



# City of Bellevue

450 110th Avenue NE  
Bellevue, WA 98004

## Meeting Agenda Planning Commission

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Wednesday, July 8, 2026

6:30 PM

Room 1E-113

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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) [26-444](#) 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](http://www.Bellevuewa.gov/planning-oral-comms)

- a) [26-445](#) Written Communications

- b) [26-446](#) Oral Communication

## 7. Public Hearing

## 8. Study Session

- a) [26-447](#) Great Neighborhoods Program: Review of Full Draft of Eastgate Neighborhood Area Plan
- b) [26-448](#) BelRed Look Forward Land Use Code Amendment

## 9. Other Business

## 10. Approval of Minutes

- a) [26-449](#) Minutes of June 10, 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](mailto:kgulledge@bellevuewa.gov). For complaints regarding modifications, contact the City of Bellevue ADA, Title VI, and Equal Opportunity Officer at [ADATitleVI@bellevuewa.gov](mailto:ADATitleVI@bellevuewa.gov).

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

## Tentative 2026 Planning Commission Meeting Calendar

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

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

## Nesse, Katherine

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**From:** Miriam Estrada <estradamiriam1@gmail.com>  
**Sent:** Wednesday, June 24, 2026 7:38 AM  
**To:** PlanningCommission  
**Subject:** Comments for Weds 6/24 Meeting

You don't often get email from estradamiriam1@gmail.com. [Learn why this is important](#)

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

Hello, my name is Miriam. My husband and I own a condo on Factoria Blvd where we have resided for the past 6 years. We have read the "Factoria Neighborhood Area Plan CPA" and are very excited about all the possible changes coming to factoria. We are particularly excited about it becoming a pedestrian friendly place that will prioritize public transportation. We are also excited about the possibility of adding more green spaces and removing all the signs that create an eye soar on the road.

We are a car-free family, getting around by foot, bus and bicycle. We want to grow our family here, but have always been concerned about this boulevard that simply gets treated like a highway. Both my husband, our dog and I have had near misses, with cars stopping near inches of us. This was from cars that were going too fast, or from cars ignoring us altogether because they don't want to miss their opportunity to turn. It is like we do not exist on this road.

We had been considering relocating to a new place that does not have this dangerous road just outside our complex, but we are now hopeful that we will not need to. We love our condo, and we love our neighbors. We want to stay.

One thing that worries me, is the implementation of a "pedestrian bridge." This seems like a major concession and tells me that drivers maintaining high speeds is still one of your priorities. I don't think this is consistent with the primary goal you have stated. In an ideal world, I would love to see the following:

1. Widening the sidewalks and including a barrier made up of planters or some sort of greenery (like it was already suggested).
2. Turning the outmost right lane on each direction into a bus-only lane. "The Area Plan" is already stressing the need to improve our public transportation. Why not do this? I think it is very frustrating for bus riders to be stuck in the same traffic as people who are driving alone in their cars. If you want to give people incentives to ride the bus, we need to make it appealing. There are a number of people on our complex, and some of my coworkers that could simply take the bus to work, but they do not see it as a viable option. They rather be stuck in traffic in their cars than on the bus. I cannot even begin to tell you the amount of times I had to get off on Richard's Road (before the bus routes changed) and scooted the rest of the way, because of the traffic. Even when the bus could simply drop me off outside of my complex (we live next to the fire department), this would mean sitting in traffic for another 15 to 20 minutes. Taking the bus is supposed to be stress free, but when you are affected by the same traffic, it becomes frustrating.
3. Leaving only 2 lanes for cars (not the current 4-5 lanes, and turning the major intersections into roundabouts. This would allow for traffic to flow, and it would, at the same time, force a road design that makes drivers slow down. Also, we do not need to have the lanes be so wide. In fact, if we reduce their size, it will prevent people from driving so fast and so unsafely. The speed limit should also be reduced significantly, because if we truly care for a pedestrian-friendly factoria blvd, this needs to be addressed. The current road acts like a highway, which is dangerous because it has so many residential and retail turning points. It must behave more like a main street. Reducing the lanes and speed limit will not only make it safer, but reduce the noise pollution and exhaust pollution, making the boulevard a more enjoyable place to walk or bike. If you keep all the lanes as is, it will never become a calm enough place that people actually want to walk through. I know this because I walk this road daily.
4. Turning the middle turning lanes into a median full of trees and flowers. we do not need a middle turning lane if we have a roundabout.
5. Making pedestrian crosswalks with middle island spaces so that they can focus on one direction of traffic at a time.

This is all I have to share for now. I just really want to emphasize the importance of reducing how fast cars go, and reducing the incentive for motorists to use this road like a highway. We should be inviting visitors, not through traffic. There are already two massive freeways next to factoria to cover throughput.

Let's make this a place we are proud of, where our children can be safe, and people of all abilities can enjoy.

## Nesse, Katherine

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**From:** phyllisjwhite@comcast.net  
**Sent:** Friday, June 26, 2026 4:45 PM  
**To:** Council; Malakoutian, Mo; Hamilton, Dave; Bhargava, Vishal; Briar, Naren; Nieuwenhuis, Jared; Robinson, Lynne; Sumadiwirya, Claire  
**Cc:** Whipple, Nicholas; PlanningCommission; Khanloo, Negin; Brianna Daniels; Barbara Hughes; Nehalande@gmail.com; Carol Kinsman; Loretta Lopez; Tammy Miller; nicolemikomyers@gmail.com; Cheryl Wang; Lee White; Coach. wilke; Linda Ulrich; Parmacek (US), Brett  
**Subject:** Fwd: Re: Request for Clarification Before Final Action: SR-1 Tree-Credit Reduction - [#15278]  
**Attachments:** 6-26-26 Council Letter and to Nick Whipple.docx; 5-13-2026 Omnibus LUCA Public Comments.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Dear Mayor Malakoutian, Deputy Mayor Hamilton, Councilmembers Bhargava, Briar, Nieuwenhuis, Robinson, and Sumadiwirya,

Thank you for your consideration of this request.

We appreciate Nick Whipple's response explaining the implementation concerns staff has identified with the current SR-1 tree-credit requirements. We recognize the City's interest in addressing requirements that may have resulted in disproportionate replacement-tree obligations or fees on some projects.

Please see the attached letter from the East Kelsey Creek Neighborhood Association. It respectfully asks Council to direct staff, before final action, to evaluate East Kelsey Creek's mature SR-1 canopy, connected private-property canopy, stream and riparian connections, watershed conditions, and environmentally constrained parcels, and to determine whether a uniform reduction in SR-1 tree-credit requirements is appropriate for areas with these conditions.

I have also included a May 13, 2026, public-comment letter submitted to the Planning Commission and signed by Bellevue residents and neighborhood associations.

Thank you for your time and consideration.

Respectfully,

Phyllis White  
Board President  
East Kelsey Creek Neighborhood Association

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

From: Council Inquiry <council-inquiry@bellevuewa.gov>  
To: phyllisjwhite@comcast.net  
Date: 06/23/2026 10:26 AM PDT  
Subject: Re: Request for Clarification Before Final Action: SR-1 Tree-Credit Reduction - [#15278]

Hello Ms. White,

Thank you for taking the time to share your comments and concerns regarding the proposed SR-1 tree credit amendment.

I want to provide some additional context on why this change is being proposed and why staff has characterized it as a relatively narrow refinement to the code rather than a broader policy shift.

The tree code adopted in 2024 represented a complete overhaul of Bellevue's tree regulations. One of the most significant changes was moving away from a primarily tree retention-based framework to a tree credit system that provides greater flexibility in how applicants meet the City's tree requirements. At the time the code was adopted, it was understood by staff, the Planning Commission, and the City Council that this was a substantial change and that refinements would likely be needed as we gained experience implementing the new regulations. For that reason, staff has been actively monitoring permit activity and project outcomes over the past year and a half to identify areas where adjustments may be warranted.

It is important to note that the tree code was not adopted with the expectation, certainty, or commitment that it would, by itself, achieve Bellevue's 40% tree canopy goal. Rather, the intent was to strike a balance between supporting housing production and maintaining and expanding tree canopy citywide. The City's canopy goals are supported through a variety of tools, including critical areas protections, street tree planting programs, tree planting on public lands and parks, and private property owners who often choose to exceed minimum code requirements.

The amendment currently under consideration is targeted specifically at recalibrating requirements for SR-1 lots. Under the adopted code, lots that are 13,500 square feet in size were required to meet the same tree credit requirements as much larger lots (properties between 20,000 and 35,000+ square feet). Through implementation experience, staff has found that this requirement has produced outcomes that are not well aligned with the original policy intent of striking a balance. In a few cases, projects on SR-1 lots were required to plant approximately 90 trees or pay well over \$100,000 in tree fees alone to meet tree credit requirements. Based on the permitting experience we have gained across multiple projects, staff believes these requirements are disproportionately high for lots of this size and do not reflect the intended balance when the code was adopted. So, the proposed amendment would align SR-1 requirements more closely with other SR districts that are comparable in size. This is the practical issue staff is attempting to address through the Omnibus process.

The proposal was discussed over two Planning Commission meetings, including a public hearing where public comment was received and considered before the Commission made its recommendation.

With respect to East Kelsey Creek and concerns about streams, wildlife habitat, and watershed function, it is also important to clarify that the proposed amendment does not modify the City's Critical Areas Ordinance. Critical areas regulations continue to apply and remain the primary mechanism for protecting streams, wetlands, associated buffers, and sensitive habitat areas. Within critical areas and their buffers, tree removal is already highly regulated, and higher functioning stream systems often require larger and more protective buffers, resulting in greater tree retention requirements to support stream health and ecological function.

While we appreciate the concerns raised regarding East Kelsey Creek, it is also important to recognize that SR-1 zoning exists in multiple neighborhoods throughout Bellevue. Staff's recommendation is based on implementation experience across the city.

Regarding the City's 40% canopy goal, staff does not view this amendment as inconsistent with that objective. Rather, it reflects an effort to ensure the tree code remains practical, implementable, and balanced while continuing to support both housing production and long-term canopy growth through the broader set of tools available to the City.

I trust this addresses your comments and provides additional context regarding the purpose and scope of the proposed amendment.

Best,  
Nick

**Nick Whipple**

Code and Policy Director  
Development Services, City of Bellevue  
(He/Him)  
[425-452-4578](tel:425-452-4578) | [nwhipple@bellevuewa.gov](mailto:nwhipple@bellevuewa.gov) | [BellevueWA.Gov](http://BellevueWA.Gov)

On Fri, 19 Jun at 11:31 AM , Phyllisjwhite <phyllisjwhite@comcast.net> wrote:

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

Dear Mayor Malakoutian, Deputy Mayor Hamilton, and Councilmembers Bhargava, Briar, Nieuwenhuis, Robinson, and Sumadiwirya,

Although the Omnibus LUCA may not be scheduled for discussion at tonight's Council meeting, I am submitting this request now so Council and staff have time to consider it before final action.

East Kelsey Creek Neighborhood Association residents remain concerned that the proposed SR-1 tree-credit reduction has been characterized as a minor or low-controversy amendment, even though it would reduce SR-1 tree-credit requirements by approximately 60% for one-dwelling development and 62.5% for two-or-more-dwelling development.

We respectfully ask Council to request a written staff response before final action explaining why this reduction is considered minor, whether East Kelsey Creek's SR-1's mature canopy and watershed conditions were evaluated, and how the change aligns with Bellevue's tree-canopy, wildlife habitat, stream-function, and stormwater goals.

We are asking the City to grow carefully in the few urban places where mature tree canopy, streams, wildlife corridors, and watershed functions still exist.

Respectfully,

Phyllis White  
Board President  
East Kelsey Creek Neighborhood Association

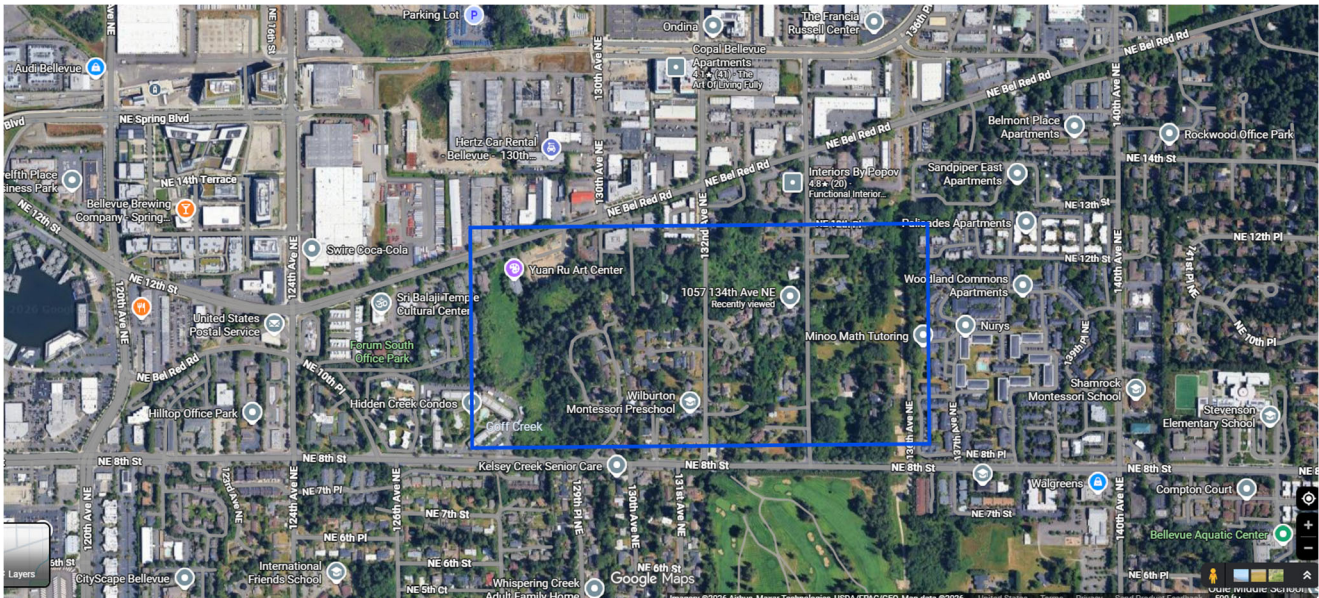
## Follow-Up: SR-1 Tree-Credit Amendment and East Kelsey Creek Conditions

Dear Mayor Malakoutian, Deputy Mayor Hamilton, Councilmembers Bhargava, Briar, Nieuwenhuis, Robinson, and Sumadiwirya,

Thank you for considering this request. We also appreciate Nick Whipple's detailed response explaining the implementation concerns staff has identified on certain SR-1 projects. We understand that the City should examine requirements that may have produced disproportionate outcomes, including unusually high replacement-tree obligations or fees. We are not asking the City to disregard those implementation concerns.

However, our concern is whether a uniform citywide reduction in SR-1 tree-credit requirements appropriately accounts for the substantially different conditions present in East Kelsey Creek. Staff's explanation refers specifically to SR-1 lots that are 13,500 square feet in size. In contrast, Wilburton properties North of NE 8th Street include parcels exceeding one acre. These properties include mature canopy, connected private yards, and environmental conditions associated with the Kelsey Creek watershed. **Those parcels are substantially larger than the 13,500-square-foot SR-1 minimum lot area described in staff's explanation and also larger than the 35,000-square-foot LL-1 minimum lot area shown in the City's dimensional chart.**

We recognize that gross parcel size alone does not determine a site's tree-credit obligation because Tree Canopy Site Area excludes critical areas, buffers, and certain setbacks. That is precisely why we ask whether staff's analysis distinguished among the actual Tree Canopy Site Area, buildable area, existing mature canopy, development type, and environmental constraints of the permits relied upon before recommending one uniform reduction for all SR-1 parcels.



The aerial context shows that this remaining canopy area is surrounded by more intensive housing, commercial development, transportation corridors, and hard surfaces in BelRed and Wilburton. **We respectfully ask whether staff's implementation analysis distinguished between typical minimum-size SR-1 lots and substantially larger, mature-canopy parcels with connected mature canopy that**

**may support wildlife movement tribuand watershed constraints before recommending a uniform reduction in SR-1 tree-credit requirements.**

This distinction matters. A citywide amendment designed to address outcomes on relatively small SR-1 lots may not be appropriately tailored to unusually large, environmentally constrained SR-1 parcels in the East Kelsey Creek watershed. The relevant question is not simply whether all SR-1 lots should receive the same reduced credit requirement. It is whether staff has distinguished among actual parcel size, buildable area, mature canopy condition, critical-area constraints, and watershed function before applying a uniform reduction.

We also understand that staff's immediate concern may be the scale of replacement-tree credits or fees triggered by certain SR-1 projects. But that concern does not fully answer the separate question of what happens to existing mature canopy. Lowering the tree-credit obligation may make the code more workable for some applicants, but it may also reduce the practical incentive to retain mature trees or provide replacement that meaningfully offsets their loss. Mature, full-canopy trees provide shade, rainfall interception, habitat structure, wildlife cover, cooling, and stormwater benefits that newly planted replacement trees cannot provide for many years.

For the same reason, reliance on the Critical Areas Ordinance alone does not fully resolve the connected-corridor concern. The CAO protects streams, wetlands, buffers, and certain specifically identified habitat areas. But connected mature canopy between streams, parks, ravines, and open spaces may fall outside mapped critical-area buffers or specifically designated corridors. Those upland trees can still provide cover, stepping-stone habitat, stormwater infiltration, and safer wildlife movement between habitat blocks. Critical-area buffers protect important pieces of the system, but they do not necessarily protect the connective tissue between them.

This is why the Planning Commission discussion is important. Commissioners Kennedy and Ferris encouraged staff to speak with the Kelsey Creek neighborhood about whether local conditions near critical areas, parks, preserves, and wildlife corridors warrant a more tailored approach. Commissioner Khanloo likewise urged the City to "figure out something" for distinctive SR-1 areas, identifying Kelsey Creek, Enatai, and Bridle Trails as examples, and emphasized the importance of structuring tree credits in a way that incentivizes retention of existing trees. The mature tree canopy provides essential shade and cooling that help sustain habitat function. Those comments support a more site-sensitive approach rather than assuming that all SR-1 parcels present the same conditions. If staff's implementation concern is primarily driven by smaller or more typical 13,500-square-foot SR-1 lots, that does not by itself establish that the same reduction is appropriate for substantially larger East Kelsey Creek parcels whose size, canopy, and practical development potential may be closely tied to critical-area and watershed constraints.

Our earlier request also asked why this amendment is being characterized as a minor or low-controversy refinement. Staff's response explains why a recalibration may be warranted, but it does not explain why reducing SR-1 tree-credit requirements by approximately 60 percent for one-dwelling development and 62.5 percent for two-or-more-dwelling development is considered minor. The amendment may be narrow in scope because it applies to SR-1, but narrow in scope is not necessarily minor in effect.

Before final Council action, we respectfully request a written staff response addressing the following:

- Why a roughly 60 percent to 62.5 percent reduction in SR-1 tree-credit requirements is considered minor or low controversy;
- The number and characteristics of the SR-1 permits staff relied upon, including lot size, development type, tree-credit calculation, whether mature-tree removal occurred, and whether parcels were constrained by critical areas, buffers, slopes, wetlands, or other environmental limitations;
- Whether staff evaluated East Kelsey Creek's SR-1 canopy, stream and riparian connections., wildlife-movement function, and watershed conditions before recommending a uniform SR-1 reduction;
- Whether alternatives more narrowly tailored to demonstrated implementation problems were evaluated, such as additional retention credit, a site-specific adjustment process, or a limited hardship pathway;
- How staff will measure whether the amendment reduces retention of existing mature trees or lowers expected long-term canopy outcomes, rather than only reducing replacement-tree credits or fees; and
- Whether planning staff will meet with the East Kelsey Creek Neighborhood Association to identify whether distinctive SR-1 areas near streams, parks, preserves, or wildlife corridors warrant a more tailored approach that both addresses demonstrated implementation problems and better incentivizes retention of existing mature trees.

Our concern is not that every SR-1 parcel should be treated identically. It is that a citywide reduction should not proceed without showing why it is minor, whether the cited implementation problems are representative of environmentally constrained large-parcel SR-1 areas, and how the City will protect the mature-canopy and connected-watershed functions in the places where they are most important.

Before final action, we respectfully ask Council to direct staff to evaluate East Kelsey Creek's SR-1 mature canopy, connected private-property canopy, stream and riparian connections, watershed conditions, and environmentally constrained parcels. That evaluation should determine whether a uniform reduction in SR-1 tree-credit requirements is appropriate for areas with these conditions and report how the proposed reduction aligns with Bellevue's goals for tree canopy, wildlife habitat, stream function, stormwater management, and climate resilience.

We respectfully request that Council consider that evaluation and staff's findings before taking final action on the amendment.

Thank you again for your response and for considering these questions.

Respectfully,

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 8<sup>th</sup> 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  
Rock Creek Community Association  
On Behalf of Neighborhood Residents

#### **Bellevue Residents' Signatures**

Brianna Daniels  
Barbara Hughes  
Neha Lande  
Carol Kinsman  
Loretta Lopez  
Tammy Miller  
Nicole Myers  
Cheryl Wang  
Ching-Chao Wang  
Lee White  
Gary Wilke – Co-Chair of Rock Creek Community Association  
Linda Ulrich

## Nesse, Katherine

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**From:** Sam Whitehead <[swhitehead@intracorhomes.com](mailto:swhitehead@intracorhomes.com)>  
**Sent:** Tuesday, June 30, 2026 9:19 AM  
**To:** PlanningCommission  
**Subject:** Bellevue Planning Commission - Comment Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

You don't often get email from [swhitehead@intracorhomes.com](mailto:swhitehead@intracorhomes.com). [Learn why this is important](#)

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

Good morning,

I would like to add the following comment to the next Planning Commission meeting.

We do not believe the intent was to disadvantage property owners with larger lots in regard to middle housing. While a graduated FAR is currently applied to single unit developments in Table 20.20.390.B.1., footnote 2, we feel it is in the best interest of middle housing to include a graduated FAR for all proposed densities. Our proposed update, we believe, can simply be an edit of that footnote 2:

**“(2) For lots that are greater than 10,000 square feet, the higher FAR shall apply to the first 10,000 square feet, and square footage over 10,000 square feet shall be subject to the reduced FAR.”**

Or, and footnote (2) is no longer needed, column headers amended to:

**Floor Area Ratio for first 10,000 Square Feet of Lots. + Floor Area Ratio for Square Footage of Lots in Excess of 10,000 Square Feet.**

**Sam Whitehead | Acquisition Manager**  
cel 206.930.6039

INTRACORP NW, LLC | 411 1<sup>st</sup> Avenue South, Suite 650 | Seattle WA 98104 | [www.intracorhomes.com](http://www.intracorhomes.com)

Table 20.20.390.B.1.

Maximum Floor Area Ratio for Single-Family and Middle Housing

Number of <u>dwelling units</u> (1)	<u>Floor Area Ratio for Lots</u> 10,000 Square Feet or Less	<u>Floor Area Ratio</u> Greater than 10,000 Feet
1	0.5	0.3/0.5 (2)
2	0.6	0.5
3	0.8	0.6
4	1	0.7
5	1.2	0.75
6	1.5 (3)	0.9 (3)

(1) Up to 300 square feet per dwelling unit of middle housing used for parking or unheated be exempt from FAR.

(2) For lots that are greater than 10,000 square feet, 0.5 FAR shall apply to the first 10,000 square feet. Footage over 10,000 square feet shall be subject to the 0.3 FAR.

(3) Cottage housing developments may utilize the highest FAR applicable based on the size density of cottage housing development on a lot is controlled by maximum floor area ratio dwelling units per lot or dwelling units per acre. Therefore, there is no limit on the maximum lot, or dwelling units per acre, for cottage housing development. Cottage housing developments shall comply with otherwise applicable development regulations contained in LUC [20.20.250](#) and [20.20.538](#).

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## Nesse, Katherine

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**From:** phyllisjwhite@comcast.net  
**Sent:** Tuesday, June 30, 2026 3:11 PM  
**To:** Council; Malakoutian, Mo; Hamilton, Dave; Briar, Naren; Bhargava, Vishal; Nieuwenhuis, Jared; Sumadiwirya, Claire  
**Cc:** PlanningCommission; Whipple, Nicholas  
**Subject:** Why East Kelsey Creek Neighborhood Is Different

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Dear Mayor Malakoutian, Deputy Mayor Hamilton, Councilmembers Bhargava, Briar, Nieuwenhuis, Robinson, and Sumadiwirya,

East Kelsey Creek should not be treated as though its properties are interchangeable with ordinary SR-1 lots — or even with typical LL-1 lots.

Many parcels north of NE 8th Street are larger than Bellevue's LL-1 minimum lot size. Some are substantially larger than the LL-1 acres with only one home. But their size does not mean they are less constrained or more suitable for intensive redevelopment. In many cases, these are properties with more environmental sensitivity than a typical LL-1 lot: streams, wetlands, ravines, steep slopes, critical-area buffers, drainage features, mature forest canopy, and habitat connections are all part of the land.

Their gross acreage is not unused land. Much of it functions as watershed, habitat, canopy, drainage, and slope-stability infrastructure. The larger parcel size may be what allows one home to coexist with streams, buffers, mature trees, and the connected vegetation that supports Kelsey Creek.

A five-acre East Kelsey Creek property may look large on a zoning map. But once streams, wetlands, buffers, structure setbacks, slopes, tree-protection areas, and practical access are considered, the area that truly should be available for buildings, driveways, utilities, and other hard surfaces may be far smaller.

That is why a simple comparison of minimum lot sizes misses the point. Bellevue staff has suggested that SR-1 should receive the same lower tree-credit requirement as SR-2 through SR-4 because of its 13,500-square-foot minimum lot size. But East Kelsey Creek's large, environmentally constrained parcels are not comparable to ordinary smaller SR parcels — and they may be more environmentally sensitive than many LL-1 properties with no comparable stream, wetland, ravine, or wildlife-corridor conditions.

The relevant question is not how large a parcel appears on paper, the relevant question is how much of the parcel is genuinely a resource for development — and how much should be kept performing essential public functions, including filtering stormwater, stabilizing slopes, shading streams, supporting wildlife movement, maintaining connected mature canopy, and also importantly, serving as one of the qualities that characterizes our neighborhood's unique qualities?

In effect, the most environmentally sensitive large parcels may become the most attractive redevelopment targets, because their mature canopy and constrained upland areas are precisely where a lower tree-credit obligation can make a project easier to design and finance.

Over 95% of East Kelsey Creek Association residents favor environmental protections over allowing more than 2 housing units per lot. We are not against housing. These are the qualities of our neighborhoods residents wish to protect.

## **Bellevue Utilities and WDFW Have Explained What Is at Stake**

At Bellevue's October 2025 Planning Commission hearing, **Laurie Devereaux, Bellevue Utilities' Stream Team Program Administrator**, showed the Commission images and video of **beavers, Great Blue Herons, bald eagles, bats, river otters, deer, cutthroat trout, native fish salmonids and other wildlife using Bellevue's stream corridors.**

She described Bellevue's streams as **"shiny little gems linking the city's parks and neighborhoods."** This phrase should matter as Bellevue considers lowering the minimum tree protections for redevelopment in SR-1.

Kelsey Creek's value does not depend only on the water inside the channel. It depends on streamside vegetation, shade, food sources, water quality, mature upland canopy, stormwater function and the ability of wildlife to move through a heavily developed city.

The Planning Commission minutes describe how vegetated streambanks provide safe passageways not only for aquatic life, but also for terrestrial species moving through Bellevue's developed areas.

### **WDFW Warned That the Proposed Buffers Are Not Enough**

At the same Planning Commission hearing, Morgan Krueger, **Regional Land Use Planner of the Washington Department of Fish and Wildlife** of the Washington Department of Fish and Wildlife told the Commission that Bellevue lies within **Tier 1 and Tier 2 priority habitat areas** for federally listed Chinook salmon and that many of Bellevue's waterways are already impaired under the Clean Water Act.

She noted that regional Chinook populations are **below 10% of historic levels** and said Bellevue's policies should reflect **Best Available Science to support recovery for future generations.**

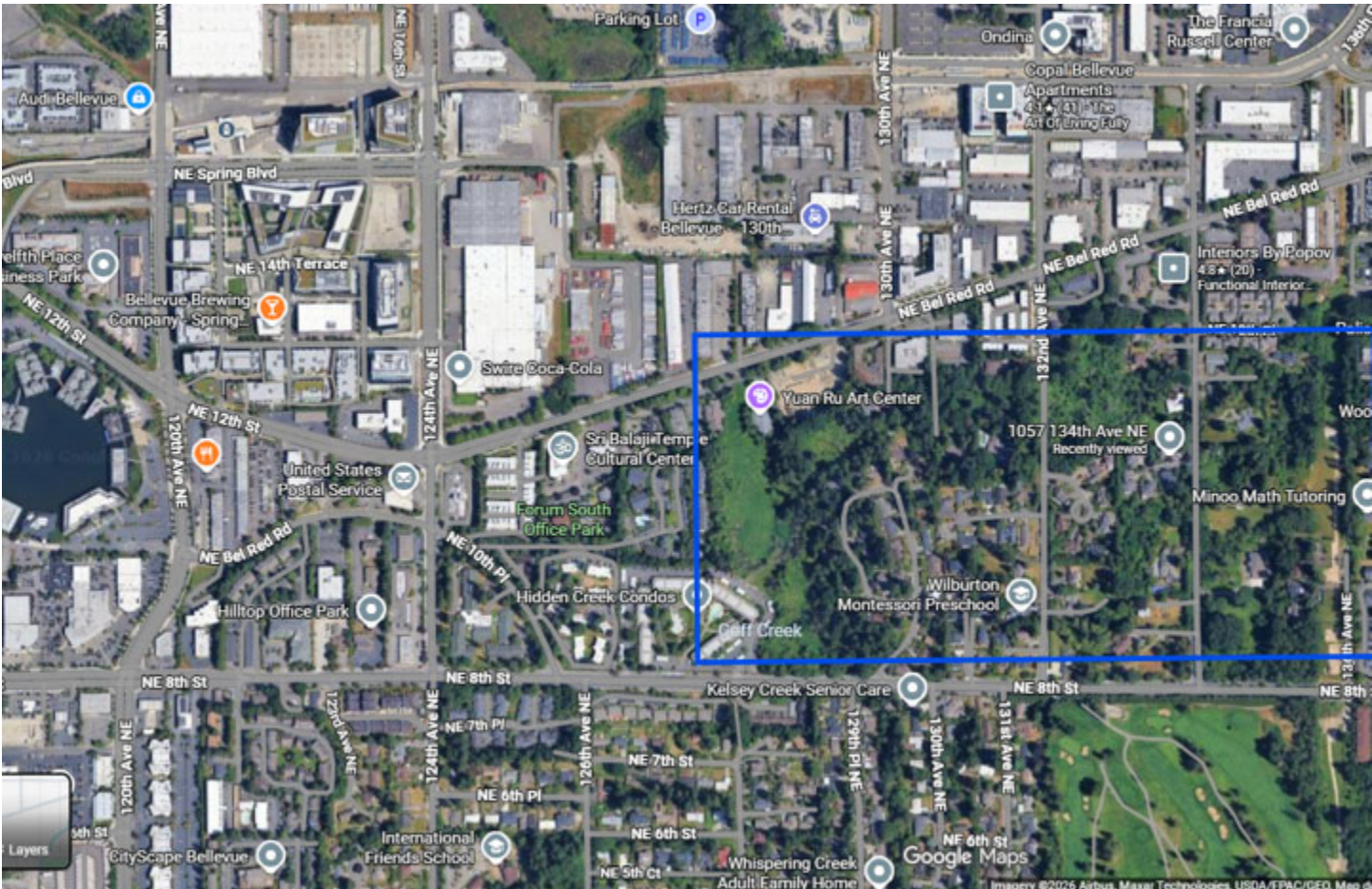
**Krueger also stated that many Bellevue waterways are listed as impaired because they do not meet basic water-quality standards. She warned that the draft's 75-foot and 50-foot buffers would not adequately protect water-quality functions.**

His point was especially important for small streams.

Non-fish-bearing Type N streams are often treated as less significant because fish may not live in them year-round. But Krueger explained that these streams can be heavily degraded and still flow directly into Lake Washington and other fish-bearing waters. Inadequate buffers around those upstream channels can contribute to pollution and habitat impacts throughout the watershed.

She urged Bellevue to adopt a minimum 100-foot vegetated buffer for both perennial and seasonal Type N streams.

**These are animals living in our neighborhood trees visiting our cul-de-sac our SR-1 neighborhood:**



Great Blue Heron - protected under the federal [Migratory Bird Treaty Act](#)



Bald Eagles are strictly protected under federal and state laws.



Bobcat on my neighbor's fence.



This is an argument for planning growth carefully, not an argument against housing.

Bellevue has designated substantial areas for higher-intensity housing, including **Downtown, BelRed, Wilburton, East Main, and other mixed-use and transit-oriented centers**. The City is growing now at a rapid pace. Protecting remaining mature-canopy and watershed-constrained neighborhoods is recognizing the value of our differences and natural resources.

Thank you for your consideration.

Respectfully,

Phyllis White

East Kelsey Creek Neighborhood Association (Wilburton)  
Board President



# Bellevue Planning Commission

July 8, 2026

## PLANNING COMMISSION AGENDA ITEM

### SUBJECT

Great Neighborhoods Program: Review of Full Draft of Eastgate Neighborhood Area Plan

### STAFF CONTACTS

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### POLICY ISSUES

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

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

### DIRECTION NEEDED FROM THE PLANNING COMMISSION

**ACTION**



**DIRECTION**



**INFORMATION ONLY**



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

## **BACKGROUND**

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

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

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

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

## **WORK PROGRAM**

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

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

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

### **COMMUNITY ENGAGEMENT IN PHASE 3 (REFINE)**

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

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

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

#### **Community Feedback**

When sharing these policies with the public for review at the open house, participants generally agreed that policies support the stated vision and goals for Eastgate. Several comments stressed the importance of coordinating with transit agencies on bus service due to loss of several local bus routes and lack of bus stops near community destinations. There were mixed opinions regarding policies on affordable housing and Bellevue Airfield Park achieving the neighborhood area vision, with comments on the latter emphasizing maintaining greenspace in that area.

Overall support was also expressed through the online survey. Policies seen as strongly supporting Eastgate’s goals and vision were focused on neighborhood beautification, coordination with WSDOT on relieving congestion and minimizing traffic impacts during construction, provision of access to the Mountains to Sound Greenway trail, and expansion of the active transportation network and pedestrian crossing opportunities. Policies seen as less supportive of Eastgate’s goals and vision were focused on cultural and sports tourism, affordable housing, expansion of City-owned capital facilities, and regional aquatic facility development. Several comments pointed out these opportunities as having traffic, safety, and/or livability impacts on existing residential areas, and a desire for policies to support amenities that serve the needs of people who live in the neighborhood.

### Board and Commission Feedback

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

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

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

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

### Community Engagement Report

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

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

### **NEIGHBORHOOD AREA PLAN STRUCTURE**

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

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

### **EASTGATE NEIGHBORHOOD AREA PLAN POLICIES**

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

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

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

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

Neighborhood Identity

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

Policies reinforce Eastgate’s identity as a convenient, green, and welcome neighborhood, as reflected in its diverse community, excellent access to recreation and wilderness, mature trees, and proximity to the Interstate 90 corridor and Mountains to Sound Greenway.

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

	<b>Public Review Draft (May 2026)</b>	<b>Planning Commission Review Draft (June 2026)</b>	<b>Staff Analysis</b>
<b>S-EG-N1</b>	Facilitate Eastgate as a year-round recreation and tourism destination by increasing opportunities for cultural and sports facilities and entertainment.	Facilitate the development of cultural and sports facilities <u>in Eastgate’s mixed-use areas</u> to support year-round <u>activities</u> .	Several survey comments expressed concern for neighborhood impacts, as well as a desire to focus on neighborhood-serving facilities. Arts Commission additionally noted that there were many different uses prioritized in this policy that could be conflated. Policy updated to clarify geographic applicability, and to focus the policy intent to better align with community feedback.
<b>S-EG-N5</b>	Use distinctive features at entry points into Eastgate that create a sense of arrival from freeways, the Mountains to Sound Greenway trail, and major arterials in the neighborhood area.	Use <u>art and other creative elements at thresholds</u> into Eastgate that create a sense of arrival from freeways, the Mountains to Sound Greenway trail, and major arterials in the neighborhood area.	Policy updated to clarify “distinctive features” as “art and other creative elements”.
<b>S-EG-N8</b>	Increase affordable housing opportunities through maintenance and rehabilitation of existing housing stock and creation of new affordable housing.	<i>No change proposed.</i>	Several survey comments expressed concern regarding affordable housing impacts on neighborhood scale and safety. This policy affirms regional direction in King County Countywide Planning

			policies, as well as citywide direction in the Comprehensive Plan and Affordable Housing Strategy, on addressing the entire spectrum of housing needs in the city.
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Mixed Use Centers and Neighborhood Centers

Eastgate’s Mixed Use Center is identified in the King County Countywide Planning Policies (CPPs) as a Candidate Countywide Center for directing future funding and growth. The CPPs direct plans covering a Countywide Center to provide transit-supportive densities for jobs and residents, as well as support tools in the plan to provide affordable housing, assess historic and cultural assets, address risk for displacement of residents and businesses, and support transit access and active transportation. Eastgate also has a Neighborhood Center south of Interstate 90 at Eastgate Plaza; Neighborhood Centers are planned as commercial and mixed-use developments that provide goods, services, and amenities for nearby residents.

Policies strengthen key assets within the Eastgate Mixed Use Center, including the Eastgate Park-and-Ride, Bellevue College, Eastgate Housing Campus (Plymouth Crossing, Eastside Men’s Shelter, and Polaris at Eastgate), and local retailers, by supporting their continued growth and integration into the community as Bellevue plans for high-capacity transit.

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

	<b>Public Review Draft (May 2026)</b>	<b>Planning Commission Review Draft (June 2026)</b>	<b>Staff Analysis</b>
<b>S-EG-N9</b>	Work to site and expand City-owned capital facilities to meet increased housing and job growth in the area.	Work to site and expand City-owned capital facilities to meet increased housing and job growth <u>and demand for public services</u> in the area.	Policy updated to clarify “City-owned capital facilities” as necessary to meet demand for public services in a growing neighborhood, such as fire, police, and utilities.

Community Gathering Spaces

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

Policies support improved connections to nearby trails and community parks such as Eastgate Park and Robinswood Park, and the development of new neighborhood parks and gathering spaces. The completion of the Mountains to Sound Greenway trail and Bellevue Airfield Park is a priority for serving local and regional recreation and open space needs.

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

	<b>Public Review Draft (May 2026)</b>	<b>Planning Commission Review Draft (June 2026)</b>	<b>Staff Analysis</b>
<b>S-EG-N23</b>	Collaborate with Bellevue College to strengthen the campus as a cultural hub with amenities that enhance the student and employee experience.	Collaborate with Bellevue College to strengthen the campus as a cultural hub <u>through community partnerships</u> and amenities that enhance the student and employee experience.	Parks and Community Services Board noted that Bellevue College benefits the entire community, not just students and employees. Arts Commission additionally noted opportunities within this policy to advocate for greater public access to arts and cultural spaces within the college. Policy updated to include community partnerships as a component of fostering Bellevue College as a cultural hub.
<b>S-EG-N26</b>	Work to acquire property or secure easements on private property to provide additional entry points into local trails and parks.	Work to acquire property or secure easements on private property to provide additional entry points into <u>and connections</u> between local trails and parks.	Parks and Community Services Board desired more connecting paths between trails and parks. Policy updated to support parks and trail connectivity through property acquisitions and easements.
<b>S-EG-N29</b>	Support the development of a regional aquatic facility that is connected to its surroundings and serves a full range of recreation, health, and wellness needs.	Support the development of a <u>planned</u> regional aquatic facility that is connected to its surroundings and serves a full range of recreation, health, and wellness needs.	Several survey comments expressed concern for the facility’s impact on traffic and the natural setting. The regional aquatic center is clarified as part of the adopted Bellevue Airfield Park Master Plan. This policy, combined with other plan policies, provides guidance so that the future regional aquatic facility is integrated

			into the neighborhood’s land use, transportation, and environmental context as it proceeds through design and construction.
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Mobility and Access

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

Policies contribute to a safe, complete, and convenient transportation network where Interstate 90, Mountains to Sound Greenway, and Eastgate Park-and-Ride connect people to destinations across the region; while local streets and arterials connect people to destinations within their neighborhoods.

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

	<b>Public Review Draft (May 2026)</b>	<b>Planning Commission Review Draft (June 2026)</b>	<b>Staff Analysis</b>
<b>S-EG-N35</b>	Design and implement wayfinding within the neighborhood with directions to transit and active transportation facilities.	Design and implement wayfinding within the neighborhood with directions to transit and active transportation facilities, <u>including at thresholds into the neighborhood area.</u>	Parks and Community Services Board noted that the thresholds described in S-EG-N5 are also wayfinding opportunities. Policy updated to emphasize this point.

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

Environment

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

Policies promote the health of Eastgate’s natural systems, including its streams, while identifying opportunities to incorporate recreational elements so these features can be more easily experienced by the community.

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

	<b>Public Review Draft (May 2026)</b>	<b>Planning Commission Review Draft (June 2026)</b>	<b>Staff Analysis</b>
<b>S-EG-N42</b>	Explore opportunities to integrate nature trails and viewing areas into streams and greenbelts.	Explore opportunities to integrate nature trails and viewing areas into stream <u>corridors</u> and greenbelts.	Several comments expressed concern for impacts on local wildlife. Policy builds upon existing nature trail opportunities within the neighborhood today. Public stewardship of natural areas is a City priority, and trail opportunities can also support habitat restoration and enhancement.

**EASTGATE URBAN DESIGN FRAMEWORK**

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

The *Enhancing Neighborhood Connectivity* concept provides guidance on: 1) opportunities to enhance walking and biking connections to neighborhood destinations; 2) connections within larger blocks and development sites; 3) improved pedestrian safety at intersection and midblock crossings; and 4) arterial streetscape enhancements.

In the concept map for Eastgate, arterials and local streets alike are illustrated as safe, convenient, and attractive corridors to walk and bike to access nearby parks, retail, regional transit connections, and community facilities.

Policies that support improvement opportunities include: S-EG-N7, S-EG-N25, S-EG-N32, S-EG-N34, S-EG-N36, and S-EG-N37.

The *Enhancing Neighborhood Gathering Spaces* concept provides guidance on: 1) programming and activation of “third places” with community partners; 2) potential new neighborhood parks in areas that are not well-served by parks and open space today; 3) enhancement to natural

features such as streams and wetlands; and 4) visual markers reflecting the unique identity of the neighborhood.

In Eastgate, the concept map illustrates community having walkable access to a variety of indoor and outdoor gathering spaces and trails on both sides of Interstate 90.

Policies that support improvement opportunities include: S-EG-N5, S-EG-N21, S-EG-N22, S-EG-N23, S-EG-N24, S-EG-N27, S-EG-N41, S-EG-N42, and S-EG-N43

### **CONFORMANCE UPDATES TO VOLUMES 1 AND 2 OF COMPREHENSIVE PLAN**

A revised neighborhood areas map (previously referred to as subareas) was adopted into the Comprehensive Plan in 2015, as subarea boundaries had not been updated in many years. The Eastgate neighborhood area covers parts of the Eastgate, Richards Valley, and Newcastle subareas, as shown in **Attachment E**. The Comprehensive Plan provides guidance on how to address previous boundaries and policies through the neighborhood area planning process:

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

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

- Repeal policies in the Eastgate and Newcastle subarea plans that are specific only to portions of that subarea that would now be covered and addressed through the Eastgate neighborhood area plan.
  - Within the Eastgate subarea, this includes the Eastgate Housing Campus, Eastgate Transit-Oriented Development (TOD), and office areas north of Interstate 90 and residential areas south of Interstate 90.
  - Within the Newcastle subarea, this includes residential areas south of Interstate 90 approximately between SE 40<sup>th</sup> St to the north and SE 46<sup>th</sup> St to the south
- Update S-EG.1 Eastgate Planning Districts to show areas superseded by the Eastgate neighborhood area plan
- Repeal the Richards Valley Land Use Plan in the Richards Valley subarea plan, as they no longer reflect the Future Land Use Map or neighborhood area planning boundaries

The amended policies and figures are included in **Attachment F**. Policies that would remain in the Eastgate subarea plan will be addressed as part of the Lake Hills and West Lake Sammamish neighborhood area plan updates, anticipated to be initiated by Council on July 28. Upon the completion of these neighborhood area plans, the Eastgate subarea plan will be repealed in full.

## **PLANNING COMMISSION REVIEW**

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

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

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

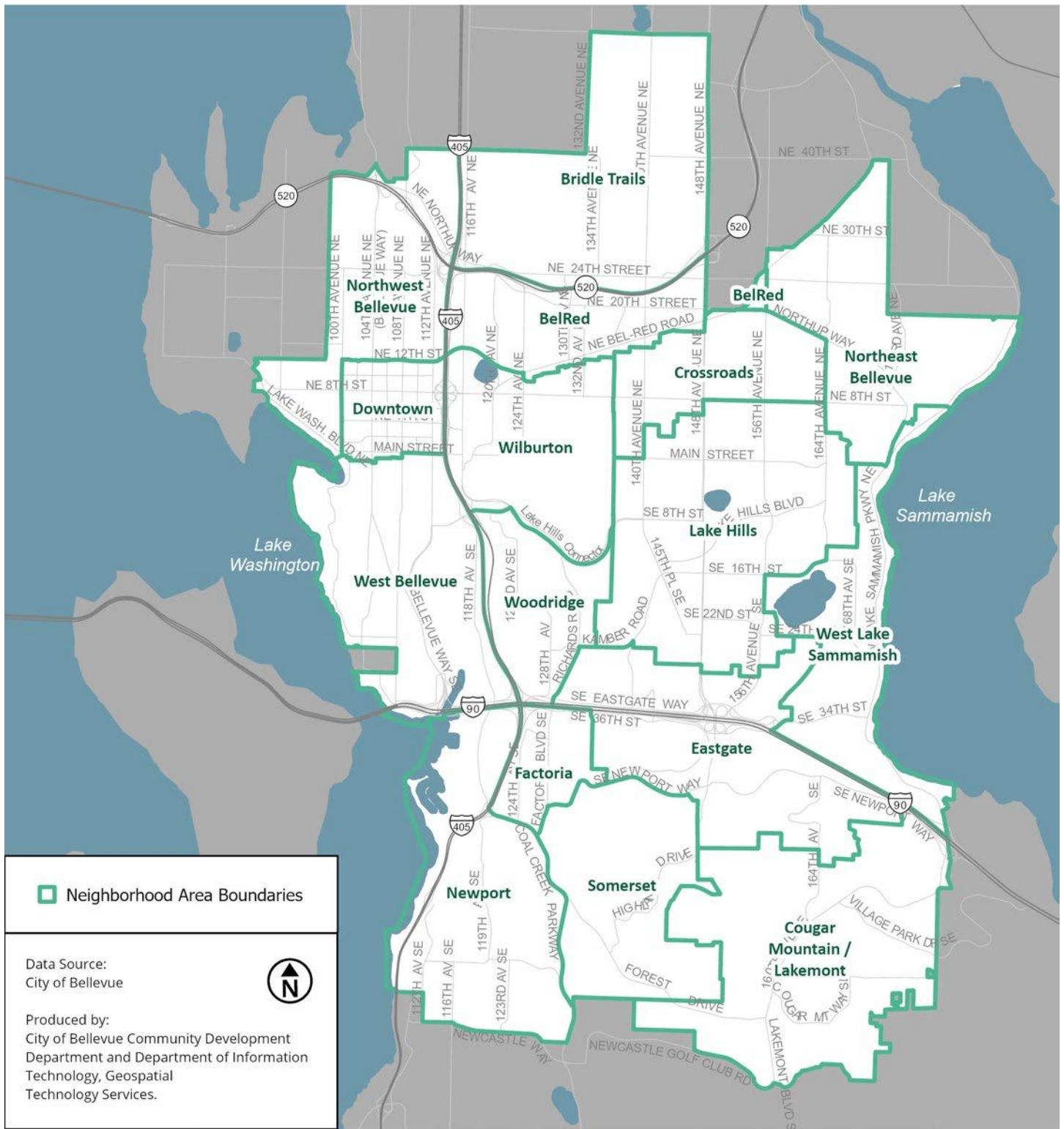
At tonight's meeting, staff will request direction from the Planning Commission to set the public hearing for the Eastgate Neighborhood Area Plan CPA.

## **ATTACHMENTS**

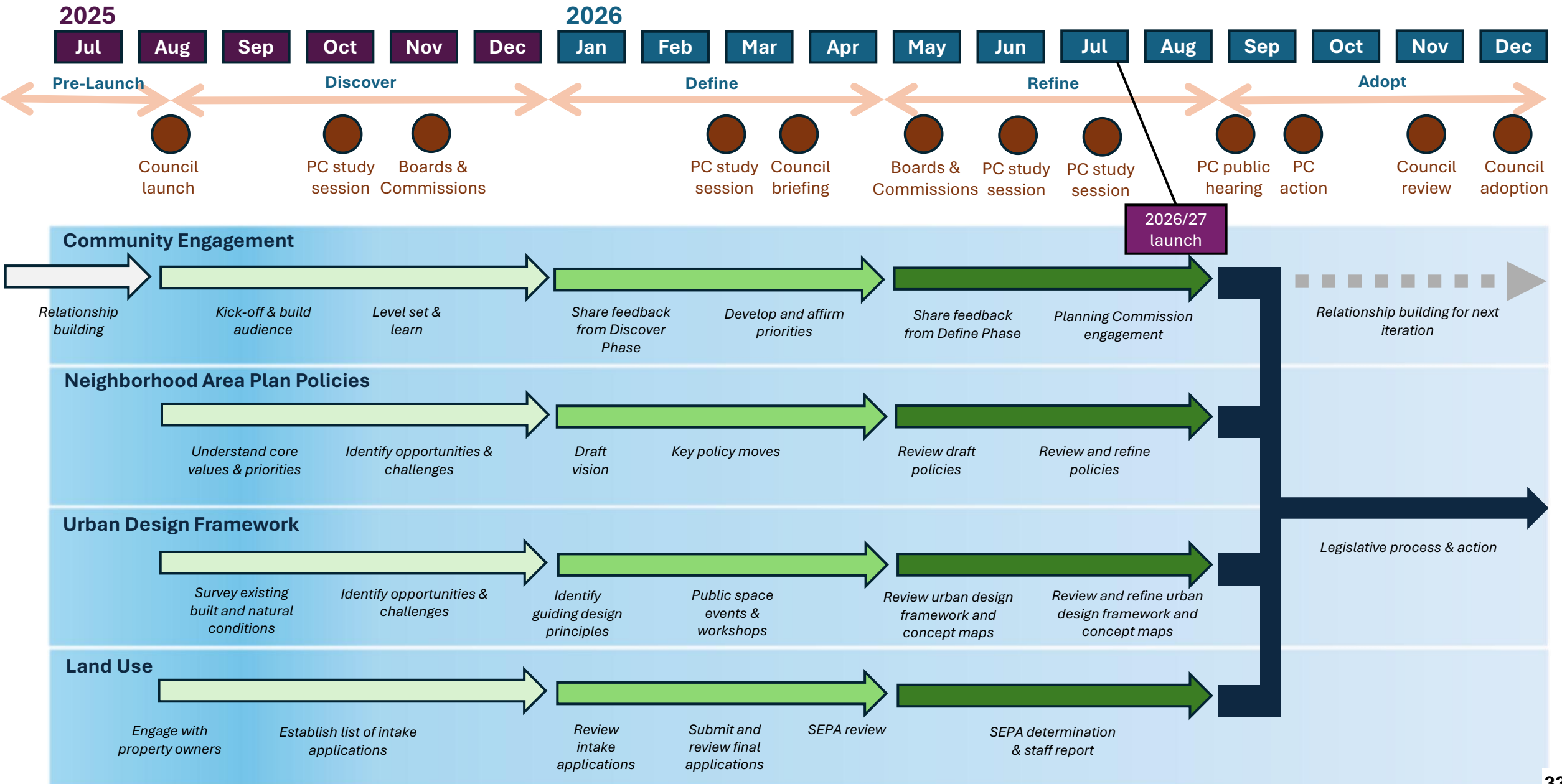
- A. Neighborhood Area Boundaries (Map NH-1)
- B. Project Timeline
- C. Eastgate Community Engagement Report - Phases 2 and 3
- D. Draft Eastgate Neighborhood Area Plan
- E. Eastgate Neighborhood Area and Subarea Boundaries
- F. Subarea Plan Updates associated with Eastgate Neighborhood Area Plan CPA

## Map NH-1. Neighborhood Area Boundaries

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



# Great Neighborhoods: Eastgate & Factoria CPA Project Schedule



# GREAT NEIGHBORHOODS



## Eastgate Engagement Report

Phase 2–Define & Phase 3–Refine



# Executive Summary

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

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

Between both the **Define** and **Refine** phases, the team connected with 251 at in-person events, had 47 contributions on our online engagement hub Engaging Bellevue, and received 141 responses to an online policy survey.

The planning team developed a full draft plan for Eastgate. Community feedback incorporated into draft policies includes better maintenance of vegetation and sidewalks, enhanced tree canopy, preserving and fostering local retail, improving public safety, increased parks and community gathering spaces, better walkability and bus access, and better access to nature trails, greenbelts, and parks within the neighborhood. These policies are supported by narrative on Eastgate's history, opportunities and challenges, and potential urban design improvements.

## What's Next?

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

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

# Introduction

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

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

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

## Mixed Use and Neighborhood Centers

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

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

## Project Scope

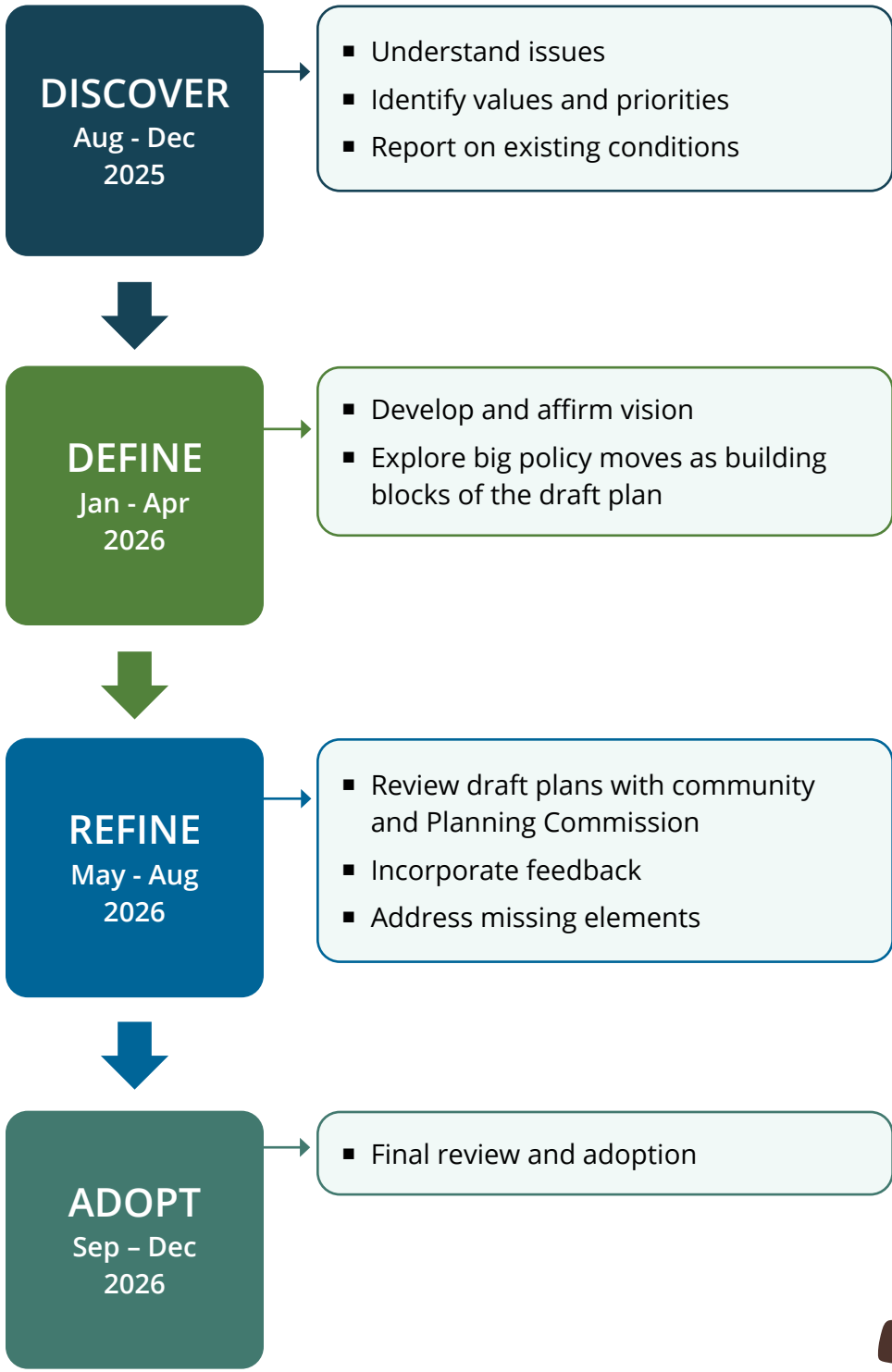
As part of the Great Neighborhoods program, City Council initiated updates to the neighborhood area plans for Eastgate and Factoria in August 2025. This process will repeat in cycles until all sixteen neighborhood area plans have been updated.

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

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

# Project Timeline

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



# Summary of Outreach and Input (Define Phase)

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

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

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

## Informational Video

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

## Urban Design Workshop

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

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

## Policy Moves

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



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



*Participants at the urban design workshop*

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

## Community Partner Events

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

### Vasa Creek Woods Apartments

Approximately 25 senior residents participated in a mapping exercise at Vasa Creek Woods Apartments, including several Chinese- and Korean-speaking community members. Participants identified a need for improved pedestrian safety along Newport Way SE, including additional streetlights, signalized crosswalks, and protected bike lanes. Residents also highlighted opportunities to better connect the neighborhood to nearby amenities like the South Bellevue Community Center through enhanced wayfinding and transit access.



*Participants at Vasa Creek Woods Apartments*

### South Bellevue Community Center

During this tabling event, approximately 30 individuals, including 11 Chinese-speaking community members, identified the need for better streetlights, sidewalks for multimodal use, as well as to drainage systems along Richards Creek. Community members also desired more indoor recreational spaces for kids.



*Example of input from tabling at South Bellevue Community Center*

## Newport Way Library

The Newport Way Library event engaged approximately 10 adults and 3 children, including three Chinese-speaking and one Korean-speaking community member. Participants desired additional public multi-use gathering spaces, like music venues, and activities along pedestrian corridors. They also identified a need for additional grocery stores.

## Eastgate Community Association

The Eastgate Community Association engaged 13 participants at their spring meeting. Participants highlighted the need for improved pedestrian infrastructure throughout the neighborhood, including sidewalks, public seating, streetlights, walking paths, and traffic calming. They also emphasized the importance of protecting large trees and preserving the neighborhood's tree canopy. Participants expressed interest in expanding public amenities such as weatherproof gathering areas, small corner stores, public art installations, and playgrounds.

## Bellevue College

Approximately 15 adults, mostly faculty and staff, participated in a mapping exercise at Bellevue College. In Eastgate, participants identified opportunities to enhance trail connections between Bellevue College, Robinswood Park, and Bellevue Airfield Park, as well as a need for additional food services and retail near campus.

## St. Margaret's Episcopal Church

Approximately 19 adults and one child attended a community presentation at St. Margaret's Episcopal Church in Factoria. For Eastgate, participants desired better pedestrian crossings north of Interstate 90, improved wayfinding to public facilities, and better access points to Eastgate Park and the South Bellevue Community Center.



*Participants at St. Margaret's Episcopal Church*

## Plymouth Crossing

Approximately 13 adults provided input at Plymouth Crossing, a permanent supportive housing development located in the Eastgate Housing Campus. Participants identified a need for additional retail, food services, and public spaces near Plymouth Crossing and the Eastgate Park-and-Ride, bus stop improvements to serve residents with mobility issues, and faster, more direct bus routes to Factoria. They also desired improvements along the Interstate 90 pedestrian bridge, including enhanced lighting, safety measures, and beautification.



*Participants at Plymouth Crossing*

## Polaris at Eastgate

Approximately 10 adults participated in a tabling event at the Polaris at Eastgate, an affordable housing development located in the Eastgate Housing Campus. Participants identified a need for additional public amenities and infrastructure improvements in Eastgate, including sidewalks, bus shelters, open spaces, food services, and safe spaces for children to wait for the bus.

## PorchLight Eastside Men's Shelter

Approximately five participants, all staff, provided input at PorchLight's Eastside Men's Shelter in the Eastgate Housing Campus. The shelter helps unhoused men in East King County through safe shelter and comprehensive support. Participants identified a need for pedestrian improvements in Eastgate, including sidewalks, streetlighting, easily accessible and weather-protected bus shelters, and more community spaces such as dog parks or community gardens.

## Factoria Mall

Approximately 23 adults and 2 children provided input at the tabling event in Factoria Mall. Participants identified a need for more third spaces and improved pedestrian infrastructure in Eastgate.

## T-Mobile Headquarters

Approximately 50 individuals provided input during the tabling event at T-Mobile Headquarters. For Eastgate, participants desired more activities and destinations near the SE 36th Street office corridor, a direct bus connection to the 2 Line light rail, and improvements to flooding issues along Richards Creek.

## Online Engagement Opportunities

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

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



*Participants at Porchlight Eastside Men's Shelter*



*Example of input from tabling at T-Mobile Headquarters*

Respondents emphasized improving public safety, walkability, and pedestrian and bike connectivity, while protecting and increasing tree canopy and parks. Respondents supported multimodal infrastructure, better connections to trails, integrated greenery in future affordable housing, new trails and recreational opportunities, and community hubs. Respondents also supported local businesses as community hubs and increasing connectivity and mobility throughout the neighborhood (including north-south connectivity across Interstate 90).

The environment around Eastgate was noted for its safety challenges and lack of amenities. Key concerns include traffic congestion and a lack of retail, particularly around the Eastgate Transit-Oriented Development (TOD). Feedback highlighted the importance of small businesses, existing hubs like Newport Library and Eastgate Park, and creating additional flexible gathering spaces, especially near the north side of Interstate 90 and Bellevue College. Respondents also suggested adding crosswalks, addressing gaps in sidewalks, activating underused areas with parks, cafes, and recreational facilities, and adding more public art and wayfinding to enhance safety, vibrancy, and neighborhood feel.

## How was this input used? (Define Phase)

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

## Summary of Outreach and Input (Refine Phase)

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

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

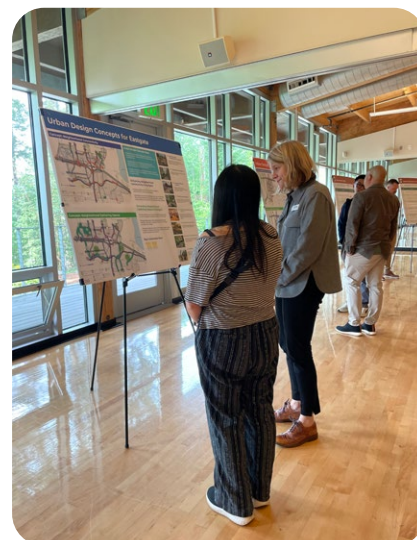
### Open House

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

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

Policies generally were seen as supporting the stated vision and goals for Eastgate. Reoccurring comments included:

- Several participants wanted to see affordable housing opportunities that fit in with neighborhood context.
- Several participants affirmed the importance of coordinating with transit agencies on bus service due to the loss of several local bus routes and the lack of bus stops near community destinations.
- Several participants noted the importance of natural greenspace for Bellevue Airfield Park.
- Several participants wanted better clarity between the neighborhood area boundary and the different smaller neighborhoods within the neighborhood area.



*Participants at the open house*

## Online Survey

An online survey was made available between May 4 and May 25 and advertised through the city website, project mailing lists, and social media. Participants indicated whether they saw the proposed policies supporting the stated vision and goals for Eastgate and optionally chose to provide written comments. 141 people responded to the survey.

Policies generally were seen as supporting the stated vision and goals for Eastgate. Policies seen as strongly supporting Eastgate's goals and vision were focused on neighborhood beautification, coordination with WSDOT on relieving congestion and minimizing traffic impacts during construction, access to the Mountains to Sound Greenway trail, and expansion of the active transportation network and pedestrian crossing opportunities.

Policies seen as less supportive of Eastgate's goals and vision were focused on cultural and sports tourism, affordable housing, expansion of City-owned capital facilities, and regional aquatic facility development. Several comments pointed out these opportunities as having traffic, safety, and/or livability impacts on existing residential areas, and a desire for policies to focus on neighborhood-serving amenities.

## Boards and Commissions

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

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

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

## Support for Equitable Engagement

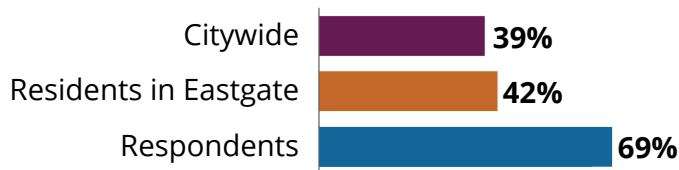
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Reporting on demographic information of participants was challenging during the Define and Refine phases. Most activities during these phases were drop-in events, where the format didn't allow for easy data collection. Additionally, demographic questions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

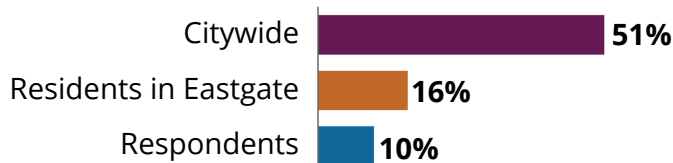
The online policy survey provided the most structured opportunity for collecting demographic data, which allows staff to understand how participation aligns with both neighborhood-level and city-wide demographics.

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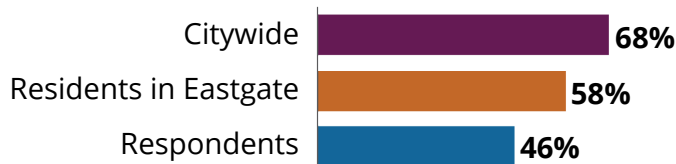
### People Ages 45 and Older



### People who Rent

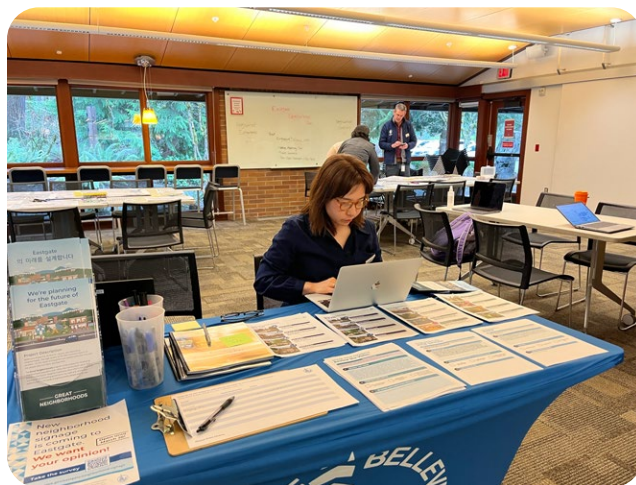


### People of Color



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

The planning team took additional steps to connect with diverse communities including meeting with seniors at Vasa Creek Woods Apartments (many of whom were Chinese- and Korean-speaking residents), tabling at community locations where many families gather such as South Bellevue Community Center, meeting with faith communities, connecting with students and faculty at Bellevue College, and engaging residents and service providers at the Eastgate Housing Campus, which provides shelter, housing, and services for more than 1,500 community members of varied incomes.



*Tabling at Newport Way Library, a popular gathering place for the community*

## How was this input used? (Refine Phase)

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



*Participants at the open house*



# Appendices

# Appendix 1: Urban Design Workshop Summary

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# PUBLIC SPACE WORKSHOP SUMMARY

## Bellevue Great Neighborhoods Program: Factoria and Eastgate

March 2026

### BACKGROUND

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

### INTRODUCTION

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

### FACTORIA OBSERVATIONS AND KEY FINDINGS

#### Infrastructure Improvements

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

#### Community Spaces

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

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

## Vision

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

## Goal/Policy Moves

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

## EASTGATE OBSERVATIONS AND KEY FINDINGS

### Infrastructure Improvements

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

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

### Community Spaces

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

### Vision

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

### Goal/Policy Moves

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

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

# BELLEVUE GREAT NEIGHBORHOODS

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

### FACTORIA

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

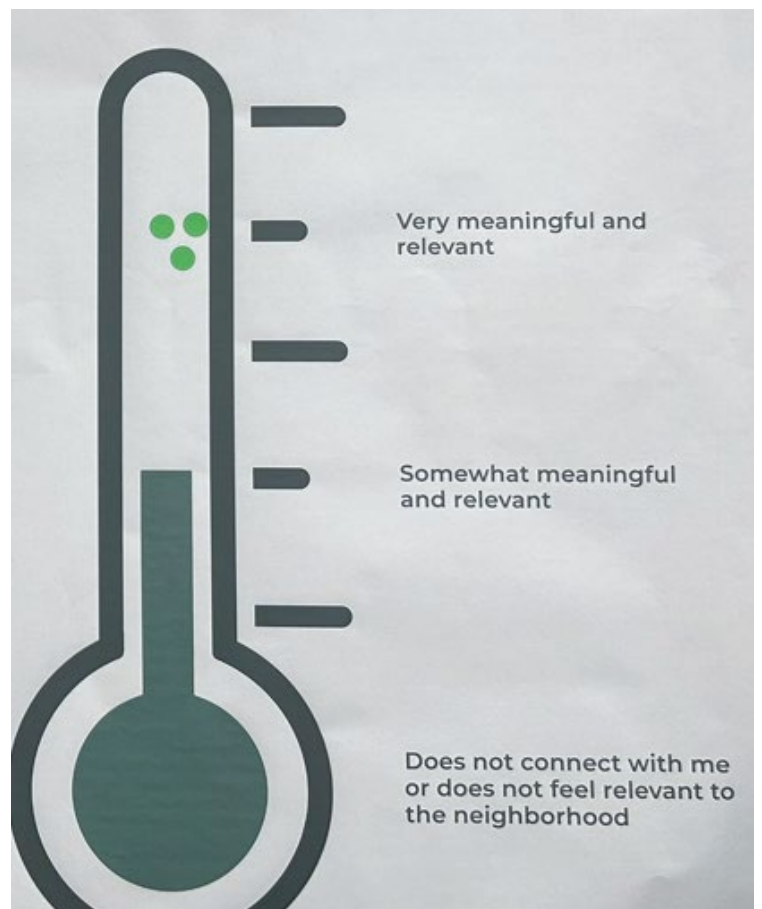
#### SHARE YOUR FEEDBACK – REVIEW THE VISION

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

#### TELL US YOUR OPINION ON GOALS AND POLICY MOVES

##### *Neighborhood Identity*

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



### *Mixed Use & Neighborhood centers*

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

### *Community Gathering Spaces*

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

### *Mobility & Access*

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

## Environment

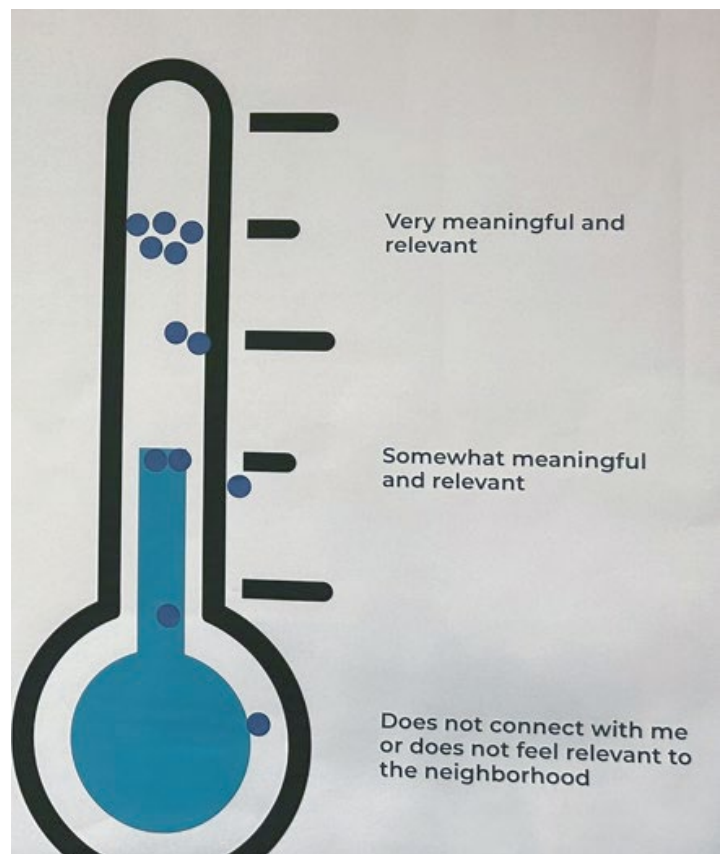
- **What improvements would support these goals and policy moves?**
  - More plants
  - Prioritize native plants and include identification of plants for residents
  - Reduce surface parking and prioritize stream habitat enhancement/protection.
- **Is there anything that is missing that these goals and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

## EASTGATE

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

### SHARE YOUR FEEDBACK – REVIEW THE VISION

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



## TELL US YOUR OPINION ON GOALS AND POLICY MOVES

### *Neighborhood Identity*

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

### *Mixed Use & Neighborhood centers*

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

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

### *Community Gathering Spaces*

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

### *Mobility & Access*

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

## *Environment*

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



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

Place an icon sticker where you like to see:

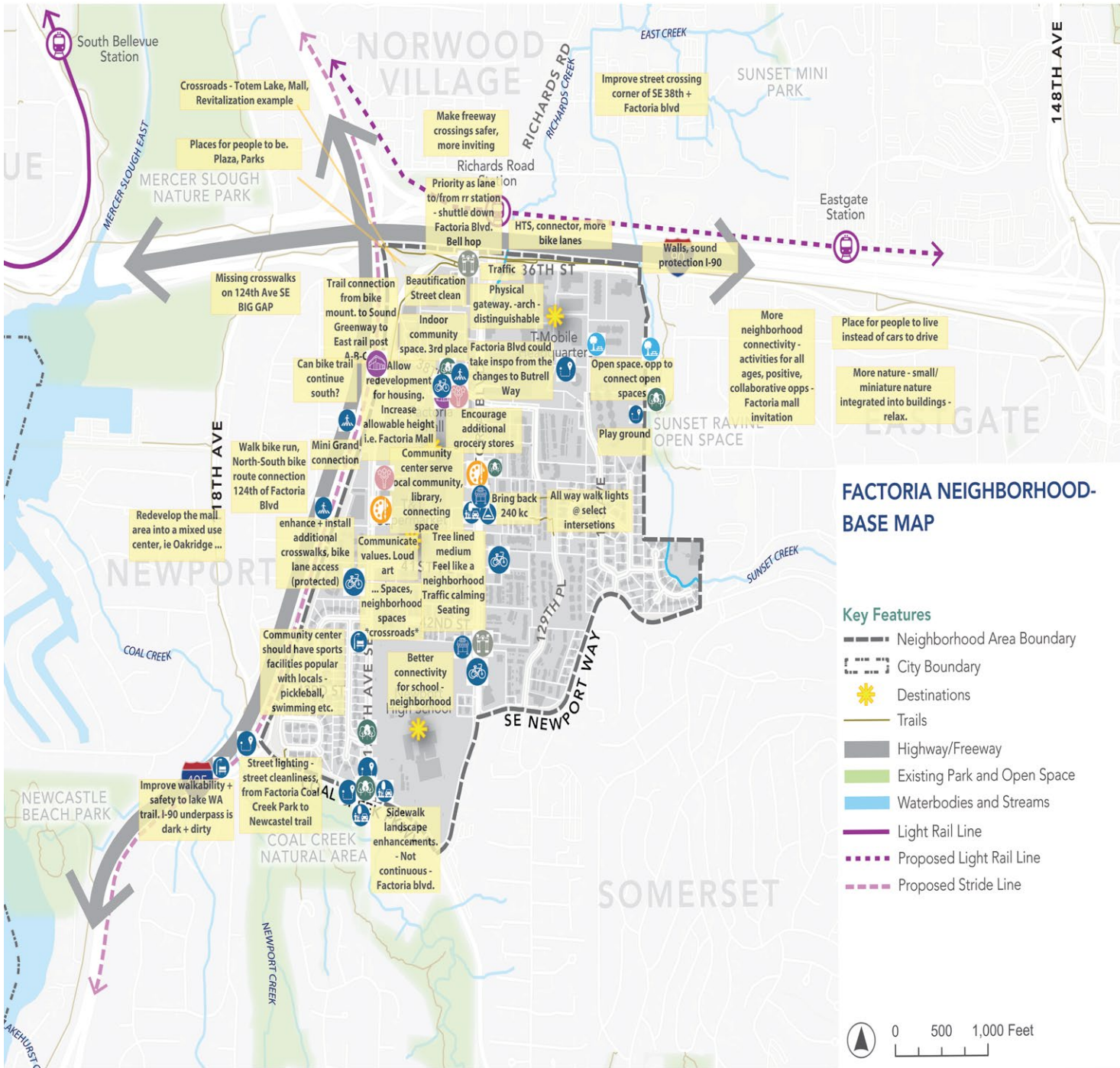
- Parks and Plazas
- Landscaping and Trees
- Public Art
- Indoor Gathering Spaces

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

Place an icon sticker where you like to see:

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

to provide additional feedback below.



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

Place an icon sticker where you like to see:

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

**FACTORIA NEIGHBORHOOD-BASE MAP**

**Key Features**

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

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

Place an icon sticker where you like to see:

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

... to provide additional feedback below.

## Appendix 2: Vision and Policy Moves Feedback

Policy Topic	Comment
Draft Vision Statement	It's quite light on a concrete vision for the residential portion of the Neighborhood. Can you integrate some reference to its walkability? greenery? pedestrian infrastructure? Those are important to me as an Eastgate resident. I do like the acknowledgement of mixed use areas on both sides of the 1-90 serving as neighborhood anchors.
Draft Vision Statement	I agree with Micki. I think for many Eastgate residents, the heart of our neighborhood are the actual residential areas. These are quiet, treed, single-family home areas, all of which are cherished by Eastgate residents.
Draft Vision Statement	"world-class amenities" in Eastgate and even surrounding neighborhoods and the city of Bellevue is quite a misnomer to me. There isn't anything that I'd classify as a world-class amenity. Eastgate Neighborhood Area also doesn't have much in the way of outdoor recreation. That said, it would be great if there were in the future, although I don't know where that could be established in Eastgate. Eastgate Park is literally not in Eastgate Neighborhood Area. Eventually, presumably, Airfield Park at the very NE edge of Eastgate Neighborhood Area will be an area for indoor and outdoor recreation.
Draft Vision Statement	I see nothing in the Vision about public safety. This comment applies both to Eastgate and to Factoria, due to the opening in 2023 of PorchLight low-barrier men's shelter and day center. The real and perceived level of public safety has deteriorated since the shelter came to the neighborhood. I think the Vision needs to proactively address public safety.
Draft Vision Statement	How to tactfully address this in a Vision Statement? That's beyond me. But given that decisions ultimately flow from VS's it's worth addressing.
Draft Vision Statement	The draft Vision Statement contains no explicit mention of safety or security. Given that these concerns were raised by many community members, including about 30% of respondents to the Open-Ended Questionnaire (p.18-43), including crime, drug activity, homelessness, and feeling unsafe in public spaces, adding some mention of safety could help better reflect community input in the draft Vision Statement.

Policy Topic	Comment
Draft Vision Statement	The draft reads more like marketing language for a planned community than a vision grounded in Eastgate's real identity. It leans heavily on generic lifestyle phrases ("world-class amenities," "vibrant hubs," "connect with one another") without acknowledging the neighborhood's existing character, constraints, or the specific goals we're trying to achieve. A stronger vision would speak more plainly about what makes Eastgate distinct today and what we want to preserve or change, rather than describing an idealized brochure version of the area.
Draft Vision Statement	The realistic vision for Eastgate and the rest of Bellevue is increased crime, traffic, parking spillover, aging infrastructure, and projects that don't match the neighborhood's scale. What will traffic look like around the Big Picture School once it moves to the new Newport Way location? Traffic was already difficult when the site was an elementary school, and Newport Way has limited capacity during peak hours. Are there any concrete plans to reduce drop-offs and prevent congestion?
Neighborhood Identity	In response to question 2, and not an exhaustive list at this point: 1. Eastgate TOD actually gets built! We've been waiting for many years, and nothing. 2. Eastgate TOD, Eastgate Plaza, and the parcels east of 148th Ave SE east to the office buildings would have a lot more amenities, especially local retail and services, for residents, and for employees in the vicinity. Lack of amenities is a big factor in the Eastgate office vacancy rate at 42%, the last number I heard. This is really bad. Also, we DO NOT need any more car dealerships in our neighborhood. We need more amenities!
Neighborhood Identity	Instead of "fostering" tree canopy, I want a directive word, such as "increase". With So. Many. McMansions already built and continuing apace, Eastgate already has LOST a fair portion of tree canopy - the old, tall and large Douglas Fir trees in particular. Even better is to also include a statement like "Prevent further loss of tree canopy, especially of significant and landmark trees"
Neighborhood Identity	Walkability is totally missing. I would like to see more pedestrian infrastructure (sidewalks, or even lower cost street painting of lanes), ideally integrating wisely placed street trees/right of way landscaping to maintain and enhance the verdant nature of our neighborhood.

Policy Topic	Comment
Mixed Use and Neighborhood Centers	I'd like to specify that "Eastgate proper", i.e., the areas adjacent on all sides to I-90 and 148th Ave SE/150th Ave SE, maintain at least one full-size grocery store. Before Michael's Toyota came in, we had a second grocery store there as well as other retail and services.
Mixed Use and Neighborhood Centers	What exactly does this mean, especially the word 'coordinating': "Coordinating future high-capacity transit to maximize public benefit and development opportunities" What if the proposed light rail from Kirkland through Eastgate to Issaquah doesn't end up getting constructed, or even more significantly delayed? Sound Transit's target for opening this line is 2041....IF ST can find almost \$100M more. If not, then opening is delayed several years. To me, this Link line is a near-fantasy at this point. Per Sound Transit in late January 2026: "On Aug. 5, 2021, the Sound Transit Board adopted a realigned capital plan to address steeply rising construction and real estate costs affecting many voter-approved regional transit expansion projects. Following this Board action, Sound Transit is managing the South Kirkland-Issaquah Link project toward a 2041 delivery target by working to close a project affordability gap most recently forecasted at \$90 million. We're seeking to reduce or eliminate this gap by increasing funding and support at the local, state and national levels, and by reducing costs as the Board considers and adopts project alignment options with input from partners and the public. If it is not possible to close the gap, current financial assumptions reflect Sound Transit's ability to affordably open South Kirkland-Issaquah Link service in 2044."
Mixed Use and Neighborhood Centers	re: Continuing to support Eastgate TOD's redevelopment into a walkable, transit-rich, mixed-use community I didn't know that CoB was doing anything to support Eastgate TOD redevelopment. What is the city doing? IMO, "continuing to support" is 1) vague and 2) doesn't give me any confidence that any city support would be forthcoming.
Mixed Use and Neighborhood Centers	This. I would like to see some concrete policy changes and development plans to bring TOD to Eastgate. I know the Link line is a ways away but it would be ideal if Eastgate was already built up by the time it opens. Eastgate needs more/better pedestrian and bicycle infrastructure (painted bike gutters don't count). Eastgate is positioned to be a well connected neighborhood village but only if it is actually walkable and has enough density to support it.

Policy Topic	Comment
Mixed Use and Neighborhood Centers	Re affordable housing: This is needed EVERYWHERE in Bellevue. Personally, I don't think Bellevue will ever reach the target number of affordable housing units. Bellevue is just too expensive to build in -- this is per developers. The city could protect the remaining 1950s ramblers from redevelopment into McMansions. Older ramblers are Eastgate's affordable housing, albeit not really affordable at \$1M or more. I don't think qualifying the affordable housing policy with "close to and/or integrated with neighborhood amenities" is necessary. Acknowledging that if mixed-use areas are redeveloped and developers include some affordable housing to get increased FAR, reduced setbacks, increased building height, etc.
Mixed Use and Neighborhood Centers	Not just Eastgate Plaza.... the same should apply to the mixed use areas on north side of I-90. Eastgate proper needs more resident-focused smaller retail and service businesses.
Mixed Use and Neighborhood Centers	More recreation activities to support the increased housing densities. For example, a roller-skating rink as the anchor element in a mixed-use development.
Community Gathering Spaces	I'm not sure that many Eastgaters feel any connection to Bellevue College. You can't get there directly from Eastgate, i.e. from the south. We all live south of I-90. (yes, I know Eastgate Neighborhood Area includes some residents who live north of I-90, but Eastgate proper doesn't include those areas) And you have to drive, and find a place to park, ideally that's free. If BC could provide no-cost meeting rooms, open in the evening till 8:30 or 9pm, that would be fantastic.
Community Gathering Spaces	Eastgate desperately needs free places to gather for meetings. The library is open till 8pm only on Tues and Weds. The meeting room is in high demand. The Eastgate Community Assn. is unable to count on the library as a location for a meeting. There is no where else in Eastgate that does not have a cost.
Community Gathering Spaces	Developing new neighborhood parks with amenities and recreation: YES!! Eastgaters don't use any of the parks that are located with Eastgate Neighborhood Area. Those parks are all on the very edges of the neighborhood area. People who live near those parks do NOT consider themselves to live in Eastgate, and most Eastgaters probably don't even know about all those parks. So, yes we need additional parks within Eastgate proper besides Eastgate Commons that will come online in a couple of years. I likely will never use that park because I live east of 150th Ave SE. That park is not close to me -- unless I drive there.

Policy Topic	Comment
Community Gathering Spaces	Developing Bellevue Airfield Park as an active recreational community park that is integrated with its surroundings: Not sure what you mean by integrated with its surroundings. There will be a lot of large buildings and concrete and asphalt when the Aquatic Center and sports fields/courts are completed. All planted in the middle of a residential neighborhood. People will be coming and going all the time to the new facility for indoor and outdoor recreation. Can you please explain what you mean by "integrated with its surroundings"?
Community Gathering Spaces	Creating safe, accessible connections between parks (Lattawood Park, Robinswood Park, etc.), schools, community facilities, and other activity areas: Why is this a policy? Most things like this are far apart in Eastgate Neighborhood Area. I can't envision any such connections, unless you mean for people on bicycles, pedal or electric.
Mobility and Access	I would love to see these mobility goals integrated with street plantings, to reinforce our neighborhood's leafy character. ( A lovely example is the landscaping throughout the west end of Newport Way, just outside Eastgate. Let's bring that in!)
Environment	"To improve and enhance Eastgate's prominent natural features to support habitat health and community resilience for future generations." 1) Why only "prominent" features?? Trees are everywhere. Greenery is almost everywhere. We need to protect what's left and add more. Eastgaters love our big, old trees. Too many have been razed due to the plethora of McMansions invading our neighborhood over the past decade, and continuing apace, unfortunately. 2) What is the difference between improve and enhance? These words seem pretty similar in meaning to me. 3) What do you mean by "community resilience"?
Environment	Exploring opportunities to develop nature trails along riparian corridors and greenbelts: More trails is great! Big fan of being in nature. And why stop at "exploring opportunities"?? Why can't the policy be simply to DEVELOP nature trails.... ?
Environment	Making sustainability visible through environmental education and neighborhood design features: I don't understand anything about the wording of this policy. What exactly do you mean?
Environment	Mitigating climate vulnerabilities related to air quality, flooding, and extreme heat: To me, this policy should be city-wide, not specific to each neighborhood area. And the policy wording is so broad and vague as to be throw-away in my opinion. It could mean anything and/or everything, so how is this an effective policy? I'm a fervid environmentalist but this policy as written doesn't make sense to me.

## Appendix 3: Opportunities Map Feedback

Policy Topic	Comment	What improvements would you see for this goal?	Location
Neighborhood Identity	Car dealerships don't help with community.	I suppose zoning needs to entice developers to buy out the car dealerships	Michaels Toyota, Subaru, Nissan.
Mobility & Access	A light rail station here would be helpful if this area get redeveloped. Crossing 150th on foot is challenging.	Add another station to the plan.	Could be anywhere east of 150th along eastgate way.
Community Gathering Spaces	It will be sad to see this restaurants go. Lil Jon's is a community staple. I don't really see a way that they survive.	If Lil Jon's and India Gate survive I'd be happy.	Lil Jon's
Mobility & Access	I think a trail exists here, but it should be well marked and a feature of any development that occurs.	If this is a mixed use development, people would love to walk to the park.	Robinswood park
Mobility & Access	Eliminating the cloverleaf ramps would save some space for development, but could also give separation from the freeway. Eastgate seems like a rest stop on the freeway rather than a community.	Make the interchange more compact	Interchange
Environment	Can we maintain the Boeing trails?	The walking trails are nice. Would like to keep them.	Old Boeing area.
Community Gathering Spaces	This verdant, sunlit outdoor gathering area located next to local coffee spot is a perfect example of a public-small business partnership that works to build community and serve the neighborhood.	I would like to see even more similar uses as other spaces on the N. side are redesigned/redeveloped.	N. Side of I-90 (Southern Exposure)
Community Gathering Spaces	If and when these office buildings get updated, it sure would be nice to 1) add some retail/service establishments, and 2) free public gathering spaces, inside and outside and 3) GREENERY!!!	See Location Comment	All of the office buildings in this corner of eastgate neighborhood area

Policy Topic	Comment	What improvements would you see for this goal?	Location
Mobility & Access	Treacherous crossings along fast paced SE Newport way with no sidewalks. Impossible for seniors to use.	Sidewalks. Crossings that cater to pedestrian safety.	SE Newport way and 161st Ave se
Mobility & Access	No room on this side of SE Newport way to walk. You have to basically stand by as cars and buses whiz by and then walk in the street. Crazy that's the setup in 2026 in a modern American city.	Sidewalks or just enough room for pedestrians	Se Newport way and 163rd Ave se
Mobility & Access	Public transit stop would be great. Unsure why 203 wasn't setup to stop at the library and community center	Bus stop	Se Newport way and se 142nd pl
Community Gathering Spaces	Love this area for gathering food/ restaurants! Walkability! No more car dealerships! Please!!	No more car dealerships	Sunset village
Mobility & Access	additional TOD and ped/bike access from the southside of i-90 in anticipation of the eastgate light rail is needed. even though the light rail is in the future, now is the time to start planning.	ped/bike improvements	eastgate park and ride
Mobility & Access	the sidewalk just stops on the w side of 150th ave se. please build an extension of the sidewalk for connectivity.	new sidewalk	150th ave se.
Mobility & Access	build bike connections along 150th ave se. you have bike connections on newport way, eastgate way, and se 38th. you also have the mtsg trail. how are people going to connect to the bike lanes without a safe connection?	bike lanes	150th ave se
Mobility & Access	A crosswalk would be hugeeee	Crosswalk please	Pagliacci plaza connecting Safeway plaza

Policy Topic	Comment	What improvements would you see for this goal?	Location
Neighborhood Identity	Colorful Box Wraps in residential areas	Wrap visually prominent brown utility box with attractive natural images or colorful art. Perhaps highlighting proximity to library??	Intersection of SE42nd and 146th Ave SE. ( perhaps other sites as well?)
Neighborhood Identity	Highlighting this wonderful convergence of community assets: Newport Way Library, a lovely example of street trees along 142nd SE & SE 42 St, the Newport Sidewalk, and the park-like grounds of Aldersgate Church. And just up the street, an excellent crosswalk takes you to SBCC. I love the way existing strengths were built upon and invested in.	1)use as example 2) Seek opportunities to further invest in the synergies happening here. For instance, if a large property becomes available along 142nd Place /SE 42 , be prepared to add a public park, add art that incorporates way-finding	Newport Way Library & environs
Mixed Use and Neighborhood Centers	Could we consider adding things like cafés or sports facilities around Eastgate Park & Ride and/or Bellevue College to help activate the area? It seems like one of the highest-traffic spots in Eastgate, but right now it feels a bit sketchy and people mostly just pass through. Creating places where people would actually want to stop and spend time could really improve the area.	from sketchy to vibrant	Eastgate P&R and/or BC

Policy Topic	Comment	What improvements would you see for this goal?	Location
Mixed Use and Neighborhood Centers	Like the other person said the neighborhood is sketchy. It is because of the nearby Plymouth Housing 95 unit apartment building for homeless drug addicts where they are allowed to do Fentanyl or any other drug they want in their apartments and Porch Light Shelter for 100 homeless men. Since King County paid for the housing with the goal of moving homeless drug addicts from Seattle to Bellevue could we get King County to post a sheriff outside of the apartments 24/7? If not could we post a BPD officer out side of the apartments 24/7? To see that there is a problem just look at the 911 calls.	Get King County to post a sheriff outside of the apartments where Fentanyl use in the apartments is allowed 24/7?	Near the East Gate Transit station.

## Appendix 4: Urban Design Worksheets

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
Urban Design Workshop	Does not connect with me or does not feel relevant to the neighborhood	In the north of I-90 near Bellevue College by 142nd Pl, feels very isolated from Eastgate & Factoria	<p><b>Neighborhood Identity:</b> More walkability cross I-90. Safer sidewalks at night near SE 32nd.</p> <p><b>Environment:</b> Tree canopy near Eastgate P&amp;R</p> <p><b>Anything Else?:</b> More mixed use w/ retail to walk to from Eastgate P&amp;R. Really need this or redevelop Eastgate P&amp;R w/ a rooftop park!!!</p>
Urban Design Workshop	Somewhat meaningful and relevant	Not sure what world-class amenities we have. Not sure where community members can connect with one another?	<p><b>Neighborhood Identity:</b> More mixed use buildings. Bottom level retail with apartments above.</p> <p><b>Mixed Use &amp; Neighborhood Centers:</b> Walkable requires denser housing, and closer proximity to grocery, restaurants, I live right by Bellevue College and it is barely walkable. 25min to Safeway Plaza. 25min to QFC/T-Mobile Plaza.</p> <p><b>Mobility &amp; Access:</b> Yes, more of this</p>
St. Margaret's Episcopal Church	Very meaningful and relevant		
Factoria Mall	Very meaningful and relevant	More places to walk kids, better walking facilities	
Factoria Mall		Missing a park	
Factoria Mall			
Factoria Mall			<b>Anything Else?:</b> City & riding bicycles and I like riding bicycles with my mom and dad

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
Eastgate Community Association	In between somewhat and very meaningful	My concern is that Eastgate feels like sprawling neighborhood as compared to different neighborhoods like Bridle Trails, somerset, Clyde Hill etc. It feels like Bellevue. miscellame in colanen and del these discredit and Knowable neighborhoods becuse the housec= cleaner boundaries	<p><b>Neighborhood Identity:</b> Mixed use can over shadow homeowners as businesses and corporations often have more political sway.</p> <p><b>Mixed Use &amp; Neighborhood Centers:</b> Again I ask us to be cautious as transit can become the tail that wags the dog and over shadow residents concerns</p> <p><b>Community Gathering Spaces:</b> I wonder if we could develop three small corner stores markets so that people could possibly (?) to get basic groceries. That would be like the small bodgeas in NYC.</p> <p><b>Mobility &amp; Access:</b> The would make the most powerful contribution in every (?) was pedestrian and (?) transportation</p> <p><b>Environment:</b> Yes yes yes and could we create a neighborhood steward program to get buyin through hands on investment</p> <p><b>Anything Else?:</b> Please see my notes on the following map. Neighborhood knowability opportunity, small enough to create community what the Greek call “The Golden Mean”</p> <p><b>Map: Create the Connection - Identify Your Routes:</b> I would call this (all of current Eastgate north of I-90) the College Park Neighborhood. I would call this (From sunset Ravine Open Space and Tyee Middle school to 150th Ave and in between I-90 to Newport Way - a box shape) the “Sunset” neighborhood. I’d call this (South of I-90 and east of 150th Ave) “Eastgate Neighborhood.” The problem I’m solving in... Pedestrian Safety. The idea is... To create walkable “knowable” communities by building pedestrian bridges pedestrian friendly stop lights and to create a series of small local neighborhood markets that would reduce the need to walk into heavier trafficed areas. It benefits... safe, knowable, smaller neighborhood tha build realationships up among neighbors. - <i>continued next page</i></p>

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
			<p><b>Map: Design a Better Neighborhood Experience:</b>            Location: D: Residential areas south of I-90. The problem I am solving is... “knowable neighborhood” that create space for building trusting and carvup relationships. The idea is... neighborhood-based local markets that have basic shopping needs (Sundries) and a deli that sells lunch and a coffee spot with small gathering tables like the coffee shop at Bellevue Botanical Gardens. It benefits...locally owned-very local-builds community. Thanks for listening and for te opportunity to participate.</p> <p><b>Notes:</b> Neighborhoods are so big on to create anomomty its hard to call it a neighborhood. Could we create three neighborhoods?</p>
Eastgate Community Association	Does not connect with me or does not feel relevant to the neighborhood		<p><b>Neighborhood Identity:</b> modifying code to “replace trees” when well established trees are cut isn’t keeping to vision of a city in a park.</p> <p><b>Mixed Use &amp; Neighborhood Centers:</b> commerical areas for gathering mall, restaurants</p> <p><b>Community Gathering Spaces:</b> More restaurants and shopping areas. Nothing is close for college students to walk to.</p> <p><b>Mobility &amp; Access:</b> Add sidewalk Newport Way adding lights. Issaquah sidewalk examples</p> <p><b>Environment:</b> Enforce tree regulations. Pay fines for tree removal especially developers</p> <p><b>Map: Create the Connection - Identify Your Routes:</b> Newport Way sidewalk along SE Newport Way</p>

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
Eastgate Community Association	Very meaningful and relevant	Elder senior services	<p><b>Anything Else?:</b> Connection to South Bellevue Community Center</p> <p><b>Map: Design a Better Neighborhood Experience:</b>  “Location: A, B, C, D  Improvements: Parks and Plazas, Public Art, Gateway Features, Pedestrian Lighting and Safety, Events and Cultural Activities, Enhancements to Streams and Wetlands  Ideas: Buddy benches! Sit and meditate/Invite kindred spirits.”</p>
Eastgate Community Association	Very meaningful and relevant		<p><b>Neighborhood Identity:</b> Creating a sidewalk from SE 38th St. into Eastgate Plaza and a sidewalk on the north side of SE 37th ST. would support retail businesses.</p> <p><b>Mixed Use &amp; Neighborhood Centers:</b> Adding sidewalk into Eastgate Plaza from SE 38th St. would help pedestrian safety as neighborhoods behind Safeway go to grocery store. The current walk into Eastgate Plaza has bad visability for vehicles looking for foot traffic since its on a slope.</p> <p><b>Community Gathering Spaces:</b> Creating a park eastbound of 150th Ave SE would be wonderful for families with young children! Losing Eastgate Elementary means there are zero playgrounds in walking distance and the future Eastgate Commons Park is up such a steep hill with no sidewalk for families to get to on foot.</p> <p><b>Mobility &amp; Access:</b> A sidewalk or crosswalk to the north side of SE 37th St. where Pagliacci Pizza is would make crossing so much safer for families on foot! This is one of the most kid-friendly places to eat in the neighborhood.</p> <p style="text-align: right;"><i>Continued next page</i></p>

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
			<p><b>Environment:</b> I would like participate in kid-friendly volunteer activities hosted by the city to plan trees, speak mulch, or take care of the neighborhood parks and trails.</p> <p><b>Map: Create the Connection - Identify Your Routes:</b> Location: A: I-90 pedestrian bridge between SE 36th St and SE Eastgate Way. At Eastgate Plaza - Sidewalk into Eastgate Plaza here (from SE 38th St up to Eastgate Plaza/SE 37th St) for neighbors southbound of the plaza.</p> <p><b>Map: Design a Better Neighborhood Experience:</b> Location: D: Residential areas south of I-90. A park here with playground</p> <p><b>Notes:</b> Location: D: Residential areas south of I-90. A park here with playground</p>
Eastgate Community Association			<p><b>Neighborhood Identity:</b> Increasing tree canopy will REQUIRE space for trees to live + gros. How will that be accomplished?</p> <p><b>Mixed Use &amp; Neighborhood Centers:</b> With increasing density (residential) N. of I-90, as will these new residents will need an easily walkable groceries, restaurants, + other services. I indorse mixed use areas on both sides of I-90.</p> <p><b>Community Gathering Spaces:</b> Encouraging any Neighborhood Center Development to include indoor community spaces (a la Crossroads Mall)</p> <p><b>Mobility &amp; Access:</b> “*Great neighborhood bus routes connecting to SB Park + Ride/Light Rail. * Fill in small but essential sidewalk gaps for safe walking.”</p> <p style="text-align: right;"><i>continued next page</i></p>

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
			<p><b>Map: Create the Connection - Identify Your Routes:</b>  “Location A: needs flashing lights/stop at pedestrian crossing where SE36th Ave meets SE 42nd St, path from SE 42nd Street to Sunset Village  Location Other/B: Needs completed sidewalk on S. side of Allan (gap across the street form TMS)  Ideas: ““The problem I’m solvings is...Getting to the ped bridge/safetly crossing SE 36th St. The idea is..install ped activated flashing lights or stop lights @ crosswalk. It benefits...ped’s bike-riders + car drivers who would rather not hit someone =).”””</p> <p><b>Map: Design a Better Neighborhood Experience:</b>  “Location D: small park to service this lower elevation, eastern residential area [north and south of Newport Way between 156th Ave eastward]; Gateway feature as drive west on Newport [from eastside of Eastgate].  Ideas: ““The problem I’m solving is...people running the 4-way stop on Allen PLUS the lack of ART. The idea is... activate plus slow traffic with painted intersections.”</p>
Eastgate Community Association	Somewhat meaningful and relevant	I would say it is more of a work-in-progress. The community could use more trees, more trails (wooded trails), and more parks with natural beauty.	<p><b>Neighborhood Identity:</b> Consider Issaquah. trails everywhere. Why not Eastgate/Bellevue?</p> <p><b>Mixed Use &amp; Neighborhood Centers:</b> Affordable housing - very difficult. Mixed housing might be the only solution.</p> <p><b>Mobility &amp; Access:</b> Connecting the walk/bike path across I-90 with a dedicated path to the new pool/rec area bein built east of Robinswood park (Bellevue Airfield Park)</p> <p><b>Environment:</b> It seems like Eastgate is still losing more trees every year. Can the city be proactive in planting evergreen trees?</p>

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
Eastgate Community Association			<p><b>Neighborhood Identity:</b> Leaving current large trees by not allowing developers to clear land, increase small businesses and retail - cozy coffee shops at walking distance. Live music venue spaces. Par with views and amenities gathering areas.</p> <p><b>Mixed Use &amp; Neighborhood Centers:</b> Leaving current large trees by not allowing developers to clear land, increase small businesses and retail - cozy coffee shops at walking distance. Live music venue spaces. Par with views and amenities gathering areas.</p> <p><b>Community Gathering Spaces:</b> Agree with opportunities to gather larger more accessible parks and trails, enhance sunset village stores and resaurants and grocery stores. Enhance Eastgate Plaza more friendly stuff - coffee shop community maybe outdoor table and chairs.</p> <p><b>Mobility &amp; Access:</b> Improved transit, example Allen Rd to Factoria so Bellevue transit park and ride lightrail (?) shuttle to S. Bellevue, Factoria, Sunset Village. Add transit routes back!</p> <p><b>Environment:</b> Retain large trees on properties - dont allow developers to clear large trees. Create and enhance trails and retian greenbelts.</p> <p style="text-align: right;"><i>continued next page</i></p>

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
			<p><b>Map: Create the Connection - Identify Your Routes:</b>            Location A: Beeter signs to access! Location - B: SE Allen Road: Sidewalks down Allen Road! Location D: Eastgate Park and Ride: Shuttle to S. Bellevue Light Rail. Other: Increased sidewalks: Bereft of parks - with amenities. Live music venue areas. View overlooks signed trails well marked. Seating and table areas to walk, stop, and visit. Add water feature - water parks and access. Art and sculpture. More parks! Add park with a view at SE 38th St and SE Allend Rd.</p>
			<p><b>Map: Design a Better Neighborhood Experience:</b>            Location B: Eastgate Plaza Neighborhood Center: Coffee shop outdoor table with chairs. Other: Parks with amenities - restroom and a view of mountains - see pink sign. (SE 38th St and SE Allend Rd)</p>
Eastgate Community Association	Very meaningful and relevant	Losing affordable housing becoming huge multimillion dollar homes, losing bus lines, losing trres with home construction	<p><b>Neighborhood Identity:</b> Eastgate Community Association Very meaningful and relevant. Losing affordable housing becoming huge multimillion dollar homes, losing bus lines, losing trres with home construction</p> <p><b>Mixed Use &amp; Neighborhood Centers:</b> More diverse housing options not just multimillion dollar homes</p> <p><b>Community Gathering Spaces:</b> Communication bulletins, whatsapp, announcements, affordable trees for Eastgate residents, especially seniors and low-income</p> <p><b>Mobility &amp; Access:</b> (?) call for a ride and buses, especially to medical appointments/facilities and grocery stores</p> <p><b>Environment:</b> More free classes in-person and online Zoom at the library community center, Bellevue College, schools day and evenings. Taxpayers pay high taxes and hope to see results - participate in activities and feel safe in homes.</p> <p style="text-align: right;"><i>Continued on next page</i></p>

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
			<p><b>Map: Create the Connection - Identify Your Routes</b>            Location: A: Benches at 142nd Pl on crossing to Bellevue Park and Ride</p>
Eastgate Community Association			<p><b>Map: Create the Connection - Identify Your Routes:</b> I assume that I will still drive everywhere around Bellevue, so ped and cycling options wouldnt apply to me. Its about a mile to walk from my house to Sunset Village. It is NOT a pleasant or enjoyable walk and I'll not repeat the only time I made that walk (to to yota). I do walk alot in Eastgate (See circled area) and all around the hills to the south of my house - all residential areas. Not alot of sidewalks but I dont mind walking in the street. For the most part, in Eastgate,Lakemont, and Somerset, no sidewalks, except on mian neighborhood roads. Make a walking path from SE 43rd St dead end through to 152nd Ave SE. We walked through the school yard for decades and it was very well used. BSD locked the gates. We really need a 24/7/365 path. I dont think we should plan around the assumption of the Kirklands/Issaquah light rail line ever being omlpleted. ST is so far in the red. I just dont think this new propped Eastside line is ever going to be built. I'd like to see more ST and Metro bus service on Eastside, not lightrail. Buses are Flexiable and routes can be amended, cancelled, and added as circumsatances evolve and change.</p> <p style="text-align: right;"><i>contined on next page</i></p>

Event	Does the vision reflect the future you want?	Is there anything missing on vision statement?	Policy Topic(s) and other comments
			<p><b>Map: Design a Better Neighborhood Experience:</b>            Location B: Eastgate Plaza Neighborhood Center over Sunset Village. Who knows what -or if- developers may do w/ our retail shopping and services areas w/ HOMA now in force. What Eastgate desperately lacks is FREE places to gather that are attractive and centrally just west of Last Frontier Coffee. Those are useful only in non-inclement weather, and who wants to visit there on non-raining cold days??? Not a particularly attractive spot, staring out at Toyota's vast parking lot, showroom and service center. Noisy, and cars drive by frequently having a free, weather-protected and heated place to gather, with parking, would be a huge improvement for us. There also is no Free place to hold meetings. The library's meeting room is available till 8pm (close) only on Tues and Wed. Its almost always booked.</p>

## Appendix 5: Draft Policy Open House Feedback

### Neighborhood Identity

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-EG-N1	2	1	1		
S-EG-N2	3	3			
S-EG-N3	6	6			
S-EG-N4	4	4			
S-EG-N5	4	3		1	
S-EG-N6	2	2			Mini Museum
S-EG-N8	5	3	2		<p>Comment #1: Affordable housing built to fit &amp; connect with neighborhood character</p> <p>Comment #2: Skeptical developers will create market price housing. Paying fee in lieu</p> <p>Comment #3: Already changing character of neighborhoods</p>

### Mixed Use Centers and Neighborhood Centers

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-EG-N9	4	3	1		
S-EG-N10	3	3			
S-EG-N11	2	2			
S-EG-N12	2	1	1		Comment #1: City work w/ small businesses (contract, hire, and collaborate)
S-EG-N13	2	2			

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-EG-N14	4	4			Comment #1: We've lost several north-south connections (272,246) Please preserve & expand N-S options  Comment #2: Metro route 271 is a must - keep route. It is not just the thru-route but is serving very local riders
S-EG-N15	2	2			
S-EG-N16	2	2			
S-EG-N17	2	2			
S-EG-N18	3	2	1		Comment #1: Yes! More coordination needed w/ transit.
S-EG-N19	2	1		1	
S-EG-N20	5	5			

### Community Gathering Spaces

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-EG-N21	2	2			
S-EG-N22	4	4			
S-EG-N23	5	3		2	Comment #1: Cordinate w/ community. Integrate w/community
S-EG-N24	2	2			
S-EG-N25	3	3			Comment #1: The new Metro 203 doesn't provide a bus stop at the SBCC or the library. Long walks are involved. How can a stop be added?

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-EG-N28	3	2		1	<p>Comment #1: I live in South Eastgate &amp; walk to every destination in EG, so development in N. Eastgate is outside my sphere. Would not most visitors to Airfield Park reside in other neighborhoods?</p> <p>Comment #2: Natural placemaking. Connected to other natural spaces</p>
S-EG-N29	6	3	1	2	Taking open/green space (limited) & develop. Disconnected from Policy S-EG-N28

## Mobility and Access

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-EG-N30	3	3			
S-EG-N31	4	4			Comment #1: Have maps apps & signs saying traffic camera ahead. (Traffic calming measures)
S-EG-N32	4	4			
S-EG-N33	4	3		1	
S-EG-N34					Comment #1: Make connections b/w last-mile destination. Promote BellHop.
S-EG-N35	1	1			Comment #1: Much is needed to focus on senior citizens of Eastgate

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-EG-N36	1	1			<p>Comment #1: Is this for cars or public transit?</p> <p>Comment #2: Please consider a sidewalk for at least one side of Newport Way between the new Big Picture School and Lakemont. Lots of students don't have access to safe sidewalks currently.</p>
S-EG-N37	5	5			
S-EG-N38	2	1	1		
S-EG-N39	4	4			
S-EG-N40	4	4			<p>Comment #1: Prioritize transit - we've lost several routes.</p> <p>Comment #2: We are disappointed &amp; confused why Metro 203 cancelled stop @ Eastgate Park</p>

## Environment

Policy Number	Total Stickers	Policy supports the goal	Policy somewhat supports the goal	Policy does not support the goal	Comment
S-EG-N41	7	7			
S-EG-N42	5	5			
S-EG-N43	7	6		1	
S-EG-N44	4	3	1		<p>Comment #1: Be cautious about what trees should be protected vs trim/cut for energy line and pedestrian protection.</p>
S-EG-N45	3	1		2	
S-EG-N46	3	3			

## Urban Design Concepts

Comment #1	Comment #2	Comment #3	Comment #4	Comment #4
A sidewalk from Allens Rd to Eastgate Commons would be helpful	Would like a green space west of Squibbs Creek and North of Newport Way! No park/playground :(	Adding Sub-neighborhoods to the map to recognize different communities.	Need more transit options connecting North & South neighborhoods. We've lost the 246 & 272, leaving only the 271.	More Street Names

## Appendix 6: Draft Policy Survey

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N1	61	19	31	11	80	<p><b>Comment #1:</b> There needs to be more neighborhood amenities and not a tourist destination. It should have its own personality.</p> <p><b>Comment #2:</b> Access to SplashForward Olympic pool and park needs improvement before it is built, not after!</p> <p><b>Comment #3:</b> Investment in outdoor sports facilities that supports different sports, like pickleball</p> <p><b>Comment #4:</b> Traffic in Eastgate is already bad - we don't need an influx of non-residents adding to the problem.</p> <p><b>Comment #5:</b> The words "year-round recreation and tourism destination" do not have any relationship to the word neighborhood. Neighborhoods are grounded in community, not in attempting to be a destination for many visitors who will come then go.</p> <p><b>Comment #6:</b> Year-round tourism? This has absolutely nothing to do with the statement of neighborhood identity for Eastgate.</p> <p><b>Comment #7:</b> too vague</p> <p><b>Comment #8:</b> This is so broad. On a small scale this could be acceptable but would depend on the scope and nature of the project. Pickleball courts, a small theater or baseball diamonds/soccer fields for kids could be a wonderful addition. Even something like a Kraken Community Ice Complex could work if done right. It really depends on size and traffic impact to the area.</p> <p><b>Comment #9:</b> I disagree with this. Just because a small part of Airfield Park is within the NA boundaries, doesn't mean it really belongs or identifies with Eastgate. We think of it as in Lake Hills. Frankly, I don't want eastgate to be a hub of facilities. It's not that kind of neighborhood.</p> <p><b>Comment #10:</b> Tourism? It has nothing to do the Neighborhood Goal's listed above. In participating in the process that created this, I never saw/heard mention of this from residents. Quite odd that it is included here.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N2	61	52	6	3	80	<b>Comment #1:</b> unclear how this is different from what's currently being done and cost unknown
S-EG-N3	62	44	11	7	79	<p><b>Comment #1:</b> Eastgate should be a Sustainability District</p> <p><b>Comment #2:</b> Leading question. Support increased tree canopy but strongly believe in significant tree retention requirements on private parcels must occur. Without that you end up with fractured habitats, water issues and heat sinks.</p> <p><b>Comment #3:</b> i am fine with minimizing tree loss on public lands but dont think its any of the citys business ehat people do on their own property</p> <p><b>Comment #4:</b> I feel the city is on the right track with the recent tree removal code updates. However, I feel the developer practices of clearing lots continues unhindered. Eastgate's mature trees are the hallmark of our long established neighborhood and once they are cut down, there will never been a tree of that significance on that lot ever again.</p> <p><b>Comment #5:</b> will take important views away from residents. strongly oppose</p> <p><b>Comment #6:</b> replant at least as many trees, including large evergreens, but don't let trees alone block sensible development of new rights of way, buildings, etc</p> <p><b>Comment #7:</b> Why only in areas that don't meet tree canopy goals???? McMansions that are rampant throughout EG have removed way too many old, often landmark trees. ENOUGH ALREADY!!! We want our trees back. Everywhere!!!!</p>
S-EG-N4	61	54	3	4	80	<p><b>Comment #1:</b> what beautification initiatives? too vague</p> <p><b>Comment #2:</b> Safe pathways on high traffic roads to schools, parks and commercial areas.</p> <p><b>Comment #3:</b> Why support and expand beautification when it is just trashed and disfigured constantly with no consequences to the people doing the damage?</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N5	62	34	19	9	79	<p><b>Comment #1:</b> Signage on I-90 is very confusing, with wildly different sign-sizes, colors, indicators, creating a mess of wayfinding.</p> <p><b>Comment #2:</b> too vague. what distinctive features?</p>
S-EG-N6	61	27	18	16	80	<p><b>Comment #1:</b> Bellevue College-60 years - public higher education should be much more obvious on wayfinding, street names, and open access (the college has a public art gallery)</p> <p><b>Comment #2:</b> Art is one of the strongest ways to give a neighborhood a strong identity that gives its residents a feeling of belonging, without it there is no identity associated with the place.</p> <p><b>Comment #3:</b> too vague. cost unknown.</p> <p><b>Comment #4:</b> the old airfield here is such a cool piece of history, should be celebrated!</p> <p><b>Comment #5:</b> Not a lot of EG history to speak of. Till 2012 a lot of it was unincorporated King County. Nothing to highlight there! Most of the city is so culturally diverse, why should EG highlight it? forget about highlighting anything except building eco-conscious buildings that serve the entire community's needs efficiently and effectively. No need to add effort and cost to highlight "diversity" when we're swimming in it anyway-- and appreciate it.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N7	61	51	7	3	80	<p><b>Comment #1:</b> Should consider bike lanes to be bike friendly as well.</p> <p><b>Comment #2:</b> need design considering 1.clear sightlines/ minimized blind spot, 2. blight lighting, and 3. well-maintenance/ clean... especially Eastgate TOD</p> <p><b>Comment #3:</b> Specifically sidewalks and mid block crossing on arterials such as Newport Way SE. The lack of pedestrian and biker safety is appalling especially along curves.</p> <p><b>Comment #4:</b> Eastgate is dangerous for pedestrians and cyclist between 151st and Lakemont along newport way. Safety improvements are badly needed.</p> <p><b>Comment #5:</b> Car-centric development cannot promote any worthwhile identity.</p> <p><b>Comment #6:</b> None of the policies proposed can succeed if Eastgate continues to be a car-centric area.</p> <p><b>Comment #7:</b> I support pedestrian amenities but the pedestrians need businesses to walk to. I think it's important to ensure that the area around Michael's Toyota adds no more car lot and keeps/adds spaces for businesses that support the needs of the neighborhood.</p> <p><b>Comment #8:</b> what is a pedestrian amenity?</p> <p><b>Comment #9:</b> Absolutely! By comparison to other neighborhoods in Bellevue the lack of pedestrian facilities is appalling.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N8	61	29	21	11	80	<p><b>Comment #1:</b> The concern is that more housing ie. Especially apts and multifamily, cause more traffic and congestion with the cars.</p> <p><b>Comment #2:</b> Community sentiment is we are putting all of low income housing and homeless shelters of Bellevue into Eastgate area. Policies need to counter this impression and spread the load in new neighborhoods like Spring District</p> <p><b>Comment #3:</b> British Columbia is addressing these problems. We need to have similar policies. Our neighborhoods are riddled with AirBnBs and empty houses. Our schools are suffering from a lack of students. The occupants of AirBnBs and empty houses don't contribute to our communities.</p> <p><b>Comment #4:</b> We don't need affordable housing and homeless shelters in Eastgate neighborhoods.</p> <p><b>Comment #5:</b> Higher housing costs create less connected, more homogeneous communities. The neighborhood identity goal, and this policy supporting it, are in the plainest possible opposition to the unlimited growth of land values for property owners and particularly for landlords. The former should win.</p> <p><b>Comment #6:</b> Affordable housing means people from different backgrounds, whether ethnic or economic, live together and learn from each other. Areas with higher cost housing are more sparse and less-diverse. If the goal is for Eastgate to have a strong identity for its residents, then affordable housing is a non-negotiable.</p> <p><b>Comment #7:</b> Yes on retaining home to increase affordability. This means large homes turned into multiple units. The protection of mid century modern neighborhoods from being McMansioned and judicious placement of new units within walking distance of services.</p> <p style="text-align: right;"><i>Continued on next page</i></p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
						<p><b>Comment #7:</b> Yes on retaining home to increase affordability. This means large homes turned into multiple units. The protection of mid century modern neighborhoods from being McMansioned and judicious placement of new units within walking distance of services.</p> <p><b>Comment #7:</b> We lived in our single family residential neighborhood for 35 years, where certain existing homes were turned into rental units and now house multiple families or tenants. This decreases the quality of life in our neighborhood as there are always multiple cars parking on the street and in front of our house. Noise levels have increased significantly due to cars coming and going at all hours of the day, sitting on the street idling with sound systems blaring, and loud cars idling as its apparently where the renters go to talk on the phone for some privacy. , cars coming and going at all hours, and noise levels increasing due to idling and revving of vehicles on public streets.</p> <p><b>Comment #8:</b> All new housing improves affordability, including market rate housing</p> <p>Comment #9: I don't think we should create more housing as of now I keep seeing homeless at every corner of the street close to freeways and Safeway, I have kids walking around and it's pretty scary to see homeless sitting on the street high on drug. I don't mind them staying around but I think there should be somewhere for them to hang out instead of coming to residential streets.</p> <p><b>Comment #10:</b> strongly support</p> <p>Comment #11: Recent housing development along Eastgate Way and at the beginning of the Spiritridge neighborhood does NOT fall into the affordable category by a long shot.</p> <p><b>Comment #12:</b> New home construction is not affordable, so this policy is a creative way for the older neighborhoods to fill that gap.</p> <p style="text-align: right;"><i>Continued on next page</i></p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
						<p><b>Comment #13:</b> You need to take out the current havoc in the “affordable house” that just brings crime, homeless and addicts to Bellevue. It feels truly unsafe and the craziness of not enforcing trespassing signs by orileys/safeway where random even homes camp and live in a shopping center parking lot. Before you work on making it so great. Take care of the crime, addiction, and homeless. The city needs to do better. Find that money in your pockets and get the help people need not re pocket back in your own bank. It’s a shame how ugly and unsafe Bellevue is becoming and not one person seems to care about the people who live here.</p> <p><b>Comment #14:</b> If this is low barrier housing or homeless shelters, then fix the ones we have and clean up the mess they are making of our neighborhood FIRST before creating more. We don’t need anymore people high on drugs endangering neighbors and at risk people. We need to fire the people in charge of the homeless shelter and low barrier housing because they are not keeping their commitments and government is not forcing them to meet minimum requirements. So step up or get out if you can’t keep our community safe.</p>
S-EG-N9	50	23	13	14	91	<b>Comment #1:</b> My feedback for all “no” sections- focus should be on keeping Eastgate a primarily residential neighborhood with less big business and government presence.
S-EG-N10	50	42	4	4	91	<b>Comment #1:</b> Do not encourage or discourage certain size of retail. Let people build what they want.
S-EG-N11	51	36	8	7	90	<b>Comment #1:</b> I have lived in the Eastgate area for 40+ years. There is a need for more diverse mix of businesses on the North side of I-90. It currently feels like one large car dealership. Need more community gathering spaces on both sides of I-90. Need more support for the non-car dealership businesses and preserve the long standing institutions (like Lil Jon's restaurant) in the area.
S-EG-N12	51	33	12	6	90	<b>Comment #1:</b> The eastside market is population- and income-dense. It supports itself. The last thing we need is more handouts to people and companies that will see plenty of profit from competently-run businesses here.

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N13	51	35	7	9	90	<p><b>Comment #1:</b> The eastside market is population- and income-dense. It supports itself. The last thing we need is more handouts to people and companies that will see plenty of profit from competently-run businesses here.</p> <p><b>Comment #2:</b> Small businesses are not special. Do not waste money subsidizing small businesses, let the free market work</p> <p><b>Comment #3:</b> Small businesses are not special. Do not waste money subsidizing small businesses, let the free market work</p>
S-EG-N13	51	35	7	9	90	<p><b>Comment #1:</b> The eastside market is population- and income-dense. It supports itself. The last thing we need is more handouts to people and companies that will see plenty of profit from competently-run businesses here.</p> <p><b>Comment #2:</b> Small businesses are not special. Do not waste money subsidizing small businesses, let the free market work</p> <p><b>Comment #3:</b> I'd like to see relocation within the Eastgate area heavily favored/mandated.</p>
S-EG-N14	51	44	5	2	90	<p><b>Comment #1:</b> The Mountains to Sound trail is a nice addition to the neighborhood; however, it is not completed; there's a section that the bicycles still have to rejoin the main road which is not as safe as intended.</p> <p><b>Comment #2:</b> Encourage WSDOT to make the 156th interchange more compact someday (compare the size to NE 8th interchange, the difference is striking) ; encourage Sound Transit to plan for a station near 156th and Airfield Park ; and City of Bellevue should protect some rights-of-way for new local streets</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N15	50	32	7	11	91	<p><b>Comment #1:</b> No map provided. The "Opportunities Map" link has no legend. So, this is a worthless survey..</p> <p><b>Comment #2:</b> idk because of "Map LU-3" (where?)</p> <p><b>Comment #3:</b> A Countywide Center would bring "day visitors" who may or may not patronize the local businesses. I prefer to focus on building for the current &amp; future residents of Eastgate.(really wish there was a link to a map to make sure I understand the question)</p> <p><b>Comment #4:</b> where is the map????? I cannot comment on this without seeing the map. You should have linked to the map, to open in a new tab or window.</p>
S-EG-N16	50	44	4	2	91	<p><b>Comment #1:</b> This area would be a great hub for BC students, mixed use small businesses, more social walkable areas.</p> <p><b>Comment #2:</b> I hope P&amp;R become more clean and safe that's the hub of the Eastgate area but now abandoned</p> <p><b>Comment #3:</b> I live near Kamber on 140TH, which is a 5-minute drive to the park and ride. Transforming it to becoming easier to reach is vital as it provides access to Seattle and Downtown Bellevue via its bus system. Needing to drive to/from it stops Eastgate from becoming a neighborhood center that people can easily access.</p> <p><b>Comment #4:</b> There are multiple TOD opportunities in this corridor, including Factoria, the P&amp;R, and near 156th. Bellevue should pursue all of them.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N17	49	30	9	10	92	<p><b>Comment #1:</b> No map provided to locate the "Housing Campus".. The "Opportunities Map" link has no legend. So, this is a worthless survey..</p> <p><b>Comment #2:</b> What is the Eastgate Housing Campus? A link to a map or even a "tool tip" where I could hover over the term to get a definition would have been very helpful here.</p> <p><b>Comment #3:</b> why just the Housing Campus? why are they more special than everyone else who lives in eastgate??? Don't we also deserve neighborhood amenities and public space improvements????</p>
S-EG-N18	49	40	5	4	92	<p>Comment #1: The 2 line proves there is demand for transit here. Build more. Lots more.</p> <p>Comment #2: City of Bellevue should strongly support the 4 Line as rail (not a bus!) and should advocate for a stop near 156th, which is well-supported by stop spacing, redevelopment potential, the Aquatic Center, and more</p> <p>Comment #3: I am not in favor of Line 4. who knows what travel/commute patterns will be 20 years from now??? i would MUCH, MUCH rather money be invested instead into transit, including BRT type routes. You know that ST4's current budget estimate will balloon over time, and we will face the same issue of not enough funding, and either even longer delays or reduced stations, or way more taxes. And we will have been paying in to ST3 for years, and may not get much, or anything for the taxes we've paid.</p>
S-EG-N19	51	31	9	11	90	<p><b>Comment #1:</b> The places that have been put in seem to gather people BUT the wrong people</p> <p><b>Comment #2:</b> With the bulk of housing in the Eastgate neighborhood located south of I-90, I feel the better investment is making the existing Neighborhood Centers more vital and useful to the neighborhood residents.</p> <p><b>Comment #3:</b> This should include easy access for bikers from MTS</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N20	51	44	3	4	90	<p><b>Comment #1:</b> No map provided to locate the "commercial district".. The "Opportunities Map" link has no legend. So, this is a worthless survey..</p> <p><b>Comment #2:</b> idk because of "Map LU-2" (where?)</p> <p><b>Comment #3:</b> I don't understand how this designation is different from how this space is currently utilized by the neighborhood residents..? I do support making it more walkable, for example, ped crossing on SE38th between north entrance to Eastgate Plaza and the businesses located on the north side of SE 38th</p> <p><b>Comment #4:</b> This should also include easy access for bikers on MTS</p> <p><b>Comment #5:</b> where is the map????? I cannot comment on this without seeing the map. You should have linked to the map, to open in a new tab or window. And if LU-2 is from HOMA, NO WAY DO I WANT THAT LEVEL OF DENSITY AND BUILDING HEIGHT!!! And especially not without MASSIVE traffic mitigation. People drive cars!! OK, not everyone, but most people.</p>
S-EG-N21	49	33	10	6	92	<p><b>Comment #1:</b> No handouts for private "partners". No need for entanglement with religious organizations. Just do this secular and non-profit.</p> <p><b>Comment #2:</b> We do not need to give faith-based properties or private partners public money to achieve our goals. We can fund them ourselves without their help.</p>
S-EG-N22	49	40	4	5	92	<p><b>Comment #1:</b> This already happens, many organizations are utilizing the fields and gyms during non-school hours. There is very little unused capacity so focusing on this is not the best ROI.</p>
S-EG-N23	48	33	5	10	93	
S-EG-N24	49	41	3	5	92	<p><b>Comment #1:</b> I 100% support development of unused outdoor spaces like the airpark for community gathering spaces, including the proposed aquatic center.</p> <p><b>Comment #2:</b> If this park is highly developed, I don't see how the roads will be adequate to manage crowds for big events.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N25	49	32	12	5	92	<p><b>Comment #1:</b> Airfield &amp; Robinswood parks are already well connected with trails that reach multiple destinations.</p> <p><b>Comment #2:</b> It is difficult to navigate Eastgate without a car, and we need more paths, bike lanes, walkways and ways to SAFELY transit the area. It feels dangerous now.</p> <p><b>Comment #3:</b> connecting parks to hubs (P&amp;R) and anchors (BC, shopping malls) can engage more people's flow, than connecting only parks.</p> <p><b>Comment #4:</b> Without reliable and frequent public transportation and relying only on car travel, we cannot build a community. These locations will be limited by ability to acquire a car, and parking spaces. It creates a barrier of entry that stands in the way of people organically meeting at these locations.</p> <p><b>Comment #5:</b> What is active transportation? Walking yes, biking, yes... drop offs yes, busses no, SOV's no.</p> <p><b>Comment #6:</b> Yes, please, this is long overdue. And biking to Bellevue College from notheast shouldn't be as stressful as it is now</p> <p><b>Comment #7:</b> We need a pleasant, safe, walkable green street linking high-capacity transit near I-90 with Airfield Park and the Aquatic Center</p> <p><b>Comment #8:</b> this is a stupid idea. who are you planning for who will be cycling between various parks??? OK, I can MAYBE see between schools and parks. Robinswood and (face it) Airfield Park are NOT in eastgate! These parks belong to Lake Hills</p> <p><b>Comment #9:</b> Active? Walking yes. Busses no. Increased parking for vehicles, no.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N26	49	33	11	5	92	<p><b>Comment #1:</b> This is not necessary on the North side of I-90.</p> <p><b>Comment #2:</b> consider the unbuildable "recreation use" plot in Leawood addition</p> <p><b>Comment #3:</b> Private property should never be considered for government projects!</p>
S-EG-N27	49	33	8	8	92	<p><b>Comment #1:</b> consider the unbuildable "recreation use" plot in Leawood addition</p> <p><b>Comment #2:</b> Parks are no-brainer. Do more of them.</p> <p><b>Comment #3:</b> See above for Active transportation.</p> <p><b>Comment #4:</b> Kids in our neighborhood have no real ability to safely bike to a park to play. So they end up playing in the street (unsafe) or scrolling on the phone (terrible)</p> <p><b>Comment #5:</b> Parks yes...again with the active transportation that has no definition.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N28	48	36	4	8	93	<p><b>Comment #1:</b> The current plan for Airfield park development needs to be reconfigured to eliminate new intrusions into the forested area of the park. The extensive cutting down of trees in the current plan is unnecessary to accommodate all of the desired new amenities and facilities. I have personally walked the park with city officials and provided an alternative layout plan showing how all of the desired amenities and facilities can be accommodated by use of the existing large parking lot which the city purchased from Boeing.</p> <p><b>Comment #2:</b> We need more places for youth and senior activities in this area, and the aquatic park (mixed use with other space) would be very impactful-positively so.</p> <p><b>Comment #3:</b> Airfield Park is located at the very edge of Eastgate area and cannot be fully utilized through spotted development alone. Improved access from other parts of Eastgate is critical theme for Airfield.</p> <p><b>Comment #4:</b> Yes except the large magic carpet bag called “programming needs”. Sounds like a staff wish list...so no on that.</p> <p><b>Comment #5:</b> Fantastic! Note that the residential area / neighborhood adjacent to this park is NOT Eastgate. The nearby residents should have major say in what that identity and programming is.</p> <p><b>Comment #6:</b> There is no neighborhood identity around Airfield Park. Look, the plans for Airfield are already pretty much solidified, because Jennifer Robertson was not going to take NO for an aquatic center to be built there. Airfield park will be used by many people who don't live in eastgate. so, plan airfield park as a city park.</p> <p><b>Comment #7:</b> Neighborhood yes...but programming needs sounds like the City wants to do whatever it was...so no on that portion.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N29	49	26	15	8	92	<p><b>Comment #1:</b> The current plan for Airfield park development needs to be reconfigured to eliminate new intrusions into the forested area of the park. The extensive cutting down of trees in the current plan is unnecessary to accommodate all of the desired new amenities and facilities. The Aquatics facility in that current plan is erroneously configured and does not match the footprint outlined in detail in the city's extensive Aquatics Center report issued in 2020. A reconfigured aquatics center located close to the existing large parking lot purchased from Boeing makes much better sense. I have personally walked the park with city officials and provided an alternative park layout plan showing how all of the desired amenities and facilities can be accommodated by use of the existing large parking lot which the city purchased from Boeing. FYI, I am a professional with experience overseeing the design and construction of other site developments.</p> <p><b>Comment #2:</b> Please add indoor pickleball courts!!!</p> <p><b>Comment #3:</b> This is very needed in the area-for everyone!</p> <p><b>Comment #4:</b> As a swimmer, having a publicly-owned aquatic facility would be a dream. Swimming pools provide spaces for people especially families to gather, play, and exercise. They bring people with similar interest -who otherwise would not meet- together while improving their health. What's not to like!</p> <p><b>Comment #5:</b> My understanding is that this is a done deal and it feels disingenuous to pose this question as if it were only a possibility.</p> <p><b>Comment #6:</b> as I said, plans are already pretty much a done deal. Airfield park should be part of Lake Hills' NAP, not Eastgate's NAP</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N30	46	39	1	6	95	<p><b>Comment #1:</b> The disruption that the salmon underpass project along Eastgate Way has been ridiculous and driving along I-90 during this time has seemed more dangerous. This area has been neglected for so long, there's a lot of work to do. Congestion getting onto westbound I-90 is of particular concern.</p> <p><b>Comment #2:</b> No more highway ramps and expansions. Prioritize the rest of the policies in this section</p>
S-EG-N31	47	35	4	8	94	<p><b>Comment #1:</b> n/a</p> <p><b>Comment #2:</b> This traffic calming should be integrated with the street trees goal.</p> <p><b>Comment #3:</b> No! we already will have 20mpg speed limits, which i disagree with, especially all of the money to be spent changing over to 20mph. If you want to calm traffic, put up traffic cameras and collect money for speeding tickets. People are not going to change their habits without a consequence for not doing so.</p>
S-EG-N33	47	40	1	6	94	<p><b>Comment #1:</b> how expensive is all this going to be?? what equals abundant access? I cannot support this because it's totally vague but there's clearly a price tag that i may not want to pay</p>
S-EG-N34	44	26	6	12	97	<p><b>Comment #1:</b> Active transportation definition? Again.</p> <p><b>Comment #2:</b> Um, what exactly does this mean??? In general, the excessive focus on "active transportation" in Bellevue in recent years, and only expanding, is not where I think the focus should be. Show me the studies that prove that "if you build it, they will come" in sufficient numbers to have made the \$\$\$ investment wise!!</p> <p><b>Comment #3:</b> Active transportation again.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N36	46	44	1	1	95	<p><b>Comment #1:</b> Newport way se, 150th Ave se</p> <p><b>Comment #2:</b> More sidewalks in neighborhoods south of I-90 so they can more easily access transit</p> <p><b>Comment #3:</b> City of Bellevue should prioritize establishing rights-of-way for new local streets to break up overly large blocks before it's too late (before redevelopment has already happened).</p>
S-EG-N37	44	37	2	5	97	<p><b>Comment #1:</b> to enable more intuitive movement between areas, removing barriers related I-90 interchange that disrupts pedestrian and bicycle connectivity is needed, through joint action among WSDOT, the City, and private stakeholders.</p> <p><b>Comment #2:</b> Unclear what the mobility implementation plan is but definitely a requirement at Newport way SE and 161st Ave SE. the curves make it treacherous for seniors crossing the road.</p>
S-EG-N38	46	36	4	6	95	<p><b>Comment #1:</b> 151st to Lakemont on Newport way needs serious safety upgrades</p> <p><b>Comment #2:</b> Similar answer as for S-EG-N34. Show me the data that supports investing in this. Also, what do you mean by "facilities"?</p>
S-EG-N39	46	35	5	6	95	<p><b>Comment #1:</b> Need stops at the library and community center. Seems silly that route 203 doesn't stop there.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N40	47	40	3	4	94	<p><b>Comment #1:</b> This is extremely important and very much needed!</p> <p><b>Comment #2:</b> I have lived in Eastgate for 40+ years and only went into Seattle for Sounders game (via car). Light rail from the South Bellevue transit center has been a GAME CHANGER, and I now take it multiple times per month and am exploring our region more than I ever did before. Linking Eastgate with the transit center is so important!!!</p> <p><b>Comment #3:</b> It also adds an extra 20-25 minutes of travel because of how infrequent and long the bus routes are to these transit hubs. The goal of increasing mobility and access MUST be addressed by increasing mobility and access to/from transit hubs. We must having expanded and more frequent transit routes or we won't reap the benefits of having any transporation centers.</p> <p><b>Comment #4:</b> This is important. One of the previous strengths of this neighborhood was its super accessible transit stops. The recent changes are a huge loss.</p>
S-EG-N41	43	35	3	5	98	<p><b>Comment #1:</b> If the I-90 underpass multi-year disruption (along Eastgate Way etc) is the template for this, I am against it. That was a HUGE disruption, extremely expensive and in my opinion, wasteful. I would be very interested to understand what actual positive long term effect it has on salmon migration up that creek towards Someset. A waste.</p>

Policy Number	Responses	Yes	No	Don't Know/ No Opinion	NA	Comments
S-EG-N42	46	32	4	10	95	<p><b>Comment #1:</b> Nature trails and viewing areas are already well developed in the Eastgate area parks on the north side of I-90, i.e. Spiritridge, Airfield and Robinswood parks. The proposed development plan for Airfield park was poorly developed by an architectural firm who apparently had not even visited the park to see the existing well developed trails and viewing areas already there, since those do not appear on the current development plan and since the new development plan severely impacts and destroys much of the existing ecosystem in the forested area of the park.</p> <p><b>Comment #2:</b> Yeah, this doesn't really work unless you have bridges and monitoring of these spaces. You will need a ranger to soft police the areas.</p> <p><b>Comment #3:</b> Our remaining streams and greenbelts are the refuge of our local wildlife. Walking trails and viewpoints will make these areas incompatible with wildlife.</p>
S-EG-N43	43	29	5	9	98	
S-EG-N44	44	34	3	7	97	<b>Comment #1:</b> Eastgate should be a Sustainability District and be net zero
S-EG-N45	46	37	4	5	95	
S-EG-N46	44	26	8	10	97	<p><b>Comment #1:</b> For the public good, and to better balance the demand on the electrical grid, EV charging should by in large be done overnight while vehicles are parked at home. Rather than create public EV charging facilities, the city should instead provide incentives and aid for multifamily building owners to install charging station infrastructure in their existing private parking lots. People for Climate Action has proposed to city council and city staff more details on how such a program should be implemented in cooperation with Puget Sound Energy. Contact court.olson@yahoo.com for more information, if needed.</p> <p><b>Comment #2:</b> All living units should be 100% EV ready</p> <p><b>Comment #3:</b> Super important, both in mixed use areas, for cars coming from 1-90 AND in multi family residential developments ( tie in to residents' individual electric bills )</p>



CDD-26-77132b



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## EASTGATE NEIGHBORHOOD AREA PLAN DRAFT

### The Vision

**Eastgate is a convenient, safe, and welcoming neighborhood where its diverse residents, businesses, and student population can thrive and build connections with one another. Its tree-lined and well-maintained residential areas are the heart of the neighborhood, and people from all stages of life are seen walking, biking, and taking transit to experience the area's natural beauty, outdoor recreation, and retail and entertainment offerings. Mixed-use areas on both sides of Interstate 90, as well as Bellevue College, anchor the neighborhood as vibrant hubs for living, working, gathering, learning, and fostering community.**

The future of Eastgate is built around stitching together its socially tight-knit, walkable, and well-established residential areas with abundant recreation, retail, and regional transit within the neighborhood area to create a more complete and connected community. Eastgate's different sub-neighborhoods are separated by the Interstate 90 freeway and arterials. In each of these sub-neighborhoods are important and unique community gems that make Eastgate a desirable place to live, work, play, and learn. These treasures include top-rated schools, libraries, human and health services, locally owned shops and restaurants, densely wooded parks, and nature trails.

Eastgate is connected by streets, trails, and public spaces that contribute to the green and welcoming image of the neighborhood, incorporating landscaping, art, and pedestrian amenities that invite community members to walk, bike, and take transit in and around the neighborhood area. Residential areas are anchored by parks and gathering spaces where people can easily meet and connect with one another.

The Eastgate community has safe and convenient access to a wide range of services, shopping, recreational, and entertainment options in nearby commercial and mixed-use areas. Over time, auto-oriented commercial and office areas are envisioned as walkable mixed-use neighborhoods with abundant access to retail, entertainment, and recreation options. The Eastgate Transit-Oriented Development (TOD), recognized as one of South Bellevue's major economic centers and regional transportation hubs for high-capacity transit, acts as an entry point for those biking, driving, and taking transit into the area. From here, residents and visitors can access year-round recreational and cultural experiences within Eastgate or in nearby wilderness areas further south and east.

The policies in this plan support Eastgate's continued evolution and growth to achieve its vision and help strengthen the different community assets that make Eastgate distinct from other neighborhood areas.

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### **Relationship to Volume 1 of the Comprehensive Plan**

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

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## **Community Context**

The Eastgate neighborhood area is a major employment and residential center for Bellevue and the surrounding region. Eastgate is bounded by Factoria and Woodridge to the west, Lake Hills to the north, West Lake Sammamish to the east, and Somerset and Cougar Mountain/Lakemont to the south. Eastgate is bisected east-west by Interstate 90.

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### **Neighborhood Area Planning**

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

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

## **History and Continued Evolution**

Prior to European arrival in the 1800s, the lands that now comprise Eastgate were part of the traditional territory of Coast Salish peoples. The area was heavily forested, characterized by dense vegetation, wetlands, and small creeks. Following World War II, Eastgate transitioned from a rural community to a residential suburb. Early developers planned new residential tracts and established the first shopping center at Sunset Village in the late 1940s and early 1950s, setting the foundation for a self-contained suburban neighborhood. The construction of Interstate 90 in the mid-20th century permanently

reshaped Eastgate’s landscape and development pattern. This infrastructure not only connected Eastgate to Bellevue and Seattle but also catalyzed economic activity along the corridor. By the 1960s and 1970s, the area north of Interstate 90 had begun to attract major regional institutions and employers. Around the same period, the valley along 160th Avenue, previously an airfield, was transformed into a center for office development. Between 1980 and 2000, Eastgate evolved into one of Bellevue’s primary business districts. While the pace of office construction has slowed in recent years due to limited vacant land and broader economic factors, Eastgate remains a vital employment center within the City. Today, tree-lined streets and hillside residential areas south of Interstate 90 contrast with Eastgate’s concentration of offices and institutions north of Interstate 90. It stands as a distinct community within the city; a neighborhood of mostly single-family homes integrated into the fabric of a major commercial center.

Over the past several decades, Eastgate has become increasingly culturally diverse, characterized by a growing Asian population and a high share of foreign-born residents. In 2000, over half of residents identified as non-Hispanic white. In recent years, the majority identify as Asian and Latino, making Eastgate a majority-minority neighborhood, much like Bellevue as a whole.

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**Community Profile**

Population	7,611
Households	2,665
Neighborhood Area Geographic Size (acres)	1,761
Countywide Center Geographic Size (acres)	173
Countywide Growth Center Jobs *	4,003
Homeowner Status	
Own	84%
Rent	16%
Age & Disability	
Under 18	23%
18-34	20%
35-44	15%
45-64	28%
Over 65	14%
Persons with a disability	8%
Race & Language	
White	42%
Asian	39%
Hispanic/Latine	9%
Black	1%

All Other	9%
Speaks a language other than English	45%
Commuting	
Drive alone to work	57%
Carpool, transit, bike, walk, other to work	43%
No car in household	5%

Source: 2020 Census Data for Census Blocks & Tracts in Bellevue, 2020-2024 American Community Survey (ACS) 5-Year Estimates for Census Tracts in Bellevue, 2020-2024 ACS 5-Year Estimates for Bellevue Overall, & Jan 1, 2026 King County Assessor Data.

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

## Neighborhood Conditions and Built Form

Eastgate has evolved as a neighborhood area characterized by a diverse mix of land uses and a strong economic presence. The neighborhood area is physically defined by Interstate 90 which divides Eastgate into two distinct areas. North of Interstate 90, the neighborhood consists of a mix of light industrial uses, multifamily housing, mid-sized office buildings, regional transit facilities, and Bellevue College. The Eastgate Housing Campus, comprised of three individual developments open in 2023, provides shelter, housing, and services for more than 1,500 community members of varied incomes. South of Interstate 90, the area consists of predominantly single-family residential sub-neighborhoods such as Eastgate, Horizon Heights, and Cougar Hills, with smaller parks, community facilities, and locally serving retail integrated throughout the area. The 2012 annexation of Eastgate included all of the neighborhood area within City of Bellevue limits.

The Interstate 90 corridor serves as a primary economic spine for both the neighborhood area and the City, supporting a concentration of retail, restaurants, offices, hotels, automotive services, and recreational businesses. This corridor functions as a business hub for major corporations, technology industries, and community shopping areas, with much of Eastgate’s commercial activity oriented along this corridor. As a major freeway connecting Bellevue and Seattle to cities in Eastern Washington, Interstate 90 is not only a major transportation corridor, but also a source of vehicular traffic, noise, and air quality impacts, especially for communities that live and work nearby.

Community facilities such as the Newport Way Library, Tyee Middle School, Bellevue College, and the Eastgate Park-and-Ride, serve residents from Eastgate and nearby neighborhood areas. With convenient access to jobs, education, retail, community services,

and transit connections, Eastgate continues to function as a place to live, work, play, and learn within the broader Bellevue community.

Eastgate's diversity of land uses and proximity to regional connections reflects the types of multimodal connections in the neighborhood area. Eastgate's arterials are integral to circulation patterns within and through the neighborhood and include Richards Road, 148<sup>th</sup> Avenue SE, SE Eastgate Way, and SE 36<sup>th</sup> Street. While a pedestrian and bicycle network exists throughout the neighborhood area, many residential areas lack sidewalks. Several regional and local bus routes connect the Eastgate neighborhood area, with the Eastgate Park-and-Ride serving as an important transit hub for residents and commuters.

The partially constructed Mountains to Sound Greenway Trail passes through Eastgate along the I-90 corridor, forming a regional trail network that connects the Seattle waterfront to Ellensburg in Central Washington. Bellevue's portion of the trail is currently completed west of 142<sup>nd</sup> Place SE in the Eastgate neighborhood area. As this network continues to develop, it will improve active transportation connectivity and recreational access for the community.

## **Neighborhood Challenges and Opportunities**

Some of the top values that Eastgate community members see as integral to the neighborhood's future are safety, natural beauty, diversity, and economic opportunity. People point to older trees, nearby parks, proximity to both city amenities and wilderness, and friendly neighbors as defining community assets. The neighborhood area plan provides a planning framework for maintaining these values as Eastgate evolves.

### *Creating a Safe and Welcoming Community*

Eastgate has several residential areas with aging or missing infrastructure, which impacts the community's experience of public safety and civic pride when walking, biking, and taking transit around the neighborhood. People mentioned lighting and weather protection as opportunities to make streets and public spaces inviting to use throughout the day and all year round. High quality pedestrian amenities, well-maintained landscaping, active public spaces, and a complete sidewalk and bicycle network also contribute to a safe, vibrant, and welcoming neighborhood experience.

### *Revitalizing Eastgate's Commercial Areas*

Eastgate is an important regional office district and employment center, benefiting from excellent visibility from Interstate 90 and proximity to Bellevue College. Several major corporate campuses are in Eastgate and contribute significantly to the neighborhood's employment base. However, its older office areas have seen relatively high vacancy rates over the past few years and are in peripheral locations that are not easily accessible by

walking, biking, and transit. Evolving office trends toward amenity-rich, adaptable, and collaborative environments present an opportunity to envision Eastgate’s commercial areas as new mixed-use neighborhoods with abundant access to housing, retail, restaurants, and entertainment options.

### *Growing a Regional Transportation Hub*

The Eastgate Transit-Oriented Development (TOD) is a regional transportation hub that will be served by high-capacity transit and enlivened through mixed-use development. However, community members noted the challenges of getting to the TOD’s Park-and-Ride when crossing Interstate 90 at 142<sup>nd</sup> Place SE and 150<sup>th</sup> Avenue SE or traveling along Eastgate Way SE. Reductions in local transit service south of Interstate 90 have also limited mobility options, stressing the importance of first- and last- mile connections. Connecting the neighborhood area to the Eastgate TOD will support the development and transportation investments envisioned for this area.

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#### **Eastgate Transit-Oriented Development**

In 2012, the Eastgate/I-90 Land Use & Transportation Project established a long-term vision for TOD around the Eastgate Park-and-Ride and south of the Bellevue College campus where substantial housing and job growth along the Interstate 90 corridor was expected to occur. An update to the Eastgate subarea plan in 2015 provided the framework for land use code amendments that implemented a new Eastgate TOD district focused on mixed use, multimodal access, ample amenities, and connections to Bellevue College. The Eastgate neighborhood area plan continues to reinforce the vision of the Eastgate TOD and support implementation through future development and infrastructure improvements.

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### *Fostering Connections to the Natural World*

Eastgate is located near many outdoor recreational spots, from creek-lined trails within the neighborhood to regional hiking trails just a short drive away, including in Cougar Mountain, Squak Mountain, and Tiger Mountain. Verdant mountains and mature trees are in view as people walk around their neighborhood. However, steep topography, missing sidewalks, and lack of signage make it difficult for many community members to easily access the natural world around them. Improved connections and signage between trails and parks, as well as enhancements to tree canopy, can help reinforce the neighborhood’s green identity and strengthen access to outdoor recreation.

## Urban Design Framework

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

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

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### Urban Design and Public Spaces

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

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### *Enhancing Neighborhood Connectivity*

Eastgate's transportation network serves local trips inside and outside the neighborhood area, as well as access to Interstate 90. Identified connectivity challenges in Eastgate include destinations being divided by these arterials as well as the Interstate 90 corridor, large block sizes, few opportunities to cross arterials, and lack of safe and convenient access to the Eastgate Park-and-Ride by walking, biking, and taking transit.

Enhancing neighborhood connectivity in Eastgate entails potential improvements that are supported by neighborhood area plan policies and illustrated in Figure S-EG-1.



- **Enhanced Active Transportation Connections:** Active transportation connections include streets and trails that provide an improved walking and biking experience to neighborhood destinations and gathering spaces, such as parks, shopping areas, schools, and regional transit connections. Eastgate's arterials benefit from safety improvements and wayfinding to better connect pedestrians and cyclists to adjacent neighborhood areas, the Eastgate Park-and-Ride, and shopping centers. Additionally, local street enhancements can support safe and comfortable active transportation access to nearby schools, trails, parks, and community facilities.
- **Through-Block Connections:** Through-block connections improve pedestrian circulation by breaking down larger blocks and development sites. Through-block

connections could be developed as part of future public and private development and integrate opportunities for gathering and events. As an alternative to walking along high-volume arterials, large lot commercial areas in the Eastgate TOD and around Bellevue Airfield Park and Eastgate Plaza could integrate internal connections that enhance pedestrian comfort, permeability, and access to surrounding parks and trails.





- Improved Pedestrian Crossings:** Intersection crosswalks and midblock crossings provide designated areas for pedestrians to cross high-volume arterials to get to their destination. Improvements at these crossings can help increase pedestrian visibility and safety from oncoming traffic and serve as a traffic calming measure. SE Newport Way is cited as having few midblock crossing opportunities, and crossing improvements would help to connect pedestrians to schools, trails, bus stops, and other destinations on both sides of the arterial. There are also opportunities to improve intersection safety on arterials such as 148<sup>th</sup> Avenue SE, 150<sup>th</sup> Avenue SE, and SE Eastgate Way.
- Streetscape Enhancements:** While arterials function primarily to carry high volumes of vehicular traffic, they are also valuable public spaces for the community. Enhancing arterials with landscaping, lighting, furnishings, and other pedestrian-oriented features make more attractive, safe, and comfortable corridors. Priority corridors include 148<sup>th</sup> Avenue SE, 150<sup>th</sup> Avenue SE, 156<sup>th</sup> Avenue SE, and SE Newport Way, which are part of the Urban Boulevard Network (Map UD-1) and reinforce Bellevue’s image as a “City in a Park”. SE Eastgate Way was also identified as a priority corridor for improved lighting, landscaping, and transit amenities to improve public safety and comfort for people living, working, shopping, and accessing services along the corridor.

## URBAN DESIGN FRAMEWORK CONCEPT - ENHANCING NEIGHBORHOOD CONNECTIVITY

### Key Features

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

### Existing Community Assets

 Bicycle Facility
 Trail
 Pedestrian Crossing
 Public School

### Urban Design Opportunities






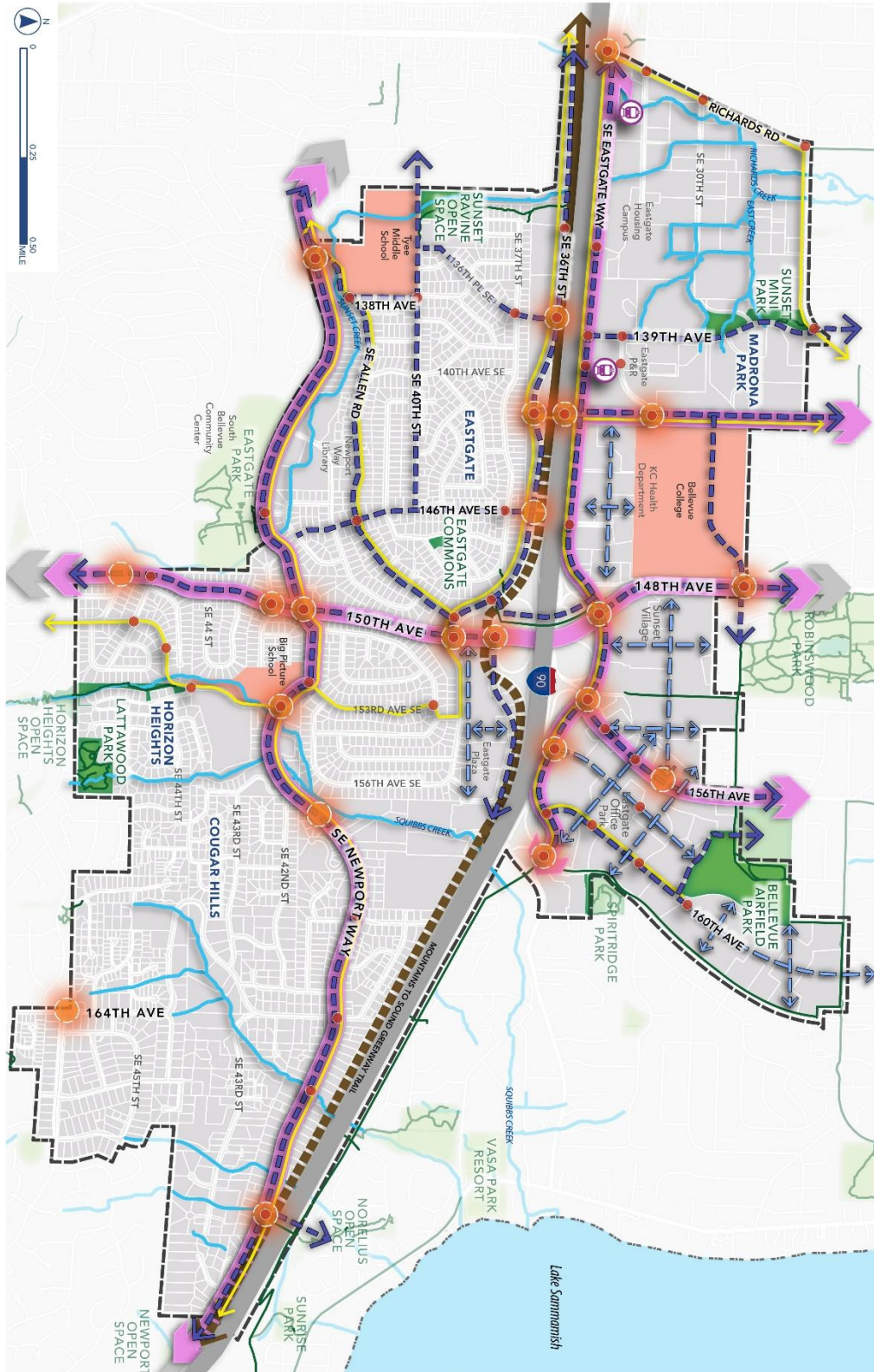
 Enhanced Active Transportation Connection	 Enhanced Pedestrian Crossing
 Through-Block Connection	 Planned Regional Trail Segment
 Streetscape Enhancement	

Figure S-EG-1: Eastgate Concept Map - Enhancing Neighborhood Connectivity



*Enhancing Neighborhood Gathering Spaces*

Eastgate has some recognizable gathering spaces today that are considered “third places”, including Newport Way Library and the Eastgate Plaza shopping center. There are other locations where there is a strong desire for opportunities to gather and build community, such as Bellevue College, Bellevue Airfield Park, and the Eastgate Housing Campus.

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**Third Places**

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

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Enhancing neighborhood gathering spaces in Eastgate entails potential improvements that are supported by neighborhood area plan policies and illustrated in Figure S-EG-2.




- **Third Places with Community Partners:** Publicly- and privately-owned gathering spaces include schools, shopping centers, community centers, and other shared communal areas, where people gather and socialize. For these spaces to better meet the needs of the community, the City can partner with community groups, business owners, and property owners to develop new programs and events. Sunset Village, Eastgate Plaza, Bellevue College, and the Eastgate Housing Campus are community hubs where people would like to see comfortable, inviting spots to gather. People also express wanting to see free and/or low-cost event space, such as Newport Way Library and South Bellevue Community Center, throughout the neighborhood area.
- **Potential Park Opportunities:** New neighborhood-scale parks increase community access to open space and recreation, especially in areas that are not well-served today. There are different tools that the City can pursue to expand access, including development opportunities, land acquisitions, public easements, and public-private partnerships. Residential areas south of Interstate 90 are underserved in access to neighborhood-scale parks for recreation. Eastgate Commons, at the corner of 147<sup>th</sup> Avenue SE and SE 39<sup>th</sup> Street, is an example of a neighborhood park that would benefit other residential areas throughout the Eastgate neighborhood area.
- **Environmental Enhancements:** Vasa Creek, Squibbs Creek, Richards Creek, and Sunset Creek are all notable streams in Eastgate that contribute to the green identity of the neighborhood. Improvements to these natural features can enhance their aesthetic qualities and ecological functions, provide urban wildlife habitat connectivity, mitigate persistent flooding, and boost ecological awareness. There are also opportunities to integrate nature trails next to streams to make a recreational

amenity as well as an ecological one. Squibbs Creek, for example, has a trail that allows nearby residents to experience the Horizon Heights Greenbelt.

- Thresholds:** Thresholds are markers to indicate to people they are arriving into the neighborhood area or a special destination within it, such as a business district, park, or other civic/cultural space. These markers can reflect the unique identity of those who live, work, and play there and can take many different forms: a distinct landmark, a natural feature, signage, or public art. Several parks in and around the neighborhood area, such as Bellevue Airfield Park, Robinswood Park, Eastgate Park, and Lattawood Park, sit between Eastgate and the adjacent Somerset, Lake Hills, West Lake Sammamish, and Cougar Mountain/Lakemont neighborhood areas. The Eastgate TOD and Interstate 90 corridor are also key entry points into the neighborhood for those arriving by car and transit. 142<sup>nd</sup> Place SE and Landerholm Circle SE are major thresholds into the Bellevue College campus.

## URBAN DESIGN FRAMEWORK CONCEPT - ENHANCING NEIGHBORHOOD GATHERING SPACES

### Key Features

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

### Existing Community Assets

 Trail
 Public School

### Urban Design Opportunities

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



## Neighborhood Policy Summary

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

### *Neighborhood Identity*

Neighborhood identity evolves over time as residents and businesses change, reflecting the history of the area and incorporating the cultures and needs of new residents and businesses. Eastgate is known for its diverse community, excellent access to outdoor recreation, proximity to wilderness, mature trees, and convenient location along the Interstate 90 corridor and Mountains to Sound Greenway. These neighborhood-specific elements can be expressed within the design of public spaces, community facilities, placemaking, and public art.

### *Mixed Use Centers & Neighborhood Centers*

Mixed Use Centers and Neighborhood Centers are often the heart of the neighborhood as places where people can easily access transit, housing, shopping, places to gather, and services. Bellevue's growth strategy, as outlined in the Comprehensive Plan's Land Use element, directs most of the city's growth to its Mixed Use Centers and supports the health and vitality of residential areas by planning for current and future Neighborhood Centers. The cultural and retail offerings in these centers can make them a unique draw for both the neighborhood area and larger city. Investments in high-capacity transit service will strengthen the area around the Eastgate Park-and-Ride as a regional transit hub and transit-oriented development district.

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#### **Mixed Use Center in Eastgate**

Eastgate is one of six areas in Bellevue designated as a Mixed Use Center, which are centers of economic and social activity anchored by major transportation hubs. At the heart of Mixed Use Centers are Countywide Centers (see Map LU-3 in the Land Use element) designated by King County. Countywide Centers serve important roles as places for concentrating jobs, housing, shopping and recreational opportunities. These are often smaller downtown, high-capacity transit station areas or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Roughly the northwest quadrant of the Eastgate neighborhood area is designated as a Countywide Center and includes the Eastgate Housing Campus, the Eastgate TOD, the Eastgate Park-and-Ride, and portions of Bellevue College.

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#### **Neighborhood Center in Eastgate**

Neighborhood Centers are commercial and mixed-use developments located in areas that are otherwise primarily residential. These centers provide goods and services to nearby residents and serve as important focal points and

gathering spaces for the community. The Neighborhood Center (see Map LU-2 in the Land Use element) in Eastgate is centered around the Eastgate Plaza shopping center south of Interstate 90.

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### *Community Gathering Spaces*

Gathering spaces strengthen social connections by providing opportunities for recreation, celebration, pursuing hobbies, and meeting friends. They range from outdoor public spaces like parks and trails to indoor communal spaces like community centers, schools, libraries, and places of worship. Newport Way Library, Bellevue College, and Tyee Middle School are recognized as important public places to gather within the neighborhood area. Additional opportunities to develop and expand community gathering spaces are possible through collaboration with different community partners.

### *Mobility and Access*

The transportation network in Eastgate serves many different travel modes. The most common way for people to access destinations is by car, although there is a desire for safely getting around the neighborhood by walking, biking, and transit. Steep hills and lack of sidewalks are a barrier today for many of Eastgate's residential areas. Neighborhood mobility and access can be improved through better sidewalks, crossings, bike lanes, and active transportation and transit connections to nearby destinations.

### *Environment*

Bellevue prides itself as being a "City in a Park". Streams, greenbelts, hiking trails, and other natural areas within Eastgate are all integral to the green identity of the neighborhood and are easily accessible from where people live, work, play, and learn. Incorporating nature-oriented elements into projects as new development occurs presents opportunities to foster community resilience, human connection to wildlife, and habitat health.

## **Goals & Policies**

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

## **Neighborhood Identity**

**Goal:** To enhance Eastgate's distinct qualities as a convenient, green, and welcoming neighborhood.

- S-EG-N1.** Facilitate the development of cultural and sports facilities in Eastgate's mixed-use areas to support year-round activities.

- S-EG-N2.** Include landscaping and natural features in public and private development to enhance scenic qualities along the Mountains to Sound Greenway trail and Interstate 90 corridor.
- S-EG-N3.** Minimize loss of trees and increase tree canopy in areas that do not meet City canopy goals, prioritizing streetscapes, publicly owned properties, and environmentally sensitive areas.
- S-EG-N4.** Support and expand beautification initiatives to steward and maintain trails, streetscapes, natural areas, and other public spaces.
- S-EG-N5.** Use art and other creative elements at thresholds into Eastgate that create a sense of arrival from freeways, the Mountains to Sound Greenway trail, and major arterials in the neighborhood area.
- S-EG-N6.** Highlight neighborhood history and cultural diversity in the development of public spaces, community facilities, and public art.
- S-EG-N7.** Design public spaces with high-quality amenities and landscaping to create an inviting and safe user environment.
- S-EG-N8.** Increase affordable housing opportunities through maintenance and rehabilitation of existing housing stock and creation of new affordable housing.

## **Mixed Use Centers and Neighborhood Centers**

**Goal:** To support the development of mixed-use areas in Eastgate to accommodate future growth of housing and jobs, economic diversity, and high-capacity transit.

### **General**

- S-EG-N9.** Work to site and expand City-owned capital facilities to meet increased housing and job growth and demand for public services in the area.
- S-EG-N10.** Encourage the inclusion of small footprint affordable commercial space within mixed-use buildings, prioritizing these opportunities near Bellevue College, in existing office areas, and in the Neighborhood Center.
- S-EG-N11.** Support business district development in Eastgate to strengthen economic vitality and connections across business owners and operators.

- S-EG-N12.** Strengthen public-private partnerships to attract employers, small businesses, and creative uses within business districts.
- S-EG-N13.** Work with developers to mitigate small business displacement during and after redevelopment through relocation assistance, phasing, and retention strategies.
- S-EG-N14.** Coordinate with agencies and major institutions, including WSDOT, Mountains to Sound Greenway Trust, Sound Transit, and Bellevue College, on land use and transportation planning.

### **Mixed Use Centers**

- S-EG-N15.** Establish and sustain the designation of the Eastgate Countywide Center (see Map LU-3) to support a mix of jobs, housing, shopping, mobility options and recreational opportunities.
- S-EG-N16.** Support the development of the Eastgate Transit Oriented Development centered around the Eastgate Park-and-Ride as a compact, walkable, mixed-use district that is a hub for social and economic activity and transit connections.
- S-EG-N17.** Support the needs of those who live, work, and access services within the Eastgate Housing Campus through neighborhood amenities and public space improvements.
- S-EG-N18.** Coordinate with transit service providers on future high-capacity transit projects to support station siting, alignment, access, and development opportunities.

### **Neighborhood Centers**

- S-EG-N19.** Identify and establish new Neighborhood Centers north of Interstate 90 that can become focal points for the community with neighborhood services, gathering spaces, and multiple transportation options.
- S-EG-N20.** Support the development of a neighborhood-serving commercial district (see Map LU-2) at Eastgate Plaza as a walkable mixed-use area with pedestrian and bicycle connections to nearby residential areas.

### **Community Gathering Places**

**Goal:** To provide for a variety of indoor and outdoor gathering spaces to serve a growing and diverse neighborhood.

- S-EG-N21.** Partner with community organizations, faith-based properties, and private partners to expand opportunities for affordable gathering places, especially within underutilized first-floor spaces.
- S-EG-N22.** Coordinate with Bellevue School District on the joint use of recreational facilities for public use.
- S-EG-N23.** Collaborate with Bellevue College to strengthen the campus as a cultural hub through community partnerships and amenities that enhance the student and employee experience.
- S-EG-N24.** Encourage the development and expansion of outdoor public spaces, including adjacent to Bellevue Airfield Park and within the Eastgate Transit Oriented Development, to accommodate cultural events, markets, and other public amenities.
- S-EG-N25.** Provide a network of active transportation connections that link nearby community parks, including Bellevue Airfield Park, Robinswood Park, Eastgate Park, with other parks, schools, and destinations that serve the neighborhood area.
- S-EG-N26.** Work to acquire property or secure easements on private property to provide additional entry points into and connections between local trails and parks.
- S-EG-N27.** Acquire parcels suitable for neighborhood parks that are integrated into the parks and open space network and accessible by active transportation.
- S-EG-N28.** Support the development of Bellevue Airfield Park as a community park reflective of neighborhood identity and citywide programming needs.
- S-EG-N29.** Support the development of a planned regional aquatic facility that is connected to its surroundings and serves a full range of recreation, health, and wellness needs.

## **Mobility and Access**

**Goal:** To improve local and regional mobility options so that the community has safe and convenient access to destinations inside and outside the neighborhood area.

- S-EG-N30.** Coordinate with WSDOT on projects along and near Interstate 90 to relieve congestion and minimize traffic impacts during construction.

- S-EG-N31.** Implement traffic calming on local streets to address traffic speed and volumes, using Vision Zero and Complete Streets design principles.
- S-EG-N32.** Support future phases to complete the Mountains to Sound Greenway trail through Eastgate between 142nd Place SE and Lakemont Boulevard SE.
- S-EG-N33.** Provide safe and abundant access to the Mountains to Sound Greenway trail.
- S-EG-N34.** Work to obtain active transportation connections within larger blocks and development sites.
- S-EG-N35.** Design and implement wayfinding within the neighborhood with directions to transit and active transportation facilities, including at thresholds into the neighborhood area.
- S-EG-N36.** Support the expansion and enhancement of the active transportation network on local streets, with an emphasis on safety, completeness, and connectivity.
- S-EG-N37.** Improve opportunities for pedestrians to safely cross arterials at signalized intersections and at designated mid-block locations, consistent with the Mobility Implementation Plan.
- S-EG-N38.** Improve bicycle network facilities, including facilities connecting to frequent transit, Neighborhood Centers, and Mixed Use Centers, consistent with the Mobility Implementation Plan.
- S-EG-N39.** Support the enhancement and accessibility of local bus facilities and service to destinations that serve the neighborhood area.
- S-EG-N40.** Coordinate with transit providers to establish frequent transit connections to regional transit facilities, including the Eastgate Park-and-Ride and the South Bellevue light rail station.

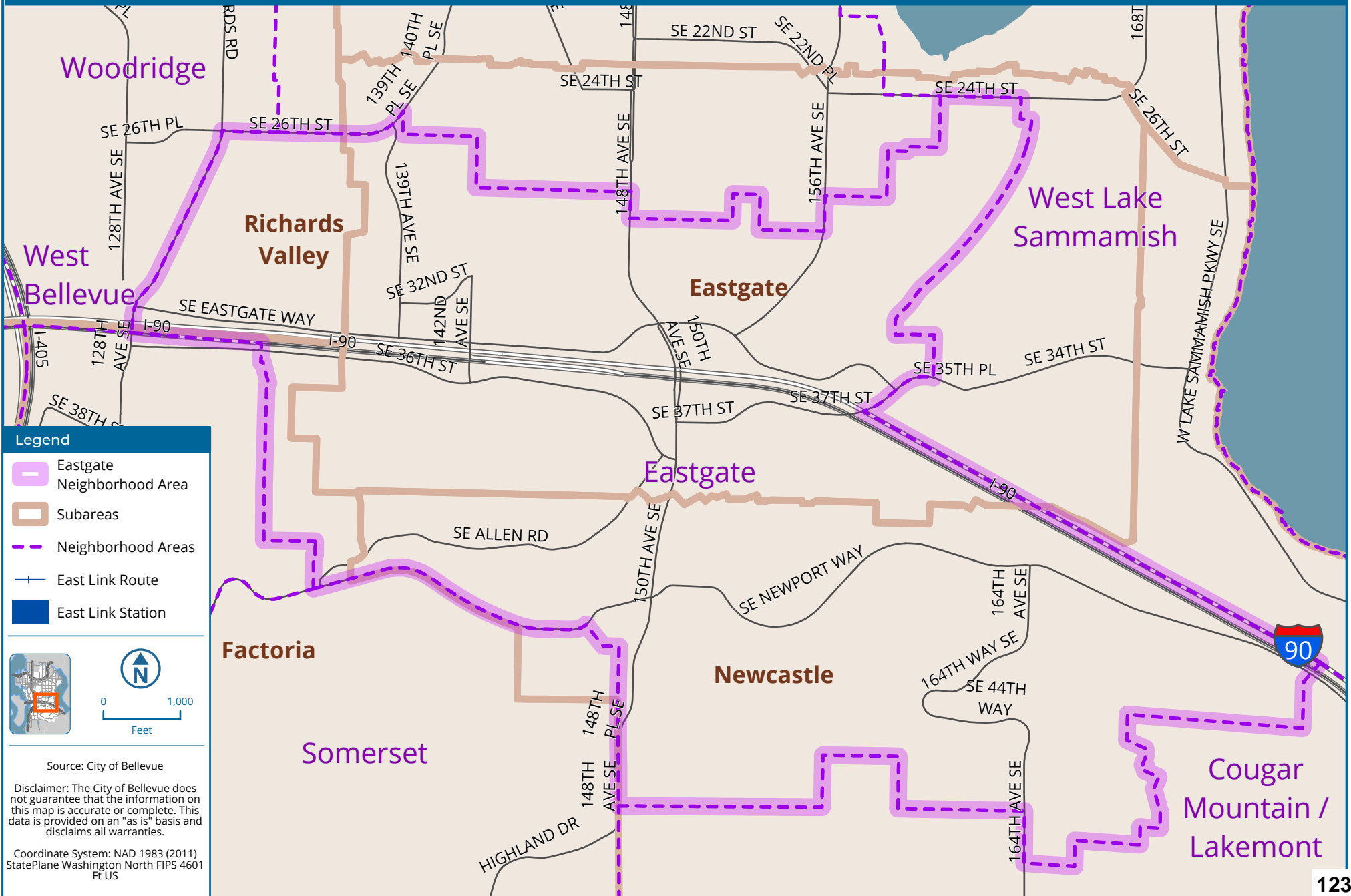
## Environment

**Goal:** To enhance Eastgate’s natural and built environment to support habitat health and community resilience for future generations.

- S-EG-N41.** Support stream improvements to promote water quality, wildlife, and riparian plantings, consistent with the Watershed Management Plan.
- S-EG-N42.** Explore opportunities to integrate nature trails and viewing areas into stream corridors and greenbelts.

- S-EG-N43.** Increase environmental education opportunities to highlight and protect local streams and wildlife.
- S-EG-N44.** Collaborate on climate-resilient public space and building design that minimizes energy and resource use and is adaptable to extreme weather conditions.
- S-EG-N45.** Coordinate with WSDOT to minimize the impacts of air pollutants and noise on sensitive uses along Interstate 90.
- S-EG-N46.** Support efforts to provide for and expand access to public electric vehicle charging in mixed use areas and multifamily residential developments.

# Eastgate Neighborhood Area



Eastgate Neighborhood Area Plan CPA

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

EASTGATE SUBAREA PLAN

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

....

**POLICY S-EG-1.** Focus Eastgate growth into a mixed use center adjacent to the Eastgate Transit Center with greater height and intensity than the surrounding area.

**POLICY S-EG-2.** Establish a pedestrian-oriented street that provides a community plaza and allows for connections between Bellevue College, the Eastgate Park and Ride, and the office, retail, and residential development in the transit-oriented development center.

**POLICY S-EG-3.** Encourage office and retail land uses that take advantage of freeway access, transit service, and non-motorized transportation alternatives without adversely impacting residential neighborhoods.

*Discussion: Intense office development can generate adverse traffic impacts and block residential views. Site design also can impact residential quality. To support this policy, office and retail development should be well designed so that it is compatible with surrounding neighborhoods and be oriented around a multi-modal transportation system that reduces vehicular congestion and traffic impacts.*

**POLICY S-EG-4.** Encourage the integration of restaurants and other commercial uses that serve local workers into and adjacent to office development to enhance the mix of uses within walking distance of employment areas.

*Discussion: The reason for encouraging restaurants and other commercial services within office developments is to reduce vehicular traffic between the office parks and retail areas. Retail areas are intended to serve primarily local needs.*

....

**POLICY S-EG-15.** Collaborate with the Washington State Department of Transportation to relieve congestion created by vehicles entering and exiting Interstate 90.

**POLICY-S-EG-16.** Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.

*Discussion: the Mountains to Sound Greenway trail connects the Puget Sound with central Washington along 100 miles of I-90. Within Bellevue, there is a 3 mile gap through the Eastgate area from Factoria to Bellevue city limits. Closing this gap will provide a transportation and recreation resource that will benefit Eastgate residents, visitors, and businesses.*

....

*Discussion: 142nd Place SE should be established as a frequent transit network corridor that reinforces the Transit Oriented Development Area, enhances bus service connections to Bellevue College, and is designed to serve as a gateway feature for the area. In addition, it may be possible to serve more parts of the Subarea, and to serve the Subarea more efficiently, by working with partner agencies and organizations.*

....

**POLICY S-EG-19.** Reinforce the area's location on the Mountains to Sound Greenway, accentuate Eastgate as a major entry into Bellevue, and emphasize the emerging urban character of the Eastgate I-90 corridor through the application of land use regulations, public amenity incentives, and design guidelines.

....

**POLICY S-EG-21.** Consider design review for commercial, office, and mixed use development that promotes pedestrian-friendly design, ensures quality and a sense of permanence, promotes environmental sustainability and creates a distinct identity.

....

**POLICY S-EG-24.** Support the overall sustainability and green identity of the I-90 corridor consistent with the Mountains to Sound Greenway by including visibly recognizable natural features in public and private development. Examples include, but are not limited to green walls, façade treatments, green roofs, retained native vegetation, and abundant natural landscaping.

....

**POLICY S-EG-27.** Encourage the State Department of Transportation to provide

landscaping that clarifies access patterns and improves the appearance of their properties.

**POLICY S-EG-28.** Create community character in commercial, office, and mixed use development through the use of standards and incentives that support public art, street lighting, landscaping, distinctive building design, and pedestrian-oriented site design.

**POLICY S-EG-29.** Encourage the development of a dynamic public realm by integrating publicly accessible plazas, open spaces, and other gathering spaces within private development in commercial, office, and mixed use areas.

....

**POLICY S-EG-33.** Coordinate with Bellevue College, the State of Washington, the Mountains to Sound Greenway Trust, county and regional agencies, the private sector, and others to implement the desired land use and transportation changes in this subarea plan.

....

### **Planning District 1**

....

### **Planning District 2**

**POLICY S-EG-38.** Retain sufficient vegetation on the eastern side of the Sunset property to visually buffer Bellevue Community College.

**POLICY S-EG-39.** Screen industrial development from residences to the north of Kamber Road from light industrial development with a landscaped buffer.

**POLICY S-EG-40.** Protect the surrounding neighborhoods from future development in the I-90 Business Park by observing transition area requirements from residential uses as well as maintaining landscape buffers.

*Discussion: Encourage retention of significant open space in the I-90 Business Park in conjunction with utilization of the remaining Development potential. Apply the OLB-OS designation in support of this policy. [Amended Ord. 5392]*

**POLICY S-EG-41.** Rezone master planned areas in District 2 to be consistent with the underlying Land Use designation and implement the Eastgate Land Use and Transportation project vision when existing concomitant agreements affecting the site

are renegotiated or repealed and upon approval of a new Master Development Plan.

*Discussion: Large master planned projects in Eastgate are subject to Master Plan/ Design Review requirements and conditions associated with concomitant zoning agreements that may prevent implementation of zoning consistent with the Eastgate Land Use and Transportation Project vision. Portions of the Sunset Corporate campus, subject to concomitant agreement 14463 and the area generally associated with the I-90 Corporate Campus, subject to concomitant agreements 6015, 11390, and 33217 should only be rezoned when the existing concomitant agreements are renegotiated or repealed.*

**POLICY S-EG-42.** Encourage a mixed use area between Bellevue College and I-90 into a walkable, transit-oriented center at the level of intensity needed to create a vibrant mix of offices, residences, and locally-serving shops and restaurants that are urban in character.

**POLICY S-EG-43.** Retain neighborhood-serving commercial uses through flexible zoning that allows a rich combination of neighborhood retail and services.

**POLICY S-EG-44.** Consider the use of a land use incentive system in office and mixed use areas that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.



## NEWCASTLE SUBAREA PLAN

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

....

**POLICY S-NC-12.** Permit multifamily development at densities ranging from 12 to 30 units per acre in designated areas along I-90 and Coal Creek Parkway if roadway improvements are made consistent with the Newcastle Facilities Study.

....

## RICHARDS VALLEY SUBAREA PLAN MAP AND FIGURE

Delete **Richards Valley Land Use Plan** in its entirety.



# Bellevue Planning Commission

July 8, 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 several study sessions, and seek Planning Commission feedback at each study session.

	<b>Topic Areas</b>
<input checked="" type="checkbox"/>	<p><b>Study Session 1 (April 22):</b> Overview, LUCA Review 1</p> <ul style="list-style-type: none"> <li>• Introduction to LUCA Structure</li> <li>• BelRed Land Use Districts</li> <li>• Standards for Mixed-Use Land Use Districts</li> <li>• BelRed Street Network</li> </ul>
<input checked="" type="checkbox"/>	<p><b>Study Session 2 (May 27):</b> LUCA Review 2</p> <ul style="list-style-type: none"> <li>• Neighborhood Districts and BelRed Arts District Intensive Area</li> <li>• Building Design</li> <li>• Amenity Incentive System</li> </ul>
<input checked="" type="checkbox"/>	<p><b>Study Session 3 (July 8):</b> LUCA Review 3</p> <ul style="list-style-type: none"> <li>• Recap of recent feedback, topics under development</li> <li>• Life Sciences and Medical Uses Follow Up</li> </ul>

<input type="checkbox"/>	<b>Study Session 4 (September 9):</b> LUCA Review 4
<input type="checkbox"/>	<b>Public Hearing (To Be Scheduled):</b> <ul style="list-style-type: none"> <li>• Required Public Hearing</li> <li>• Planning Commission Recommendation</li> </ul>

**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.

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 May 27 to discuss components of the proposed LUCA. Most of the Commission’s discussion focused on the local street network. In response to the April study session, staff presented new code language providing an option for projects to propose replacing defined local street segments with private streets. The Commission generally supported providing this option, and provided the recommendation to reduce the required active use percentage of facades along private streets replacing local streets to 50%. This change has been made in the strike draft provided as **Attachment A**.

Commissioners requested staff responses to individual stakeholder comments received during the meeting. Responses to these comments, as well as additional comments received since the April study session, have been provided in the comment tracker provided as **Attachment B**. The July 8 study session will focus on summarizing notable areas of alignment with stakeholders, along with topics which are still under development. Planning Commission will not be requested to provide direction to schedule the public hearing during this meeting. Instead, staff will take the opportunity to check in on considerable progress which is underway, and take in any additional updates to Planning Commission feedback.

*Street Grid: Overall Flexibility*

In general, Commissioners expressed support for the need for the BelRed street grid at a conceptual level, but requested additional review to ensure that the process would be flexible yet predictable. Commissioners expressed interest in achieving greater flexibility in the location and typologies possible for streets, while also providing greater certainty that flexibility will be granted for specific projects. There is a fundamental tension in these goals which provides some practical limits on the extent to which both goals can be maximized. True flexibility requires the ability to respond to highly project-specific circumstances, while true predictability requires minimizing exceptions for specific circumstances. To maximize predictability, performance-based standards may need to take a more conservative approach to account for unintended consequences. Staff continue to work toward these goals, and will be able to respond to the Commission’s feedback on this topic at the next study session.

This memo will summarize the options for flexibility in the street grid currently provided in the draft LUCA, their considerations for predictability and flexibility, as well as remaining options available for the Commission's consideration.

- **Fewer Defined Segments.** The overall number of required segments has been reduced to retain segments which are most important for maintaining access within the district and remove segments which impose excessive impacts on individual parcels, among other considerations.
- **Ability to Move Defined Segments and Intersections.** The current code is restrictive in the circumstances when a defined street segment can be moved, and emphasizes maintaining intersection alignments. The updated draft allows for the exact location and alignment of defined local street segments and intersections to be moved within a project limit through the typical development review process. The exact flexibility available will be highly sensitive to the specific site and project proposal. As a result, it is difficult to establish greater certainty or performance-based standards for when streets can be moved, as these standards will need to be more conservative to be broadly applicable. The advantage of reviewing site specifics through the development review process is that the exact impacts and mitigation options can be tailored to the proposal.
- **Private Street Options.** Minimum block size requirements help to ensure that large sites in areas where defined public segments have been removed will provide connectivity, but can do so with an array of private streets, including pedestrian- and active transportation-only options. Projects have flexibility to choose the private street types that are most appropriate for their circumstance.
- **Ability to Substitute Local Streets for Private Streets.** The proposed LUCA includes criteria for a project to propose an alternative street layout which replaces defined local streets with private streets, subject to specific criteria which were suggested by development industry stakeholders.

Staff recommend this structure as providing a high degree of flexibility, while still reflecting the practical realities of the development review process. One additional option which the Planning Commission may want to consider would be a Development Agreement pathway for projects of a large size and which are required to provide local streets. This could be offered as a development catalyst opportunity, similar to the conditions which led to the development of the Spring District. This pathway could allow for the City Council to negotiate directly for specific public benefits provided in exchange for private project-level gains, with the intent of achieving a better outcome than would otherwise be possible under the standard Land Use Code process. As Development Agreements are complex and resource-intensive for city staff, this option should be calibrated carefully to be available only for exceptional circumstances.

Regarding the flexibility in widths of specific components, there are practical limits to the extent of further flexibility. In general, the areas with the greatest opportunity for further flexibility in width are those that also offer the greatest improvement to the public realm, including sidewalks and amenity zones. The minimum widths of specific components in the draft code are as follows, going from the center of the street or path to the outer edge:

- Vehicle area: Minimum 20 feet wide, includes two travel lanes. This is considered the minimum width for any travel lane requiring emergency vehicle access. This is also the minimum width for active transportation lanes requiring emergency vehicle access.
- Shared use paths: Minimum 14 feet wide when pedestrian and bicycle traffic is combined, and emergency vehicle access is not required. This is recommended as a best practice for safety and comfort.
- Parking lanes: Minimum eight feet wide on any side where required.
- Amenity zones: Minimum five feet wide on each side, except a minimum 11 feet wide on Green Streets and 6 feet wide on enhanced shared use paths and active transportation access corridors. For flexible access corridors, minimum four feet wide and only provided on one side. Tree planting is required in all amenity zones, helping to improve pedestrian comfort and prevent urban heat island effects. 5 feet is considered the minimum width to support tree planting without requiring significant additional investments in soil volume.
- Sidewalks: Minimum eight feet wide on each side. In Wilburton, sidewalks are a minimum six feet wide. This is considered technically adequate, but much less comfortable for pedestrians.

The single largest potential gain in these components is to remove unnecessary parking lanes, and staff are developing updated language to provide greater clarity on flexibility to remove on-street parking. At the same time, parking lanes are currently not required on private streets, only local streets. The ongoing Parking Reform LUCA will also remove all off-street parking requirements for residential and mixed-use development located within one-half mile of a light rail station or one-quarter mile of a bus rapid transit station, which could increase demand for on-street spaces in BelRed. These on-street lanes are also helpful for short term loading and drop-off locations.

While amenity zones are technically optional in terms of a transportation network, they are critical in providing for a high quality pedestrian environment and in advancing Bellevue’s environmental and tree canopy goals. As noted, Bellevue has soil volume standards for tree planting to support the long term health of street trees, and these standards can be challenging and more expensive to meet in narrow planters. This is particularly important in BelRed, which has some of Bellevue’s lowest existing tree canopy. Street tree planting represents an excellent opportunity to increase BelRed’s tree canopy in a density-friendly way. Amenity zones also provide opportunities for placement of natural drainage systems, particularly along green streets.

This leaves sidewalks with one area which, technically, have room to be reduced by two feet on either side. These two additional feet will have a significant, sustained impact in the quality of the pedestrian environment over time, particularly if there is no amenity zone buffering the sidewalk from the street, and staff do not recommend reducing the minimum width below eight feet.

#### *Streams and Critical Areas*

Commissioners requested that staff consider the request to allow for early phases to harvest FAR earned by amenities in later phases. While staff do not recommend this approach in most circumstances with other amenities, stream daylighting is considered an exception due to both the high expense associated with daylighting streams and the high importance of the opportunity to daylight a stream. Draft language providing for early phases to harvest FAR from stream daylighting occurring in later

phases will be provided before the September study session. This will also include provisions to provide assurance that the planned daylighting will still occur in the future phase.

Commissioners requested additional focus on connections to the Critical Areas Ordinance (CAO) and improvements to the stream restoration amenity. Staff have identified several opportunities to clarify CAO provisions related to steep slopes to better align the CAO with BelRed's challenges and the city's own intent in last year's update. Continued analysis of the CAO and potential updates is ongoing, and recommended updates will be provided for the September study session.

The current draft LUCA has progressed in clarifying eligibility for the stream restoration amenity, and limiting circumstances where projects must differentiate between CAO-required improvements and additional improvements for credit, though staff acknowledge that clarity can be improved. An update is underway to replace current eligibility language with a performance-based threshold that would grant bonus points to projects that are demonstrating a significant improvement to stream function, regardless of the type of project or degree to which it is surpassing CAO requirements.

#### *116th Corridor Medical and Life Sciences Prioritization*

In May, staff presented proposed base FARs by Land Use District. Base and maximum FAR and height limits for new mixed use land use districts in BelRed were proposed to follow the model established with Wilburton introducing consistency in how districts were defined as highrise, midrise, or low rise, with the exception of the Mixed-Use Medical Highrise (MUM-H) district.

The area proposed to be rezoned as MUM-H is currently zoned BelRed Medical Office (BR-MO). This designation currently does not permit standard residential development in any form. The only residential uses permitted in BR-MO today are senior housing, nursing homes, assisted living, supportive housing, hotels and motels, and ADUs. Dimensions standards for permitted uses allow a base FAR of 1.0, maximum FAR of 4.0, base building height of 45 feet, and maximum building height of 150. The updated BelRed Subarea Plan continues to envision the 116<sup>th</sup> Corridor as a hub for medical and life sciences, but also provides for greater flexibility regarding residential development, with the following specific policies:

- S-BR-16. Provide for medical office, life science, and limited office uses along 116th Avenue NE allowing for high-intensity development within the half-mile walkshed of light rail stations transitioning to lower intensity development to the north.
- S-BR-17. Provide for some residential mixed-use development east of 116th Avenue NE and south of NE 21st Street transitioning from high-intensity near the station to medium-intensity farther north.

Bellevue's Economic Development Plan also includes recently adopted relevant policies:

- 2.1.2: Support the growth of emerging industry sectors, such as artificial intelligence, life sciences, and climate tech, to increase employment and investment in Bellevue.
- 2.1.2.1: Position strategic areas, like the 116th corridor, as a global center for life sciences companies through partnerships with industry leaders and property owners.

In the May 27 draft, the maximum building height and FAR in this district were maintained consistent with other high rise districts for both residential and nonresidential projects. This includes a maximum

FAR of 8.0 for all uses, and a height limit of 250 feet, a substantial increase in capacity compared to current zoning. In response to updated policy direction, the draft permitted residential outright in the corridor, but proposed a lower base FAR for residential projects on the west side of 116<sup>th</sup> compared to the east side of 116<sup>th</sup>, and a higher base FAR for nonresidential projects. Residential projects could still achieve the same maximum buildout on both sides of 116<sup>th</sup>, though projects on the west side would need to earn more bonus points in the amenity incentive system to do so. This limit would not apply to affordable housing projects as all affordable housing is exempt from FAR calculations.

The Planning Commission received comments from several property owners in the corridor seeking to apply a consistent base FAR for residential on both sides of the street. After discussion, the Commission recommended applying a consistent 4.0 FAR for residential in the corridor. This change has been made in the draft LUCA.

Staff recommend continued discussion of ways to further incentivize medical and life sciences uses in this important corridor. While residential development remains a critical priority throughout the city, opportunities to support emerging industry clusters, including life sciences, benefit from a location-specific focus. This topic was also reviewed during the Wilburton Comprehensive Plan Amendment (CPA) process. During the [April 3, 2024 Planning Commission study session](#), Commissioners considered whether to maintain a specific medical district in Wilburton, or to shift toward a general mixed use district with incentives for medical and life sciences uses. The Commission opted to shift toward mixed use in Wilburton, but that discussion included an acknowledgement that the potential for these uses could be greater in BelRed. During the study session, staff will provide additional context and options to consider, in partnership with Economic Development.

### **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 LUCA
- B. Updated Comment Tracker

BelRed Look Forward LUCA  
 May 18, 2026

Attachment A

**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 116<sup>th</sup> 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 116<sup>th</sup> 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, <del>BR-CR, BR-ORT, BR-RC</del> , 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**

...

**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
<del>UC, MU-H, MU-M, MUR- Wilburton Overlay</del>	\$16.50	\$13.00
<del>BelRed Overlay</del>	<del>\$16.50</del>	<del>\$13.00</del>
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**

...

- 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.

...

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**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 116<sup>th</sup> Avenue NE is 2.0. Base FAR for residential development in the MUM-H land use district on the east side of 116<sup>th</sup> 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.

...

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.**

...

**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 20.25BR.050, 20.25C.050, and 20.25D.050.

...

**20.20.525 Mechanical equipment.**

...

- C. Implementation.

...

- 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 130<sup>th</sup> 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>B. Green Roofs</b>		
	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
<b>C. Green Walls</b>		
	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
<b>D. Landscape Bonuses</b>		

	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).

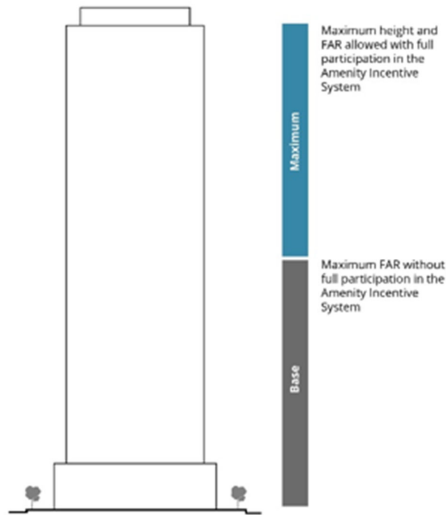
1. Intent. Enhance pedestrian experience by clearly articulating parking structures and the building base/podium from the tower portion of all buildings with materials and details that reinforce human scale and better define the streetscape as public realm.
2. Parking Structures. Portions of parking 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.

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**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 116<sup>th</sup> 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 116<sup>th</sup> 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 116<sup>th</sup> 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 116<sup>th</sup> 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.

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**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. “116<sup>th</sup> 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 20<sup>th</sup> 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

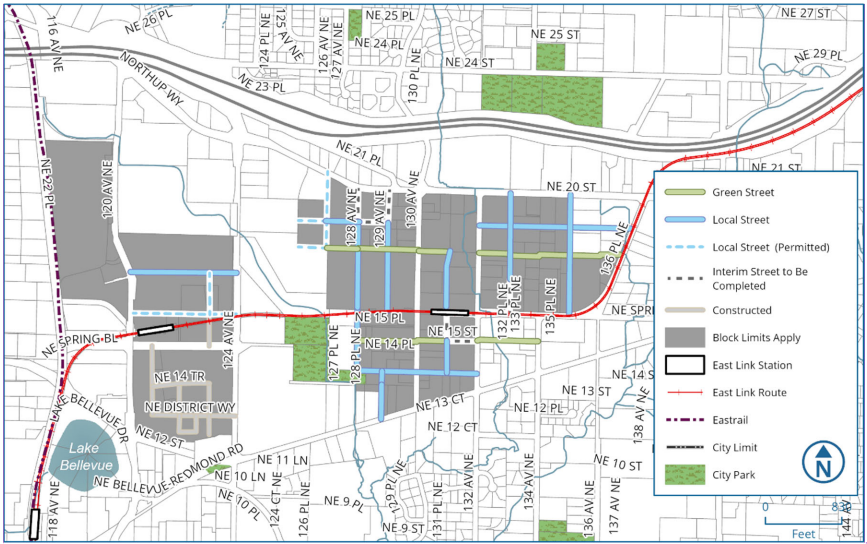
Except as provided in this section, LUC 20.25B.020 applies to development in the BelRed Overlay.

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.

Figure 20.25D.020.B.1. BelRed Street Network Map



Commented [A27]: Map to be updated consistent with CoB graphic standards before City Council action

2. Blocks.
  - a. The standards of this subsection apply to the Block Limit area within BelRed defined in Figure 20.25D.020.B.1.
  - b. 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, including local streets and green streets;
    - ii. Flexible access corridor;
    - iii. Active transportation access corridor;
    - iv. Enhanced shared use path; or
    - v. Service corridor. Service corridors may not border more than one side of the block.
  - c. 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:  
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**

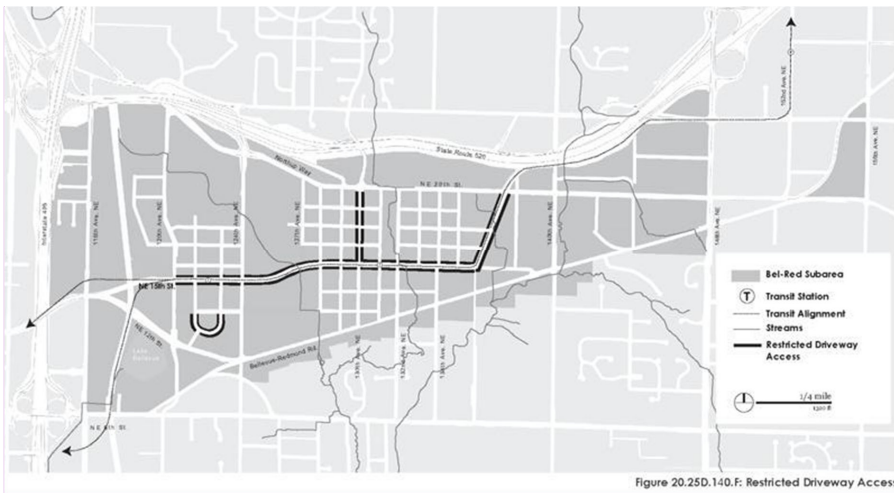


Figure 20.25D.140.F: Restricted Driveway Access

**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 Use<sup>2</sup>.

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: 116<sup>th</sup> 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: 116<sup>th</sup> 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: 116<sup>th</sup> 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: 116<sup>th</sup> 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.

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**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**

...

**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.

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**Part 20.25M Light Rail Overlay District**

**20.25M.010 General**

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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.**

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**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.

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- F. Appeals.

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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.**

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**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.

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**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.

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**20.50.012 B definitions.**

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**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

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**20.50.034 M definitions**

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**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.

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**20.50.054 W definitions.**

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

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Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.10.445.B.5	Permitted Uses	B.5.a. Manufacturing uses are limited in size to 20,000 gross square feet (or 25,000 gross square feet when continuing manufacturing uses and educational facilities). The industrial nature of BelRed should be reflected here, and there should be express carve-out for existing manufacturing uses so these uses do not need a departure and/or treatment as nonconforming uses.	At present, manufacturing uses are already limited in size to 20,000 square feet, and are only permitted in the BR-GC and BR-CR districts. The proposed draft will maintain this approach, introduce a little flexibility to go up to 25,000 square feet, and expand this use as an option throughout BelRed. The draft is actually increasing flexibility for manufacturing compared to the current code.  The updated citywide nonconforming code is based on the current BelRed approach. The citywide nonconforming code is based on the current BelRed "existing use/structure/site" framework. While it's a shift in terms, the citywide nonconforming code is essentially maintaining the status quo for these uses.	No change proposed	1
20.10.445.B.5	Permitted Uses	Auto dealership uses should be permitted outright in all zones, subject to development standards. Car dealerships are a major source of tax revenue for the city and can co-exist with housing and other uses.	Auto dealers are allowed throughout BelRed in an urban format, consistent with the agreement reached under Wilburton. Car dealerships are still permitted outright in BR-GC. This topic was reviewed at length through the Wilburton process, and staff believe that the proposed approach strikes a good balance.	No change proposed	1
20.10.445.B.5	Permitted Uses	Consider how car dealerships are being treated in terms of nonconformity.	There may be newly-nonconforming car dealerships, as the area where dealerships are allowed outright is reduced. These dealerships will still have the ability to expand and upgrade consistent with the nonconforming code. We welcome suggestions on how the options for proportional compliance can be expanded to support existing businesses.	No change proposed	1
20.10.445.B.5	Permitted Uses	Warehouse uses become a non-permitted use. Those uses are currently allowed in the BR-OR and BR-GC zones. Unlike other industrial uses, warehouse uses are often smaller scale. This could create a lot of new nonconformities (or uses that have a messy permitting history and might not be designated legal nonconformities). Warehouses support arts uses and other services we want to see in BelRed. Warehouse use should be permitted outright.	Updated language to maintain warehouses and storage as a permitted use in BR-GC. This is supported by the subarea plan.	Complete	1
20.20.010	Dimensional Standards	Clarify that floorplates are unlimited for buildings less than 100' tall.	Confirmed. Floorplate limits only apply to towers, and citywide definition of tower applies. This definition confirms that these are only buildings taller than 100'.	Complete	1
20.20.010	Dimensional Standards	Recommend increasing mass timber residential floor plate to 30,000 sf, otherwise difficult to achieve FAR given building code constraints on mass timber height.	Updated language in draft to 30,000 sf.	Complete	1
20.20.010	Dimensional Standards	Floor plates should be increased for residential up to 25,000 for mass timber projects. Currently limited to 20K in 20.25B.040.B.3.b. A pipeline project is finding that 25K is the sweet spot—20K previously wasn't really designed.	Updated language in draft to 30,000 sf.	Complete	1
20.20.525	General Development Requirements	Regarding mechanical equipment - Positive change, but we should clarify in BR specific or in mechanical code that PSE switch boxes are not considered mechanical equipment; these are required to be located where PSE requires them. In addition, corrections are coming asking transformers to be located in building; that's not necessarily what PSE wants.	Staff recommend maintaining location standards for all mechanical equipment, including PSE switch boxes. Staff is aware of challenges working with PSE, and has been engaging them earlier in the review process to develop options for switch box locations, including locating inside buildings.	No change proposed	1
20.20.590	Parking	Update code to allow tandem parking to count to meet minimum parking requirements.	Will be implemented separately through the Parking Reform LUCA.	Change to be implemented in another project	1
20.20.590	Parking	Reconsider size of bike rooms based on feedback from Wilburton dimensional requirements.	Maintaining Wilburton approach.  <b>Version 2 Update:</b> Parking Reform LUCA will establish consistent bike parking requirements, remove subarea-specific standards where no longer required. While no change is proposed to these standards, that project is a better venue for consideration.	No change proposed	1

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.25B	General Applicability to BelRed	Confirm what the definition of small site is in Bel-Red and how does it work?	The current definition established in 20.50 will apply: "A lot in a Mixed-Use Land Use District, established under LUC 20.10.020 and described in LUC 20.10.398, and in existence prior to January 1, 2025, that is less than or equal to 40,000 square feet in area and corresponds to the project limit within which the small site is located. This definition does not apply to lots less than 40,000 square feet in area that are aggregated into a project limit that is greater than 40,000 square feet."	No change proposed	1
20.25B	General Applicability to BelRed	Confirmation of building overhangs over sidewalks. Current interpretation in Wilburton is that "building cantilevers cannot be constructed over public ROW," which City is interpreting to include sidewalks in private ownership subject to a public easement. This is different from downtown and should be clarified.	Under the current code, buildings can cantilever over sidewalks in private ownership subject to a public easement. There are cases where the sidewalk is owned and maintained by the City but is located on private property.	No change proposed	1
20.25B	General Applicability to BelRed	Should also clarify loading and trash/recycling standards and ensure they are fixed. We understand there was a problem here.	20.20.725 LUC establishes standards for recycling and solid waste collection areas, including conditions for using temporary staging areas.	No change proposed	1
20.25B.030	Site Organization and Public Realm	Site daylighting or restoring a stream under the CAO should be exempt from Green Factor or have a multiplier of 2x or more. Delete the word "required" from the second sentence of 20.25B.030.C.2.d. The 0.3 ratio is based on a normal building footprint without driveways or parking areas, and this is true whether the driveway or parking area is required by the city or not.	Critical areas and their buffers are already exempt from the Green Factor, added clarifying language to note that this includes daylight streams.	Complete	1
20.25B.030	Site Organization and Public Realm	D.4. Canopy requirements need more clarity. What is required depth? What is the purpose and scope? This could be big cost. Refine language to ensure intent remains clear.	Applying minimum depth of 6 feet, consistent with downtown. May need to be increased when higher weather protection is provided, also addressed in this subsection.	Complete	1
20.25B.040	Building Design	Make explicit that floorplates are unlimited for all buildings under 100' tall. Define "Towers" as buildings greater than 100'. (Or confirm you agree the existing definition in 20.50.048 makes this clear.)	We confirm that 20.50 LUC definition of "Tower" will apply: "Any building with a minimum height of 100 feet or greater"	No change proposed	1
20.25B.040	Building Design	Section B.5 – Façade Modulation: include a depiction to provide clarity so projects don't get hung up in ADR. This section needs some additional review/examination. If you're set back 15'1" from the public right of way is modulation required? Why 60' vs. 85'? Exempt midrise? Why is c. only applicable to mass timber? The language in b suggests a 15' setback exempts all buildings.	Current draft maintains Wilburton approach, only changes are to reflect updates needed for consistency with state law (HB 1183).	No change proposed	1
20.25B.040	Building Design	Section C.4 – Mechanical Equipment Screening. Screening from above should only apply to mechanical equipment located less than 85' in elevation. A 250' building should not have to do overhead screening on the roof.	Land Use staff recommend retaining this requirement as established practice in the city. Screening options include simply painting to match, which seems reasonable.	No change proposed	1
20.25B.040	Building Design	In C.4.b and C.4.a – Remove the phrase "in order of preference" in list of options for screening mechanical equipment. This is arbitrary and will create plan reviewer issue in ADR.	Removed. This provides additional flexibility for screening from above, as noted in previous comment.	Complete	1
20.25B.040	Building Design	D.2.a – Parking Structures: Remove "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."	We anticipate that parking demand will decrease in years ahead, and see this as a reasonable standard to help enable the conversion of parking structures to occupiable space in the future.	No change proposed	1
20.25B.040	Building Design	Maintain 50' tower separation instead of applying Wilburton 60' separation.	Maintaining Wilburton standard. The Wilburton standard is also consistent with Downtown.	No change proposed	1
20.25D.015 Or 20.50.046	Definitions	Define the "Street Grid" as the walkable, bikeable network created by the 1,200-foot maximum block lengths.	"Street Grid" is not a term informing any regulations in the code. There are standards for the area subject to block limits, and there are defined local street and green street segments.	No change proposed	1
20.25D.020	Access and Connectivity	How are sites impacted by both critical areas and the street grid treated?	The number of defined required segments has been reduced, and included removing segments which were problematic due to known critical area interactions. The updated CAO also provides additional flexibility for development on sites with degraded critical areas.	No change proposed	1

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.25D.020	Access and Connectivity	New street typologies are good for flexibility but need to add the shared use path; no emergency vehicles.	Added a new "Enhanced Shared Use Path". Also provide the opportunity for these paths to qualify as outdoor plazas under the amenity incentive system when achieving all design criteria while maintaining 14 feet travel lane throughout.	Complete	1
20.25D.020	Access and Connectivity	If there are two sites with existing buildings, and the existing buildings are separated with 9 feet of distance, what happens when one site redevelops? Will the result be an interim street built close to the existing building on the other site?	Yes, interim streets would be the solution. The first site to develop would build an interim street along the property line.	No change proposed	1
20.25D.020	Access and Connectivity	Codify flexibility in street implementation within master-planned projects. In certain cases, rigid application of the grid may conflict with feasible building layouts. Removing the local street requirements from our site and generally allowing flexibility where projects deliver strong urban design outcomes would help ensure development can occur while still meeting connectivity objectives.	<b>Version 2 Update:</b> The draft has been updated with criteria to substitute local street segments for private streets through development review process, additional flexibility is still under consideration	Complete	1
20.25D.020	Access and Connectivity	Allow use of a woonerf-style pedestrian street to frame blocks	This is possible with established private access corridors, though not currently possible for defined local street segments.  <b>Version 2 Update:</b> The draft has been updated with criteria to substitute local street segments for private streets through development review process, additional flexibility is still under consideration	No change proposed	1
20.25D.020.B	Access and Connectivity	One challenge described is understanding whether or not a pedestrian connection would apply to a site, it might not have connectivity but would be subject to block length requirements. Consider allowing sites with certain frontage length or less are not required to provide that connection, or in cases when adding it would be over X percentage of the property. Is it fair or possible to add flexibility here?	Believe that reducing the number of required segments and providing additional language around flexibility should resolve such issues, but please bring remaining cases forward.	No change proposed	1
20.25D.020.B.1.b	Access and Connectivity	What does "generally consistent" mean in this section?	It means that, while the specific segment must be provided, there can be flexibility around its precise location. This flexibility depends on the specifics of the site, proposal, and surrounding network.	No change proposed	1
20.25D.020.B.2.b	Access and Connectivity	Why isn't pedestrian access corridors one of the options available to break down a block?	A new shared use path option, paired with area for landscaping and amenities, can now be used to frame blocks. In addition, can be paired with a plaza amenity.	Complete	1
20.25D.020.B.2.c	Access and Connectivity	What is the rationale behind the maximum block perimeter?	This limit only applies to determine whether block size limits apply. It is intended to provide some additional flexibility to allow sites slightly larger than the 1,200 foot perimeter to develop without triggering block size requirements. It was informed by a parcel analysis.	No change proposed	1
20.30H.115.C	Departures	D. Support departures for all dimensional standards in the code, including in Ch. 20.20.	Current draft maintains Wilburton approach, which allows administrative departures for many numerical standards. In lieu of expanding departures further, prefer suggestions of items which are recurring departure requests which may require a code fix, or suggestions of ways to build in more targeted flexibility.	No change proposed	1
20.15.100	Affordable Housing Requirements	If MHA is required projects should also be allowed to participate in the MFTE program without lower AMI levels similar to Wilburton	Updates to MFTE are being led through Office of Housing in a separate parallel project.	Under review in separate project	2
20.15.100 - 20.15.150	Affordable Housing Requirements	Provide an affordable housing exemption for the first 1.0 FAR of development to be consistent with the property rights already afforded to the Bel-Red area. Currently all land in Bel-Red is allowed to develop to 1.0 FAR without providing any public benefits, such as affordable housing or other amenities. Applying the public benefit requirements above the base floor area in existence today is consistent with the City's position in the Downtown HOMA LUCA, and better avoids a claim that the requirements are inconsistent with state and federal law.	Base and max FAR have increased substantially, staff do not recommend providing additional exemptions to account for MHA. Base FARs for several districts were originally set for Wilburton, and are higher to account for mandatory affordable housing. In addition, all affordable housing and affordable commercial is exempt from max FAR calculation. The MHA fee approach has been supported by a nexus study, as is required by law.	No change proposed	2

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.15.110	Affordable Housing Requirements	<p>We support the mandatory affordable housing requirements in BelRed as the sole proposal by staff. This affordable housing approach is supported by the large increases to density and height. We also appreciate how concurrent updates of the MFTE program can support the affordable housing requirement beyond the value exchange through the upzone.</p> <p>The fee in lieu is proposed to start at \$16.50 /non-exempt gross square foot for nonresidential and \$13.00 /non-exempt gross square foot for residential. We urge staff to set the initial fee in lieu amount such that it encourages a feasible mix of compliance through both unit production and fee-in-lieu payments. Based on analysis from the Wilburton code update, a balanced fee schedule (i.e. the fee level is approximately the same as the cost of producing units onsite) is likely much higher for both residential and non-residential, perhaps even in the \$27-\$42 range for residential development, depending on the construction type and other project characteristics.</p> <p>We do not support catalyst provisions at this time, which would reduce performance requirement or fee-in-lieu amounts or fee growth structure for a set initial amount of units and/or time (ex: 5% vs. 10% set-aside for the first 200 units in permitting or 1 year)</p> <p>We support the pairing of the affordable housing requirement with MFTE when this package goes to City Council. We urge the city to avoid committing to a specific MFTE structure, such as the "Wilburton Supercharger," until additional analysis is conducted and the city is confident that they are balancing benefits for a stronger development incentive with the affordability benefits provided through double-counted units. Please take into account the value that is created through the upzone which, from a legal perspective, is what is intended to offset the cost of providing affordable housing.</p>	Ongoing analysis will inform the amenity incentive system and affordable housing requirement, to be reviewed at a future study session. MFTE updates will also be reviewed parallel to the City Council process, led by the Office of Housing.	In Progress	2
20.15.150	Affordable Housing Requirements	Is the BelRed fee going to match the Wilburton fee in real time? It's important to consider the catalyst and the CPI kicker on this conversation.	Under review, to be discussed at future study session.	In Progress	2
20.15.150	Affordable Housing Requirements	When it comes to copying and pasting the standards for Wilburton, it's important to take into consideration that BelRed is coming from a different starting place that has an existing incentive system with a 1 FAR base	Base FARs have been increased significantly across all of BelRed's land use districts that are subject to the amenity incentive system.	No change proposed	2
20.20.010	Dimensional Standards	Under 20.20.010 of the draft code, the Base FAR in MUM-H is 4.0 for nonresidential, while the MUO-H zone is at 6.0. Other than the base FAR, all of the other dimensional requirements, and the Max FAR, are the same, and the MUO-H zone is adjacent to MUM-H, so we'll likely compete for similar uses. In the interests of creating a level playing field I would appreciate it if you would modify the MUM-H base FAR to 6.0 so that zone doesn't have a penalty as compared to the MUO-H.	The BelRed Subarea Plan and Bellevue Economic Development Plan have both identified the 116th corridor as a priority area for growth in medical and life sciences uses, and setting a higher base FAR for nonresidential is consistent with this objective. Currently, nonspecialized residential development is not permitted at all in this area, so introducing a lower base far of 4.0, with the same maximum height and FAR possible as nonresidential, provides a great compromise.	No change proposed	2
20.20.010	General Development Requirements	For dimensional standards - Delete footnote 6 and require a consistent 4.0 base FAR in MUM-H. Explained that MUM-H with a 2.0 base will require more participation in the amenity incentive system which is "far out of scale with the rest of the area" and the low FAR base will deter viable housing production in BelRed.	Complete. Continued discussion to come on how to further incentivize medical and life sciences in the 116th corridor without further adjustments to base residential FAR.	Complete	2
20.20.010	General Development Requirements	For dimensional standards - Increase the residential base FAR for the West side of 116th from 2.0 to 4.0, citing that many sites on the west side may face reduced economic feasibility, delayed redevelopment timelines, and increased likelihood of underutilization in the near and mid-term with the 2.0 base. Notes that the difference in base FAR between the West and East sides may create unintended and inconsistent urban design outcomes	Complete. Continued discussion to come on how to further incentivize medical and life sciences in the 116th corridor without further adjustments to base residential FAR.	Complete	2

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.20.420	General Development Requirements	For green building, require that the selected certification programs be required to incorporate embodied carbon. Also, requesting that the City must publish, update, or confirm the tiered certification list within 60 days after the LUCA is finalized to ensure there is clarity for the community in a timely manner.	The Green Building Rule includes a requirement to fulfill one of three pathway options related to embodied carbon to qualify for tier 1. To qualify for tier 2, the project must also fulfill one of two pathway options related to building energy. The potential for additional updates to the Green Building rule will be evaluated along with this project.	No change proposed	2
20.20.590	Parking	<p>The parking changes initially proposed for BelRed are positive. We ask for the city to pursue at least a 75% reduction, if not a further reduction, especially in the areas closest to the light rail stop and other frequent transit and in light of expected state mandated parking reforms.</p> <ul style="list-style-type: none"> <li>•Parking adds significant costs to development and sites will provide parking based on site-specific parking analysis regardless of what the city requires. Investors will want a marketable property and will not compromise on parking regardless of the city requirements.</li> </ul> <p>Please allow flexibility with parking and consider removing the requirements altogether so that parking can be reduced in cases where it is supported by a parking study.</p> <p>Consider removing on street parking requirements in cases that it requires significant ROW dedication compared to total site area.</p> <p>Please allow tandem parking to county to meet minimum parking requirements</p> <p>Please consider the size of bike rooms and consider reducing requirements.</p> <p>“Limits on public parking structures” – expand option to allow for stand-alone parking structures to replace other parking requirements, etc.</p>	<p>Off-street parking requirements will be revised significantly through the Minimum Parking LUCA currently underway. This will include removing parking requirements for residential and mixed use development located within one half mile of light rail stations, removing parking requirements for a number of uses including affordable housing, and establishing lower minimums for residential and commercial development in other circumstances.</p> <p>Staff are developing updated language to clarify flexibility for on-street parking requirements.</p>	Off-street parking requirements being updated through separate project. Updates to on-street parking requirements in progress.	2
20.25B.030	Site Organization and Public Realm	Encourage more pedestrian-oriented design within the first two floors of buildings and emphasize providing trees, streams, and open space (landscape-forward approach).	New street and access corridor types all include amenity zones which are subject to street tree and landscaping requirements, increasing trees and landscaping in the pedestrian realm. The amenity incentive system also includes incentives for projects to include publicly accessible plazas, daylight and restore streams, and dedicated land for public parks and trails.	No change proposed	2
20.25B.040.D.2.b.i	Building Design	Include a grade-differential threshold (e.g. where the access corridor grade is more than 20 feet below the primary street grade) that triggers alternative compliance options rather than strict habitable-space requirements in above-grade parking garages. For lots that abut Eastrail specifically as an access corridor, alternative compliance could include enhanced landscape treatment, public art, green walls, or trail-level amenities that serve eastrail users without requiring fully habitable commercial space at an inaccessible location.	Under review	Under review	2
20.25B.050	Amenity Incentive System	D. Implement flexibility for phased projects. Allow an early phase to depend on future construction of amenities. This could be very difficult for large, multi-acre projects. Will require disproportionate upfront cost in first phase which will discourage projects or discourage coordinated and more impactful amenity spaces. There could be bonding if amenities are deferred under limited circumstances.	Staff are developing an option for projects with stream daylighting in later phases to harvest bonus points for earlier phases, but not for other types of amenities.	Limited changes in progress, language in development	2
20.25B.050	Amenity Incentive System	In general, allow maximum flexibility for amenities. Allow projects to pick any mix of amenities. Do not require projects to pick at least two amenities for the first 75% of bonus.	The limit only applies to the Arts District Intensive Area, and the options to choose from both make sense as Arts District priorities and are not unreasonable to accommodate. (Ex. That 75% could be achieved by providing affordable housing and a single piece of public art meeting the standards.) In addition, this does not apply to sites daylighting streams or dedicating parks and trails.	No change proposed	2

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.25B.050.A.3.b	Amenity Incentive System	Large projects need to be phased, and their amenities need to be phased as well, especially when it comes to stream daylighting.	Staff support allowing early phases to harvest bonus points earned by stream restoration occurring in later phases. Work is ongoing to develop appropriate measures to provide certainty that planned improvements will occur in later phases. Proposed language to come.	Agree to change, language in development	2
20.25B.050.C.1	Amenity Incentive System	Expand the FAR exemption list and include small art galleries, arts-oriented retail, maker spaces, rehearsal rooms, black box theaters, and similar cultural spaces.	Under the current draft, any of these spaces could be exempt from FAR if designed to meet active use requirements or affordable commercial requirements. Staff are evaluating whether to add additional specificity for certain cultural spaces.	Under review	2
20.25C.020.C.2.a	Access and Connectivity	Nonmotorized access requirement to eastrail in 20.25C Wilburton overlay. Allow the director to modify the 350-foot interval of nonmotorized access and approve alternative access configurations where topography makes standard spacing impractical	This is a Wilburton-specific provision. While Wilburton-specific provisions are being reorganized with this update, the BelRed LUCA scope will not include substantive updates to Wilburton-specific provisions.	No change proposed	2
20.25C.040.B.1	Green Roof Requirement	Can early phase exterior areas that future phases build on top of be exempted from the calculation of the required green roof?	While the green roof requirement is Wilburton-specific, staff are evaluating whether a change may be warranted as a clarification.	Under review	2
20.25D.020	Access and Connectivity	Main concerns: these local streets are not needed from a transportation perspective, so how is staff determining which local streets remain? Why not just use the block size limit to solve this, and quit trying to prescribe street locations? These standards will make it less likely that properties redevelop, not more.	The statement that local streets are not required from a transportation perspective only refers to the system level. The local street grid is required to ensure access is available throughout BelRed as development proceeds, and that individual parcels can develop without creating access issues for their neighbors, among advancing other policy and public access objectives. The public local grid has been reduced to those segments staff recommend as being most important to ensure certainty around access, as well as important east-west Green Street connections.	No change proposed	2
20.25D.020	Access and Connectivity	Plazas should also be able to function as shared use paths if they meet the minimum standards.	Amenity Incentive System has provisions for an Enhanced Shared Use Path to also be considered an outdoor plaza when achieving established design standards for outdoor plazas.	Complete	2
20.25D.020	Access and Connectivity	Curb extension plantings really prescriptive, but the code doesn't say where it's required.	Entire section is outdated and has been removed. Planting requirements to be driven by TDM, landscaping requirements, and forthcoming Director's Rule on planting species.	Complete	2
20.25D.020	Access and Connectivity	West side of Eastrail has a lot of potential if the City provides connection to it. No provisions to require or incentivize developers to include access points to Eastrail, can draw on existing language from WB	Amenity incentive system provides for bonus points in exchange for trail access. Reference to Eastrail access has been added for clarity.	Complete	2
20.25D.020	Access and Connectivity	Intersection concerns should be handled via design rules, not in prescribed locations. Safe intersection can be achieved without full street alignments by enforcing Right-In/Right-Out (RIRO) vehicular access and establishing minimum curb-cut spacing from arterials.	Language has been softened around intersection alignments. Transportation will consider adjustments to intersection layouts through the development review process, however applicant must work with the city to analyze and resolve potential impacts.	Complete	2
20.25D.020	Access and Connectivity	Eliminate the need for on-street parking along some portions of streets to enhance the pedestrian experience. How will specific design elements be negotiated with transportation?	On street parking is now limited to only being required with local streets and green streets. Language in the draft also provides for flexibility on street parking. Further revisions are in progress to clarify when flexibility is available.	Initial update complete, improvements underway	2
20.25D.020	Access and Connectivity	Instead of prescriptive street grid standards, include design standard to prohibit the creation of trapped parcels. If a development creates a trapped parcel, resolve through standard Cross-Access Easements and Shared Access Easements, instead of mandating costly roads.	While possible, requiring the reduced grid provides greater certainty. Dedicated public streets also provide more consistent outcomes for future road maintenance and public access, among other benefits. It is difficult to anticipate and resolve all potential access conflicts through easements across the district.	No change proposed	2
20.25D.020.B	Access and Connectivity	Support the replacement of the street grid network with a block perimeter performance-based standard w/contractual guardrails such as access easement, operational agreements, and staff approvals to ensure public access, uphold ongoing maintenance, and avoid island parcels from being created	No change proposed	No change proposed	2
20.25D.020.B	Access and Connectivity	Eliminate the mandatory street grid requirement and instead allow projects to determine appropriate connectivity and access based on site-specific conditions, subject to clear but flexible standards	No change proposed	No change proposed	2

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.25D.020.B	Access and Connectivity	Remove the local street grid requirement and allow more flexibility for pedestrian-focused creativity flow site-to-site. If local streets are required to be built reward developers with points in the amenity incentive system, a tax break, or other improvements to incentivize building the streets.	No change proposed to street grid requirement, evaluating options to build considerations into amenity incentive system or other mechanism.	Limited changes under review	2
20.25D.020.B	Access and Connectivity	Update the map to show the updated green street location they're working on through the MDP location	Revised map had been prepared before MDP was submitted. Green street segment will be updated in a future version, though the location shown on the map would not overrule the location reviewed through the MDP.	To be implemented in future draft	2
20.25D.020.B.1	Access and Connectivity	Concerned about the EW required local street segments that runs through the Alberton's site, North of NE Spring Blvd and would like this section removed from the map.  The local street requirement is "incompatible with site conditions, topography, and impedes future development plans."  "requiring the grid would create an unwanted burden on the property without providing commensurate public benefit" - since the parcel is private single-ownership the street would break up the campus.  Topographical challenges including significant retaining wall and grade considerations. "As contemplated, this road segment would be a canyon into the site"  Instead they intend to include ped/bike connections and open space through the site rather than the local street.	Current draft provides for this segment to be moved, or replaced with a private segment, through the development review process. The remainder of the site can be divided with ped/bike connections. Evaluating an option for large sites with local streets to pursue a development agreement as alternate path for flexibility.	Limited changes under review	2
20.25D.020.B.3	Access and Connectivity	Include flexibility when implementing the grid to meander or alter the segment as long as the master plan satisfies the block size and connectivity goals	Flexibility to meander required segment and potentially move intersection is possible through the development process, under proposed language updates in draft.	No change proposed	2
20.25D.020.B.3	Access and Connectivity	Update the map to remove segments where the street grid would be undevelopable due to physical restraints (grade, parcel dimensions, utility conflicts). Specifically for the Timber and Partners site (NE Spring St & 132ND AVE NE) they explain the local street requirement impacts their vision for a continuous pedestrian street lined with arts uses and affordable commercial tenants, reduces the development capacity to provide affordable units, would disrupt the pedestrian plaza by having vehicular traffic adjacent to the arts plaza, and increases traffic connection onto Spring (finishing the interim street that Ondina started).	Draft includes option to replace defined local street segments with pedestrian streets, subject to certain criteria.	Complete	2
20.25D.020.C.1. 20.25D.020.C.6 20.25D.040.B	Access and Connectivity	Exclude the portion south of NE 12th that is no longer in Bel-Red.	To be resolved in final maps.	In Progress	2
20.25D.030.B	Site Organization and Public Realm	Limit scope/applicability of active uses. These prescriptive standards are often at the direct (or passed along) cost of housing. BelRed is an evolving neighborhood, and vacant retail space will not be good for the neighborhood.	Currently, ground floor retail is required along 130th between Northup and Spring, and ground floor commercial is required in block immediately surrounding Spring District and BelRed stations. We're maintaining that limited footprint, and expanding to apply Citywide definition of "active use" as ground floor use requirement in these areas, rather than restricting to retail or commercial. Citywide active use definition provides great flexibility, including providing for residential lobbies, etc.	Complete	2
20.25D.030.C	Site Organization and Public Realm	20' landscape buffer required south of BelRed Road between 124th and 148th where a site abuts a Residential Land Use District. 20' landscape buffer feels excessive. This section mentions retention of significant trees, but those provisions no longer apply in BelRed.	No change proposed	No change proposed	2

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.25D.050	Amenity Incentive System	Remove the district-specific bonuses in the amenity incentive system and instead use a single uniform amenity menu applicable to all sites in BelRed with a single set of bonus point values for each amenity (similar to WB structure).	AIS has been simplified to have one value for each amenity, with applicable percentage bonuses available in certain circumstances.	Complete	2
20.25D.050	Amenity Incentive System	Add the following items to the list of eligible amenities: - Publicly available sporting facilities (indoor athletic county's, pools, fitness facilities, etc. that are open to the public) - Fee-in-lieu to support the arts district - Childcare, early learning, and schools on site (align w/WB approach - eight bonus points for every one sf of child care service, up to a max on 15,000 sf, including outdoor areas dedicated exclusively for use by the child care service) - Grocery stores and daily-needs retail - Amphitheaters and performance venues (purpose-built outdoor or indoor performance venues that standalone from performance spaces included in outdoor plazas... "serve as iconic neighborhood landmarks") - Critical area improvements, including removing invasive species removal on steep slopes (include broader a broader category for critical area improvements for enhancement activities beyond stream restoration alone, specifically invasive species removal on slopes) - Family-sized housing (align w/WB approach - dwelling units with three or more bedrooms earn one bonus point for every on sf of the dwelling unit) - Access and connectivity	Fee-in-lieu for arts district to be provided in future draft, additional credit for street network under review. Evaluating additional amenities to support arts district.	Under review	2
20.25D.050	Amenity Incentive System	Include TDR in the amenity incentive system and renew a TDR partnership with King County	TDR included in amenity incentive system. City plans to renew TDR partnership.	In Progress	2
20.25D.050	Amenity Incentive System	Include a residential catalyst program similar to Wilburton with a menu of incentive options, beyond just density, calibrated at the true cost of delivering key community amenities (affordable housing, public arts, public plazas, etc.) Explains that the density itself will not be a significant enough incentive to reflect the real costs associated with implementing the LUCA as proposed.		Under review	2
20.25D.050	Amenity Incentive System	The current amenity incentive system is not clear about how the system relates to the mandatory affordable housing requirements.	The design criteria state that "while all affordable housing is exempt for the purpose of calculating FAR, affordable housing bonus FAR may be earned only for affordable housing provided in excess of the amount required by LUC 20.15.110". We will consider additional opportunities to clarify.	No change proposed	2
20.25D.050	Amenity Incentive System	C.2.c.i. Sites daylighting re-meandering or restoring 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 FAR.	This is the approach in the draft.	No change proposed	2
20.25D.050	Amenity Incentive System	Allow alternative incentives (other than just density bonuses) for projects delivering significant community amenities. Where a project provides substantial district-level infrastructure or cultural amenities, the Director should be able to grant credits against required fees or other City participation proportional to the value of those benefits. This helps ensure that early catalytic projects are not disproportionately burdened with the cost of infrastructure that benefits the entire district.	Based on the information provided, it's unclear what kind of exceptional public benefit would be provided in exchange for additional incentives. As it is, base FAR has also increased significantly.	No change proposed	2

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.25D.050.B	Amenity Incentive System	What is the definition of affordable commercial and what criteria is used to ensure that a use meets this definition? Is this defined by rent levels? Please clarify. Is there a way for the city to administer affordable commercial space?	Affordable Commercial Director's Rule establishes criteria for tenants to qualify for Affordable Commercial spaces, and limits on rents for qualified tenants. Bellevue Economic Development will administer the program, and confirm that tenants selected by property owner are qualify and that rent levels are consistent with program requirements.	No change proposed	2
20.25D.050.C	Amenity Incentive System	Offer deeper incentives for lower AMI affordable housing units to ensure a feasible mix of AMI levels in the neighborhood	The proposal will apply the same incentive structure introduced with Wilburton, which incentivizes providing lower income units by setting lower percentages at the 60% and 50% AMI levels.	No change proposed	2
20.25D.050.C	Amenity Incentive System	Support a fee-in-lieu schedule for the AIS that is predictable, flexible, and centers affordable housing. For fee allocation, support for dedicating a portion of all amenity fees to affordable housing in BelRed. If any fees are collected from affordable housing amenities specifically, they should remain dedicated to affordable housing.	All MHA fees-in-lieu will be dedicated to affordable housing. The fee-in-lieu associated with the AIS is completely separate. A set portion of all fees-in-lieu provided to earn bonus points through the AIS will be dedicated to affordable housing. This means that the proposal will provide two dedicated revenue streams for affordable housing: one through MHA, which will be provided at a consistent level for every project, and a separate one through a share of AIS fees-in-lieu. Projects will have the ability to choose between providing amenities on site or earning bonus points through fees-in-lieu, or a mix, and can choose their level of participation in the AIS.	Agree to change, language in development	2
20.25D.050.C	Amenity Incentive System	Support a reasonable maximum percentage cap on the amount of fee-in-lieu that can be paid per project	Staff are recommending no restriction on the use of fees-in-lieu to earn AIS bonus points.	In Progress	2
20.25D.050.C	Amenity Incentive System	Consider vesting fees for fee-in-lieu at land use approval. This creates consistency with other parts of the code and helps create predictability for project financing	No change proposed	No change proposed	2
20.25D.050.C	Amenity Incentive System	Support for removing the rigid tier system so that developers have flexibility to focus on amenities that make the most sense for the site. Support the approach that uses a set max height and then solely offers FAR as a bonus, decreases the complexity. Support affordable housing included in the priority amenities for the arts district intensive area.	Consistent with staff proposal.	No change proposed	2
20.25D.050.C	Amenity Incentive System	Reform the incentive structure to accurately reflect required project costs (i.e. stream restoration) and to prioritize the outcomes the city most wants to achieve (arts spaces, parks, and public-oriented uses).	Stream restoration bonus points are provided as a function of the total project cost spent on that amenity. We welcome feedback on the exchange rate.	No change proposed	2
20.25D.050.C	Amenity Incentive System	Consider a catalyst program that directly offsets the costs of the most difficult to achieve the desired outcomes	Under Review	Under review	2
20.25D.050.C	Amenity Incentive System	Make affordable housing a required amenity in the arts district intensive area, not just one item in a menu	Affordable housing is already mandatory throughout BelRed, so regardless of whether it is selected as one of the amenity options, there will always be affordable housing provision.	No change proposed	2
20.25D.050.C.5	Amenity Incentive System	For stream restoration, include stream restoration as well as stream daylighting to better align with the CAO	Language has been updated to expand the types of projects that are eligible for the stream restoration bonus. Further amendments are under development to establish a performance-based threshold for eligibility, rather than needing to differentiate by project type or discern whether a project is exceeding CAO requirements.	Partially complete, further updates planned before September study session	2
20.25D.050.C.5	Amenity Incentive System	Stream daylighting needs an appropriately sized incentive to offset the costs associated with the work	Updated language will provide an incentive for the full cost of stream daylighting. We welcome feedback on the exchange rate, including any additional detail on estimated stream daylighting costs for testing. Further amendments in development to improve ease of applicability for this amenity.	Partially complete, further updates planned before September study session	2
20.25D.050.C.9	Amenity Incentive System	Allow deferred green factor compliance for phased projects with an approved MDP	No change proposed	No change proposed	2

Code Section	Topic	Comment(s)	Response/Notes	Status	Comment Tracker Version
20.25D.060	Design Standards	<p>Wilburton moved away from design standards, why not do the same in BelRed? How will staff treat these guidelines? For instance, what does it mean that a “design should incorporate open space amenities”? These feel very subjective.</p> <p>The word “Director” appears in this draft over 60 times. We need to continue to strike the balance between flexibility and predictability.</p> <p>The design guidelines appear to include a lot of overreach—for example, we have to provide “durable hardware for residential doors?”</p>	<p>Design standards differentiate between mandatory, objective standards, and recommended guidelines. Staff are continuing to revise and work through guidelines and standards to remove unnecessary provisions. We remain open to additional specific suggestions on how to balance predictability and flexibility.</p>	In Progress	2
20.25D.060	Design Standards	<p>We ask that Affordable Housing be exempt from Design Review requirements while still providing options for administrative departures. We also ask that projects complying with onsite performance of the affordable housing requirement be exempt from Design Review.</p>	<p>Bellevue's Design Review process is administrative, and does not require burdensome public processes. As all administrative departures are considered through the design review process, it's not currently feasible to consider administrative departures separately.</p>	No change proposed	2
20.25D.060	Design Standards	<p>Other comments on Design Guidelines from BelRed draft code include:</p> <p>20.25D.060.B.2.b.i “Forms, proportions, materials, colors, and architectural design shall complement adjacent buildings.”</p> <ul style="list-style-type: none"> <li>•For a 100% affordable LIHTC building this expectation can cause excessive costs and create cost inefficiencies. If a LIHTC project is constructed next to a Class A tower is the expectation that the LIHTC building be a tower and use Class A materials? Or what if a 6-story building is built first, are all the other buildings to be built around it to match a 6-story form?</li> </ul> <p>20.25D.060.B.3.b.i “Use signage, landscaping, lighting, sculpture, markers, or inlaid art treatment in sidewalk paving, or artistic elements to identify a gateway.”</p> <ul style="list-style-type: none"> <li>•100% affordable LIHTC projects should be exempt, it adds costs.</li> </ul> <p>20.25D.060.B.5.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.”</p> <ul style="list-style-type: none"> <li>•If this is optional then it should state optional and not use the word “should”. 100% affordable LIHTC projects should be exempt.</li> </ul> <p>20.25D.060.C.2.b.iv “Provide mid-block pedestrian connections.”</p> <ul style="list-style-type: none"> <li>•Define minimum length of block where a mid-block connection is necessary. Mid-block connections on smaller blocks are too onerous.</li> </ul> <p>20.25D.060.C.4 “Outdoor Spaces.”</p> <ul style="list-style-type: none"> <li>•Are outdoor spaces open to unrestricted public access? Or is the intent to have public spaces in addition to private outdoor amenity spaces?</li> </ul>	<p>All design guidelines are being reviewed and revised, additional changes likely before next draft.</p>	In Progress	2
20.30V.190	Vesting	<p>Minimum 10 year vesting period is needed. They need to rely on the approvals associated with the MDP for future investment purposes. Need certainty for lenders and investors</p>	<p>Revisiting vesting for all MDPs is not part of the scope of this LUCA.</p>	No change proposed	2

CITY OF BELLEVUE  
BELLEVUE PLANNING COMMISSION  
MINUTES

June 10, 2026  
6:30 p.m.

Bellevue City Hall  
Room 1E-113

COMMISSIONERS PRESENT: Chair Khanloo, Vice Chair Lu, Commissioners Goeppel, Villaveces

COMMISSIONERS REMOTE: Commissioner Ferris

COMMISSIONERS ABSENT: Commissioners Kennedy, Nilchian

STAFF PRESENT: Kate Nesse, Teun Deuling, Thara Johnson, Zack Luckin, Community Development Department; Shawn Edghill, Development Services Department; Matt McFarland, City Attorney's Office

COUNCIL LIAISON: Councilmember Bhargava was absent.

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, commissioners Kennedy and Nilchian were absent as was Councilmember Bhargava..

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

A motion to approve the agenda was made by Commissioner Goeppel. The motion was seconded by Commissioner Villaveces.

A motion to amend the agenda by adding election of officers was made by Chair Khanloo. The motion was seconded by Vice Chair Lu and the motion carried unanimously.

The motion as amended carried unanimously.

4. ELECTION OF OFFICERS  
(6:32 p.m.)

Chair Khanloo pointed out that under the Commission's bylaws, election of Chair and Vice

Chair is to occur the first meeting in June.

The floor was opened to nominations for Chair.

Commissioner Villaveces nominated Vice Chair Lu to serve as Chair.

There were no other nominations made.

The election of Vice Chair Lu to serve as Chair carried unanimously.

Chair Khanloo passed the gavel to new Chair Lu.

The floor was opened to nominations for Vice Chair.

Commissioner Goepple nominated Commissioner Villaveces to serve as Vice Chair.

There were no other nominations made.

The election of Commissioner Villaveces to serve as Vice Chair carried unanimously.

## 5. REPORTS OF CITY COUNCIL, BOARDS AND COMMISSIONS (6:36 p.m.)

In Councilmember Bhargava's absence, Chair Lu reported that Commissioner Khanloo delivered the Commission's recommendations on the omnibus LUCA to the Council on June 10. The Council adopted the Commission's recommendations.

Commissioner Khanloo said only one Councilmember voted against the LUCA on the grounds of not agreeing to the fee in-lieu for East Main.

## 6. STAFF REPORTS (6:37 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.

## 7. WRITTEN AND ORAL COMMUNICATIONS

### A. Written Communications (6:38 p.m.)

Dr. Kate Nesse noted having received four written communications and forwarding them to the Commission earlier in the day. Since then one additional comment was received.

### B. Oral Communications (6:38 p.m.)

Chair Lu 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.

Norm Hansen, a longtime Bridle Trails community member, thanked Commissioners for their service and presented what was described as a neighborhood “Option 3” regarding future planning considerations. The Commission was urged to emphasize substantial community engagement during the upcoming Bridle Trails subarea plan update, arguing that the neighborhood’s long-established character should be preserved. There are significant residential development opportunities already available in the adjacent BelRed area where there have also been investments made in infrastructure. The speaker stressed the importance of evaluating existing high-density designations before pursuing additional neighborhood intensification. The Commission was asked to engage in a thorough review of the potential changes during the forthcoming subarea planning process.

Pamela Johnston spoke in regard to the proposed PineView Neighborhood Center concept and said residents had not previously viewed PineView as a Neighborhood Center and had not been meaningfully engaged in discussions about what such a designation might mean for the Bridle Trails area. General Commercial parcels were retained during the Comprehensive Plan process across several Bellevue neighborhoods, including Bridle Trails. PineView ranked highly in retail visitation and sales performance. Concerns were raised about revisiting housing-related land use changes in an area where future state legislation will permit housing within General Commercial zones. It was questioned why additional planning efforts were being directed toward a single location, and it was argued that Bellevue’s housing targets and affordable housing goals are already being met without creating new housing zones in Bridle Trails. Also challenged was the PineView name, and a concern was expressed that a Neighborhood Center will be difficult to establish when participation is limited to a small number of property owners.

Joe Kunzler expressed support for additional transportation-oriented development and the need to maximize the value of public transit investments, and the need for the Commission to enforcement its meeting rules regarding the comments made by participants.

Alex Tsimerman focused primarily on long-standing concerns regarding city government procedures, public-comment policies, and actions by city officials. During the remarks, the chair interrupted to remind the speaker that public comments must relate to matters within the Planning Commission’s jurisdiction and issued a warning to remain on topic. The speaker continued to discuss concerns regarding city governance and official actions.

Alexi Gergalo of the North Coast States Carpenters Union spoke representing more than 10,000 members in Western Washington and voiced support of the Everglen Village project. The project has the potential to provide more than 1000 affordable housing units while also creating significant workforce development opportunities. The Commission was urged to support strong labor standards and apprenticeship utilization requirements. Major projects should provide pathways to family-wage careers, expand opportunities for veterans, women, and young people, and help address the region’s skilled labor shortage while ensuring high-quality construction and long-term community benefits.

Jessie Clawson spoke in favor of the Evans Plaza Comprehensive Plan Amendment as originally proposed, and advocated for a Lowrise 2 Mixed Use designation rather than the staff-recommended Lowrise 1 Mixed Use alternative. While Lowrise 1 Mixed Use would appear to be a good middle ground between General Commercial and Lowrise 2 Mixed Use, there are problems with Lowrise 1 Mixed Use in that the lower-intensity designation will significantly limit the viability of mixed-use development. Successful commercial space requires higher ground-floor heights and that consumes a substantial portion of a building's allowable height, making additional residential stories necessary to support commercial uses financially. The Lowrise 2 Mixed Use designation will allow greater building height, floor-area ratios, and lot coverage, thereby creating a more feasible environment for long-term mixed-use development. The Commission was asked to support the Lowrise 2 Mixed Use designation.

Patricia Hanson, a resident of the Bridle Trails area for more than fifty years, addressed the Commission regarding transportation concerns associated with the Evans Plaza proposal. Drawing on personal experience living near the project area, the speaker argued that the existing road network was not designed to accommodate the level of traffic that will be generated by the proposed development. The Commission was urged to consider the cumulative transportation impacts on nearby residents. Alternative locations already designated for higher-density housing exist closer to transit facilities where such development would be more appropriate. The Commission was urged to weigh the concerns of existing residents alongside development interests when evaluating future land use decisions.

Nicole Myers expressed appreciation for the Commission's attention to the Evans Plaza proposal but raised the concern that the application does not appear to satisfy the "significantly changed conditions" criterion required for a Comprehensive Plan Amendment. The Commission was encouraged to give careful scrutiny to that issue. It was questioned whether future development opportunities on nearby properties, including the Dunn Lumber site, might be affected by decisions made now. Attention was also directed to other items on the evening's agenda, including the proposed transportation planning amendments and the high-density residential housing proposals. The speaker noted concerns about the city's ability to fund needed transportation improvements while accommodating continued growth and questioned the rationale for a substantial increase in allowable density at the Overlake Farms site. While supporting the clustered development concept, the Commission was urged to closely evaluate the implications of increased density on the existing transportation network.

8. PUBLIC HEARING – None  
(7:03 p.m.)

9. STUDY SESSION  
(7:03 p.m.)

A. Final Review of Transportation Element Conformance Comprehensive Plan Amendment

Planning Director Thara Johnson explained that under Washington's Growth Management Act, comprehensive plans can only be amended once each year. The amendment under consideration

is a city-initiated proposal intended to maintain consistency between the Comprehensive Plan and recently updated transportation-related functional plans. It was noted that after the presentation the Commission would be asked to provide direction in regard to scheduling a public hearing on July 22 for final consideration of the amendments.

Senior Planner Teun Deuling explained that city-initiated amendments proceed directly to final review, unlike privately initiated amendments that must first undergo threshold review. The Planning Commission's role is to study proposed amendments, conduct a public hearing, and make recommendations to the City Council for legislative action. The criteria used during final review included consistency with the Comprehensive Plan; responsiveness to citywide needs; consideration of significantly changed conditions; compatibility with surrounding development patterns; and demonstration of public benefit and enhancement of public health, safety, and welfare.

Teun Deuling said the proposed amendments are very limited in scope and are meant to ensure conformance between the Comprehensive Plan and two recently updated transportation-related functional plans: the Mobility Implementation Plan and the Transportation Facilities Plan. Transportation staff identified the need for a Comprehensive Plan amendment at the time those two plans were updated and brought to the Council for adoption in November 2025.

The 2009 Pedestrian and Bicycle Plan was incorporated into the Mobility Implementation Plan, which covers all modes of transportation, including pedestrian and bicycle transportation, eliminating the need for separate references throughout the Comprehensive Plan. The recommendation is to remove obsolete references from the Transportation Element, including one transportation policy (TR-96) and several glossary definitions, as well as a reference contained in the Vision and Introduction section. Updated references are also needed in regard to the Transportation Facilities Plan to reflect an extension of its planning horizon from 12 years to 20 years when the plan was updated in 2025. The proposed revisions are technical and limited in scope, and they are intended solely to ensure consistency among the city's planning documents. The Transportation Commission reviewed the proposed changes and recommended approval.

The Commissioners expressed unanimous support for advancing the proposal to a public hearing. The only substantive question was raised by Chair Lu and concerned the extension of the Transportation Facilities Plan planning horizon from 12 years to 20 years. Teun Deuling explained that the longer timeframe is intended both to address funding realities associated with transportation projects and to align with recommendations from the Puget Sound Regional Council.

A motion to schedule a public hearing on July 22 was made by Commissioner Ferris. The motion was seconded by Commissioner Khanloo and the motion carried unanimously.

B. Final Review Study Session: 2026 Annual Comprehensive Plan Amendment – Evans Plaza

Chair Lu summarized the proposal, explaining that the owner of the approximately ten-acre Evans Plaza property in the Bridle Trails neighborhood area requested a change to the Future Land Use Map designation from General Commercial to Lowrise 2 Mixed Use.

Thara Johnson reminded the Commissioners that the proposal had already completed the Threshold Review phase and had been included in the city's 2026 Comprehensive Plan Amendment work program following approval by the City Council. The purpose of the current

discussion was therefore to evaluate the merits of the proposal under the Final Review criteria established in the Land Use Code. It was stated that following the review, the Commission would be asked to direct staff to schedule a public hearing for July 22.

Teun Deuling said the proposed amendment affects approximately ten acres located within the Bridle Trails neighborhood, bounded generally by NE 24<sup>th</sup> Street, 136<sup>th</sup> Avenue NE, 140<sup>th</sup> Avenue NE, and SR-520. The Commission previously directed the review area to be expanded to include an adjacent property at the corner of NE 25<sup>th</sup> Street and 140<sup>th</sup> Avenue NE. The Evans Plaza site, which is currently under common ownership by the applicant, contains a mix of commercial uses that includes retail businesses, restaurants, a wholesale grocery operation, and vehicle dealerships.

The Future Land Use Map is intended to express the city's long-term policy vision. The requested Lowrise 2 Mixed Use designation was created during the 2024 Comprehensive Plan update. The zoning district associated with the designation, Mixed Use - Eight Story (MU-8), was subsequently adopted through the Housing Opportunities in Mixed Use Areas Land Use Code Amendment. Because the zoning district did not exist when the application was originally submitted, the request is limited to a Comprehensive Plan Amendment and will require a separate rezoning process in the future before redevelopment can occur.

Teun Deuling said the property lies within the PineView Neighborhood Center, one of 13 Neighborhood Centers identified in Bellevue's Comprehensive Plan. Neighborhood Centers are intended to serve surrounding residential areas by providing commercial and mixed-use activities that meet daily needs. PineView has a predominantly office-oriented character with relatively limited retail and community gathering spaces. Most retail activity within the center is concentrated on the Evans Plaza site itself. Although the regional light rail line runs near the area, the closest stations, which are BelRed Station and Overlake Village Station, are each approximately one mile away, while the nearest bus stop is roughly one-half mile from the site. As a result, the location does not meet the criteria typically associated with transit-oriented development.

The existing General Commercial designation does not accommodate residential uses. City policies recognize a need to accommodate future housing and employment growth through compact mixed-use developments. Mixed-use residential development is generally consistent with the Comprehensive Plan's broader policy direction. However, after evaluating the site characteristics, the neighborhood center comparisons, and transportation accessibility, the staff recommendation was formulated to consider an alternative designation, namely Lowrise 1 Mixed Use rather than the applicant's requested Lowrise 2 Mixed Use. It was explained that the recommendation was based on comparisons with other Neighborhood Centers; PineView's existing office-oriented character; its limited residential and retail presence; and its limited access to frequent transit service. Neighborhood Centers currently designated as Lowrise 2 Mixed Use generally have stronger transit connections and greater justification for higher residential densities. The site's transportation characteristics do not support a transit-oriented development classification and therefore the lower-intensity mixed-use designation is appropriate.

Teun Deuling provided additional detail regarding the distinction between the applicant's requested Lowrise 2 Mixed Use designation and the staff-recommended Lowrise 1 Mixed Use designation. Both designations permit a similar mix of residential and commercial uses, but the primary difference lies in the intensity of development allowed. Lowrise 1 Mixed Use represents the lower end of the low-rise mixed-use development spectrum, while Lowrise 2 Mixed Use

permits greater density and building scale. The associated zoning standards generally allow building heights of up to 60 feet under Lowrise 1 Mixed Use and up to 85 feet under Lowrise 2 Mixed Use, along with higher floor-area ratios and development capacity under the latter designation.

With regard to the concerns raised during the Threshold Review process regarding potential business displacement, the Commissioners were reminded that Evans Plaza currently contains a broad range of commercial tenants. Business retention remains a City Council priority as reflected in both the Comprehensive Plan and the city's Economic Development Plan. There are several initiatives intended to support business retention and relocation, including assistance programs, financing resources, and recently adopted land use incentives designed to encourage the preservation of important community-serving uses such as grocery stores, childcare facilities, and affordable commercial space.

Teun Deuling said the public outreach process included mailed notices and participation in meetings with the Bridle Trails Community Club. It was noted that to date 21 written comments had been received, the majority of which expressed opposition to the proposal.

Vice Chair Villaveces said the arguments of both the applicant and the staff have merit. However, support was expressed for the Lowrise 2 designation. The site's location adjacent to SR-520, and the fact that it is surrounded largely by institutional and office uses, reduces the significance of the difference between six and eight stories. The higher-density designation will make redevelopment more financially feasible and will better support the mixed-use development envisioned for the property.

Commissioner Khanloo noted having personally visited the area and observing that it does not function as a walkable, transit-oriented location. A concern was voiced regarding the site's distance from light rail stations and the limited engagement that had occurred with the Bridle Trails community since meetings earlier in the year. Teun Deuling responded by saying updates regarding procedural next steps had been provided, but no additional community meetings had been held following the earlier outreach efforts.

Commissioner Ferris indicated support for changing the land use designation and reported leaning toward the lower-intensity option. The suggestion was made to explore a potential incentive-based approach that would allow greater development capacity if affordable commercial space were incorporated into the project. The approach would be to set the property at Lowrise 1 Mixed Use while offering additional height or density if a specified percentage of commercial space were reserved as affordable, thereby advancing one of the city's stated economic development goals.

Commissioner Goepple focused on the "significantly changed conditions" criterion required under the Land Use Code and questioned whether the proposal satisfied that standard, which is a very high threshold. The Comprehensive Plan and associated land use designations were only recently adopted in 2024 and it is difficult to identify just what circumstances had materially changed since then, particularly given the site's limited access to transit. Teun Deuling responded by pointing out that the earlier Threshold Review analysis and discussion had centered on a perceived inconsistency between the city's broader growth strategy that encourages mixed-use residential development in neighborhood centers and the existing General Commercial designation which does not permit residential uses. The issue will require a more detailed evaluation in the final staff report prepared for the public hearing. Commissioner Goepple remarked on not being convinced that the criterion had been fully met and indicated a

preference for either a more limited approach or possibly retaining existing conditions.

Chair Lu raised questions concerning the site's proximity to SR-520 and the implications of the potential impacts related to highway adjacency, including concerns such as air quality. Teun Deuling allowed that similar issues had been discussed in prior planning efforts, including transit-oriented development planning in other parts of the city. However, the recently adopted Housing Opportunities in Mixed Use Areas Land Use Code Amendment did not include provisions requiring residential uses to be separated from major highways. Consequently, regardless of whether the Commission ultimately supports the applicant's request or the staff recommendation, the zoning framework established through the HOMA amendments will not impose restrictions based on the site's proximity to SR-520.

Vice Chair Villaveces emphasized the importance of maintaining perspective regarding the scale of the proposal. The debate centered on two variations of low-rise mixed-use development rather than a transition to true transit-oriented high-density development. In that context, the Commissioner questioned whether the difference between the Lowrise 1 Mixed Use and Lowrise 2 Mixed Use designations was significant enough to justify limiting the project's development potential. Support was reiterated for the higher-intensity option, noting the site's location adjacent to SR-520 and the surrounding office, institutional, and other nonresidential uses. Seeking additional context, the Commissioner asked staff to identify comparable developments elsewhere in Bellevue that achieved similar scale without being located within close proximity to major transit facilities. Teun Deuling responded that the Lowrise 2 Mixed Use designation and its associated zoning were both created only recently through the 2024 Comprehensive Plan update and subsequent HOMA implementation, which means that direct examples are not available. Examples of comparable development under earlier zoning frameworks could be researched and presented at a future meeting.

Commissioner Khanloo reflected on the Commission's extensive work during the 2024 Comprehensive Plan process and recalled that the area had intentionally been retained as commercial land on both sides of SR-520. While acknowledging the city's housing needs and the arguments in favor of residential development, the Commissioner voiced being unconvinced that conditions had changed sufficiently to justify altering the designation so soon after adoption of the Comprehensive Plan. An interest was expressed in finding a solution that could balance housing objectives, preservation of existing businesses, and neighborhood concerns. An alternative option beyond the two presented by staff might ultimately be necessary.

Commissioner Ferris revisited the earlier suggestion of linking additional development capacity to the provision of affordable commercial space and asked if such a framework could be established. Thara Johnson said such an approach would be difficult to implement because land use map designations and zoning classifications are not typically conditioned in that way. Commissioner Ferris said if that cannot be done for various reasons, the Lowrise 1 Mixed Use designation would be the right choice. The Commissioner agreed with the conclusion reached during Threshold Review process that the proposal had met the criteria for further consideration.

Commissioner Goeppele asked if the issue might be more appropriately addressed through a future neighborhood planning process rather than through an applicant-initiated Comprehensive Plan Amendment. Additionally, clarification was sought regarding Comprehensive Plan policies that are intended to discourage residential development immediately adjacent to major highways. Teun Deuling explained that requests were made during Threshold Review to evaluate the area through the city's Great Neighborhoods planning program. However, because the Bridle Trails neighborhood area has not been identified by the City Council as one of the areas scheduled for

future neighborhood area planning updates, there is no established timeline for that process. Postponing consideration of the application indefinitely would be difficult and potentially unfair to the applicant. Thara Johnson added that the Commission’s ultimate responsibility is to evaluate the proposal against the Comprehensive Plan Amendment criteria. If the Commission concludes that the criteria are not satisfied, the recommendation could be to deny the amendment and forward that recommendation to the City Council for final consideration.

Chair Lu allowed that no opposition had been voiced to moving forward to a public hearing. The staff were asked to provide a detailed analysis of the significantly changed conditions criterion prior to the public hearing, along with examples of comparable lowrise mixed-use developments located farther from transit facilities, opportunities for additional community engagement prior to the hearing, and consideration of any incentive mechanisms that might encourage desired outcomes such as affordable commercial space.

A motion to schedule a public hearing on the Evans Plaza Comprehensive Plan Amendment for July 22 was made by Commissioner Ferris. The motion was seconded by Commissioner Khanloo and the motion carried unanimously.

\*BREAK\*  
(7:50 p.m.)

C. High Density Residential and Planned Unit Development Land Use Code Amendment  
(7:56 p.m.)

Code and Policy Planning Manager Kristina Gallant explained that the update was intended to be informational only in regard to the project that was initiated by the Council in May. The amendment package encompasses three related components designed to support housing production and implement elements of the 2024 Comprehensive Plan: creation of implementing zoning for the new High-Density Residential (HDR) future land use designation; modernization of the Planned Unit Development (PUD) framework; and legislative rezonings necessary to align zoning with adopted future land use designations. While the HDR designation is described as “high density,” it is intended to function as a transition between lower-density residential neighborhoods and mixed-use centers rather than serving as a true high-rise designation.

Senior Planner Shawn Edghill said the HDR designation was added to the Comprehensive Plan in 2024 to accommodate residential development at a scale greater than Medium-Density residential but below Lowrise Mixed-Use development. Although the policy framework has been adopted, the corresponding zoning district to implement it has not been established. The proposed amendment will create development standards addressing building height, setbacks, floor-area ratios, and transition requirements where HDR properties abut lower-density residential neighborhoods. The proposed district will permit residential densities of up to 60 dwelling units per acre, effectively filling the gap between existing medium-density residential zones and mixed-use districts. Special attention will be given to buffers and transition standards to ensure compatibility with adjacent residential areas.

With regard to the Planned Unit Development (PUD) regulations, Shawn Edghill the framework as an existing but underutilized planning tool intended to provide flexibility in site design. Through clustering development on portions of a site, PUDs can preserve larger areas of open space, protect mature trees, safeguard environmentally sensitive areas, and encourage a greater variety of housing types. Bellevue’s current PUD regulations, however, have remained largely

unchanged since the 1990s and have been used only sparingly, with only about ten PUDs having been established over the past two decades. The update is intended to modernize the framework and implement Comprehensive Plan policy LU-41, which directs the city to provide opportunities for increased density and height in exchange for significant preservation of open space and tree canopy on larger properties. The proposed revisions include increasing the minimum acreage threshold from five to ten acres; replacing the subjective design standards with more objective performance measures; strengthening the clustering provisions; and creating clear incentives that will exchange greater development flexibility for enhanced tree retention and affordable housing. The changes are intended to make the PUD process more practical and attractive while advancing environmental and housing goals.

Shawn Edghill said the legislative rezones component of the amendment package are needed to implement policy. The first rezone proposal seeks to implement the newly adopted HDR designation in selected areas surrounding the Crossroads and Factoria commercial centers, aligning the zoning with the Future Land Use Map adopted through the Comprehensive Plan. The second rezone proposal affects the Overlake Farms property in the Bridle Trails neighborhood and changes the zoning from Large Lot Residential (LL-1) to Low Density Residential (LDR) in a manner consistent with the Comprehensive Plan. The Overlake Farms rezone is closely connected to the proposed PUD revisions because the updated clustering and preservation tools could be used to maximize tree retention, open space preservation, and environmental benefits while accommodating future housing development on the site.

When the Council formally initiated the LUCA on May 12, there was general support voiced for the proposed updates; they were viewed as being a logical extension of Bellevue's long-term planning objectives. Particular support was expressed for the concept of using height and density incentives to preserve mature tree canopy and open space. At the same time, the Council directed staff to carefully consider infrastructure capacity, emphasizing that any increase in density must be accompanied by adequate utility services. The Council also stressed the importance of multilingual outreach, particularly within the diverse immigrant communities surrounding the Crossroads area, and encouraged staff to remain sensitive to concerns about development intensity and housing growth as public engagement proceeds.

The Council's issued four directives to guide staff and the Commission. First, the staff were asked to explore more ambitious and contemporary incentive structures within the Planned Unit Development framework to maximize environmental protections. Second, the Council requested an evaluation of applicant suggestions that will allow building heights up to 65 feet within PUD developments when additional height directly results in the preservation of substantial open space and natural areas. Third, the Council directed staff to develop a targeted engagement strategy focused on underserved populations, particularly residents in the Crossroads area who may not be represented through formal neighborhood organizations. And fourth, the Council requested that the completed engagement strategy be brought back to the Council for review.

Shawn Edghill said the engagement process will adhere to the standard legal requirements, including public notices and hearings. Staff intends to conduct direct information sessions and targeted outreach meetings with residents, neighborhood associations, and members of the development community. Additional outreach efforts will include dedicated project webpages, localized notices regarding rezonings, and multilingual informational materials and frequently asked questions. The project is still in its early stages and the coming months will focus on drafting code language, conducting public engagement, refining the proposal based on community feedback, and returning to the Commission with updated recommendations before any public hearing or final action occurs.

Commissioner Goepple expressed strong support for the proposed modernization of the PUD program, describing it as a promising tool that could produce better site planning and environmental outcomes. However, questions were raised regarding the High-Density Residential designation, particularly in regard to the allowable building heights, floor-area ratios, and transition standards. A concern was voiced about fairness and neighborhood compatibility in light of Bellevue's longstanding application of the "wedding cake" transition principles in Downtown development, something that is not always evident in other parts of the city. A particular concern was expressed for homeowners whose properties directly abut areas proposed for increased density. Kristina Gallant responded that the HDR standards will be informed both by environmental review and surrounding development patterns. The intent is to keep densities below those found in mixed-use centers. The Council specifically directed attention to transition standards and options such as daylight-plane requirements, buffering, and other compatibility measures, all of which will be explored as the code is developed.

Commissioner Ferris echoed those observations and suggested that the terminology itself may create confusion. The term "High-Density Residential" could lead residents to envision significantly taller and denser development than is actually contemplated. Similarly, the acronym "PUD" is also used to refer to a Public Utility District. The staff were encouraged to consider ways to improve communication with the public to ensure understanding of the terms as the outreach proceeds.

Commissioner Khanloo focused on the Overlake Farms property and sought a practical explanation of how the proposed zoning changes and PUD incentives will operate. Kristina Gallant explained that the base rezoning will allow multifamily residential development at approximately 15 dwelling units per acre, a relatively modest density. The PUD framework, however, could permit additional flexibility if a developer demonstrates substantial public benefits, such as preserving larger amounts of open space or retaining significant tree canopy. Additional height could become an important tool because concentrating development on a smaller footprint often requires taller buildings to accommodate the same number of housing units. The exact amount of flexibility that could be granted through the PUD process remains under review.

Chair Lu expressed concern about the broader implications of increasing the PUD eligibility threshold from five acres to ten acres and asked staff to provide more of a detailed analysis when the proposal returns. The requested information centered on how many properties will qualify under the revised threshold, where those properties are located, and what potential development scenarios might look like. Hypothetical case studies illustrating development outcomes on large properties will help both the Commission and the community better understand the practical effects of the proposed changes and their potential impacts on neighborhoods.

Vice Chair Villaveces referred to the Council's instruction that density increases must occur in tandem with adequate utility and infrastructure capacity and asked how the requirement would be practically implemented and enforced. Specifically, the Commissioner asked if the staff would be responsible for ensuring capacity exists before density is proposed, whether applicants must demonstrate sufficient capacity as part of development proposals, or whether applicants are required to provide infrastructure improvements themselves. Kristina Gallant explained that the current amendment process concerns zoning and land use regulations. Detailed utility and infrastructure evaluations generally occur during the subsequent development and permitting reviews. Citywide planning efforts consider system-level infrastructure capacity and individual projects must demonstrate compliance through the established permit review processes.

Vice Chair Villaveces noted that uncertainty about utility capacity can create significant challenges for homeowners and smaller developers seeking to pursue infill housing projects. Emphasized was the importance of understanding how density planning and infrastructure planning are coordinated so that development expectations remain realistic and achievable. Kristina Gallant allowed that there are several areas where additional information will be valuable when the proposal returns for further review.

Chair Lu expressed a desire to more fully understand the existing conditions within the proposed HDR areas near Crossroads and Factoria, including the current mix of multifamily housing, affordable housing, and single-family residential development. Information was also requested regarding the practical impact of the proposed rezoning, including projected increases in development capacity and data concerning middle housing projects already in the development pipeline. The goal is to better understand how the HDR zoning will interact with recent housing initiatives and what additional growth could reasonably be expected.

Commissioner Goeppele supported the requests and specifically asked for additional analysis explaining how the proposed HDR designation will interface with Bellevue's middle housing policies and other recently adopted housing tools. The city has developed multiple approaches to increasing the housing supply and there is a need to understand how the various strategies are intended to work together.

Commissioner Khanloo reiterated a desire to ensure that preservation of the tree canopy and the minimization of development footprints will remain central objectives of the PUD update. Also expressed was a strong opposition to relying on fee-in-lieu approaches as a substitute for affordable housing production. Instead, if affordable housing incentives are provided, the resulting projects should deliver actual affordable housing units rather than alternative financial contributions.

Answering a question asked by Vice Chair Villaveces, Kristina Gallant said there are only about ten PUDs in the city. There have been cases where projects that seemed like classic PUD situations actually went through with a variance instead of a PUD.

Vice Chair Villaveces asked what the difference is between the HDR zoning and the PUD framework. Kristina Gallant explained that HDR and PUDs are fundamentally different planning tools. HDR is a by-right zoning designation that establishes baseline development standards for specific properties. By contrast, a PUD is a discretionary process available to qualifying sites; it allows flexibility from the base zoning standards when a developer can demonstrate superior public benefits and overall outcomes. PUDs are intended for unusual circumstances, often involving large sites with environmental constraints or significant opportunities for preservation. The purpose of updating the PUD framework is not to replace the standard zoning but to create a more effective tool for situations where greater flexibility can achieve substantially better results than would be possible under conventional development standards. The current PUD code is highly subjective and cumbersome, and that has limited its usefulness and contributed to its infrequent application.

Chair Lu requested an overview of any pending or anticipated state legislation relating to higher-density zoning and housing development so that the Commission can have additional context when evaluating future proposals. Kristina Gallant agreed to provide the information during a future session.

9. OTHER BUSINESS – None  
(8:32 p.m.)

10. APPROVAL OF MINUTES  
(8:32 p.m.)

A. May 13, 2026

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

11. EXECUTIVE SESSION – None  
(8:33 p.m.)

12. ADJOURNMENT  
(8:33 p.m.)

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

Chair Lu adjourned the meeting at 8:33 p.m.