

BelRed Look Forward Land Use Code Amendment (LUCA)

Study Session

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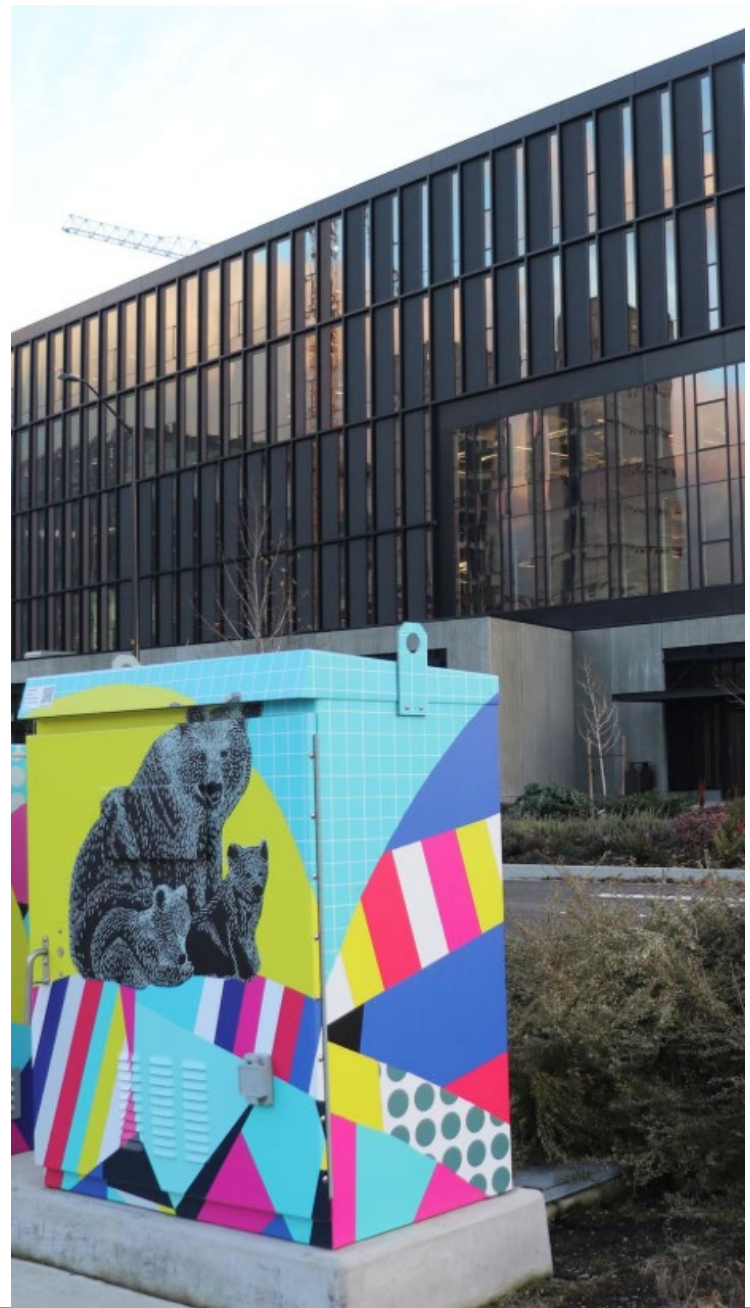
Planning Commission Direction

Provide feedback on the key components of the
LUCA



Agenda

1. May 27 PC Follow Up
2. 116th Corridor Follow Up
3. Stakeholder Comment Check-in
 - Topics Resolved since Version 1
 - Topics under review
 - Topics Not Recommended for Further Change
4. LUCA Schedule



May 27 PC Follow Up

BelRed Street Network Flexibility

How can the reduced public grid be adjusted further?

- New flexibility to shift segments and intersections through development review
- Multiple private street options available to frame blocks where necessary
- Criteria to propose replacing a public local street with a private street through development review

Under review: Amenity credit for street dedication



May 27 PC Follow Up

Additional Flexibility Option: Development Agreement (DA) Pathway

- Provides ability for city to negotiate public benefits directly with developer in exchange for modifications to development standards and other provisions
- Maximizes flexibility, but complex and time-intensive
- Recommend limiting to large sites with public street requirements
- Important to establish “nonnegotiables”, desired public benefits



May 27 PC Follow Up

Spring District DA Pathway

Original eligibility criteria:

- Located in BelRed
- Greater than four acres
- FAR greater than 2.0
- Complete Master Development Plan (MDP) submitted shortly after East Link decision
- Greater than \$300,000 (2009 dollars) in developer funded public infrastructure per acre of land
- Some residential required in certain districts



May 27 PC Follow Up

Spring District DA Pathway

Modifications enabled:

- Reduced amenity fees-in-lieu
- Extended vesting
- Relief from proportional compliance requirements
- Flexibility on standards for dedicated parks to earn amenity bonus points



May 27 PC Follow Up

Can Street Components be Smaller?

- Street typologies include mixture of vehicle/active transportation areas, parking lanes, curbs, amenity zones, and sidewalks
- Additional flexibility for on-street parking in development
- Greatest potential for reduction in amenity zones and sidewalk widths, neither is recommended
 - Amenity zones provide space for street trees, landscaping, green infrastructure, amenities
 - Sidewalks can be reduced from eight feet to six feet, but at significant detriment to pedestrian experience



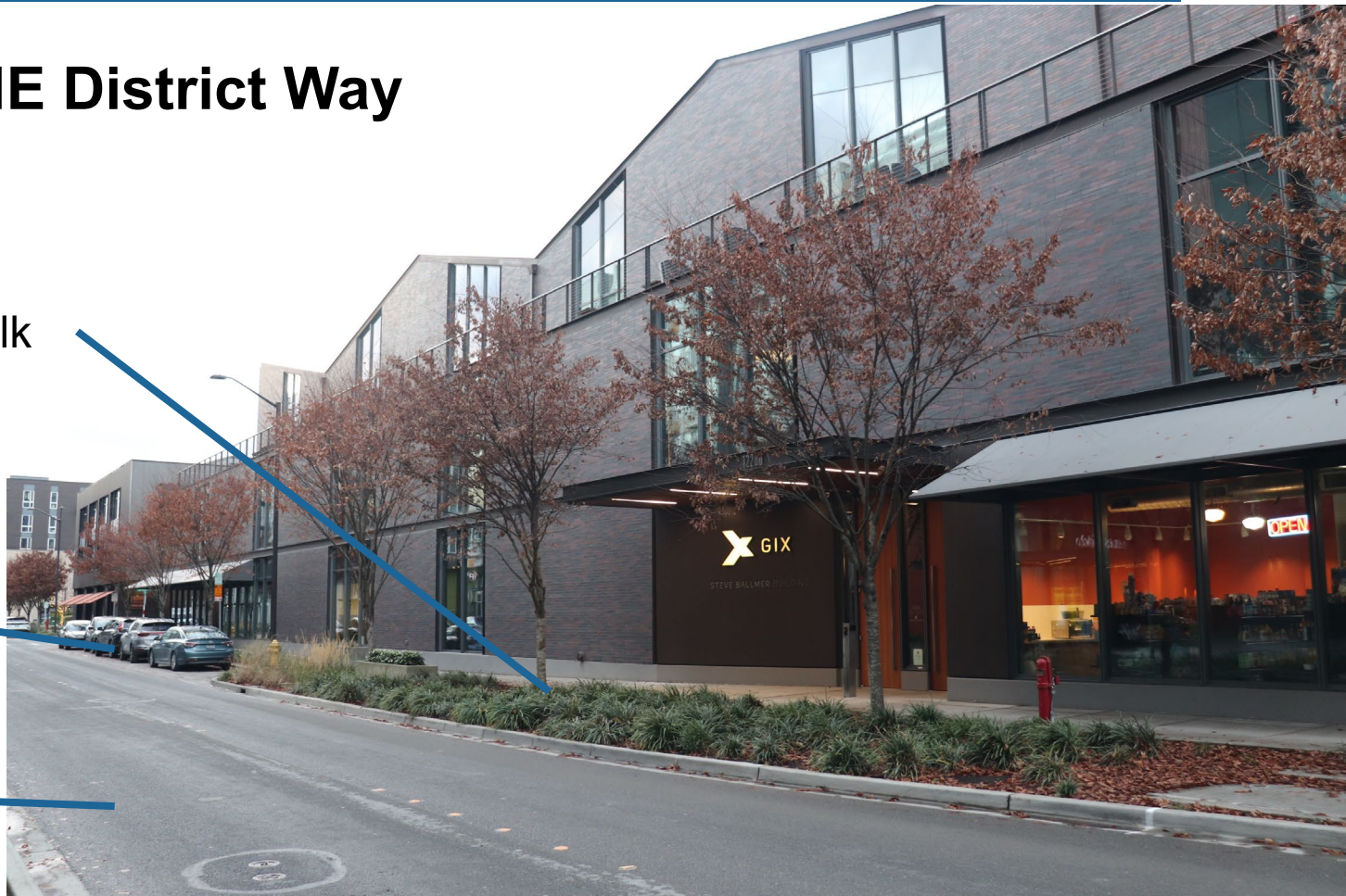
May 27 PC Follow Up

Context: NE District Way

8 foot sidewalk

12 foot amenity
zone w/parking
embedded

20 foot
vehicle lane



May 27 PC Follow Up

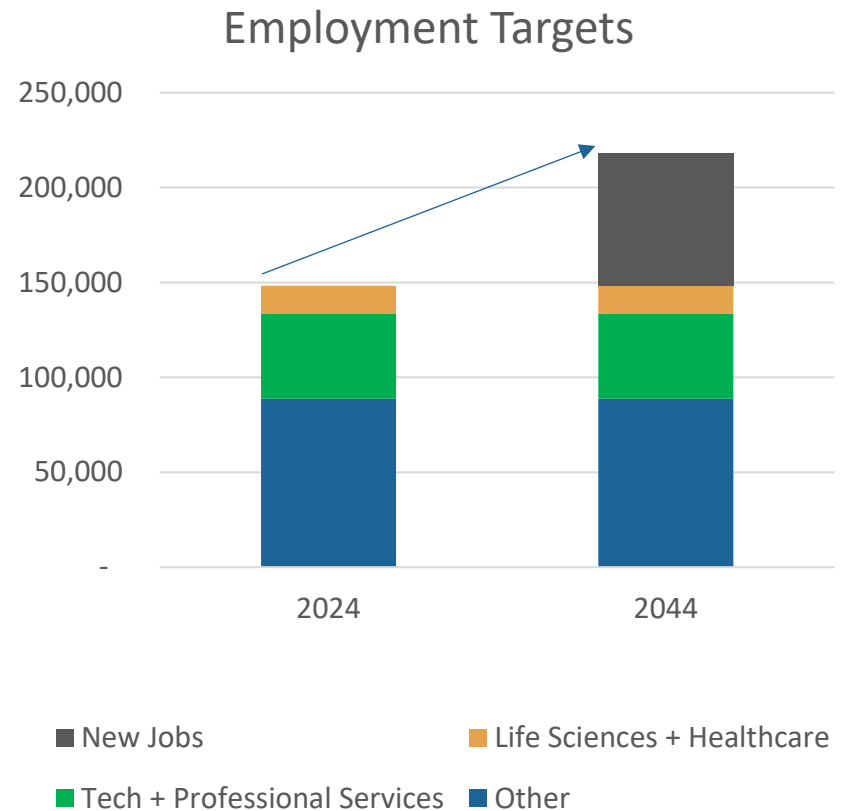


May 27 PC Follow Up



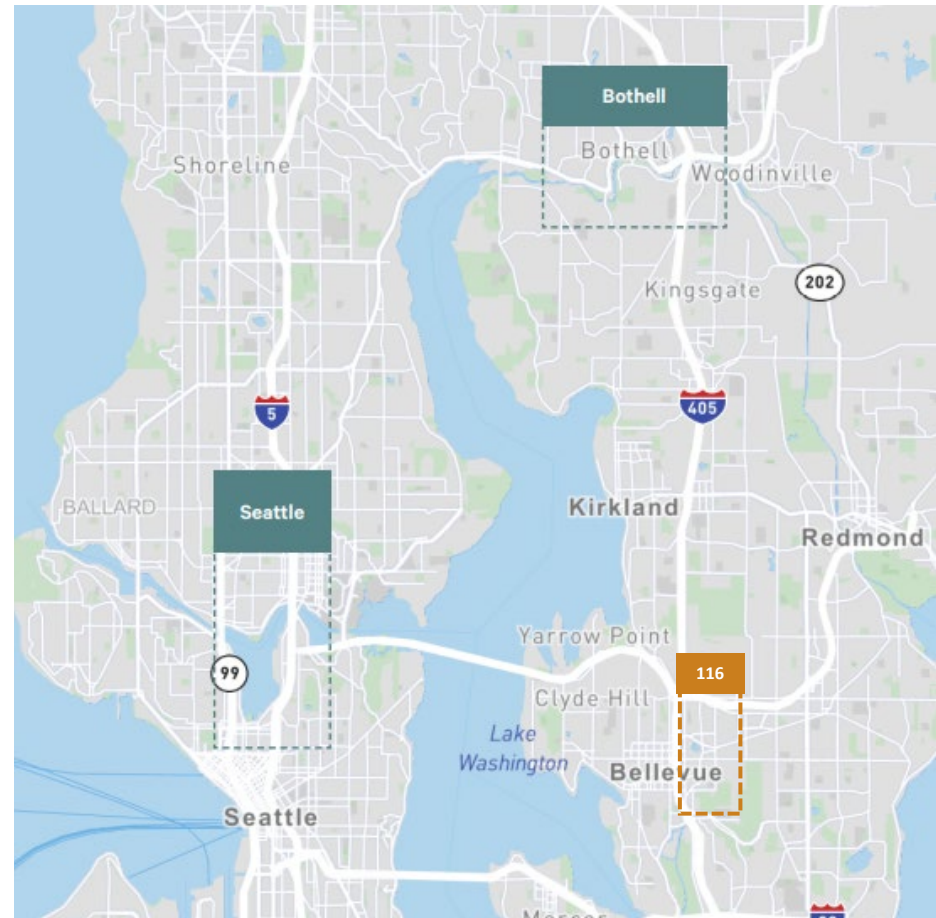
116th Corridor Follow Up

- Life Sciences Policy Guidance
 - Council Economic Development Plan policy 2.1.2 explicitly identifies 116th corridor as a potentially nationally competitive cluster
 - Comprehensive Plan employment targets – **70,000** addl. jobs by 2044



Medical Innovation District

- National hubs (Boston, San Diego, Research Triangle) have 3+ concentrations
- Leverage proximity to talent, transit, and complementary organizations
- Industry “Anchors” already present – Overlake, Kaiser, Children’s
 - Private market interest



Risks

- Heavy national competition
 - Seattle region 10th largest in US
 - Bellevue is not known in this industry
- Without intentional planning to locate these uses, the unique strengths of the 116th corridor risk going to waste
- Bellevue needs multiple strong industry clusters to meet employment goals and a healthy makeup





Comment Tracker Check-In

- Topics Resolved since Version 1
- Topics Under Review
- Topics Not Recommended for Further Change



Resolved Since Version 1

- Provided criteria to substitute public local street segments with private streets
- Updated residential base FAR in 116th corridor to be consistent on either side of street
- Expanded types of projects eligible for stream restoration amenity



Resolved Since Version 1

Committed to change, language in development:

- Additional flexibility for on-street parking on required public streets
- Adding performance-based standard for stream restoration eligibility, removing limit on bonus to improvements beyond CAO requirement
- Allowing projects daylighting in a later phase to draw on bonus points in an earlier phase
- No limit on the use of fees-in-lieu to earn bonus points
- Clarifications to manmade steep slope CAO provisions

Topics Under Review

- Amenity system credit for required public streets
- Request for commercial catalyst program to incentivize life sciences and medical uses in 116th Corridor
- Development Agreement pathway for certain projects subject to local street requirements

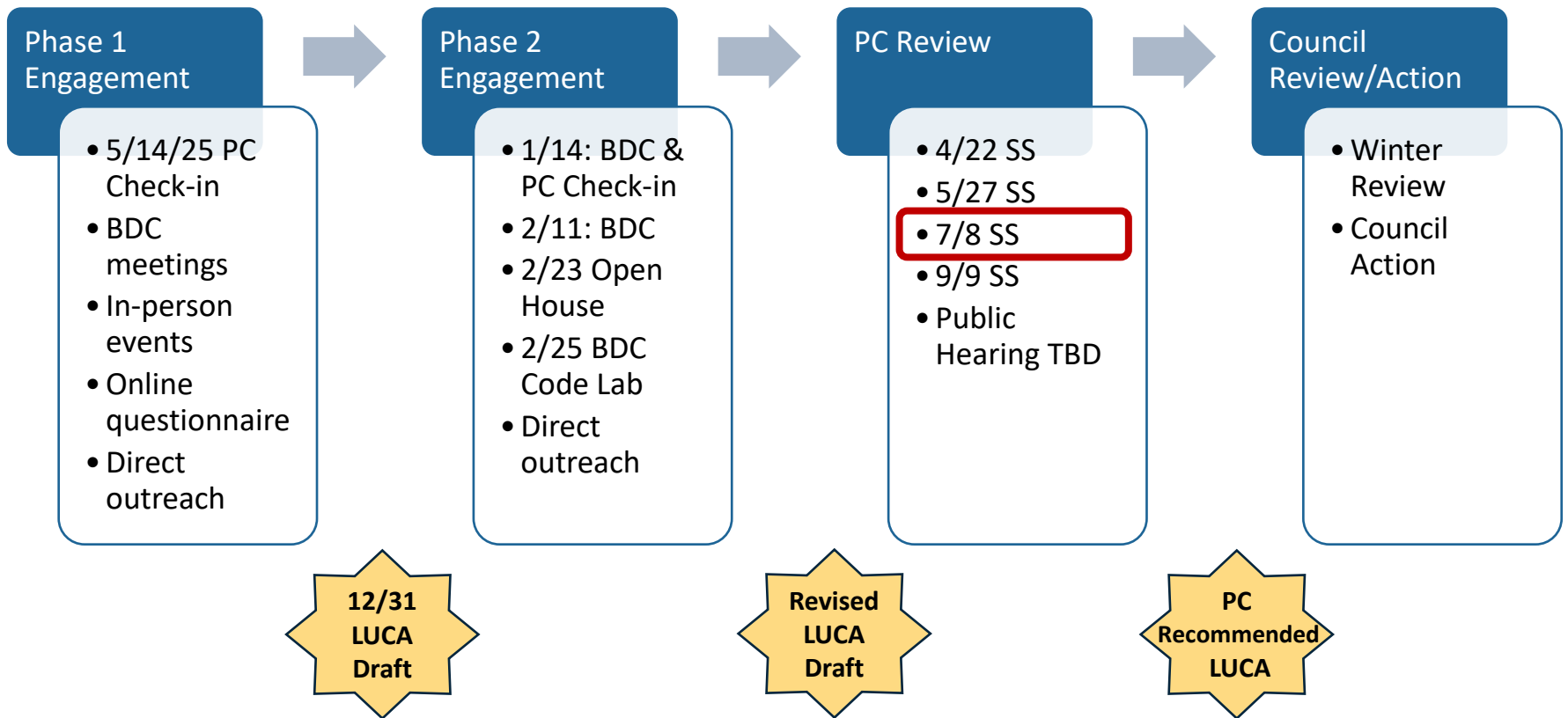


Further Changes Not Recommended

- Eliminating required street grid entirely
- Removing amenity zone requirement with enhanced shared use path
- Introducing new carveouts to nonconforming code for manufacturing and warehousing in areas formerly zoned BR-GC
- Substantive and Wilburton-specific provisions



LUCA Schedule





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