remain in the community for the foreseeable future, long-term planning decisions will significantly affect the property's future redevelopment potential. The existing planning requirements have made projects financially infeasible, contributing to stalled development across the district. Specific attention was given to the impact of the street grid and the challenging topography, as well as to the presence of light rail infrastructure and existing roadways that already divide the property into multiple sections. A concern was expressed that predetermined roadway alignments limit flexibility for future development. The Commission was requested to remove the grid requirements in order to preserve the ability to attract new investment and support the city's growth objectives once industrial operations eventually relocate.

Mark Craig with Henbart Real Estate, a family-owned real estate firm with longstanding property holdings in the Bellevue area, particularly near the 130th station, acknowledged that the street grid framework adopted in 2009 had been well intentioned, but asserted that, after more than a decade of experience, the rigid, vehicle-oriented alignment no longer reflects the realities of neighborhood development or the evolving market preferences. Emphasis was given to the shift toward walkable, mixed-use environments supported by multimodal transit, and the speaker explained that mapped vehicular street alignments have created feasibility challenges for the firm's own project. The company supports the goal of achieving connectivity but believes the grid should be defined as something more flexible, accommodating a multimodal network prioritizing pedestrian and bicycle access. The Commission was encouraged to grant staff the

authority to approve alternate street configurations, including substitution of vehicular streets with other approved typologies, particularly where master development plans satisfy the block size and connectivity standards. What is needed is a practical and forward-looking planning approach that will allow development potential to be realized rather than to be constrained by unnecessary roadway requirements.

Joe Cantrell with Columbia Pacific Advisors noted involvement in planning for a large nine-acre development site adjacent to the light rail corridor in BelRed just south of Spring Boulevard. Appreciation was expressed for the efforts of city staff regarding the Land Use Code amendment process, but several concerns were raised regarding the continued requirement for a full vehicular street grid within a transit-oriented district. Such a grid lacks a clear transportation rationale and reflects automobile-focused design assumptions that are inconsistent with the area's intended transit-oriented character. Pedestrian and bicycle connectivity can be achieved through smaller-scale pathways and shared streets without constructing wide vehicular roadways. Uniform street standards fail to account for site-specific conditions and can undermine development feasibility, particularly when additional public benefits are required in exchange for flexibility from oversized street requirements. The Commission was urged to refocus the planning standards on transit-oriented development principles, including walkability, safety, and housing feasibility, rather than on vehicle circulation.

7. PUBLIC HEARING – None
(7:05 p.m.)

8. STUDY SESSION

A. BelRed Look Forward Land Use Code Amendment
(7:05 p.m.)

Assistant Director Nick Whipple noted that an initial draft of the code had been published at the end of 2025 and it generated substantial public feedback through various engagement efforts, including a code-focused workshop. A revised version of the draft was released on April 16. It was stated that the various elements of the proposed LUCA will be discussed in two separate study sessions, with the second occurring on May 27.

Code and Policy Planning Manager Kristina Gallant explained that the code framework is organized into progressively more specialized tiers of standards. The general provisions address topics applicable across the city, while a new section 20.25B establishes standards common to mixed-use districts in both Wilburton and BelRed, particularly in regard to building design and development form. The more specialized overlay provisions address issues unique to each district, including amenity incentive systems and approaches to local street connectivity.

The housing goals established for BelRed in 2009 were aimed at promoting diverse housing options, including workforce housing. By 2017 some 1,817 units were built in BelRed, of which only 4.8 percent were affordable at 80 percent of area median income. Additionally, some

\$900,000 was generated through fees in-lieu. By 2026 the total units built reached around 3,000 across the district.

The 2024 adopted housing goal was focused on accommodating residents at all stages of life by meeting the needs of diverse housing types, sizes, and income levels within the BelRed district. The proposed updates to the land use districts are intended to significantly expand the development capacity, enabling approximately 7900 additional housing units and 14,200 jobs by 2044. The projected growth represents roughly one quarter of the city's anticipated housing expansion and one fifth of projected job growth during the planning period. Under the updated affordable housing strategy, nearly 1300 of the approximately 3100 units expected to be needed in the district over the next decade will have to be affordable to households earning 80 percent of area median income. To meet that demand, the city is proposing substantial increases in buildable capacity across the district through zoning changes aligned directly with the Future Land Use Map adopted in the 2024 as part of the Comprehensive Plan update.

Kristina Gallant explained that the revised zoning framework will classify most mixed-use areas into consistent categories of high-rise, mid-rise, and low-rise districts, each with standardized height allowances. The high-rise districts located primarily in the central core of BelRed will permit building heights up to 250 feet; that represents a significant increase from the current limits of approximately 125 to 150 feet in limited areas near transit stations. The mid-rise districts will maintain a maximum height of 100 feet, while the low-rise districts will allow heights of 60 feet. The General Commercial will be capped at 45 feet. The increases are intended not only to expand capacity but also to better align the permitted heights with realistic building typologies that are capable of supporting true high-rise development. While the public discussion has focused heavily on the street grid issues, the magnitude of the proposed capacity increases constitute one of the most consequential elements of the update for supporting future development.

Pivoting to the elements of the regulatory framework that are proposed to carry forward from the Wilburton model and apply to the BelRed district, particular attention was given to the citywide non-conforming use code adopted earlier in the year. Non-conforming uses, structures, and sites are developments that were lawful when established but which are no longer permitted under the updated regulations. The intent is to allow such uses to continue operating and to undertake repairs or improvements without immediate displacement, while gradually encouraging transition toward compliance with the district's long-term vision. Significant upgrades measured in terms of value trigger the proportional compliance requirements, thereby serving as an incremental mechanism to guide redevelopment over time while preventing the creation of new non-conforming conditions.

Kristina Gallant explained that under the existing system, the code relies on detailed lists that categorize uses as permitted, conditional, or prohibited. The proposed revision adopts the more flexible approach that was introduced in Wilburton under which all uses are considered permitted unless specifically restricted or conditioned. The limits are focused on the uses that are deemed potentially hazardous, incompatible with transit-oriented development, or likely to create

significant impacts on neighboring properties. A “craft-friendly” approach to manufacturing uses applies that allows manufacturing operations of up to 20,000 square feet to be permitted across the district. An expanded allowance of up to 25,000 square feet is permitted when combined with educational facilities. At the same time, the proposal retains flexibility within the BelRed General Commercial district by continuing to allow outright car dealerships, warehousing, and storage uses.

Kristina Gallant elaborated on the standards for automobile dealerships by clarifying that the objective is not to prohibit dealerships but to ensure compatibility with a pedestrian-oriented urban environment. The proposed standards require buildings to be oriented toward public rights-of-way. The restrict outdoor vehicle storage between a building and the street while limiting such storage to a defined percentage of the site unless an administrative departure is approved. Modern dealership designs can be successfully integrated into dense, mixed-use environments; there are examples of urban dealerships incorporated into multistory structures with structured parking. Traditional dealership configurations will continue to be permitted in the BelRed General Commercial district, while areas transitioning to mixed-use designations will emphasize pedestrian-friendly formats.

The proposal reallocates the land use designations across the district. The areas currently designated as BelRed General Commercial will remain unchanged, preserving the permitted uses such as dealerships and warehousing. Other areas, particularly those near transit stations, will be rezoned to higher-intensity mixed-use districts to support increased housing and employment capacity. Although certain industrial or commercial uses will no longer be permitted in the higher-density zones, existing operations will be allowed to continue under the non-conforming use provisions. The proposed changes involve tradeoffs between retaining existing uses and enabling substantial increases in development capacity near transit infrastructure.

The proposal includes applying additional standards related to access and connectivity that have been developed in the Wilburton framework. The standards include provisions allowing buildings to extend over private access corridors and requirements that will ensure public access through easements and design features. The connectivity provisions are intended to support flexible site design while maintaining public accessibility and urban integration as redevelopment progresses. The standards address landscaping requirements, including street tree planting, implementation of the green and sustainability factor applicable to all development, and a range of public realm design elements such as controls on blank walls, exterior lighting, weather protection, bicycle parking, and landscape buffering along freeway corridors. The building design provisions that will be retained include flexibility for floor plate sizes for medical, life science, and mass timber buildings; updated tower connection and separation standards; requirements for active use spaces; and design criteria for parking garages. Limited façade modulation requirements will remain in place, with additional exceptions to align with state law, along with continued requirements for screening mechanical equipment.

Kristina Gallant briefly addressed the foundational aspects of the amenity incentive system applicable across districts. It was explained that developers seeking to exceed the base floor area

ratio limits will be required to participate in the incentive program, while projects built within the base density can still utilize the full permitted building height. Additional provisions establish that certain uses, including active use space up to one FAR and qualifying affordable commercial or housing units, will be exempt from the total floor area calculations. Recording and documentation requirements are also established in the proposal. The detailed provisions of the incentive system will be addressed in a subsequent presentation focused on the district-specific overlays.

With regard to the street network, Kristina Gallant acknowledged that the topic has been raised repeatedly during public testimony. Staff recognize the complexity of balancing planning objectives with on-the-ground development constraints. There are positive aspects of the existing grid system. It produces approximately 300-foot block sizes that support walkability, predictable access patterns, and consistent street alignment. However, staff also acknowledges that the system has been developed with the expectation of large-scale parcel assembly and coordinated master planning, conditions that have not materialized in practice. Instead, most development has occurred on individual sites, creating situations in which certain street segments consume disproportionate portions of developable land or conflict with existing parcel configurations.

The planning team has conducted a detailed review of the grid in coordination with transportation officials to identify opportunities to reduce or modify street requirements while preserving essential connectivity. The revised approach retains designated green streets as core elements of the district's vision; and emphasizes their role as linear parks and east-west connections supporting drainage, natural systems, and pedestrian movement. Staff proposes increasing the allowable block lengths in certain areas to as much as 600 feet, thereby providing greater flexibility for site design. In some cases, specific street segments have been removed entirely where the impact on development feasibility has been determined to outweigh the transportation benefits. At the same time, while the grid might not be necessary to meet systemwide traffic capacity needs, local access requirements remain a critical function of the network, particularly in areas lacking established public streets and relying instead on private easements or informal access arrangements.

The policy constraints on major corridors, including limits on driveway access along designated shopping streets, reinforce the need for internal street connections to ensure that properties can develop without becoming landlocked. In certain cases, the proposed grid supports development by providing access routes that avoid environmentally constrained areas such as streams. The revised framework is intended to address the most pressing access challenges while maintaining sufficient flexibility to accommodate varied development patterns across the district.

The defined street segments shown on the planning maps will be required to be constructed as public streets – either local streets or green streets – when triggered by development, although their precise alignment could be adjusted during project review subject to transportation analysis. For parcels located within designated block areas, development that creates large blocks exceeding approximately 105,000 square feet will be required to introduce additional internal circulation through new streets or private access corridors. Where streets are aligned along

property boundaries, initial development could construct interim street sections rather than the full width, reducing the burden on early projects while preserving the ability to complete the roadways in the future.

With regard to the principal street typologies proposed for the district, Kristina Gallant said the most common type, the local street, will serve as a publicly dedicated access route designed to support neighborhood safety and livability. Typical sections will include a central travel lane approximately 25 wide flanked by sidewalks and an amenity zone between the curb and sidewalk, with on-street parking generally required but subject to flexibility. The second typology, designated as green streets, will function as pedestrian-priority corridors designed as urban trails and linear parks. The streets will feature curb-less elements, expanded planting areas, and integrated parking within landscaped zones, reflecting a vision of multimodal connectivity and enhanced public space.

The amenity zone concept is a central component of the district's urban design strategy. Located between the curb and sidewalk, the zones will accommodate street trees, landscaping, and pedestrian-supportive features such as seating and lighting. Given the district's historically low tree canopy resulting from its industrial past, the amenity zones will play a critical role in expanding urban greenery and improving the pedestrian environment as redevelopment proceeds.

Kristina Gallant said the proposal includes additional connections options for internal circulation. Sites larger than 105,000 square feet, either individual lots or an assemblage of lots, will be required to break up into smaller blocks. Projects will have to option of using a range of private access corridor typologies rather than traditional public streets. The proposed options include the Flex Access Corridor, Active Transportation Access Corridor, Enhanced Shared Use Path, and Service Corridor, each of which is designed to provide varying levels of vehicular, pedestrian, and service access depending on project needs and site constraints. Developers will be permitted to select among the corridor types within the defined limitations to ensure adequate connectivity and functionality.

The Flex Access Corridor closely resembles a local street in overall configuration but includes a single four-foot amenity zone instead of two five-foot zones. The typology is carried forward from the Wilburton model and allows optional on-street parking and provides for flexibility in design while maintaining essential pedestrian and vehicle circulation. The Active Transportation Access Corridor, another typology brought over from Wilburton, is a pedestrian-focused route consisting of a shared pathway capable of accommodating emergency vehicles when necessary. It includes a 12-foot amenity zone with lighting and bollards to restrict routine vehicular use. The design supports pedestrian movement while still meeting the safety and emergency access requirements.

The Enhanced Shared Use Path option is the same as the Active Transportation Access Corridor except that it features a 14-foot path intended exclusively for pedestrian and non-vehicular travel where emergency vehicle access can be provided elsewhere on the site. The configuration can

also qualify as an outdoor plaza under the amenity incentive system if enhanced design features are incorporated, thereby offering potential benefits for public space creation. The Service Corridor typology involves narrow, alley-like routes designed primarily for back-of-house operations and emergency access. Service Corridors cannot serve as primary vehicle or pedestrian access routes and can only be used in limited circumstances to provide supplemental connectivity.

Kristina Gallant called attention to a broader policy issue that emerged from stakeholder feedback, namely whether private streets or corridors can replace required public street segments when equivalent public benefits are demonstrated through master planning. The concept is under consideration because it could allow for innovative design solutions, including pedestrian-only streets and more flexible layouts that might improve development feasibility and encourage creative urban design. However, expanding such flexibility could also carry risks, including the potential loss of designated green streets; reduced tree planting opportunities; inconsistent long-term maintenance standards; diminished public access; and more complicated utility servicing. While the advantages of increased flexibility primarily benefit project feasibility, the potential disadvantages could impact the broader public realm, necessitating careful evaluation of any policy change.

To address the concerns, minimum conditions will need to be required before a private corridor can replace a designated public street segment. The conditions will include a mandatory review by relevant city departments; a demonstration of adequate emergency vehicle access and safety measures; avoidance of adverse impacts on surrounding circulation or neighboring properties; and compliance with accessibility standards applicable to public rights-of-way. The potential conflicts affecting adjacent parcels could be resolved through formal legal agreements between property owners when appropriate.

The proposed additional safeguards are intended to ensure that replacement corridors will produce high-quality public realm outcomes. Among the suggestions are a prohibition against using service corridors as substitutes for public streets, and a requirement that active uses be provided along a substantial portion of corridor frontages to maintain vibrancy and pedestrian activity. Limited flexibility should be allowed in cases involving environmental restoration projects, such as daylighting streams, where the strict frontage activation requirements might be impractical.

Kristina Gallant said that two phases of public engagement have already been completed, including the release of an initial draft at the end of 2025, a public open house, a technical workshop, and multiple stakeholder meetings. Future milestones include a second Commission study session on May 27; a potential public hearing in mid-summer; and subsequent review by the City Council in early fall.

Commissioner Ferris acknowledged that increased development capacity might represent one form of compensation but observed that other parcels will also receive additional capacity without bearing the burden of building new infrastructure. Clarification was sought regarding the

benefit provided to landowners who will be required to construct new public streets or green streets on their properties. Kristina Gallant explained that the street grid requirement was established in 2009 and is not a new obligation created by the current amendment. The proposed code will reduce the total number of required street segments while simultaneously increasing development capacity across the district, representing a significant overall expansion of development potential. Nick Whipple added that property owners required to dedicate land for public streets will receive development credit for that land when calculating floor area ratio, thereby ensuring that the dedication does not reduce the overall development potential of the site. The street segments in question are not newly imposed obligations but longstanding requirements established under prior planning policies. The proposed amendments will reduce the number of required segments while simultaneously increasing the allowable building heights and density across the district, thereby creating substantial new development capacity. The language addressing the legal standards such as nexus and proportionality was developed through earlier planning processes and is being carried forward into the current proposal to address concerns raised by stakeholders.

Commissioner Ferris acknowledged that although the street grid requirement has existed for many years, the physical construction of those streets has not yet occurred in many locations given that development in the BelRed district has not reached the levels originally anticipated. The suggestion was made that the roadway requirements might have contributed to slower growth alongside broader economic factors. A concern was expressed about fairness among property owners given that some parcels will receive significant increases in development capacity without being required to construct new infrastructure, while others will bear the responsibility of building public streets. Clarification was sought regarding whether additional compensation or incentives will be available for landowners obligated to construct such infrastructure on behalf of the public. Nick Whipple confirmed that the principal form of compensation will consist of substantial increases in permitted density and building height across the district, which is intended to enhance development feasibility. Future discussions regarding the amenity incentive system could explore additional mechanisms, such as bonus floor area ratio, to recognize the provision of required public improvements. Past underperformance in development activity cannot be attributed to a single factor, noting that earlier zoning limits on height and density had been misaligned with viable building types and had constrained redevelopment potential. The proposed amendments represent a significant shift toward unlocking housing and employment growth while retaining only those street segments deemed essential for access and circulation.

Commissioner Goepple thanked staff for the clear and thoughtful evaluation of the advantages and disadvantages associated with the different alternatives. A leaning toward the public streets option was voiced rather than expanding reliance on private corridors, citing concerns about long-term public access, maintenance reliability, and the importance of securing enduring public benefits as density increases in the district. Having acknowledged the challenges posed by site-specific physical conditions, including topography and grade differences described in earlier testimony, the question asked was whether the code could incorporate additional flexibility within the public street framework to address those unique circumstances without sacrificing

public access. Kristina Gallant explained that the existing code already provides flexibility in adjusting street alignment within a development site, but less flexibility in regard to intersection connections. The proposed amendments expand that flexibility. Under the revised approach, developers are granted greater discretion to modify the location of street segments within their property boundaries, including potential adjustments to intersection placement, subject to transportation analysis and safety considerations. The degree of flexibility must remain responsive to site-specific conditions, as impacts on traffic flow and neighboring properties can vary significantly depending on project scale and context.

Nick Whipple added that a key change in the proposed code shifts the decision-making authority toward developer-driven design solutions, which allows project teams to propose alternative configurations that achieve improved outcomes while preserving essential public connectivity.

Commissioner Nilchian echoed the earlier remarks favoring public street infrastructure to ensure long-term public benefits and mitigate the risks identified in the presentation, then sought additional clarification regarding the circumstances under which developers will be permitted to modify roadway layouts, specifically when such variations could be approved and when requirements will remain fixed. Kristina Gallant provided a hypothetical example illustrating how the flexibility provisions will function under the proposed code. When a defined public street segment is designated on the map, that connection must ultimately be provided. However, flexibility may allow for adjustments to the precise alignment within a property boundary. For example, a developer might propose relocating the alignment closer to a property line to better accommodate site design. Such a proposal would then undergo technical review to assess the potential impacts, including proximity to neighboring driveways, spacing between intersections, and overall circulation performance. Agreements between adjacent property owners could also facilitate interim street configurations when neighboring parcels have not yet been developed. Nevertheless, all adjustments will remain subject to case-by-case evaluation, particularly regarding fire access and safety considerations, which makes it difficult to establish universal guarantees applicable to every site. While the code allows for alignment adjustments, certain technical standards, such as the required width of vehicle travel lanes on public streets, will remain fixed and cannot be reduced. Some private street typologies offer greater design flexibility, including options limited to emergency vehicle access, that are not available under the standard public street requirements. The distinction highlights the tradeoff between flexibility and consistency inherent in the proposed framework.

Commissioner Kennedy posed a two-part question focused on infrastructure reliability and coordination with external service providers. The Commissioner asked whether utility companies and waste management services have been consulted to ensure that both public and private street options will provide adequate access for maintenance and emergency operations; and sought clarification regarding whether the various corridor typologies can function as either public or private streets. Kristina Gallant said the private corridor designs do not meet the existing standards for dedication as public streets and are therefore intended to remain private facilities. While both public and private configurations can accommodate utility access through easements and design standards, public streets offer a higher level of certainty and long-term reliability for

service delivery. The replacement of public street segments with private corridors will only be permitted when access issues are fully addressed, particularly on larger master-planned sites where multiple blocks can be coordinated effectively.

Commissioner Villaveces expressed concern about the emphasis of automobile dealerships within the transit-oriented development district. Having acknowledged the importance of allowing existing businesses to transition over time, it was questioned whether the planning framework should actively encourage dealership uses given that such developments typically generate limited pedestrian activity compared to retail or mixed-use environments. Also asked was if the current street grid remains the appropriate foundation for long-term planning, adding that the district's growth and infrastructure changes warrant reconsideration of the original framework with a fresh perspective. Kristina Gallant affirmed that the original street grid remains relevant because it was designed to support connectivity and walkability in areas with strong transit access while breaking up large industrial parcels into smaller, more accessible blocks. The current proposal has been developed through a comprehensive review by transportation and planning professionals who evaluated both connectivity needs and development feasibility, resulting in a revised grid that seeks to balance accessibility with flexibility. The proposed street and green street typologies are not ad hoc concepts but established design standards developed through prior planning and streetscape processes within the city.

Chair Khanloo emphasized that city planning decisions must ultimately serve the public interest while remaining feasible for private development. The importance of maintaining a clear focus on public benefit in infrastructure planning was stressed along with the collaborative nature of partnerships among public, private, and nonprofit sectors. Staff was asked to consider if the development model used in the Spring District, where certain internal streets are privately owned but still support publicly accessible spaces, can be replicated in other areas of the BelRed district. The Spring District appears to function successfully as a mixed-use environment with privately maintained streets and publicly accessible amenities. Kristina Gallant explained that the Spring District represents a unique circumstance shaped by a comprehensive development agreement and master planning process. The district was developed under negotiated terms that balanced public and private benefits across a large unified site, allowing for coordinated infrastructure planning and flexible design solutions that would be difficult to replicate in areas characterized by fragmented property ownership. The district benefited from special provisions established in 2009 to catalyze early investment in the BelRed area in recognition of the willingness of the developer to proceed before transit service was fully operational. While the Spring District is widely regarded as a successful example of transit-oriented development, the extensive negotiations and scale of the project make it an exception rather than a model that can easily be duplicated elsewhere.

Nick Whipple further clarified that the Spring District encompassed approximately 30 acres and achieved its outcomes through coordinated planning at a district-wide scale. Because the developer committed early on to implement the long-term vision for the area, the city provided additional flexibility as part of the partnership. Regardless of whether streets within the Spring

District are publicly or privately owned, the physical design of the corridors remain comparable in width and configuration to the public street typologies proposed for BelRed, which reinforces the principle that the functional design standards will remain consistent across all ownership models.

Commissioner Ferris stressed the difficulty associating with finding the right balance of walkability, transportation access, and development feasibility. A general inclination was expressed toward allowing for increased flexibility, provided that clear goals remain in place to preserve a pedestrian-friendly environment and to enable development to proceed efficiently. Stressed was the importance of achieving a compromise that will advance both the district's vision and practical development outcomes.

Commissioner Goepple agreed with the need to incorporate flexibility within the public street framework and suggested that the street typologies themselves could serve as a mechanism for accommodating site-specific conditions. Design elements such as sidewalk widths, planting areas and parking requirements might be adjusted in certain circumstances without undermining the long-term public benefits. The staff were encouraged to continue evaluating the design parameters as potential tools for balancing development feasibility with durable public infrastructure.

Commissioner Nilchian emphasized the urgency of accelerating development in the BelRed district, observing that recent housing production had been modest relative to the ambitious growth targets established for the area. Support was expressed for introducing additional incentives and flexibility measures to encourage timely construction of new housing and mixed-use projects. While economic conditions have influenced the development patterns, regulatory flexibility could play a meaningful role in unlocking future growth and the achieving housing objectives.

Commissioner Kennedy observed that the central issue appears to be less about whether streets are publicly or privately owned and more about the degree of flexibility available in determining their location and configuration. Strong support was voiced for maintaining public ownership of key infrastructure to ensure long-term public access and safety, while also encouraging the city to consider expanding the range of street typologies to provide developers with greater design flexibility. The suggestion was made that redefining what constitutes a street within the planning framework could help reconcile the public benefit goals with practical development constraints.

Commissioner Villaveces agreed with the comment made by Commissioner Kennedy and asked staff to explain why the proposed street planning approach appears to diverge from the model used in Wilburton, emphasizing the importance of understanding the rationale for any deviation from established precedents. Kristina Gallant explained that the BelRed district presents distinct physical and functional challenges, including a larger geographic area, limited existing public street connections, and safety concerns related to pedestrian and bicycle mobility. Nick Whipple added that BelRed's scale, which is approximately three times the size of Wilburton, requires a more extensive network of connections to support transit-oriented development. The

Commission was reminded that a local street network had originally been recommended for Wilburton as well, though the final policy decision adopted by the City Council differed from the recommendation. The majority of the planning principles applied in Wilburton are also proposed to be applied in BelRed, and that the current proposal seeks to build upon those shared standards while responding to the unique conditions of the larger district.

Chair Khanloo acknowledged the fiscal importance of automobile dealerships to the city's budget while encouraging staff to explore innovative planning tools, such as smaller-scale or "mini" master planning approaches, to help coordinate development across larger parcels. The Chair stressed the importance of protecting natural features, particularly streams, while also advancing housing production targets. Housing growth in the district has increased significantly in recent years and the future targets can be achieved if development feasibility is maintained through flexible design tools such as bonus floor area incentives and increased building heights. Concentrating development near transit infrastructure is important, particularly in the corridor surrounding the light rail station areas, which were identified as a priority focus during the Comprehensive Planning process.

Chair Khanloo emphasized that the ultimate measure of success should be the quality and safety of the public environment rather than the ownership status of streets, noting personal experience with privately owned streets that nonetheless function effectively as safe and welcoming public spaces. The staff were encouraged to prioritize outcomes that support public safety, accessibility, and overall community benefit regardless of whether infrastructure is publicly or privately owned.

Nick Whipple acknowledged the value of the Commission's feedback and clarified that discussions regarding new street typologies remain constrained by fiscal and operational considerations within the transportation department. Limited maintenance budgets and staffing capacity make the department cautious about adopting additional publicly maintained street designs. As a result, private street options were introduced as a potential mechanism to provide greater flexibility, although such options carry associated risks related to maintenance responsibilities and long-term public access.

Nick Whipple outlined the next steps in the planning process, stating that the team would continue collecting stakeholder feedback while advancing the project timeline. A new set of code topics will be presented to the Commission on May 27, and that will be followed by a subsequent meeting focused on resolving any outstanding policy questions.

****BREAK****

(8:36 p.m.)

B. 2026-2032 Affordable Housing Strategy

(8:41 p.m.)

Senior Affordable Housing Planner Hannah Bahnmiller explained that the Affordable Housing

Strategy was first adopted in 2017. Since then a lot of good implementation work has been accomplished. In November 2024 the City Council launched an update for the plan. While the Affordable Housing Strategy serves as an overarching housing strategy for the city, it focuses heavily on income restricted affordable housing. Each spectrum of affordable housing has different needs and different solutions. The update offers an opportunity to build on the successes of implementing the 2017 strategy. All of the actions in the 2017 strategy were implemented, which was followed by implementation of the Next Right Work program. In launching the current work, the Council recognized the continued need for affordable housing in the community and wanted to set an explicit target of 5700 units for the Affordable Housing Strategy update to move towards in terms of affordable housing growth. The goal is to develop those affordable units over 10 years but also to meet sub-targets for the different income bands below 80 percent area median income. One key piece of the work will involve going back to the substantial effort in the Comprehensive Plan process both to build on the engagement done there but also to implement the policies, goals and changes that were instituted with that update.

The Comprehensive Plan update engaged with the public and heard a lot about housing. The citywide statistically valid survey uncovered that housing affordability and availability is the number one issue in the community. The current work build on the Comprehensive Plan outreach and involved engagement across different stakeholder groups, organizational partners, residents in general, and folks who are dealing with lived experience of housing issues. There are a lot of different varied perspectives on housing and so a concerted attempt was made to drill down in search of the key themes that resonate across the different groups and where there are tensions to facilitate drafting specific actions.

Hannah Bahnmitter said the Affordable Housing Strategy is organized around five overarching policy goals, each of which is supported by a series of targeted strategies designed to achieve measurable outcomes. The plan identifies 24 strategies and more than 80 specific implementation tasks to be carried out over the next seven years by multiple departments across the city; the Office of Housing is not the only implementer of the plan. To guide the execution of the plan, the strategies will be accompanied by a detailed action plan outlining timelines, resource considerations, anticipated impacts, and phased implementation schedules. There are 20 high-priority actions identified that are intended to be emphasized during the implementation period. The action plan will include performance metrics to track progress and evaluate effectiveness in meeting the strategy's long-term goals. Although 20 priority actions have been identified, the initiatives will be phased over time rather than launched simultaneously. The action plan is intentionally designed to remain adaptable so that priorities, timelines, and specific actions can be adjusted in response to evolving economic conditions, funding availability, and community needs. It is anticipated that there will continue to be a gap between what the plan is expected to achieve and the affordable housing targets, but when compared to what can be achieved without the plan, it is clear the plan will shift the trajectory toward greater unit production overall and particularly toward deeper levels of affordability. The city expects to meet if not exceed the target for higher affordability levels, but understands that getting to the deeper affordability levels will require more resources and more effort to achieve.

Hannah Bahnmitter outlined for the Commissioners several near-term initiatives. One of the first actions scheduled for the coming year involves establishing permanent Land Use Code standards for safe parking programs that serve individuals experiencing housing instability. While temporary measures currently allow the city to operate a pilot program, formal definitions and regulatory standards are necessary to ensure long-term implementation and consistency across jurisdictions.

Another initiative for future consideration involves expanding the city's existing C-1 program, which offers density bonuses for properties owned by religious organizations in low-density residential zones. The program has generated strong interest and has demonstrated potential to produce affordable housing, but the current eligibility requirements mandate that participating projects provide 100 percent affordable units. The proposed update explores allowing mixed-income developments with a combination of market-rate and affordable housing while still qualifying for density bonuses, thereby improving financial feasibility and accelerating project delivery. The city will evaluate whether similar incentives could be extended to nonprofit-owned properties in comparable zones. Implementation of the changes will require both a Comprehensive Plan amendment and revisions to the Land Use Code.

Streamlining project approvals and reducing development timelines for affordable housing projects is another priority of the Affordable Housing Strategy. There are two related actions aimed at improving process efficiency: removing certain affordable housing developments from the formal design review process to expedite approvals; and establishing a dedicated staff liaison to guide projects continuously from early planning through completion. The approach is intended to provide consistent coordination and reduce administrative delays that can increase project costs and slow the delivery of housing units.

A motion to extend the meeting to 9:30 p.m. was made by Commissioner Goepple. The motion was seconded by Commissioner Nilchian and the motion carried unanimously.

Hannah Bahnmitter said expansions of land use-based affordability requirements are part of the proposal. One action involves implementing recent state legislation requiring mandatory affordable housing in areas located near frequent transit service, often referred to as transit-oriented development requirements. Because the city has already initiated related planning efforts, confidence is high that implementation can proceed efficiently. A related initiative involves evaluating whether existing affordable housing programs, currently applied primarily to mixed-use districts, can be extended to additional residential zones where similar requirements may be appropriate. The evaluation work will likely occur in conjunction with forthcoming updates to the high-density residential land use regulations.

With regard to housing equity, there are ongoing efforts to review the municipal codes and planning policies for unintended barriers to fair housing, including potential restrictions affecting group homes or residential facilities serving individuals with disabilities. Affordable homeownership is a key priority area given the strong community interest in expanding

ownership opportunities through incentives such as increased density allowances or other regulatory tools. An existing provision within the city’s multifamily tax exemption program limits rent increases for existing tenants to three percent annually. The city will evaluate whether similar protections could be extended to other housing programs to enhance long-term housing stability for residents.

Hannah Bahnmitter said there are additional policy initiatives under the strategy’s goal of addressing housing for residents with unique needs. One recommended action involves reviewing existing building codes and development standards to identify opportunities to improve accessibility, particularly through the concept of “visitability,” which promotes housing designs that can be accessed and used by people with varying physical abilities. Relatively small adjustments to baseline standards could significantly expand accessibility, enabling individuals to both visit and reside in housing regardless of mobility limitations. There is also a need to encourage the production of family-sized housing units. Many existing affordable housing developments are concentrated in smaller unit types. Accordingly, the proposal includes evaluating whether the current incentive programs could be modified to better support larger units suitable for families.

Hannah Bahnmitter described several additional longer-term policy initiatives intended to expand housing supply through regulatory and technological innovation. One proposed action was noted to involve evaluating the feasibility of reducing the minimum lot size requirements following the implementation of the recent middle housing and lot-splitting code updates. The sequencing will allow the city to monitor the effects of current reforms before considering further adjustments designed to promote smaller-scale development opportunities. Another long-term initiative focuses on exploring innovative construction methods, including the expanded use of wood-frame building technologies and other emerging techniques that could increase efficiency, reduce costs, and maximize building capacity. Some related changes are already being incorporated into current code updates, such as adjustments to the floor plate dimensions and building height allowances, but additional opportunities will require future refinement.

Hannah Bahnmitter said the Affordable Housing Strategy establishes a substantial body of work for the Planning Commission and other governing bodies to address over the coming years. While not all the initiatives are scheduled for immediate implementation, the Commissioners were encouraged to begin considering the policy directions outlined in the strategy. Some actions could advance more quickly depending on evolving conditions. Many of the highlighted actions will return to the Planning Commission through the Land Use Code amendment work program, and other initiatives will be addressed through separate processes such as the legislative agenda, budget deliberations, or broader Council initiatives. To support transparency and accountability, the staff are committed to providing regular progress reports to the City Council and to developing a publicly accessible housing dashboard designed to display real-time data on housing production and program outcomes.

Commissioner Ferris expressed appreciation for the substantial progress achieved by housing staff and emphasized the importance of distinguishing between preserved affordable housing

units and newly constructed units in the performance reporting. The suggestion was made that tracking the categories separately will strengthen accountability and provide a clearer understanding of the city's progress toward expanding housing supply.

Commissioner Ferris also highlighted the success of the city's density bonus program for faith-based properties and recommended developing outreach and education initiatives to assist property owners who may lack development expertise. Many faith-based organizations face significant procedural complexity when pursuing housing projects. Having dedicated guidance or liaison services could help them navigate the process more effectively. The proposed public dashboard was highlighted as a valuable accountability tool.

Another Commissioner echoed appreciation for the presentation and commended staff for establishing measurable performance indicators to track implementation progress. The Commissioner expressed particular interest in the strategy's emphasis on expanding housing supply and asked for additional information regarding efforts to secure new funding sources for affordable housing initiatives. The Commissioner also welcomed the commitment to provide periodic progress updates and inquired whether the Planning Commission will receive regular briefings beyond formal requests for code amendments or policy changes.

Commissioner Kennedy expressed support for expanding incentives that allow for a mix of affordable and market-rate housing on faith-based properties. Such flexibility could accelerate development and broaden housing opportunities. Hannah Bahnmler confirmed that identifying new funding mechanisms represents a central component of the strategy and noted that projected housing production targets assume the availability of additional financial resources. Research into potential revenue sources is already underway in preparation for upcoming budget discussions. The importance of partnerships with other organizations to leverage funding opportunities was stressed. Staff will be offering the Commission regular updates as things progress.

Commissioner Nilchian voiced support for incentives and bonuses aimed at yielding a mix of affordable and market-rate housing on faith-based properties before seeking clarification regarding the city's safe parking program. Hannah Bahnmler explained that the program provides safe designated locations for individuals living in vehicles, offering them access to hygiene facilities and supportive services in a safer and more stable environment. The city currently operates a pilot program at the Lincoln Center under temporary emergency regulations and is exploring a replacement location, but permanent land use definitions and standards are necessary to sustain or expand the program in the future.

Commissioner Goepple expressed strong support for the city's ongoing affordable housing efforts. With regard to a theme raised during public testimony regarding the lack of downsizing options for long-term residents, particularly seniors and emphasized that cooperative ownership structures can help preserve affordability, maintain community cohesion, and protect residents from financial pressures associated with investor-driven housing models. Staff was asked to describe the city's current efforts to encourage the development of similar cooperative housing

opportunities in Bellevue. Hannah Bahnmitter answered that the city has conducted direct engagement with residents and leadership at the Silver Glen cooperative community to better understand both the success of their model and the barriers to replicating it. One primary challenge involves securing financing for cooperative housing developments, as lenders in the Pacific Northwest have limited experience with the ownership structure and therefore demonstrate greater caution when evaluating such projects. Cooperative housing models are more common in other regions of the country where financial institutions have developed greater familiarity and confidence in the approach. One near-term strategy involves promoting successful local examples, such as Silver Glen, to demonstrate viability to lenders, policymakers, and development partners. Expanding partnerships with financial institutions could help build long-term support for cooperative housing initiatives.

Commissioner Goepple encouraged the city to consider more proactive measures beyond just public outreach and demonstration efforts. Additional financial or programmatic support could help scale cooperative housing development more effectively and provide broader community benefits. Hannah Bahnmitter agreed that further support mechanisms will be valuable and noted that emerging middle housing policies may create new opportunities for smaller-scale cooperative developments, which could gradually build confidence in the model and encourage broader adoption. Affordable Housing Manager Linda Abe added that innovative development concepts are already being explored, including proposals in which a homeowner could transfer property to a developer in exchange for construction of multiple units, with the original homeowner retaining ownership of one unit. Such approaches could preserve ownership opportunities while increasing housing supply.

Commissioner Villaveces suggested it might make sense to consider mixed use as well as mixed markets for the redevelopment of faith-based properties. The suggestion was made to explore the integration of mixed-use components, such as commercial or retail spaces, to enhance community vitality and financial sustainability.

Commissioner Villaveces raised a technical question regarding the building code provisions that allow mid-rise residential buildings to be constructed with a single staircase rather than the traditional dual-stair configuration. Jurisdictions such as Seattle and New York have implemented such standards and the suggestion was made that similar reforms could significantly reduce development costs and enable more efficient use of smaller lots, thereby expanding the housing supply. Hannah Bahnmitter clarified that the city of Bellevue operates under statewide building code requirements and therefore lacks the authority to independently adopt single-stair building standards. It was confirmed that discussions are underway at the state level to evaluate potential reforms related to building access and elevator requirements. The Affordable Housing Strategy has an action to participate in advocacy efforts in support of such reforms and implement any changes once adopted at the state level.

Chair Khanloo suggested developing educational materials such as recorded presentations or online resources to help faith-based and nonprofit organizations better understand housing development opportunities and how to navigate the application process. Emphasized was the

importance of providing accessible information without placing undue administrative burdens on city staff. The chair also expressed a concern about youth experiencing housing instability and recalled testimony from students during the Comprehensive Plan process who described challenges associated with homelessness and the risk of losing access to school due to unstable housing conditions. The staff were asked if the affordable housing strategy includes specific provisions addressing housing needs for youth with very low incomes. Hannah Bahnmler explained that the affordable housing strategy focuses primarily on permanent housing solutions and does not directly address the broader system of homelessness services, which involves multiple agencies and support programs beyond housing development alone. The strategy supports homelessness prevention indirectly by increasing the supply of deeply affordable housing, particularly for households with incomes below 30 percent of area median income. While the plan does not establish a dedicated target specifically for youth housing, ongoing community initiatives, including youth-led housing advocacy efforts, are contributing valuable research and recommendations that may inform future policy development.

9. OTHER BUSINESS – None
(9:26 p.m.)

10. APPROVAL OF MINUTES
(9:26 p.m.)

A. March 25, 2026

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

11. EXECUTIVE SESSION – None
(9:27 p.m.)

12. ADJOURNMENT
(9:27 p.m.)

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

Chair Khanloo adjourned the meeting at 9:27 p.m.