



Reduced Minimum Residential Parking Land Use Code Amendment

Bellevue Planning Commission

February 24, 2021

Trisna Tanus, Consulting Attorney

Kristina Gallant, Senior Planner

Development Services Department



Planning Commission Direction

Hold the Public Hearing on the proposed LUCA and, following the Public Hearing, recommend to the City Council approval of the proposed LUCA.



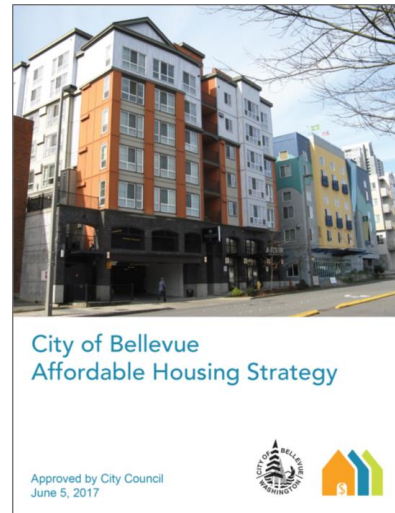
Agenda

- Recap of LUCA Objectives
- Proposed LUCA
- Q & A from Study Session 2
- Public Engagement and Comment to Date
- LUCA Process
- Planning Commission Direction

Objectives

The proposed LUCA will:

- Conform with new provisions of RCW 36.70A.620 and 36.70A.698
- Support recommendations from the 2017 Affordable Housing Strategy (AHS) and Transit Master Plan





Previous Council Direction

Council directed staff to analyze four additional topics for the permanent code amendment, beyond state mandates:

- Determining appropriate radius (1/4 mile – 1/2 mile) from frequent transit service
- Revisiting downtown residential visitor parking requirements
- Improving certainty within the parking departure process
- Parking-specific incentives to encourage affordable housing



Proposed LUCA

The proposed LUCA responds to six topics:

1. Frequent transit service criteria
2. Parking ratio
3. Parking departures process
4. Downtown visitor parking
5. Affordable housing incentives
6. ADU parking



Proposed LUCA – Topic 1

Frequent Transit Service Criteria

Stops with service 2+ times/hour:

- Only affordable housing is eligible
- ¼ mile radius applies

Stops with service 4+ times/hour:

- Market rate multifamily and affordable housing units are eligible
- ½ mile radius applies
- Future light rail or bus rapid transit stops opening within two years are included



Proposed LUCA – Topic 1

Frequent Transit Service Criteria

Proposals beyond state minimum:

- Definition of affordable housing – up to 80% AMI instead of 50% AMI
- Proposal would only apply to **permanent** affordable housing – optional under the law
- Expanded radius for higher frequency stops to ½ mile
- Incorporated standard for determining if a physical impediment blocks transit access
- Incorporating future light rail and bus rapid transit stops opening within two years

Proposed LUCA – Topics 2 & 5

Parking Ratios

- Lower ratios are proposed for affordable housing to provide increased flexibility (Topic 5)
- All developers, including affordable and senior housing developers, may still provide more parking than is required

Housing Type and Transit Access	2-4 Times per Hour	4+ Times per Hour
Affordable Housing (Up to 80% County AMI)	0.75 spaces/unit	0.5 spaces/unit*
Market Rate Multifamily	Not Eligible	0.75 spaces/unit
Senior Housing	Not Eligible	0 spaces/unit Only applies to parking for residents

* 0.25 spaces/unit for small units at 60% AMI



Proposed LUCA – Topics 2 & 5

Parking Ratios

Proposals beyond state minimum:

- Minimum parking ratio for market rate multifamily and affordable housing - 0.75 space/studio or 1 space/bedroom
 - Not applicable to parking for residents in housing dedicated for seniors and people with disabilities or accessory dwelling units



Proposed LUCA – Topics 3 & 4

Parking Departures Process

- Staff recommends maintaining current process, revisiting in the future considering all uses

Downtown Visitor Parking

- Staff recommends maintaining current process while monitoring performance
- LUCA includes “not to exceed” provision for conformance with intent of reduced parking minimums

No changes required for either topic under state law



Proposed LUCA – Topic 6

Accessory Dwelling Unit Parking

- Consistent with RCW 36.70A.698
- Remove dedicated ADU parking for property:
 - Located with ¼ mile radius
 - Stops with service 4+ times/hour
 - Future light rail or bus rapid transit stops opening within two years are included (**only deviation from state law**)

Q & A from Study Session 2

Mitigation of Future Changes

- Frequent transit availability is determined based on service at the time the building permit application or land use approval
- If any previously-identified qualifying stops no longer have frequent service, a future project near that stop would not be eligible
- Projects would then vest to these requirements, similarly to other development regulations
- Additional discretion possible during the project review process if the City determines that a unit *“is in an area with a lack of access to street parking capacity, physical space impediments, or other reasons **supported by evidence** that would make on-street parking infeasible”*



Public Engagement

Three modes of outreach:

- Process IV Requirements – noticing and public hearing
- Direct Engagement and Feedback – Dialogue with the Master Builders Association, developers, affordable housing providers, and other stakeholders
- Online Presence – webpage launched during Summer 2020, and includes public information regarding the proposed LUCA, key dates, and contact information for public comment



Public Comment

- 62 emails to date on IOC and draft LUCA
- Most comments support this LUCA to reduce parking requirements in frequent transit areas
- Expressed concerns:
 - Future transit service changes
 - Transit ridership impacts due to COVID
 - Transit service is not frequent enough to justify reductions
 - Overflow parking impacts
 - Variation in transportation needs among seniors and people with disabilities
 - General opposition to increased affordable housing
 - Reductions do not go far enough



LUCA Process

January 13 Study Session: PC is introduced and reviews proposed LUCA Topics 1 and 2

January 27 Study Session: PC reviews proposed LUCA Topics 3 – 6

February 24: PC Public Hearing and Recommendation

April 5 (tentative): City Council Study Session

April 6 (tentative): EBCC Courtesy Public Hearing

April 26 (tentative): City Council Action

May 4 (tentative): EBCC Public Hearing and Approval/Disapproval

May 18: Interim Official Control Expires



Planning Commission Direction

Hold the Public Hearing on the proposed LUCA and, following the Public Hearing, recommend to the City Council approval of the proposed LUCA.