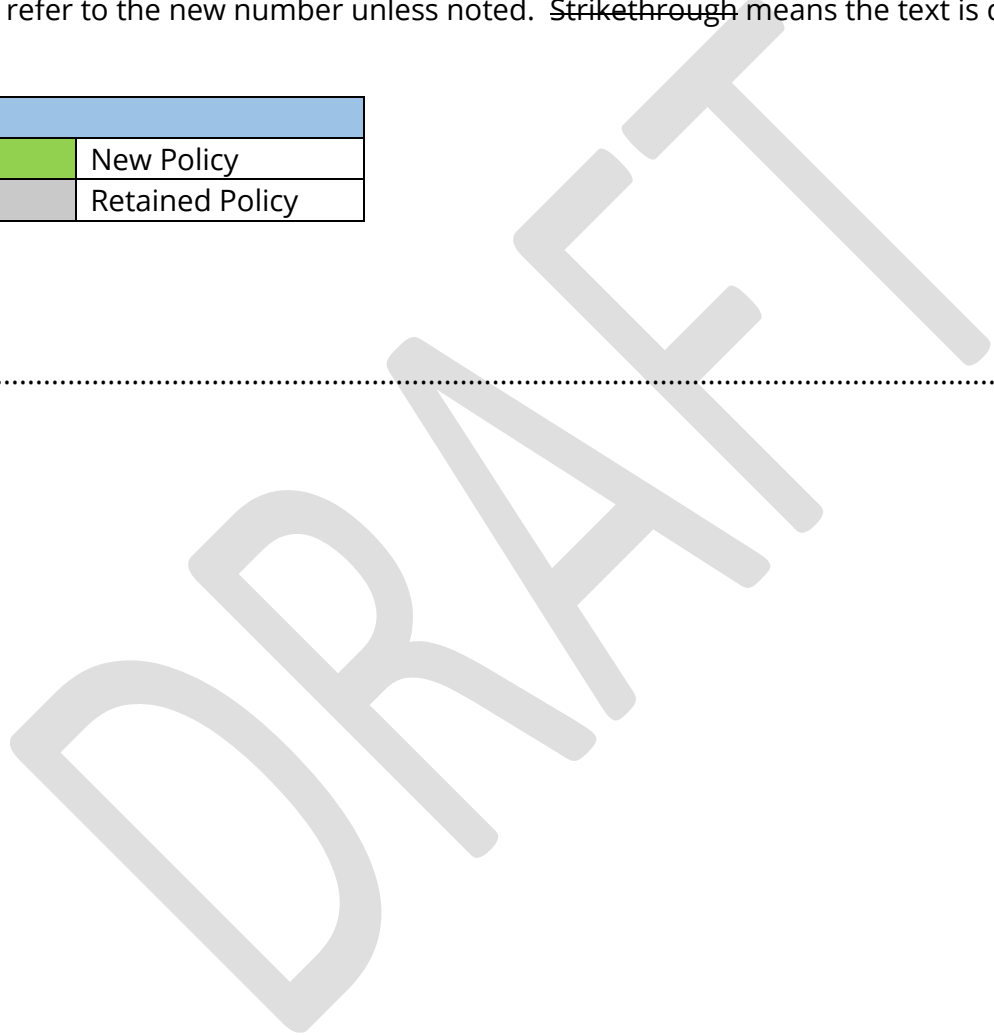


This packet includes proposed land use policy amendments. The “New Number” column reflects proposed policy enumeration. All policy numbers in the notes column refer to the new number unless noted. ~~Strikethrough~~ means the text is deleted. Underline means the text is new.

Key			
	Repealed Policy		New Policy
	Modified Policy		Retained Policy

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New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
Land Use			
Goal: To develop a land use pattern that is environmentally sustainable, and economically vibrant, <u>and socially equitable</u> , and that creates distinctive new commercial and residential <u>mixed use</u> neighborhoods for the Eastside .			
<u>Environmentally Sustainable Places</u>			
S-BR-4		<u>Encourage mixed use development, providing places to live, work, learn, shop, and play within close proximity and enabling people to reduce their greenhouse gas emissions by walking, biking or taking transit.</u>	Note: Articulates land use strategy for achieving environmental sustainability.
S-BR-5	S-BR-11	Utilize development regulations and incentives for. Encourage commercial and residential building siting and design to incorporate stream corridors as a significant on-site amenity, while and helping to rehabilitate <u>store and enhance improve the ecological functions of these corridors, through the use of development regulations and incentives.</u>	Note: Updated to reflect CPPs EN-9, EN-10, EN-17, and EN-24. CPP-EN-9 Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance. CPP-EN-10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law. Promote robust, healthy, and sustainable salmon

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			<p>populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.</p> <p>CPP-EN-17 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p>CPP-EN-24 Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>
S-BR-6	S-BR-07	<p>Implement a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities that contribute to the public good.</p> <p>Implement a land use incentive system that <u>Makes available additional floor area ratio (FAR) and height available in exchange for</u> to incentivize</p>	<p>Note: Updated to encourage consideration of unique site characteristics when providing amenities. Removed discussion; elements of which may be incorporated into preceding narrative.</p>

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		<p>infrastructure and amenities that contribute to the public good <u>and respond to unique site characteristics.</u> Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities.</p>	
	S-BR-08	Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.	Note: Included in S-BR-4.
Socially Equitable Places			
S-BR-7		<u>Provide for a range of diverse residential and supportive uses within each neighborhood district to create welcoming and inclusive neighborhoods that enable equitable access to opportunities.</u>	Note: Articulates land use strategy for achieving social equity.
Economically Vibrant Places			
S-BR-8		<u>Provide for a range of distinct economic centers that build and expand upon BelRed's existing economic clusters by tailoring dimensional standards and permitted uses to different center needs.</u>	Note: Articulates land use strategy for achieving economic vibrancy.

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S-BR-9		<u>Provide for small artisanal manufacturing and artist live/work and work/live uses.</u>	Note: Differentiates small artisanal uses from large scale manufacturing uses allowing for more tailored regulations.
S-BR-10	S-BR-09	<p>Accommodate existing light industrial uses that were legally established as of the date of this Plan’s adoption, by allowing for their continued operation, expansion including site expansion outside of nodes, and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-established, with the exception that light industrial uses of limited size (less than 20,000 square feet) are appropriate outside transit nodes and stand-alone residential areas.</p> <p>Discussion: This policy is to be implemented through the City’s land use regulations. Whereas light industrial uses were prevalent in Bel-Red’s past, the vision for the Subarea’s mixed use, commercial and residential neighborhoods portends an evolution toward a different future. While it is appropriate to support existing light industrial uses, this policy precludes new ones from being established, in order to support a gradual transition to the desired land use and development pattern.</p>	Note: Updated to remove detailed sizes, which are more appropriate for the Land Use Code. Removed discussion; elements of which may be incorporated into preceding narrative.

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S-BR-11	S-BR-10	<p>Accommodate the continued operation of existing, and allow new, service uses that are compatible with planned future land uses. Accommodate existing service uses that are less compatible with residential and higher intensity, mixed use development (i.e., those that create noise, odor, fumes, aesthetic or other impacts), but preclude the new establishment of these types of service uses in transit nodes and in stand-alone residential areas. Discussion: This policy is to be implemented through the City's land use regulations. The services sector is quite broad, and includes uses such as health care, business and professional office, household repair, and auto repair. Many of these service uses have characteristics of general retail, are compatible with mixed use commercial and residential, and are encouraged in Bel-Red's future. A smaller sub-set of service uses, such as auto repair, auto dealers and boat dealers (particularly their service/repair components) and towing, display characteristics similar to light industrial uses. These types of uses are less compatible with transit nodes and stand-alone residential areas, and thus new uses of this type are precluded in these areas.</p>	<p>Note: Updated to streamline policy. Removed discussion; elements of which may be incorporated into preceding narrative.</p>

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	S-BR-13	<p>Provide graceful edges and transitions between new land uses and established light industrial areas, and between new development and neighborhoods in adjacent subareas.</p> <p>Discussion: The transition between new mixed use and residential developments and existing Bel-Red light industrial uses is a special challenge. The siting and design of new buildings should be accomplished in a manner that minimizes conflicts with existing industrial uses, for the sake of creating a desirable working and living environment for new tenants. Redevelopment of Bel-Red also creates the challenge to ensure that new development is a good neighbor with existing neighborhoods near Bel-Red.</p>	<p>Note: Redundant with policy LU-13 in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>LU-13. Apply design techniques and development regulations to transition between low density and high density areas, particularly in residential areas.</p> <p>Existing transition area standards in the Land Use Code apply. Removed discussion; elements of which may be incorporated into preceding narrative.</p>
	Nodes and Neighborhood Districts		
S-BR-12	S-BR-05	<p>Develop <u>Provide for</u> land uses consistent with the Bel-Red Comprehensive Land Use Plan map (Figure S-BR.1) and the Neighborhood District policies listed below.</p>	<p>Note: Updated to refer to and incorporate neighborhood district policies, as amended.</p>
S-BR-13	S-BR-06	<p>Concentrate the majority of future Bel-Red growth <u>development</u> into a series of mixed use, pedestrian-friendly and transit-oriented development nodes <u>around light rail stations</u>, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for</p>	<p>Note: Updated to clarify policy intent.</p>

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		tiered building heights, with maximums at the center.	
S-BR-14		<u>Prohibit large low job and population density land uses such as storage buildings and standalone parking garages from locating within high density light rail station area nodes.</u>	Note: Added to clarify intended intensity of uses located within station area nodes.
S-BR-15	Neighborhoods/Districts Goal	To <u>Support the development transformation of new Bel-Red into new neighborhoods that achieves distinctive and high quality character distinguished by unique, community driven characteristics and high quality urban design.</u>	Note: Updated to clarify policy intent.
Node in the Vicinity of the Medical Institution District Wilburton Station Area Node			
	S-BR-86	Provide for office uses in this area, with an emphasis on medical office. Initially higher intensities are limited to an area adjacent and to the east of Overlake Hospital, and heights in this area may reach 150 feet. Sound Transit is contemplating an additional light rail station on either the northwest or southeast side of the Overlake Hospital Medical Center and Group Health Ambulatory Care Center campus. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.	Note: Area described incorporated into the Wilburton Subarea.

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		<p>Discussion: This is an area directly adjacent to Overlake Hospital Medical Center and the Group Health Ambulatory Care Center, by far the largest medical complex on the Eastside, and just south of the planned Seattle Children’s Hospital facility. In addition to these institutional uses, the area is characterized by a wide range of medical office uses that complement the medical campus.</p> <p>At the time of the adoption of this Subarea Plan in 2009, multiple locations were being considered for a light rail station to serve the Medical Institution District, including on the northwest side of Overlake Hospital and immediately east of Whole Foods. When a final station location decision is made by Sound Transit, expected in 2010, the City may consider the need for additional land use planning in that area, which may warrant amendments to the Subarea Plan.</p>	
S-BR-16	S-BR-90	<p><u>Provide for medical office and life science uses in this area, with an emphasis on medical office, and with an FAR up to 1.0 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.</u></p>	<p>Note: Updated to streamline policy language and expand permitted uses to include life sciences.</p>
S-BR-17		<p><u>Provide for some residential mixed use development east of 116th Avenue NE and south of</u></p>	<p>Note: Added to expand permitted uses to include residential east of 116th Avenue NE.</p>

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		<u>NE 21st Street transitioning from high intensity near the station to medium intensity further to the north.</u>	
	S-BR-91	<p>Provide for major medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the Burlington Northern Railroad right of way.</p> <p>Discussion: Sites in this area that are proposed to include medical institution uses are appropriate to be rezoned Medical Institution. Special dimensional standards are appropriate to accommodate the needs of major medical institutions and related uses, provided those facilities provide a high quality of design that recognizes this area as a prominent community landmark. Building and site design should create a visual identity for those facilities that contribute to the streetscape, are compatible with adjacent and nearby neighborhoods, and are sensitive to views from the freeway and views of the skyline. Design should also create a visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.</p>	Note: Area described incorporated into the Wilburton Subarea.
<u>Node at 122nd Avenue NE Spring District/120th Station Area Node</u>			
S-BR-18	S-BR-87	Provide for a mix of office, housing and retail uses in this area, with office as the predominant use.	Note: Updated to streamline policy by removing specific dimensional requirements, which are more appropriate in the Land Use Code.

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		<p>Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter. Discussion: This office-supportive node is located on the west side of the subarea, where it is better served by regional transportation infrastructure and has lesser potential for traffic impacts on East Bellevue neighborhoods. Housing and retail uses should be part of the mix of this neighborhood, to avoid a sterile office-only area and to create a balance of activities. Parks, open spaces, and recreational opportunities are envisioned as part of this urban environment. The Master Development Plan process will be used as a review mechanism for larger developments.</p>	<p>Removed discussion; elements of which may be incorporated into preceding narrative.</p>
S-BR-19		<p><u>Provide for a mix of residential and retail uses surrounding the mixed use office core, with residential as the predominant use.</u></p>	<p>Note: Added to emphasize residential uses around the 120th/Spring District core.</p>
S-BR-20		<p><u>Provide for a mix of office and commercial uses along Northup Way near the interchange of 124th and SR 520.</u></p>	<p>Note: Added to provide for office and commercial uses near the interchange of 214th.</p>
S-BR-21		<p><u>Allow for the tallest buildings around the light rail station transitioning down in height toward the southeast.</u></p>	<p>Note: Added to transition down in scale toward areas with lower development intensities.</p>
S-BR-22		<p><u>Collaborate with Sound Transit and its development partners to ensure housing affordability objectives for the transit oriented development site located</u></p>	<p>Note: Added to ensure development aligns with affordable housing objectives.</p>

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		<u>just south of the Operations Maintenance Satellite Facility are achieved in a timely manner.</u>	
S-BR-23		<u>Partner with King County Metro to determine the best use of its property in the future.</u>	Note: Added to ensure future development of public sites furthers BelRed Vision.
Node at 130th Avenue NE BelRed/130th Station Area Node			
S-BR-24	S-BR-88	Provide for a mix of housing, retail and services in this area, with an emphasis on housing; include a pedestrian-oriented retail area along 130th Avenue NE and . Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter. Discussion: This area is envisioned as a predominantly residential neighborhood with an active retail street at its core. With its focus on residential uses, this area represents a key opportunity to develop a range of housing types and densities. An urban plaza located near 130 th Avenue NE will serve as a “town square”.	Note: Updated to streamline policy by removing specific dimensional requirements, which are more appropriate in the Land Use Code. Removed discussion; elements of which may be incorporated into preceding narrative.
S-BR-25		<u>Provide for a pedestrian-oriented retail area along 130th Avenue NE.</u>	Note: Added to highlight direction for concentrated retail area along 130 th Avenue NE.
S-BR-26		<u>Provide for a thriving arts district in this node with abundant space for production, performance, participation and promotion of arts and cultural activities.</u>	Note: Added to highlight the importance of the Arts District in this node.

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S-BR-27		<u>Provide for the highest intensity high rise residential mixed use development closest to the station, and lower intensity high rise residential mixed use development further from the station.</u>	Note: Added to clarify transition in scale moving further away from the light rail station.
Node at 156th Avenue NE, Near the Overlake Transit Station Location in Redmond Overlake Village Station Area Node			
S-BR-28		<u>Provide for a mix of highrise office and retail uses adjacent to SR 520.</u>	Note: Added to specify intended uses near the Overlake Village Station and SR 520.
S-BR-29		<u>Provide for a mix of midrise commercial and residential uses south of NE 22nd Street.</u>	Note: Added to clarify intended uses south of NE 22 nd Street.
S-BR-30	S-BR-89	Provide for a mix of housing residential and retail uses along 156th Avenue NE with an emphasis on residential uses in this area. Potential heights may reach 70 feet in this area, with a limitation of 45 feet along 156th Avenue NE. Discussion: This mixed use node is on the edge of Redmond’s designated Overlake neighborhood, and is within the walkable area of the planned Overlake transit station at 152nd Avenue NE.	Note: Updated to clarify intended uses along 156 th and to remove specific dimensional requirements, which are more appropriate in the Land Use Code. Removed discussion; elements of which may be incorporated into preceding narrative.
Retail Along the Central Portion of the Area North of NE 20th Street Corridor			
S-BR-31	S-BR-92	Provide for low-intensity service and retail uses in this area including auto dealerships and storage facilities, with FARs and heights not to exceed the standards for the General Commercial designation that is applicable city-wide. Encourage little significant land use change in this area, which is not contemplated for more intense development.	Note: Updated to clarify intended uses along NE 20 th Street corridor and to streamline policy.

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Area South of Bel-Red Road			
S-BR-32	S-BR-93	Provide for a mix of <u>lowrise office</u> and <u>housing residential in this area</u> , with <u>low-intensity buildings in this area of one or two stories serving to as an appropriate buffer transition</u> between the <u>higher intensity uses</u> north of Bel-Red Road and the single-family residential neighborhoods to the south. While office should remain a focus, housing in this area is also a suitable transition use.	Note: Updated to clarify intended uses south of Bel-Red Road and to streamline policy.
S-BR-33		Provide for <u>midrise residential commercial mixed use development</u> within half a mile of the <u>Spring District station</u> .	Note: Updated to increase development intensity in close proximity to light rail.
Mixed Use Retail/Housing Areas <u>Two Creeks Area in between the BelRed and Overlake Village Station Area Nodes</u>			
S-BR-34	S-BR-94	Provide for a mix of <u>midrise housing and retail uses in this area lower in scale than that provided for within the Station Area Nodes</u> . Promote additional development of retail uses in these areas, together with mixed use development that incorporates housing. Allow maximum building heights up to 70 feet through the incentive system.	Note: Updated to streamline policy and to remove specific dimensional requirements, which are more appropriate in the Land Use Code.
S-BR-35		Promote the <u>preservation and/or relocation within BelRed of small ethnic grocery stores and food services</u> .	Note: Added to highlight the abundance and importance of small ethnic groceries and restaurants in this area.
Housing Emphasis Area			

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	S-BR-95	Promote stand-alone housing in these areas, taking advantage of view corridors to the south and west, as well as potential improvements to the West Tributary stream corridor.	Note: Area incorporated within the BelRed/130 th Station Area Node. Specific reference to stand-alone residential removed to provide for a greater mix of uses.
Area South of NE 12th Street and Contiguous to Lake Bellevue			
	S-BR-96	Provide for retail, commercial, and residential uses in this area. Allow maximum building heights up to 45 feet in this area.	Note: Area described incorporated into the Wilburton Subarea.

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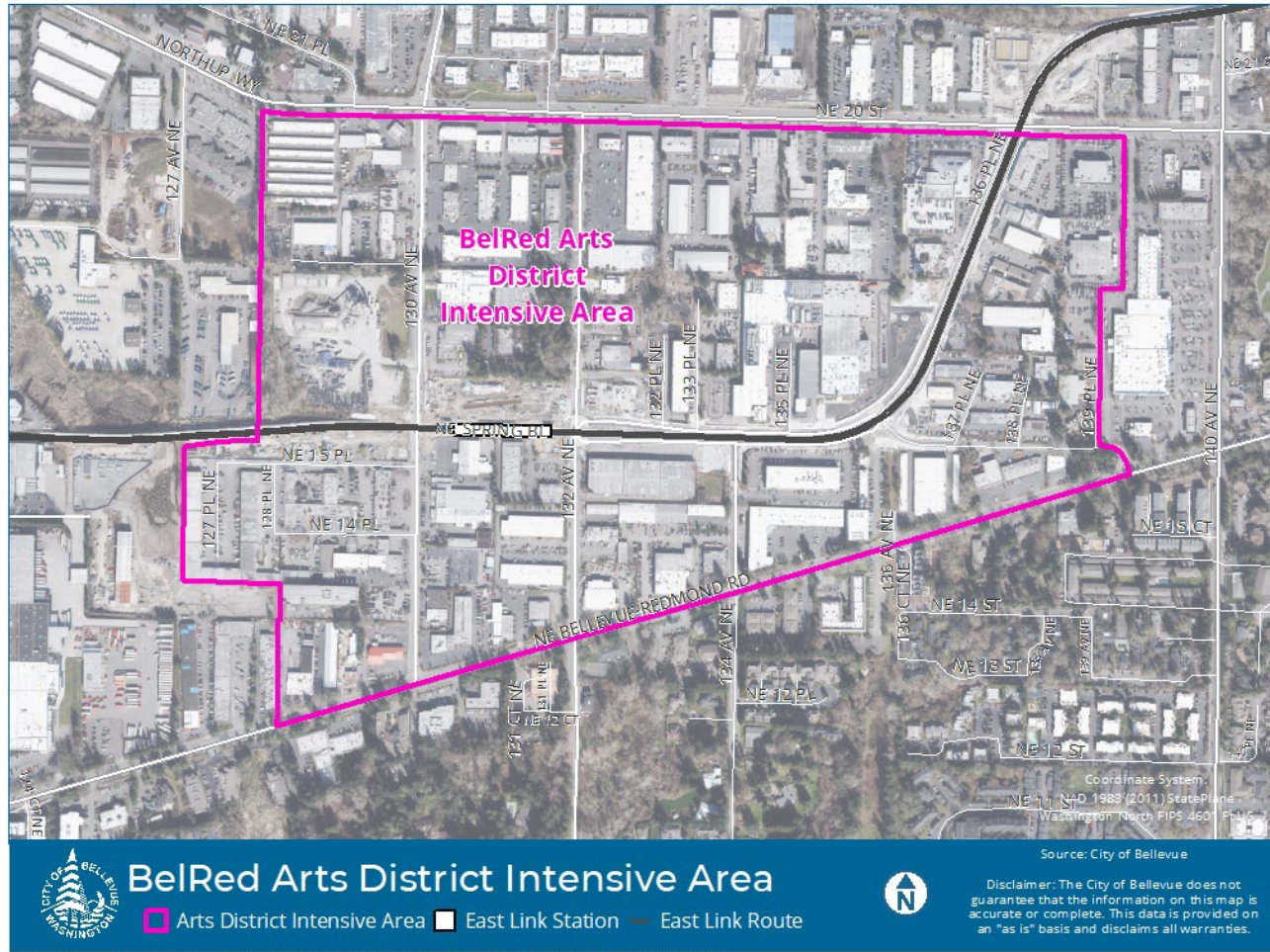


Figure S-BR.2

BelRed Arts District Intensive Area

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