

CITY COUNCIL STUDY SESSION ITEM

SUBJECT

Bel-Red Subarea Plan, zoning and related code amendments.

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POLICY ISSUES

Should the City adopt a new Subarea Plan for the Bel-Red area and other corresponding Comprehensive Plan amendments? Should the City adopt new land use regulations, zoning and related code amendments to implement the Bel-Red Subarea Plan?

DIRECTION NEEDED FROM COUNCIL

Action
 Discussion
 Information

This Study Session memo responds in greater depth to those Bel-Red issues that the Council identified at the September 22 and October 6 Study Sessions. It also discusses the anticipated additional revisions that will be included in the next draft of the Bel-Red Subarea Plan and associated Land Use and Bellevue City Code amendments. Staff will be available to further address these issues during the Study Session as needed and time allows.

BACKGROUND / ANALYSIS

The Bel-Red Subarea Plan project was initiated by the City Council in 2005 with the adoption of a set of planning principles that sought to establish a long term vision for the area, enhance the area's economic strengths, capitalize on the opportunity of high capacity transit, integrate planning for land use and transportation, and provide for greater environmental sustainability. Through a two year public process, the Bel-Red Steering Committee developed a vision to transform the current light industrial and low intensity commercial uses of the Bel-Red area to new, transit-oriented office and residential neighborhoods.

The Steering Committee's recommendation was formally reviewed by five of the City's boards and commissions, leading to a recommended new Bel-Red Subarea Plan, multiple new zoning designations, and specific Land Use Code provisions. The plan calls for a range of public

infrastructure projects to support the transformation of the area. This includes new streets and non-motorized improvements, an extensive parks and open space system serving the area and connecting to the larger parks system, and a network of restored streams at the head waters of Kelsey Creek. The recommended code proposal includes a new section specific to Bel-Red that addresses uses, dimensions, and development standards, as well as unique code provisions for the continuation of existing uses and the application of an incentive system that requires development to contribute to public amenities if they are to maximize their development potential.

Implementation of this plan will require a set of new financial tools to provide sufficient levels of capital funding, updating the BROTS interlocal agreement with the City of Redmond, and amendments to the Bellevue City Code necessary to assure regulatory consistency.

City Council Review

Council has had numerous briefings on Bel-Red over the course of the Steering Committee and commissions review process, and has had the opportunity to provide guidance on the development of the plan. More recently, the Council reviewed the Subarea Plan, zoning, and code provisions recommended by the Planning Commission and details of the incentive system and potential funding strategies at Study Sessions in September and October. Staff's understanding is that the Council concurs with the overall direction recommended and supported by the City's boards and commissions. A number of revisions to the draft plan and code may be needed to address specific details raised by the Council's review. Those revisions are discussed in more detail below. Additional Bellevue City Code changes necessary to maintain consistency are also briefly described.

The larger issues of funding and BROTS will continue to be addressed through additional, separate Study Sessions. This Study Session memo focuses on the Subarea Plan and associated code amendments, including specific questions or issues raised by Council in previous Study Sessions. Unless Council directs otherwise, staff will prepare amendments to the draft Bel-Red Subarea Plan and code for Council review in early January. Action on the Subarea Plan, zoning and Land Use Code could occur in late January, at the discretion of the Council, with the understanding that staff will schedule as much review time as the Council desires.

Issues raised by the Council through review of the Bel Red plan

Incentive System

Council interest in looking at the proposed incentive system in greater depth, including the proposed tier levels

The Bel-Red Subarea Plan will require significant investments in transportation projects, new parks and open spaces, environmental improvements, and other public amenities. These improvements and progress towards meeting housing affordability objectives will be realized through a combination of public capital investment, development standards (or requirements), development incentives and other public and private strategies.

The amenity incentive system creates the development incentives necessary to fund some of the needed parks, open space, and affordable housing. This subject was covered at the

October 6 and 13 Study Sessions. At that time the Council reviewed the incentive zoning system in detail, including the recommendations of the City's consultant, Property Counselors, and those of an independent ULI Technical Assistance Panel. The ULI Panel was supportive of the draft incentive system framework and the methodology of establishing the incentive ratios. However, they recommended increasing the bonus rate and making a number of other adjustments to make development more feasible while continuing to support the City's public investment objectives.

As described in the October 6 agenda memo, staff recommends amending the proposed zoning incentive system to make the bonus ratios consistent with the ULI recommendation and to include a number of their other suggestions.

Staff is aware that issues have been raised about how compatible the incentive system is with development that might occur in early years and the exceptional risk of early, catalyst development projects. Staff has looked at this issue, and thinks that some combination of actions should be taken to address this problem. These actions could include:

- Use of 'developer funded LID's to pay for the public infrastructure needed to support development
- Credit for some or all of the developer funded investment in public infrastructure against the 'Tier 1' bonus
- Extended vesting to ensure that the developer funded public infrastructure can be amortized over their entire development program (see discussion below)
- Modified incentive ratios or requirements.

These or other actions may be appropriate. Staff will return in January with a proposal for how this issue should be addressed.

Concept Opportunities

Council interest in better understanding the "opportunities" illustrated in the September 22 presentation, which included a Metro base lid with residential uses and open space, a major recreation facility, and a campus

At the September 22 Study Session, staff presented three illustrations of "special opportunities" for the subarea: (1) a residential and open space lid over one of the Metro base facilities; (2) a major recreation center; and (3) a university specialty campus. The Steering Committee discussed the possibility of a major recreation center.

Several drawings were created using some 'creative license' to illustrate the range of opportunities that might be created by the Bel-Red plan. These concepts are not central to the plan's implementation, but they are consistent with the plan's intent and they are ideas that would be enabled by the plan. For example, implementation of the Bel-Red plan may create an opportunity for siting a major recreation facility. However, the major recreation facility would occur only if the City first decides to move forward with such a project, and then only if Bel-Red was chosen as the appropriate location. The value of these concepts is that they demonstrate how the Bel-Red plan might create new opportunities for a range of transformational projects beyond the general office, residential and retail uses that are the focus of the new land use districts.

NE 15th/16th Street Corridor

Council interest in looking more closely at the design of the NE 15th/16th Street corridor, including how light rail is integrated into the design, the potential tunnel option for light rail, the use of bike lanes, and the proposed ped/bike path

The most ambitious of the planned Bel-Red infrastructure projects and a key focal point for the whole subarea is a new NE 15th/16th Street corridor that extends from NE 12th Street near Overlake Hospital eastward to 136th Place NE through an area where the City currently has very little existing right-of-way. NE 15th/16th Street is intended to enhance mobility by providing new access to and within the Subarea, connecting Downtown to east Bellevue and Redmond, providing a light rail corridor, and establishing a major east-west pedestrian and bicycle connection between Downtown and Overlake. More than being just a transportation corridor, NE 15th/16th Street is also a place making feature of the new Subarea and will provide a ribbon of landscaping through the area's heart and link central urban open spaces.

The design of the NE 15th/16th Street corridor has undergone a significant amount of discussion with the Transportation and Planning commissions and the City Council, and has involved much analysis, investigation and preliminary design. More work has gone into the design of this project than is typical for a project at the Comprehensive Plan stage.

The Commissions and Council have expressed concern about the overall width of the corridor. In response to comments as well as their own concerns, the Planning Commission removed on-street parking and a frontage road concept from the plan's initial project description, significantly narrowing the street's width. Neither of those two components was seen as essential for the corridor. The Commission also added flexibility to the initial uses of the street, allowing the outside lanes to be used for parking or transit, while preserving the ability to accommodate future traffic levels. The Commission recognized that this project is about more than transportation functionality and that the integration of the projects' multiple components will support and influence the character of the Bel-Red Subarea. The remaining components included in the recommended project description are all critical "building blocks" needed for the corridor to both function and feel as intended.

The current concept for the corridor includes the following major components:

- Four lanes of vehicle movement plus turning pockets (with an interim 2/3 lane configuration with additional outside lanes for on-street parking or bus use that could be converted to general vehicular use in the future to meet capacity needs)
- Preservation of a light rail at-grade alignment with two stations in the median
- Sidewalks of an urban character on both sides
- An off-street pedestrian and bicycle path extending from end to end
- Integration of connective green elements throughout the corridor, including urban open spaces, significant tree canopy, natural drainage practices, and medians

Related to the project are planned parks and open spaces along the West Tributary and Goff Creek that would connect to the pedestrian and bicycle network at NE 15th/16th Street and required ground-floor commercial uses in station areas that will help to activate the sidewalks in these locations and strengthen the land use interface.

Capital projects, such as the NE 15th/16th Street Corridor, often start at the Comprehensive Plan level. More detailed design work and engineering occurs as projects become funded and move toward project implementation. At this stage, the design of the corridor is limited to the project description of the Subarea Plan. Comprehensive Plan level project descriptions typically describe the basic functions and components of a project but do not address details of design or the variation across different segments. For example, there are a number of unique segments of the NE 15th/16th Street corridor. The portions between 116th Avenue NE and 120th Avenue NE and between 124th Avenue NE and 128th Avenue NE are primarily bridge structures with a narrower footprint than the at-grade segments. Potential light rail would join up with NE 15th west of 120th Avenue based on either a NE 12th Street or NE 6th Street crossing of I-405 (the two alternatives being analyzed by Sound Transit). Station areas are anticipated to be located in the corridor near 122nd Avenue NE and 130th Avenue NE. All of these more detailed aspects of design will continue to be evaluated through the engineering for the design of this facility.

As currently proposed, this project would be adopted into the Subarea Plan with the following description:

NE 15th/16th Corridor from 116th Avenue NE to 136th Place NE

4/5-lanes with light rail in the median (with an interim 2/3 lane configuration with additional outside lanes for on-street parking or bus use that could be converted to general vehicular use in the future to meet capacity needs)

Sidewalks of an urban character on both sides

Multi-purpose off-street pedestrian and bicycle path – continuous on the north side

Connective “green” elements, including urban open spaces, significant tree canopy, natural drainage practices, and landscaped areas.

Discussion: The NE 15th / 16th project includes a cross-section that will accommodate at-grade light rail with stations at/near 122nd Avenue and 130th Avenue. A tunnel alignment at the 122nd Avenue station (tunnel between 120th Avenue and east of 124th Avenue) may be a viable option. A tunnel may be substituted for an at-grade alignment at 122nd Avenue if the City and Sound Transit jointly conclude that the tunnel best meets City and Sound Transit interests.

If this project is adopted into the Subarea Plan as described above, staff would propose to return to Council in the spring, following significant further work on the preliminary design for an in-depth briefing and opportunity for additional Council feedback and direction.

Transportation Projects

Council question: Is the plan dependent on key transportation projects, such as the 124th Avenue NE interchange at SR-520?

The draft Bel-Red Subarea Plan, like many City subarea plans proposes two key improvements to the regional and local transportation system. One is the plan’s proposed alignment and station locations for light rail, which, once adopted, would be used by the City in its discussions with Sound Transit. The draft plan also proposes completing the ramps at SR-520 and 124th Avenue NE to allow for access to and from the east. In response to questions raised by Council, the proposed land use assumptions in the plan do not require the ramps be completed, but the ramps do provide benefit by improving connections to the Bel-Red area to and from the regional system. The ramp improvements also provide broader system improvements by relieving pressure to access SR-520 to and from the east at I-405 and 148th

Avenue NE. If the additional ramps at 124th Avenue NE are included the adopted plan, it will help put the City in a position to advocate for the improvements with the State Department of Transportation.

Transit Terminology

Council question: Should the terminology that refers to light rail and high capacity transit be adjusted in consideration that the development of Sound Transit's East Link remains uncertain?

This issue was understandably raised because of the uncertainty regarding the outcome of Proposition 1, the ballot measure proposed to fund Sound Transit's East Link light rail project. The November 4 passage of Prop. 1 has resolved this question as the measure provides funding for implementing light rail technology through the Bel-Red corridor.

Minimum Residential Requirement for the 122nd Node

Council interest in better understanding the proposed 20% requirement for residential uses at the 122nd node (OR-1 and OR-2 districts)

At the September 22 Study Session Council asked for more information about the proposed requirement that a minimum of 20% of uses at the 122nd node be residential (the OR-1 and OR-2 districts). This was a result of the Planning Commission's interest in achieving the vision of vibrant areas that have a mix of complementary uses. A mix of uses will help provide balance and character to the area, increase support for retail activity, better utilize transit, and provide increased housing choice. There was concern that some areas may be at risk of being developed with a single homogenous use, such as office space, that would result in less pedestrian activity and create "dead" times, such as during evenings and weekends.

To counteract the risk of developing a single use district, the Commission recommended that development of parcels greater than 5 acres in the OR-1 and OR-2 districts include a minimum of 20% residential use. The requirement was applied only to larger parcels so that it would ensure that large, master planned developments would include at least some residential development, without forcing a mixture of uses into individual, smaller projects. The 20% minimum level was seen as an attainable level for larger development projects, while still providing sufficient flexibility for specific developments. There is not a similar risk of developing an office-only land use pattern in the 130th node, because that area favors residential uses.

Recognizing the constraint the minimum residential requirement could have on developments, staff recommends making an adjustment to the requirement to allow flexibility of implementation over the course of a phased master plan. Staff believes that this would allow developments to better time the markets, where the cycles for residential and commercial uses tend to be offset, and that the master planning process will ensure that the overall mix of uses is achieved.

Areas Outside of the Nodes

Council interest in hearing more about the land use plan for areas outside of the nodes

The node areas, with the transit stations and new higher density zoning districts were the primary focus of much of the Bel-Red discussions. The areas outside of the nodes have less impact on the transportation system, are less related to the opportunity of transit stations, and the timing of development outside the nodes is likely to be more varied.

The areas outside the nodes do play key roles in the meeting the objectives of the Subarea. Much of the Subarea east of 134th Avenue NE is proposed to have zoning similar to that in place today that will continue to support commercial uses. This is one of the strategies to preserve the opportunity for commercial services that the broader community highly values. Some of these commercial areas are proposed to transition from Community Business (CB) zoning to Commercial Residential (CR). While these two zoning districts are very similar to each other in many regards, the new CR zone provides increased support for mixed use development. This increases the potential for housing in the Subarea, diversifies the types of housing that may be constructed, and improves jobs/housing balance. Other areas are proposed to support moderate levels of office, medical office and residential development. The office areas would have density limits of 0.75 or 1.0 FAR, which compares to a limit of 0.5 FAR for most Bellevue areas outside of Downtown. The non-node residential district is proposed to have an FAR limit of 2.0, which might translate to a housing density of 50-80 units per acre compared to a maximum of 30 units per in the R-30 zone in other parts of the City. These proposed densities were selected by the Planning Commission as appropriate for the higher transit orientation of the entire Bel-Red area.

Timing of development outside the node will be variable based on the development feasibility of specific sites.

Modification to District boundaries

Council expressed interest in discussing possible modifications to one or more of the zoning district boundaries.

Staff will schedule time on January 7th for the Council to discuss and identify any changes to district boundaries.

Regional TDR (Transfer of Development Rights)

Council interest in hearing more about the potential for regional transfer of development rights (TDR) being part of the incentive system, recognizing the potential "ecosystem service value" that may be provided

Participation in a regional transfer of development rights program could be an opportunity to help preserve open space and natural areas outside of the City that are important to the community and contribute to regional growth management goals. Whether it makes sense to participate in a TDR program involves analysis of how the program would fit into the proposed land use incentive system. A memo describing a TDR proposal from King County and a white paper addressing the valuation of TDR credits prepared by the City's consultant, Property Counselors, were in the 3-ring binder of Bel-Red materials previously provided. Staff's suggestion is for Council to consider the King County proposal in greater detail after discussion of the foundational incentive system concludes. An opportunity to review the TDR proposal will be scheduled for January.

Low Impact Development

Council interest in hearing about the opportunity for low impact development techniques in Bel-Red

The Council asked about the potential for low impact development techniques in the Bel-Red area. While the City's Stormwater Manual and its requirements for drainage, detention and retention will continue to apply in the Bel-Red area, the Bel-Red Subarea Plan seeks to encourage restoration of natural functions and improvements to the natural environment that go beyond regulatory requirements. With much of the surface area covered with asphalt, Bel-Red has huge potential for improvement in stormwater management. Incentives in the draft Land Use Code encourage natural drainage practices, such as impervious surfaces, green roofs, rain gardens and other techniques that may help slow water flows and improve water quality. The applicability and selection of specific natural drainage practices depends, at least in part, on local conditions and may not be appropriate or feasible in all locations. As a voluntary incentive, these practices would work as a layer in addition to standard stormwater regulations. However, current stormwater "standards" are being evaluated for the potential to include, where feasible, more low impact development options as part of the stormwater management program update. Where appropriate and feasible, natural drainage practices could be employed as "green infrastructure" in new public improvements (streets and parks) as well as in private development.

Effect on Assessed Values

Council question: What is the effect of the proposed up zoning on the property tax assessments, especially for those for properties that will remain in their current use for many years

According to information from the King County Assessor, a rezone does not automatically trigger a revaluation of property value. The assessment is intended to reflect the market value and is based on the "true and fair value of the property."

The true and fair value is the amount of money a willing buyer and a willing selling agree upon. The assessor can consider only those factors that will affect the price between a willing buyer and willing seller. Zoning is one of those many factors considered that results in determining the "highest and best" use of a property, but actual redevelopment activity (as allowed by the rezone) is what would trigger a revaluation of property values. Uses that are within the realm of possibility under the zoning, but not reasonably probable, are not considered in valuing property at its highest and best use.

The rezone itself does not trigger a reassessment, but if redevelopment is occurring under the new zoning, then in general the land value is more affected. By way of illustration, if a property contains a low rise office use that has been rezoned for high rise office with new, high-rise office being developed around it, the value of the surrounding land will increase. However, the value of existing improvements on that land may likely decrease.

Medical Office Node

Council direction to review the plan language that refers to the medical office node, including Policy S-BR-K-1, to ensure that it appropriately recognizes the three major medical institutions in or being planned for the area

Council pointed out that the section title for the Medical Office Node area and the language of Policy S-BR-K1 fail to appropriately include the proposed Children’s Hospital facility and that the text should change from being Overlake Hospital specific to being supportive of a medical district. Revisions to this section to address this will be included in the draft Subarea Plan for review in January.

Integration of Parks and Amenities Over Time

Council question: How will public amenities like parks be provided over time and whether it is adequate to provide these as new private development occurs?

The Council asked to hear more about how public amenities, such as parks, will be integrated into the area over time and about the tradeoffs of providing amenities as new development occurs versus providing them ahead of development. New amenities, including parks, natural areas and urban open space are critical improvements that will help transform the area and make the current industrial area an attractive location for new jobs and housing. It would be ideal to establish parks, open spaces and stream improvements first, before development, as catalyst public investments – but that would require a large public funding outlay up-front. Worst would be to not provide for parks and environmental improvements until after development, because the public cost to acquire these properties would likely be much higher and because the new Bel-Red neighborhoods would lack the fundamental amenities they need. Staff believes that the proposal strikes a balance, in that through the zoning incentive system new development will generate the amenities needed to create good neighborhoods and put these amenities in place as development occurs.

Additional Staff Recommendations

In recent weeks, staff has identified a number of other revisions to the Planning Commission recommended plan and code through a process of internal staff review and discussions with stakeholders. These consist of two types of refinements: First are substantive changes that are consistent with the intent of the Planning Commission’s recommendation, but are needed to ensure appropriate application. Other changes are non-substantive changes that clarify language, correct references, and ensure internal consistency. Changes also refine the language of the code to more accurately reflect intent, and improve application of the code. The significant changes identified through this process are described below.

Substantive Revisions

Phasing Limit of 0.5 FAR

The Land Use Code as recommended by the Planning Commission would establish a 0.5 FAR phasing limit for commercial development in key areas until the Council identifies a financial strategy for necessary infrastructure. It may be appropriate to either delete this provision if the Council approves a strategy concurrent with adoption of the Land Use Code amendment, or modify this requirement to more accurately reflect the financial strategies under consideration.

FAR Calculations

Staff proposes to clarify the method to calculate FAR across a site containing multiple buildings over the course of a phased master plan.

Extended Vesting

In response to stakeholder concerns that large projects typically require a longer period for full build-out than is allowed under the city's standard vesting provisions, a code amendment is proposed to allow for a project approved through a master development plan to vest against certain changes in the Land Use Code and the concurrency ordinance for an extended period. This would provide predictability for the development, allowing it to successfully allocate density across the development site. The amendment would also allow the City to better anticipate upcoming development projects. Even with extended vesting, staff recommends that a project would be required to comply with changes to development standards and design guidelines adopted during the extended vesting period.

Design Review Flexibility

The proposed design review process allows for deviation from some dimensional standards, provided that the outcome retains the intent of the standard. Staff proposes a revision to this section to ensure that it includes sufficient flexibility to accommodate the evolution in development programs we might expect to see while continuing to require development to be consistent with the purpose and intent of the development standards.

Dimensional Requirements and Floor Plate Limit

In order to encourage housing development, the Planning Commission recommended no floor plate limit for residential buildings that do not exceed 70 feet in height. The proposed design guidelines provide for architectural compatibility, appropriate surface materials, building articulation, breaking down building expanses, upper floor stepbacks, attractive rooftops, and other design features that will limit the potential visual impact of large buildings. To bolster these provisions that apply to mid-rise residential buildings, staff recommends that the Land Use Code include an upper limit of 28,000 square feet for residential floor plates to ensure these mid-rise residential buildings meet the design intent for Bel-Red. The proposed 28,000 square foot limit is consistent with the floor plate limit established for office buildings in the Bel-Red Subarea. Residential floor plates would continue to be limited to smaller sizes of 12,000 and 9,000 SF for high rise buildings greater than 70 feet in height.

Other dimensional requirements will also be revised to include the maximum FAR recommended by the ULI TAP and the revisions to the residential requirement discussed above.

Local Density Transfers

Staff proposes changes to the section that allows transferring of density within Bel-Red to allow transfer of development potential for properties dedicated to the city regardless of incentive system participation, while also ensuring that developments aren't given double credit between the transfer option and the incentive system. This would further the intent of encouraging private development projects to dedicate land to support the build out of the parks and open space system.

Bel-Red Road Landscape Requirement

The Planning Commission envisioned that Bel-Red Road could function as a transition from the more intense development in Bel-Red to the residential neighborhoods to the

south. In order to effectuate this transition, the draft street landscape standards include a wide landscape planting requirement, which also creates a green, landscaped feel for this arterial. Currently, the wide landscaping requirement is written to apply to the length of Bel-Red Road. Staff identified that the transitional function applies to Bel-Red Road from NE 12th to 148th Avenue NE. East of 148th Avenue NE, Bel-Red Road curves northward arcing through the Subarea and no longer functions as a transition to residential uses. In this eastern area, staff proposes to reduce the street edge landscaping requirement to be consistent with other Bel-Red arterials.

Critical Areas

Staff proposes to refine the proposal for calculating density/intensity for critical areas sites to address Bel-Red uses other than office and residential.

Mode Split Targets

The update of the BROTS interlocal agreement is anticipated to result in new mode split targets for the Bel-Red area that would be added to the Transportation Element of the Comprehensive Plan.

Non-substantive Revisions

City staff have review of the Planning Commission's recommended code and have identified a number of minor revisions that will clarify language, refine the language of the code to more accurately reflect intent, and improve application and internal consistency of the code.. Changes to the draft are also proposed to incorporate the amendments previously adopted with the Medical Institution changes (adopted in August 2008) and the change to the definition of "office" adopted for the SRO Comprehensive Plan amendment (adopted in March 2008) that were not part of the Planning Commission's recommendation. Finally, edits will be made to ensure accurate cross-references and use of consistent terms as staff completes the January 2009 draft. While these technical revisions do not change the intent of the affected codes, we do anticipate that there will be a significant number of revisions that fall in this category due to the complexity and length of the Bel-Red code.

Amendments to Other City Codes

In addition to the revisions to Part 20.25D for the Bel-Red subarea, staff will also finalize amendments to the other sections of the Land Use Code, and other city code chapters, including transportation code provisions, to ensure consistency with the Bel-Red package.

All of the revisions, whether substantive or not in nature, will be shown in strike-draft format in the January 2009 draft for Council review.

NEXT STEPS

Following the Council's review on November 10 and any additional direction provided at that time, staff will complete updated versions of the plan and code that incorporate the identified changes. Revised drafts will be provided to Council in January for final review and approval. While this memo outlines a series of important (and lesser) changes to the drafts, no changes

are proposed to the Bel-Red vision, land use objectives, zoning map, or fundamental code structure.

When scheduled, action will include the new Subarea Plan, new zoning, and new Land Use Code and other City code amendments specific to Bel-Red. This may occur in late January at the discretion of the Council.

Additional actions will occur related to the financial strategy and tools and for the BROTS interlocal agreement with Redmond. Additional implementation steps, such as amendments to the City's sign code, will occur subsequent to action on the Subarea Plan.

ATTACHMENTS

Three-ring binders have been prepared as a tool to organize the materials for the Bel-Red project. Please add this Study Session memo to the Planning Commission Transmittal section of the binder.