



MEMORANDUM

DATE: May 6, 2008

TO: Chair Bell, Members of the East Bellevue Community Council

FROM: Paul Inghram, Comprehensive Planning Manager, 452-4070
Emil King, Strategic Planning Manager, 452-7223
Lacey Madche, Legal Planner, 452-6134
Planning and Community Development Department

SUBJECT: Bel Red Project

INTRODUCTION

The purpose of this memorandum is to provide the East Bellevue Community Council (EBCC) with an introduction and update to the Bel-Red planning effort and to inform the EBCC of potential changes to the Comprehensive Plan and Land Use Code (LUC). This memorandum includes both informational material and material specific to the Land Use Code Amendments subject to EBCC review.

A. Comprehensive Plan Amendments.

The Bel-Red project proposes the adoption of a new Bel-Red Subarea Plan, modification to the adjoining Crossroads and Wilburton/NE 8th Street Subarea boundaries, updates to the Transportation Element related to Bel-Red, and updates to the Glossary (specific to Bel Red).

The proposed amendments to the Comprehensive Plan are specific to the Bel-Red Subarea and do not apply broadly or specifically to properties located in East Bellevue. Nonetheless, staff desires to inform the EBCC of the major components required for implementation of the Bel-Red vision and will do so on May 6, 2008. Draft Comprehensive Plan Amendments are included with this memorandum as Attachment A.

After adoption of the Bel-Red Subarea Plan and related amendments, additional amendments to the Comprehensive Plan elements will be considered to improve consistency. These proposed amendments may include an update to Figure UD.1 in the Urban Design Element or Figure PA.4 in the Parks Element to show the boulevards and parks that are ultimately included in the Bel-Red plan. Staff will keep the EBCC apprised of any future consistency amendments.

B. Land Use Code Amendments.

In addition to the informational presentation on May 6, 2008, the EBCC will hold a Courtesy Hearing on Land Use Code Amendments relating to subordinate uses and

animal services. These Land Use Code Amendments are necessary to implement the Bel-Red vision but have general applicability to all properties located in Bellevue, thus are subject to EBCC review. A draft of the proposed land use code amendments of general applicability are included with this memorandum as Attachment B and will be described in more detail at the Courtesy Hearing.

Although implementation of the Bel-Red Land Use Code amendments include other modifications to the general provisions of the LUC, such changes largely include cross referencing and consequently are applicable only to properties located in Bel-Red. In addition to presentation of LUC amendments subject to the EBCC's review, staff will also provide an informational description of Bel-Red specific amendments which are included with this memorandum as Attachment C.

C. Design Guidelines.

The urban design goal for the Bel Red area is to achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.

Also at the May 6, 2008 meeting, staff will briefly provide an information description of the content and framework for the design guidelines currently underway. Draft Bel-Red design guidelines are included with this packet as attachment D.

BACKGROUND

The Bel-Red Steering Committee recommended a new vision for the Bel-Red area in September of 2007. In October of 2007, the City Council provided direction to five of the City's boards and commissions to develop planning policies and other strategies to implement the Bel-Red Steering Committee recommendation for the Bel-Red area. Over the course of the last several months, the City's commissions have reviewed and discussed Bel-Red issues specific to their area of expertise.

In January, staff distributed the first draft of the new subarea plan to the commissions and the City held an open house to encourage public review of the draft plan. Four other city commissions presented their policy recommendations for Bel-Red to the Planning Commission on February 27, 2008.

BEL RED VISION

The Subarea Plan captures the new vision for Bel-Red in policy, projects and maps and guides city actions to support the vision, including public investments in critical transportation, parks and open space improvements. In addition to the plan, development regulations provide incentives, encourage appropriate uses (or restrict inappropriate ones), and regulate building form and site development. Through the combination of development regulations and the guidance of the Subarea Plan the city influences private development and actively pursues public projects and investments that, in combination, help make the vision real.

NEXT STEPS

The following represents next steps for consideration of the bundle of material included with this memorandum:

Early May – notice of Public Hearing before the Planning Commission

Mid May – discussions with business and property owners

May 14 – check in with Planning Commission

May 15 – public open house and presentation to six city boards and commissions

May 28 – public hearing with the Planning Commission

June-July – Planning Commission discussion and deliberation

ATTACHMENTS

Attachment A – Draft Comprehensive Plan Amendments (including Bel Red Subarea)

Attachment B – Draft Land Use Code Amendments Subject to EBCC Review

Attachment C – Draft Land Use Code Amendments Specific to Bel Red

Attachment D – Draft Design Standards and Guidelines

ATTACHMENT A

Draft Land Use Code Amendments of General Applicability

Subordinate Uses

20.50.046 S Definitions.

Subordinate Use. A use which is secondary or incidental to a permitted or principal use, located on the same lot or in the same structure as the permitted or principal use, and which is functionally related to the permitted or principal use. Subordinate uses generally are limited in size to 25 percent of the floor area devoted to the related permitted use.

Animal Services

20.50.012 B Definitions.

20.20.130 Animals.

A. General.

The keeping of animals is subject to the requirements of this section and BCC Title 8, Animal Regulations.

B. Minimum Requirements.

The following chart entitled, “Animal Regulations” sets forth the minimum requirements for the keeping of animals.

Animal Regulations

Type of Animal/Use	Maximum Number (A)	Minimum Lot Size	Minimum Setback (E)
1. Household Pets*	Dogs, Cats, Rabbits: 3(B); Fowl: 6(D); Other: no maximum	No minimum	May not be restrained or enclosed outdoors so that the animal is able to come within 15 feet of a property line. This limitation does not prohibit the keeping of a household pet within the following areas, provided it must be allowed to roam freely therein: 1) A lot which is fenced along all lot lines so as to enclose the entire lot, or 2) An enclosed portion of a lot which is bounded by fences along either the entire front lot line or entire rear lot line, and along a portion of both side lot lines, which utilizes the house or primary structure as one side of the enclosure and which may include all or a portion of either or both

			side yards. • No structure to house the household pet may be within 15 feet of a property line.
2. Small Domestic Animals or Hobby Kennel*	10: 20,000 sq. ft. and an additional 1,500 sq. ft. for each animal; 6: 10,000 sq. ft. and an additional 1,500 sq. ft. for each animal over 6	20,000 sq. ft. or 10,000 sq. ft.	May not be restrained or enclosed outdoors so that the animal is able to come within 25 feet of a property line. This limitation does not prohibit the keeping of a small domestic animal within the following areas, provided it must be allowed to roam freely therein: 1) A lot which is fenced along all lot lines so as to enclose the entire lot, or 2) An enclosed portion of a lot which is bounded by fences along either the entire front lot line or entire rear lot line, and along a portion of both side lot lines, which utilizes the house or primary structure as one side of the enclosure and which may include all or a portion of either or both side yards. • No structure to house the household pet may be within 25 feet of a property line.
3. Large Domestic Animals*	1: each 10,000 sq. ft.	20,000 sq. ft.	May not be restrained or enclosed outdoors so that the animal is able to come within 25 feet of a property line. This limitation does not prohibit the keeping of a large domestic animal within the following areas, provided it must roam freely therein: 1) A lot which is fenced along all lot lines so as to enclose the entire lot, or 2) An enclosed portion of a lot which is bounded by fences along either the entire front lot line or entire rear lot line, and along a portion of both side lot lines, which utilizes the house or primary structure as one side of the enclosure and which may include all or a portion of either or both side yards. • No structure to house the animal may be within 25 feet of a property line.
*Special Regulations: Open pasture, foraging or grazing may extend to the property line.			
4. Bees**	Maximum of four	7,200 sq. ft.	Hives must be at least 25 feet from a

	<p>hives, each with one colony: Lots containing 15,000 sq. ft. or less; Maximum of 15 hives, each with one colony: Lots containing more than 15,000 sq. ft. but less than 35,000 sq. ft.; Maximum of 25 hives, each with one colony: Lots containing 35,000 sq. ft. or more</p>		
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- **Special Regulations:**
- Must register with the Washington State Department of Agriculture.
 - Must requeen annually or anytime following swarming or aggressive behavior with a breeder raised queen of suitable docile strain.
 - Hives must be maintained to avoid overpopulation and minimize swarming.
 - Must be maintained in a movable frame hive at all times.

5. Kennel (C)***	Determined in Conditional Use Process	35,000 sq. ft.	<p>May not be restrained or enclosed outdoors so that the animal is able to come within 50 feet of a property line. This limitation does not prohibit the keeping of an animal within the following areas, provided it must be allowed to roam freely therein:</p> <ol style="list-style-type: none"> 1) A lot which is fenced along all lot lines so as to enclose the entire lot, or 2) An enclosed portion of a lot which is bounded by fences along either the entire front lot line or entire rear lot line, and along a portion of both side lot lines, which utilizes the house or primary structure as one side of the enclosure and which may include all or a portion of either or both side yards. <ul style="list-style-type: none"> • No structure to house the animal may be within 50 feet of a property line.
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*****Special Regulations:** See LUC 20.10.440.

6. Commercial Stable or	Determined in Conditional Use Process	35,000 sq. ft.	<ul style="list-style-type: none"> • May not be restrained or enclosed outdoors so that the animal is able to come within 50 feet of a property line. This
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Riding Academy (C) ⁺			
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+Special Regulations: See LUC 20.10.440. Open pasture, foraging or grazing may extend to the property line.

- (A) Number of adult animals. One unweaned litter of offspring, and foals are not included in the number of animals allowed.
- (B) More than three rabbits are regulated as small domestic animals.
- (C) Requires a Conditional Use Permit.
- (D) More than six fowl are regulated as small domestic animals.
- (E) The purpose of these setback requirements is to prohibit the confinement of an animal within specific distances from neighboring property, as by leashing the animal to a stake or placing the animal in an enclosure, but to allow animals to be kept in yards fenced on their perimeter so long as the animal is free to roam within the fenced area.

C. Prohibited Animals.

The keeping of mink, foxes or hogs is prohibited.

20.20.920 Veterinary clinics or hospitals.

A veterinary clinic designed for the treatment and care of pet animals, shall be operated by a registered veterinarian. The animals must be confined within the exterior walls of the building at all times. Walls of interior-court animal runs shall be a minimum of eight feet high. Interior-court animal runs shall be roofed and if there are open air spaces between the top of the wall and the roof, they shall be enclosed with wire mesh. All rooms housing animals shall have ample natural or mechanical ventilation. There shall be no cremation or other disposal of dead animals on the premises. A veterinary clinic or hospital building shall not be located closer than 100 feet to an existing residence, residential district, restaurant, clinic or hospital for humans. The setback required above shall not apply in the case of a residence used by the veterinarian himself, or any caretaker or watchman on the same or an adjoining lot. Overnight keeping of animals shall occupy less than 25 percent of the space in a clinic and shall be isolated by soundproofing from all adjacent property and uses.

ATTACHMENT B

Bel-Red Subarea

Comprehensive Plan Amendments

DRAFT April 11, 2008

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Draft Comprehensive Plan Amendment Sections

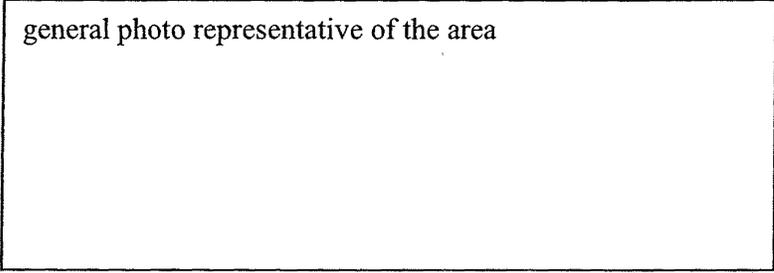
Plan Section	Title	Included (Y/N)	Comments	Packet Page
Subarea Plan	Draft Bel-Red Subarea Plan	Y	Mark-up shows Commission edits from Feb 27 and beyond	A-1
	Draft Subarea Plan Figures –			
	Figure 1 – Land Use Plan	N	Previously reviewed	
	Figure 2 – Surface Water Resources	N	To be developed	
	Figure 3 – Parks, Open Space, Trails and Streams	Y		
	Figure 4 – Transportation Improvements	Y		
	Figure 5 – Arterial Hierarchy	Y		
	Draft Subarea Plan Tables			
	Table 1 – Transportation Project List	Y		A-36
	Table 2 – Parks and Open Space Project List	Y		
	Table 3 – Environmental and Trail Project List	Y		
Transportation Element	Draft Transportation Element Amendments	Y	Changes to MMA boundaries and LOS for Bel-Red recommended by the Transportation Commission	B-1
Crossroads Subarea	Draft Crossroads Subarea Plan Amendment	Y	Change to Crossroads boundary	C-1
Wilburton/NE 8th Street Subarea	Draft Wilburton/NE 8th Street Subarea Amendments	Y	Change to Wilburton/NE 8th Street boundary	D-1
Glossary	Draft Glossary Amendments	Y	Addition of definitions for Bel-Red designations and change to Office definition	E-1

Bel-Red Subarea Plan

Planning Commission Working Draft, for April 16, 2008

Staff note: this draft includes revisions to the original Subarea Plan draft, as proposed by the Transportation Commission, Parks and Community Services Board, Environmental Services Commission, and Arts Commission, as reviewed by the Planning Commission. It also includes Planning Commission edits beyond those recommended by other Boards and Commissions. Only those Planning Commission edits from February 27 and beyond are shown in strike-draft form.

general photo representative of the area



Overall Goal: To develop a sustainable urban development pattern that dramatically reshapes the future of the Bel-Red Subarea, while allowing the area to transition gracefully from its past.

Overview

As one of Bellevue's major employment areas, the Bel-Red Subarea historically included a large share of the City's land zoned for light industrial and commercial uses. Particularly on the west end, land uses include sprawling, large lot warehouses and distribution buildings, with acres of surface parking. The transportation network is sparse and discontinuous, with little in the way of a street grid. Six streams run through the area, all heavily impacted by past development, but remarkably still provide some functioning fish habitat. The area has one major city recreational facility (Highland Park and Community Center), but no substantial neighborhood parks or trails.

In recent years, Bel-Red's light industrial past has seen significant declines, and the area has been in transition. Several large employers, such as Safeway distribution and the King County Journal, moved out or greatly reduced their operations in the area. Between 1995 and 2004, employment dropped by more than five percent in the Bel-Red area, while increasing by twenty percent in Bellevue as a whole.

Meanwhile, areas on both the east and west sides of Bel-Red have transformed dramatically, and other changes are on the horizon. Downtown Bellevue to the west has developed into a dynamic high-rise employment and residential center, connected across I-405 to a major, multiple institution medical district. To the east, Redmond's Overlake area has become a prominent high technology employment center. The introduction of light rail, under consideration by Sound Transit as a way to connect Downtown Bellevue

to Overlake by way of Bel-Red, is another potential change. Light rail and other forms of high capacity transit provide a key opportunity to re-think the land use and transportation relationship in the Bel-Red area, with this new transportation investment as a potential catalyst for redevelopment that takes on a much more pedestrian-friendly and transit-supportive character.

photo representative of Steering
Committee process

With these considerations in mind, the City undertook a major planning effort to update the vision and plan for the future of Bel-Red. Guided by a citizens steering committee and with extensive public involvement, this new Bel-Red Subarea Plan is the result. The overall thrust of this Plan is to guide Bel-Red on a new path, toward a model of compact, mixed use, “smart growth;” a path to set Bel-Red on an economically and environmentally sustainable course for the future, and to take on a new role within the city and the Puget Sound Region.

This Subarea Plan informs a range of actions, by both public and private entities. It establishes a vision and overall policy framework to convey the City’s intention for the future of Bel-Red, creating a sense of the area’s potential and helping to inspire decisions by many actors. The Plan will be implemented through a combination of development regulations and incentives, capital investments, and other public and private strategies.

Bel-Red Subarea Vision

The Bel-Red corridor in 2030 will be an area that is unique within the city of Bellevue and the entire Puget Sound region. It will be an area where thriving businesses will be adjacent to, and sometimes mixed with, livable neighborhoods, all served by a multi-modal transportation system that connects the area to the greater city and region. The area will also be distinguished by environmental and community amenities that will serve residents and employees in the area, as well as residents from surrounding neighborhoods and the entire city. The area will transition gracefully over time, with existing businesses being accommodated while new types of development will occur as conditions warrant.

Specifically, the area will be distinguished by the following attributes:

- ***A thriving economy:*** Bel-Red will be home to major employers, types of businesses and employment sectors unique to this part of Bellevue, and services that are important to the local community.

- ***Vibrant, diverse neighborhoods:*** Bel-Red will contain a broad range of housing types to meet the needs of a diverse population of varied income levels. Neighborhoods will have convenient access to shopping, jobs, and community amenities, and will also be well connected to the larger city and region.
- ***A comprehensive, connected parks and open space system:*** Bel-Red will have a park system that serves residents, employees, and visitors of the area, and provides recreation and open space benefits for residents from surrounding neighborhoods as well. System components will include trails along stream corridors, urban and natural open space areas, community facilities, community and neighborhood parks, and cultural/arts features.
- ***Environmental improvements:*** Redevelopment of the corridor will provide opportunities for major environmental enhancements, including improving riparian corridors, adding trees and green spaces, and providing a more environmentally sensitive approach to managing storm water and other natural resources.
- ***A multi-modal transportation system:*** Bel-Red's transportation system will take maximum advantage of its proximity to Downtown Bellevue and Overlake by providing convenient access and short travel times within and outside the corridor for drivers, transit riders, vanpools and access vans, bicyclists, and pedestrians, while minimizing spillover traffic impacts on adjoining neighborhoods.
- ***A sense of place:*** Bel-Red, and the neighborhoods within it, will have a character that is different from Downtown Bellevue, Overlake, or other Bellevue neighborhoods. The area will build on its industrial past, and recall its natural, agricultural and ethnic heritage, while incorporating new development types that offer a unique experience for residents and employees. Public art and a distinctive cultural environment will also add to Bel-Red's character.
- ***A unique cultural environment:*** Bel-Red will offer a culture-rich environment unique to the Eastside with an arts district focusing on arts education and production. Public art and artists living and working in the area will add flavor to Bel-Red's character. Open studios, art walks and artful expression in buildings and infrastructure will contribute to a lively sense of place.
- ***Appropriate scale of development:*** Development and redevelopment in Bel-Red should complement, not compete with, Downtown Bellevue, and should provide graceful transitions in scale in areas adjacent to residential neighborhoods.
- ***Timing of development:*** As the Bel-Red corridor redevelops over time, provision of transportation and other infrastructure and public amenities (such as parks) should occur concurrently with or in advance of development.
- ***Sustainability:*** New neighborhoods, buildings, streetscapes, parks and open space systems, environmental enhancements, and transportation facilities will also be planned, designed and developed using state-of-the-art techniques to enhance the natural and built environment and create a more livable community.

Review Note: Policies are temporarily numbered A1, A2... for referencing during the review process. Numbers will be assigned in the final document consistent with the standard Bellevue Comprehensive Plan convention.

General Policies

By taking advantage of the Bel-Red area's unique location, and the opportunities associated with high capacity transit, this Plan steers Bel-Red onto a new path. Departing

from its low intensity, industrial past, Bel-Red's future will become a model of smart growth and sustainability, the type of planning needed in this era of global climate change. It will offer outstanding opportunities for living and working, while occupying a unique economic niche for Bellevue and the Eastside. Clearly this entails a major transformation for parts of the area, but change will happen over time, with some areas changing earlier and other areas remaining very much the same for years to come.

Policies

S-BR-A1 ___ Implement the Bel-Red Subarea Plan in a manner that integrates the three dimensions of sustainability: sustainable economy, society, and environment; meeting the needs of the present without compromising the needs of future generations.

Discussion: In essence, the term "sustainability" conveys one critical thought and intention: that the current generation meets its needs and desires in a manner that allows for future generations to have as rich opportunities to meet their own needs and desires. It means making decisions with the long term, and many generations, in mind. It requires a balancing act, considering the environment, the economy, and the social system, to ensure that all three are taken into account in critical decisions.

S-BR-A2 ___ Promote a differentiated economic niche for Bel-Red, retaining many existing businesses while attracting dynamic "new economy" businesses in a form not found elsewhere in Bellevue. ~~Maximize~~ Take advantage of opportunities afforded by Bel-Red's strategic location between Downtown Bellevue and Redmond's Overlake employment center, as well as the opportunities brought about by light rail and high capacity transit coming through the area.

S-BR-A3 ___ Reduce and mitigate the environmental and transportation spillover impacts of new development, and work to continually enhance environmental conditions in the area, through a combination of development regulations and incentives, public investments, and other public and private strategies.

S-BR-A4 ___ Develop and implement a phased approach to new commercial development, so that transportation, open space, and other infrastructure is in place or committed to serve the needs of growth, consistent with Figure BR-3. This includes establishment of a year 2030 commercial ~~growth cap~~ development limitation consistent with the terms of an interlocal agreement with the city of Redmond, for the purpose of coordinating land use and mitigation between the two cities.

Staff Note: the correct term for the 2030 phasing mechanism may need to be re-visited to be consistent with the eventual BROTS structure and its implementing measures.

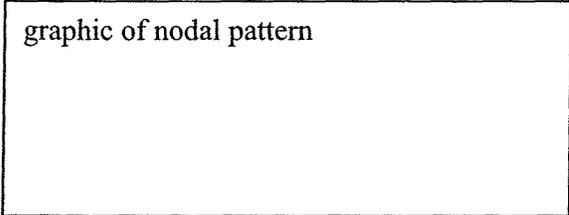
Land Use

Goal: To develop a land use pattern that is environmentally sustainable and economically vibrant, and that creates distinctive new commercial and residential neighborhoods for the Eastside.

The Subarea Plan provides an opportunity to re-cast land use in a more sustainable, pedestrian-friendly and transit-oriented form, while accommodating existing uses and minimizing impacts on nearby neighborhoods. The intent of Subarea Plan is to be a model of responsible growth, and to create a land use type and form that is distinctive for Bellevue and the Eastside. The Subarea Plan map is shown as Figure BR-_____.

A major theme of the Subarea Plan is the “nodal” development pattern, which concentrates future development in the vicinity of potential future light rail stations.

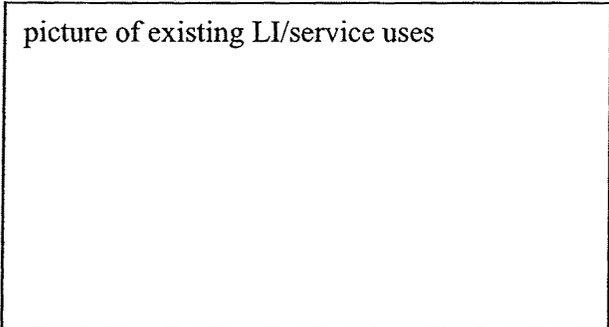
graphic of nodal pattern



Nodes are envisioned to be areas of sufficient development intensity, amenities, recreation opportunities, and mix of uses that support a high level of pedestrian activity. The decision to focus new employment-generating and higher density residential uses in the nodes is intended to link development areas to locations where planned transportation facilities will support development, and to protect residential neighborhoods located to the north, south and east of the corridor from cut-through traffic.

Land uses within nodes can reach higher development intensity levels and heights than in the surrounding parts of the Subarea. Buildings that are larger and higher than what the base zoning would allow, both inside and outside of nodes, can only be achieved through participation in an incentive system that will provide a range of public amenities.

picture of existing LI/service uses



The Subarea Plan recognizes the economic value and the benefits to the community of the many existing light industrial and service uses in the area. The planned land use designations retain areas for many of these commercial uses to continue. In areas where the land use designation has changed to support nodal, mixed use or residential development, the plan seeks an appropriate transition. Existing light industrial uses and services uses with an industrial character, that were conforming under the previous zoning, are accommodated without making them non-conforming, although new light industrial uses will not be allowed. Other services uses that are compatible with planned

new uses are encouraged to continue, and new commercial uses are allowed.

Policies

S-BR-B1 ___ Develop land uses consistent with the Bel-Red Subarea Land Use Map (Figure BR-___).

S-BR-B2 ___ Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.

S-BR-B3 ___ 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.

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.

S-BR-B4 ___ Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.

S-BR-B5 ___ 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 SF) are appropriate outside transit nodes and stand-alone residential areas.

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 future land use and development pattern.

S-BR-B6 ___ ~~Allow~~ 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.

S-BR-B7___ Encourage commercial and residential building siting and design to incorporate stream corridors as a significant on-site amenity, while helping to restore and enhance the ecological functions of these corridors, through the use of development regulations and incentives.

S-BR-B8___ Develop and implement landscaping standards that promote sustainable design, and encourage natural drainage practices where both appropriate and feasible.

S-BR-B9___ Provide graceful edges and transitions between new land uses and established light industrial areas, and between new development and neighborhoods in adjacent subareas.

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. Development regulations and design guidelines should address both of these challenges.

Key cross references, Land Use:

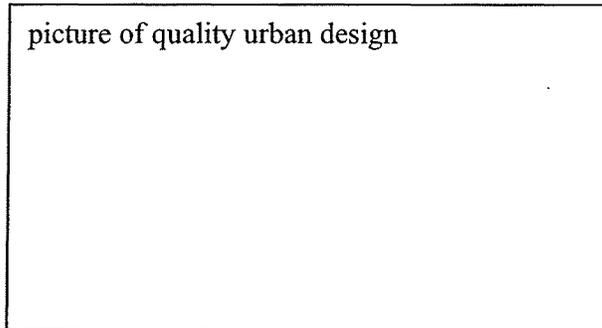
- *General Policy S-BR-___, regarding land use phasing.*

Urban Design

Goal: to achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.

Past development of the Bel-Red Subarea did not allow for strong attention to the field of urban design. Development was loosely guided and rather discontinuous, with little attention to architectural form, connectivity, and the public realm. By contrast, transformation of Bel-Red into the dynamic mixed use place envisioned by this Plan will require a great deal of attention to high quality and sensitive urban design.

For new mixed use neighborhoods to successfully attract residents, employees, and visitors, the design of the built environment will need to be pedestrian-friendly, integrated with transit and mobility options, and include deliberate “place-making.” Building and site design and materials will need to reflect the vision for the Subarea, and provide attention to quality and permanence.



The urban design process is also an opportunity to integrate environmental components with new development, where trees, landscaping and open space not only improve aesthetics, but also work to enhance the function of the natural environment, such as by helping manage stormwater flows.

Policies

S-BR-C1 Use design guidelines to promote pedestrian-friendly and transit-oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place. Conduct design review for all mixed use, office and residentially designated areas of the Subarea, and for development exceeding 0.5 FAR in any other locations where land use incentives are applicable. Apply additional depth and attention to the details of design review within transit-oriented development nodes.

Discussion: Design review should pay special attention to creating a pedestrian-friendly environment, by helping to create vibrant, interesting, safe, walkable and interconnected sites.

S-BR-C2 Integrate transit in the design of public and private developments, so that the form and connectivity of the built environment support travel choices.

Discussion: Features such as transit stops near major buildings, building entrances oriented toward transit stops, and direct pedestrian connections between buildings and transit help to integrate transit and land use, improving the pedestrian environment and supporting travel choices.

S-BR-C3 Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development, in public and private projects.

S-BR-C4 Promote environmentally sensitive design in public and private projects, including practices such as the US Green Building Council LEED certification of

buildings, use of natural drainage systems, water conservation measures, and other practices.

S-BR-C5___ Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area.

S-BR-C6___ Encourage the use of building materials that are of high quality and durability, are appropriate for the area climate, and that have a sense of permanence.

S-BR-C7___ Reinforce the area's sense of place and Northwest provenance by encouraging innovative building and site design, construction techniques and materials that reflect the industrial roots of the area while emphasizing the emerging urban character of Bel-Red.

S-BR-C8___ Protect solar access to public spaces and important views from public spaces, as defined through the land use regulatory framework.

Planning Commission comment: need to define "solar access." Solar access will be addressed in the development standards and design guidelines.

S-BR-C9___ Promote parking design and management that supports local uses in a manner compatible with the area's urban design, transit and pedestrian orientation, including:

- a. Encourage shared parking;
- b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes;

Planning Commission comment: consider making this required, rather than encouraged Staff response: Even where the majority of commuter parking is structured, some amount of surface parking for short-term/visitor/convenience parking may be needed. Plus we'll see interim uses, as well as existing uses, in Bel-Red that don't maximize FAR and work better for some surface parking. Therefore, an outright prohibition on surface parking could be overly restrictive.

- c. Prohibit surface parking between buildings and sidewalk, and provide visual screening and/or landscaping relief of surface parking; and
- d. Limit parking supply in transit development nodes.

S-BR-C10___ Reinforce neighborhood character and identity through the use of gateways and neighborhood signage. Prohibit signage, such as building-top signage, that is out of scale with or detracts from the public realm.

S-BR-C11___ Encourage private and public use of public art to enrich design aesthetics and add character, identity and a sense of place.

S-BR-C12 ___ Design and develop an outstanding street environment that promotes streets as key urban places, sensitive to their context and providing an interesting and aesthetically rich experience. Apply a street hierarchy with design guidelines and street standards that provides an appropriate combination of the following elements:

- a. Strong consideration of character and aesthetics in the design and implementation of all street projects;
- b. Integration of open space and landscaping, including street trees;
- c. Environmentally sensitive practices, including natural drainage systems where appropriate;
- d. Sidewalk development standards that promote pedestrian functionality and interest, and avoid obstructions;
- e. Ground floor differentiation, including preferred uses, visual and physical access;
- f. Mid-block pedestrian crossings; and
- g. On-street parking, where it contributes to pedestrian convenience and safety.

Environment

Goal: to redevelop the Bel-Red area as a model of environmental sustainability, realizing opportunities provided by new development to achieve significant improvements over current conditions.

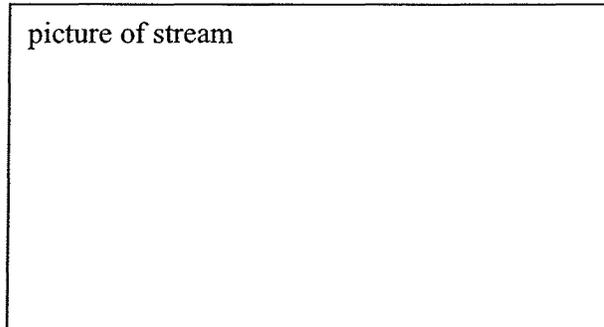
Environmental sustainability is one of the overarching principles and hallmarks of this Plan. As noted in the General Policies section above, this suggests a long-term orientation, and an intention to meet current needs in ways that leave a rich legacy for future generations. This goal can be expressed vividly and consistently by integrating stream and wetland rehabilitation, innovative stormwater management techniques, public art, trails, and other social amenities into redevelopment. Natural areas rehabilitation, energy and resource conservation, and diverse transportation choices are fundamental in the redevelopment vision for this area. This will provide multiple benefits, from improvements in natural functions and habitat to healthier and more beautiful places for Bellevue residents and businesses. Special attention in this section is placed on improving stream corridors, integrating environmental and social elements, and implementing emerging technologies that improve stormwater management.

Stream Corridor Restoration

With a predominance of industrial and commercial uses in the Subarea, natural areas in Bel-Red are not obvious to the casual observer. Nonetheless, a number of streams and natural areas exist, providing the opportunity to restore some natural systems and substantially enhance the area's character. Surface water resources in the Subarea include seven drainage basins that encompass six streams, a pond, and two wetlands functioning as regional stormwater treatment facilities (Figure BR-___).

In general, these basins exhibit the typical characteristics of urbanized watersheds. Their streams suffered severe impacts during the development that occurred in the area in the 1960s and 1970s, prior to the advent of current environmental regulations. The types of

impacts and stream constraints include fish passage barriers, impervious surfaces, buildings adjacent to streams, and piped stream segments. However, most of the streams within the Bel-Red Subarea do support fish, including salmon, at locations within and/or downstream of the Subarea.



This Plan embraces the concept of removing fish passage barriers, daylighting piped stream segments, and restoring riparian habitat to transform these streams into community and environmental amenities. Restoring a width of 50 to 100 feet of natural streamside vegetation and incorporating a public trail network will enhance fish and wildlife habitat, improve water quality, increase open space and neighborhood buffering, linking local and regional trails, encourage social gathering, and other lasting benefits. Beautiful and vibrant stream corridors will encourage the community and new development to refocus on the streams as integral natural treasures in an urban environment. Integrating public parks and stream corridors with public spaces in private development will provide seamless connection of natural resources, education, art, neighborhoods, commerce, and aesthetics. Based on parcel size and initial redevelopment interests, the West Tributary and Goff Creek corridors are anticipated to be early opportunities for enhancement, though rehabilitation opportunities have been identified for other streams as well. Achieving this vision will require wider riparian corridors than currently exist, plus acquiring and developing “opportunity areas” where elements of the parks and transportation systems interface with the streams.

Natural Drainage Practices

Private-sector redevelopment, transportation projects and new parks all present opportunities for incorporating “green infrastructure.” In particular, natural drainage practices, sometimes referred to as low-impact development, manage rainwater runoff in a manner that allows it to infiltrate into the soil on site, or even to be used on site, rather than running off site into nearby streams. As redevelopment occurs, innovative techniques that improve stormwater management will be encouraged.

Natural drainage practices include features such as rain gardens, pervious pavement, vegetated roofs, amended soils and rain recycling. In many cases they are more cost effective, environmentally sound, and aesthetically pleasing than traditional stormwater treatment and storage measures. Although specific natural drainage practices may not be feasible in all settings, such as sites constrained by poorly permeable soils, opportunities for improving stormwater management can typically be identified. These practices do not

remove the need for conventional detention to handle large storm events, but they may reduce the needed size of these facilities. A variety and increasing number of stormwater management options are available. A customized approach may be needed for individual sites to attain the environmental and visual amenities identified in the vision for the Bel-Red area.

Policies

S-BR-D1 ___ Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to enhance the natural environment and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city's critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.

Discussion: Bel-Red's six streams are a major part of the area's natural legacy. ~~Their~~ Rehabilitation of the streams will bear multiple benefits for the environment, for Bel-Red properties where nearby streams can become a significant area amenity, and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation, and potential trail access where easements are available.

S-BR-D2 ___ Protect and enhance wetlands and other designated critical areas in Bel-Red, through the use of development regulations, incentives, ~~potentially~~ and possibly public funds.

Discussion: Special attention is needed if Bel-Red's critical areas are to be protected and restored, given that much Bel-Red development took place before standards were adopted to identify and protect these sites.

S-BR-D3 ___ Encourage natural drainage practices where feasible in public and private projects, as an alternative to traditional stormwater treatment and control. Allow natural drainage practices to offset traditional treatment and control standards to the extent practicable, and provide other incentives to promote their use if needed.

S-BR-D4 ___ Explore stormwater basin planning as a future step. Such planning might evaluate coordinated stormwater treatment and detention across multiple properties and may provide for broader environmental benefits as compared to a site-by-site approach.

S-BR-D5 ___ Consider opportunities for off-site or coordinated stormwater mitigation, as a means to provide for a more effective approach to detention needs, and potentially achieve broader environmental benefits.

Discussion: In some cases, providing combined offsite stormwater mitigation may help achieve some of the broader objectives of this Plan. For example, several properties could combine stormwater management requirements on the West Tributary by expanding an existing wetland providing fish and wildlife benefits, increasing open space, as well as providing stormwater detention and water

quality treatment. Opportunities for off-site mitigation will be determined on a case-by-case basis, determined by overall ecological and public improvements over on-site.

S-BR-D6 ___ Encourage the use of “green infrastructure,” the design and development of infrastructure projects in a manner that deliberately achieves multiple environmental and other public benefits.

Discussion: Traditional infrastructure projects often were designed to solve a single functional problem, such as flood control. The concept of “green infrastructure” suggests that many infrastructure projects have the potential to provide multiple community benefits, such as enhancing neighborhood character and aesthetics, reducing urban heat reduction, reducing greenhouse gases reduction, and providing access and open space. If these multiple benefits are to be realized, they must be considered starting with early design work forward through all phases of project development.

S-BR-D7 ___ Incorporate environmental education and interpretation into public and private projects, where appropriate.

S-BR-D8 ___ Provide for density transfers within the Bel-Red Subarea as a means to help achieve stream corridor and open space objectives.

S-BR-D9 ___ Actively consider the Bel-Red Subarea as a potential receiving site for regional Transfer of Development Rights (TDRs), as a means to achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary.

Discussion: Transfer of Development Rights is a market mechanism for land conservation. Development rights from sensitive sites needing protection (sending sites) are purchased by and transferred to urban sites where the density can be responsibly accommodated (receiving sites). Such a mechanism could be used, for example, to help protect the Lake Tapps rural watershed, where Bellevue will draw an increasing share of its future water. Since private funding for such TDR purchases is among a long list of desired public amenities, regional TDRs should be explored in light of the full array of public mitigations and benefits desired from private development.

Key cross references, Environment:

- *Urban Design Policy S-BR-(C4)___, regarding environmentally sensitive site and building design*

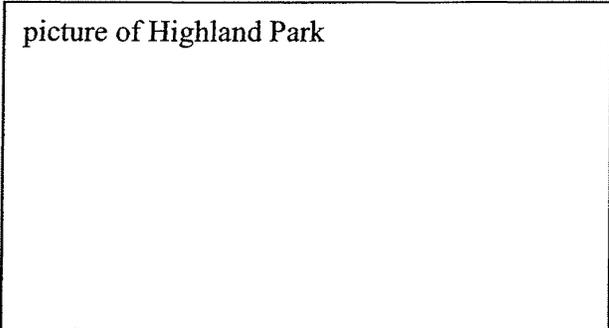
Parks and Open Space

Goal: to create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs of Bel-Red and the broader community, and that connects with and complements the larger Bellevue parks and open space system.

Bel-Red's legacy of light industrial and commercial uses have left little in the way of existing park and open spaces, with the notable exception of Highland Park and Community Center. As the area evolves, a comprehensive and connected system of parks, open space and trails will be needed to provide for the recreation and enjoyment of residents, employees, and visitors to new Bel-Red neighborhoods. These new parks will also complement and connect to the citywide parks system, for the benefit of surrounding neighborhoods and the broader community.

The Subarea Plan envisions a park system with an array of elements that cannot be neatly summarized in a suburban level of service standard: community and neighborhood parks, riparian corridor open spaces, open spaces developed as part of natural drainage treatments and designed as public amenities, passive and active plazas and other urban open spaces, and a comprehensive trail system on and off roads, including along stream corridors. Beautiful and functional open spaces will help transform the area, support new residential and commercial uses, improve the environment, and be an asset for the broader Bellevue community.

picture of Highland Park



In addition to a range of community-oriented park, open space and trail opportunities, Bel-Red may be a suitable location for a potential major recreation facility that would meet an identified citywide need for both indoor and outdoor recreation. If this citywide facility were to locate in Bel-Red, it could also serve as a community park for the new neighborhoods in this area.

Policies

S-BR-E1 Create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs of residents, employees, visitors, surrounding neighborhoods, and the entire community. This system should connect with and complement the citywide parks and open space system, and include the following:

- a. Provide neighborhood parks and smaller “pocket” parks with convenient access to all neighborhoods;
- b. Provide a community park serving Bel-Red residents, employees, and citywide residents, comparable in size and utility to the Highland Community Park, in the western portion of the study area. The site might be accomplished through lidding of the Metro transit bus base, and would be able to accommodate indoor and outdoor recreational facilities;
- c. Locate neighborhood and community parks along stream corridors, linked through a series of trails and other open spaces;
- d. Develop a “linear park” series of open spaces spanning the extended NE 16th Street multi-modal corridor through the middle of the Subarea; and
- e. Centrally locate a large civic plaza (public square) within the pedestrian-oriented 130th Avenue NE development node.

S-BR-E2 ___ Consider Bel-Red a suitable area to locate a potential major recreational facility to meet identified citywide needs for both indoor and outdoor recreation and sports facilities.

S-BR-E3 ___ Integrate natural resources management with Bel-Red park system development and operation:

- a. Incorporate natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;
- b. Integrate the park and open space system with the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, improved stormwater management, trail connections, passive recreation, and environmental education; and
- c. Manage upland park areas to protect habitat and restore natural functions.

S-BR-E4 ___ Provide an interconnected system of non-motorized trails for mobility within the study area, connected to the larger, regional trail system, including Marymoor Park and Bridle Trails State Park. The system will emphasize recreational use and, but provide transportation benefits as well:

- a. Provide non-motorized trails along the stream corridors to connect parks and other land uses, and links to the trail systems along the BNSF Corridor and NE 16th Street. Initial emphasis will focus on the West Tributary and Goff Creek stream systems;
- b. Provide a major east-west multi-purpose trail along the NE 16th Street corridor. The corridor will include a generous right-of-way width to accommodate significant green infrastructure, and to create a high-quality pedestrian and bicycle environment and auto-free access between neighborhoods. It will connect to other local and regional trail systems and to light-rail stations, and provide opportunities to incorporate gateway features; and
- c. Support the development of a regional north-south multi-use trail along the BNSF Corridor that could coexist with potential long-term future rail use, linking to the NE 16th Street regional trail and other local trail access points.

S-BR-E5___ Promote the development of “green streets” throughout the corridor, with an abundance of street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.

Key cross references, Parks and Open Space

- *Arts and Culture Policy S-BR-___, regarding the creation of a cultural arts district*

Housing

Goal: to encourage Bel-Red redevelopment to result in a diversity of housing types and prices, including a significant share of “workforce housing.”

Housing policy has many linkages to a truly sustainable future, with economic, social and environmental dimensions. Having a close-in supply of housing of types and prices that match available jobs can contribute both to Bel-Red’s economic competitiveness and its potential to meet the needs of families who want to live on the Eastside. Establishing housing near Bel-Red’s jobs and services will also reduce trip lengths and allow for a higher share of trips by transit, bicycling and walking, with environmental benefits in energy conservation and air quality. This Plan’s intent to create the potential for 5,000 new housing units in an area that today has almost no housing is a remarkable opportunity to make progress in all three of these dimensions.

The above housing outcomes entail very significant challenges. New urban residential neighborhoods will require an array of public and private investments in open space and other amenities needed to support high quality, livable places. Providing for affordable and workforce housing may be an even bigger challenge.

Housing affordability is a citywide issue, and should be considered in a comprehensive strategy of which Bel-Red is a part. This Plan creates the potential for thousands of new housing units, and provides opportunities not found in other parts of the city to create entirely new residential and mixed use neighborhoods in close proximity to jobs, services and transit. It is critical to consider an approach to housing affordability up-front, at the time this new development potential is being created, or the opportunity for a coherent strategy may be lost. This Plan establishes a multi-faceted strategy to address housing creation and housing affordability through a mix of land use designations, development regulations and incentives, direct public investments, and other public and private approaches.

Policies

S-BR-F1___ Encourage a diversity of housing types, from high density, multi-story housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units.

S-BR-F2 ___ Promote owner and rental affordability in Bel-Red's new housing stock, with a target that a [10 to 20]% of new units be affordable to low income households (those earning up to 50% of area median income), and another minimum of [15 to 20]% of new units be affordable to low and moderate income households (those earning up to 80% area median income), and another [15 to 40]% be affordable as "workforce housing," (for households earning up to 120% of median income). These targets will be addressed through a combination of development regulations and incentives, public investments, and other public and private strategies, such as employer-assisted housing.

S-BR-F3 ___ Monitor the supply of production and affordability of new affordable housing in Bel-Red and make adjustments to implementation strategies, including development regulations and incentives, as needed to meet the identified targets. A review of housing affordability strategies should occur three to five years after the 2008 adoption of the Subarea Plan.

Staff comment: Need to consider whether timing of review should be consistent with review of incentives and other components.

S-BR-F4 ___ Integrate the strategy for promoting housing affordability in the Bel-Red area with the citywide approach of which Bel-Red is a part.

Arts and Culture

Goal: to identify and realize opportunities to integrate arts and cultural works and attractions into Bel-Red.

Arts and culture contribute toare a prerequisite for healthy individuals, neighborhoods, communities and society. In Bel-Red, arts and culture can play a significant role in enhancing the quality of life, vibrancy, and attractiveness of the area, helping to attract creative professionals to live and work here, and benefiting the broader community. Accordingly, this Plan calls for public art, cultural uses and complementary activities to be broadly integrated throughout the redevelopment of the Subarea.

One specific concept is the creation of a cultural/arts district near 136th Place NE, in the vicinity of the existing Pacific Northwest Ballet school. Such a district could include adaptive reuse of other existing buildings for additional classroom, rehearsal and, smaller performance spaces. This district has the potential to be a very significant neighborhood and community amenity, to be used by individual artists, educational institutions, and nonprofit organizations. Uses might also include the production of ceramics, sculpture, blown glass, and others arts and crafts.

Policies

S-BR-G1 ___ Encourage artists, arts and cultural organizations, and arts related uses to locate in the Bel-Red area, capitalizing on proximity to existing arts uses and availability of suitable spaces. Encourage major arts and education institutions to locate in the Bel-Red area.

S-BR-G2 ___ Encourage the development of an arts/cultural district near 136th Place NE, as shown on the Bel-Red Land Use Map, Figure BR-1.

Discussion: This arts/cultural district would build upon existing arts and cultural uses, and expand out to include additional opportunities for arts education, rehearsal, performance, and production activities. Land use incentives and public investments would be used to help achieve these outcomes.

S-BR-G2.5 ___ Provide funding for public art in the Bel-Red area.

S-BR-G3 ___ Promote public art, cultural activities and urban design that reflect the Bel-Red area's character, heritage, and ecology, with emphasis in the following areas:

- a. Integration of public art into publicly accessible spaces, both privately and publicly developed;
- b. Inclusion of public art in transportation projects, including light rail transit projects; and
- c. Incorporation of public art in interpretation and celebration of stream corridor improvements and other environmental enhancements

S-BR-G4 ___ Promote flexible live and work space for artists in the Bel-Red area by encouraging the creation of live/work and work/live units, in adaptive reuse of existing buildings or in new development.

S-BR-G5 ___ Encourage arts uses as appropriate transitional uses for existing buildings or areas, as Bel-Red evolves over time.

S-BR-G6 ___ Explore opportunities for traditional and technology based media to create a range of artistic expression that is tied to and complements the area's economic development.

Discussion: The Bel-Red area's proximity to high technology uses may create significant opportunities for innovative artistic expression, tying artist activities to the area's broader economic development.

Transportation

Goal: to create a more complete, connected, and well balanced transportation system, while protecting neighborhoods from spillover traffic impacts and while ensuring that transportation investments contribute to the area's sense of place and sustainability.

The Bel-Red area has a sparse and discontinuous transportation system. The few arterials in the western portion of the Subarea were designed to serve low intensity, light industrial uses, ~~and therefore~~ lack connected sidewalks or mature streetscapes. Arterials in the eastern portion of the subarea carry commuter traffic and provide local access to retail and service uses. This system provides limited connections for east-west travel, few transit options, and minimal facilities for pedestrians and bicyclists.

To support the Bel-Red land use vision, this Plan includes improvements to the transportation system on all fronts. These will provide better vehicular, transit and non-motorized connections within the Subarea and to other parts of the City and region.

Transportation improvements will occur consistent with this Plan's emphasis on sustainability and on making Bel-Red a highly livable place. Providing travel choices is a key element of sustainability. Efforts to reduce commuter trip demand, encourage ride-sharing, walking and bicycling, and promote transit service will further pursue this end. Designing transportation projects as "green infrastructure;" i.e., to incorporate open space, place-making elements, and environmental design such as natural drainage practices, is another element of this Plan's focus on sustainability.

Policies

Overall Transportation Policies

S-BR-H1___ Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure BR-___ (map of system improvements), that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.

S-BR-H2___ Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.

Discussion: Transportation projects may include significant opportunities for environmental enhancements, such as improvements in stormwater management or removal of existing fish passage barriers.

S-BR-H3___ Identify and preserve necessary rights of way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system. (See Table BR-___, Bel-Red Transportation Project List.)

Roadways

Bel-Red Subarea roadway system policies promote arterial improvements including the major NE 16th Street multi-modal corridor, plus local streets to connect uses and enhance the character of Bel-Red in a new grid system with smaller block sizes. Traffic analysis shows that transportation capacity improvements are needed mostly in the western part of the Subarea, because much of the potential employment and residential growth is planned for this area.

S-BR-H4___ Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

S-BR-H5___ Extend and expand NE 16th Street as a multi-modal corridor that includes vehicular, high railhigh capacity transit, and non-motorized travel modes to serve east-

west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.

Discussion: The expansion of NE 16th Street is a lynchpin project for Bel-Red. The extended corridor will be the key east-west arterial connection, tying together much of the new Bel-Red land use. It is also the City's desired location for light rail and high capacity transit, and for major new pedestrian and bicycle access across the Bel-Red area. The vision for the corridor is ambitious, incorporating all these transportation modes, and including a "linear park" series of open spaces spanning the corridor. These improvements will be designed in a manner that protects wetlands and other critical areas, and to the extent feasible, incorporates natural drainage practices and other elements of environmentally sensitive design.

S-BR-H6 ___ Develop local streets to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.

S-BR-H7 ___ Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.

S-BR-H8 ___ Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.

S-BR-H9 ___ Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.

S-BR-H10 ___ Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood character.

S-BR-H11 ___ Incorporate public access where appropriate and environmental restoration components, such as removal of fish passage barriers and the creation of wildlife passages, in the design and development of roadways that intersect stream corridors.

Pedestrian and Bicycle System

Within the Bel-Red Subarea many segments of roadway have no sidewalks. Bicycle accommodation is limited to shared roadway facilities; there are no exclusive bicycle lanes.

Creating a multi-modal transportation system to support a mixed use environment requires excellent pedestrian and bicycle access. The Subarea Plan offers the potential to create transit-rich development nodes and neighborhoods in which walking and bicycling opportunities abound. A wide range of improvements to the non-motorized transportation

system is anticipated; from sidewalks and mid-block pedestrian connections, to trails along riparian corridors and the Burlington Northern Santa Fe (BNSF) railroad corridor, and new neighborhoods and roadways that are designed from the start with pedestrians and bicyclists in mind. Proposed bicycle facilities would serve all types of users, from novice to expert, and all types of trips, including recreation and commuting. Links to local parks and connections to the regional system are part of the vision.

As a major future arterial and ~~light rail~~ transit corridor, an extension of NE 16th Street is also planned to be the primary component of the east-west non-motorized transportation system. Providing a high quality pedestrian and bicycling environment along this arterial will create non-motorized linkages between neighborhoods, regional trail systems, and light rail stations with limited or minimal auto conflicts. The east-west pedestrian and bicycle corridor is also intended to link the various north-south trails and sidewalks.

S-BR-H11.5 Include pedestrian and bicycle facilities in the design of arterials and local streets.

S-BR-H12 Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.

S-BR-H13 Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended NE 16th Street, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad corridor.

S-BR-H14 Develop multiple access points to the planned BNSF corridor multi-use trail.

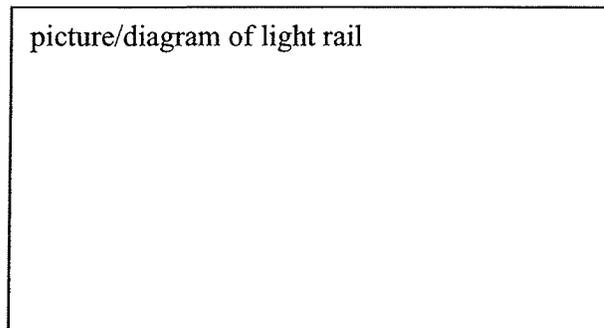
S-BR-H15 Provide grade-separated road crossings of the proposed trail system along the West Tributary of Kelsey Creek, and of other separate trails where feasible.

Transit

Past transit service in the Bel-Red Subarea was quite limited, and generally available only on the area's perimeter. Regional transit investments, such as King County Metro's "Transit Now" program will provide rapid ride bus service in the vicinity of the subarea, along NE 8th Street and 156th Avenue NE. Future land use will be served by a greatly enhanced transit system, including both conventional and high capacity transit service, and an integrated land use pattern that promotes travel choices.

The Subarea Plan envisions a light rail route between downtown Bellevue and Overlake, traversing the Bel-Red Subarea on an alignment along approximately NE 15th/16th Street. Such an alignment with stations at planned development nodes maximizes the potential to create transit-oriented, mixed-use neighborhoods, and greatly increases ridership and performance of the light rail system. Light rail stations in the vicinity of Overlake

Hospital Medical Center, 122nd Avenue NE, 130th Avenue NE, and at 152nd Avenue NE in Redmond's Overlake area, would allow for about three-quarters of future Bel-Red residents and employees to have convenient, walkable access to the stations. When light rail is operating, "feeder" bus service can be reallocated to connect other City neighborhoods with the Bel-Red light rail stations.



Light rail transit is an exciting opportunity and part of the preferred vision for Bel-Red. However, if the region decides not to implement light rail, this Plan is still viable. The "nodal" development pattern, and mix and intensity of use envisioned will greatly promote travel choices of all types, including rubber-tired bus transit and other forms of high capacity transit. The City will work with Metro and other conventional transit providers to greatly enhance service to Bel-Red, with a special emphasis on supporting the emerging development nodes identified above. This will be critical both to ensure that transit serves the area in the shorter term (before light rail is developed), and in the longer term, either to feed light rail stations with bus service or create effective transit alternatives should light rail not be developed in the corridor.

S-BR-H16 Work with King County Metro and other transit providers to serve emerging new land uses in the Bel-Red Subarea, and to connect to and support future light rail or alternative forms of high capacity transit, including:

- a. Enhance conventional transit service throughout the Bel-Red Subarea;
- b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an interim measure in advance of light rail operations; and
- c. Provide transit feeder service from other Bellevue neighborhoods into transit-oriented development nodes at future light rail LRT stations.

S-BR-H17 Work with Sound Transit to realize the City's preferred light rail route, alignment and station locations, as shown in Figure BR____. Support the development of light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.

S-BR-H18 Include transit-supportive improvements, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.

S-BR-H19 ___ Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.

Transportation Demand Management

By closely integrating land use and transportation planning, this Subarea Plan goes a long way toward promoting travel choices. The Plan supports a mix and intensity of land uses that allows for fewer and shorter trips, and promotes a balanced, multi-modal transportation system that creates an environment that allows for more trips to be convenient for transit and non-motorized options. Education and outreach efforts can help users become aware of and take advantage of these travel options.

S-BR-H20 ___ Implement a transportation demand management program to reduce Bel-Red single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.

S-BR-H20.2 _ Support the development of a Transportation Management Association in the Bel-Red Subarea to assist employers in providing commute options for employees.

Staff comment: The Planning Commission questioned the intent of H20.3, a policy initially recommended by the Transportation Commission. This policy is consistent with the more detailed Urban Design policy S-BR-C9. At their April 10 meeting, the Transportation Commission recommended the following amendment to this policy:

S-BR-H20.3 Manage the parking supply and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and non-motorized commute options.

Subsequently, staff has developed a more expansive amendment to more clearly express the full policy intent and to improve consistency with S-BR-C9:

S-BR-H20.3 Promote the development and management of Manage the parking supply to encourage the use of transit, car/van pool, and non-motorized commute options, recognizing that in areas with compact, transit-oriented design, a surplus of parking and/or poorly designed parking detracts from the pedestrian environment and the ability of the area to maximize travel choices.

Neighborhood traffic calming/mitigation

This Plan supports on-going efforts to minimize neighborhood cut-through traffic and speeding associated with Bel-Red development. Mitigation for potential traffic impacts on arterials must create a roadway character that alerts drivers that they are in a neighborhood and encourages them to drive accordingly. Medians, special paving, and other options to address traffic volume and speed on arterials will be developed in coordination with the affected neighborhoods.

For non-arterial streets, traffic-calming devices and traffic control measures will be considered on a case-by-case basis, applying the City's Neighborhood Traffic Control

Program criteria within residential neighborhoods in and around the Bel-Red Corridor.

S-BR-H21___ Develop and implement strategies to minimize neighborhood cut-through traffic associated with Bel-Red development. Monitor the outcomes of these efforts and make adjustments as needed to ensure their effectiveness.

Key Cross-References, Transportation:

- *Urban Design Policy BR*___, regarding parking policies to promote pedestrian-friendly and transit-oriented design, particularly in development nodes
- *City-wide Comprehensive Plan Transportation Element, Chart TR.1*, establishing Bel-Red Subarea mode split targets and arterial LOS standard
- *City-wide Comprehensive Plan Transportation Element, Transportation Demand Management and High Capacity Transit policies*

Interjurisdictional Coordination

Goal: to provide for effective coordination and mitigation of impacts that cross jurisdictional boundaries

Many interactions occur between the Bel-Red Subarea and the adjacent Overlake area in the city of Redmond, particularly with regard to travel patterns. The two cities have a long history of working together to address cross-jurisdictional impacts, and the Bel-Red Subarea Plan continues to promote this level of interjurisdictional coordination. The intent is to ensure that any cumulative impacts of the Bel-Red and Overlake plans are identified and mitigated, and also that there is synergy between the plans in terms of light rail and transit implementation, streetscape design, pedestrian and bicycle facilities, and other issues.

In addition to coordination with Redmond, implementing the Bel-Red vision will require on-going coordination with Sound Transit, King County Metro, and Washington State Department of Transportation (WSDOT), to ensure that transportation facilities and services are implemented over time.

Policies

S-BR-II___ Continue to coordinate with the City of Redmond on the planning and implementation of land use and facilities that have cross-jurisdictional impacts, and work together to mitigate such impacts. Coordination may include but is not limited to systematic sharing of information, joint advocacy for regional investments benefiting the two areas, and financial contributions toward facilities that mitigate interjurisdictional impacts.

Discussion: An updated interlocal agreement is an appropriate mechanism for formalizing the terms for coordination between the two cities. Such an agreement should identify appropriate mitigation for the East Bellevue area that considers: 1) the combined effects of land use development in the Bel-Red area of Bellevue and the Overlake area of Redmond; and 2) the strong neighborhood preference to

avoid projects that add general north-south capacity through East Bellevue neighborhoods.

S-BR-I3 Coordinate with state and regional transportation and transit agencies (WSDOT, Sound Transit and King County Metro) on planning and providing transportation projects and services needed to implement this Subarea Plan.

Key cross references, Interjurisdictional Coordination

- *General Policy S-BR-___, regarding growth phasing and growth caps*

Implementation

Goal: to ensure an ongoing and effective process, with the right tools available, to result in effective implementation of the Bel-Red subarea vision

The Bel-Red Subarea Plan is an ambitious vision that calls for a substantial departure from the area's past. In addition to sweeping land use changes in portions of the area, the plan calls for very significant investments in transportation, parks, and environmental improvements. Much of these investments will need to come from properties undergoing redevelopment. Some of this will occur as redevelopment brings sites up to newer land use and urban design standards. Some will occur with land use incentives, allowing greater building intensities or height in exchange for development contributions to infrastructure and amenities. A city funding strategy will likely also play a role, by utilizing both existing revenue sources and new financing tools.

The transformation will not happen overnight, but rather will likely unfold over a number of decades. Successful implementation will require a coordinated strategy, with ongoing commitment, a full array of tools, and dedication over time.

Policies

S-BR-J1 Implement the Bel-Red Subarea Plan through a combination of development regulations and incentives, capital investments, and other public and private strategies.

Discussion: Some improvements anticipated by this Subarea Plan will be provided through land use development regulations that enable new land uses to occur. Other improvements will be provided through a land use incentive system that allows for larger and taller buildings than can occur under the basic zoning, in exchange for the provision of certain public amenities. Yet other improvements will be included in a public financial strategy, as described below.

S-BR-J2 Establish a financial strategy that provides for the costs of public infrastructure and amenities needed to support Bel-Red development and identified as specific projects in this Plan to be born by various parties based on their relative shares of impacts and benefits. Cause developing properties to contribute the principal share of needed public improvements, to the extent they are the primary beneficiary of such

improvements. Implement existing and new financial tools as needed to carry out this strategy.

Discussion: Redevelopment of the Bel-Red Subarea requires a broad array of investments in public infrastructure and amenities. Various classes of properties, including developing properties, existing properties, and the general City should share these costs based upon the relative share of benefits they receive.

S-BR-J3 ___ Reserve the right-of-way needed for the Bel-Red public infrastructure and amenities identified in this Plan as early as practicable.

S-BR-J4 ___ Allow for private development to voluntarily advance the building of public infrastructure improvements, in order to enable land use to proceed in sync with the availability of needed infrastructure; consistent with the phasing approach set forth in Policy S-BR-A4. Such investment may be repaid in part by latecomers agreement or similar device.

S-BR-J5 ___ Require the dedication and improvement of local streets at the time of development, consistent with Figure BR-6 ___, to enable development of frontage improvements and a local street pattern that provides for access and loading, and improved transportation connectivity.

S-BR-J6 ___ Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather than individual development of small parcels. Consider mandatory use of master planned development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.

S-BR-J7 ___ Encourage business and property owners to support the ongoing development of the Bel-Red area through a business improvement organization.

Possible new policy

S-BR-J8: Monitor and assess the implementation of the Bel-Red Subarea Plan and make adjustments to assure success of providing affordable housing, parks and open space, a mix of uses, and other aspects of the Bel-Red vision. A review of the implementation of the Bel-Red Subarea Plan should occur approximately five years after the Plan's initial 2008 adoption and periodically thereafter.

Neighborhoods/Districts

Possible new goal

Goal: to support the development of new Bel-Red neighborhoods that achieve distinctive and high quality character.

Bel-Red is a large Subarea, with the potential for developing a number of distinct neighborhoods. These include the "development nodes" around future light rail stations, areas of mixed use and relatively dense development where public and private improvements are expected to create a pedestrian-friendly and transit-supportive

environment. Additional neighborhoods will form outside the development nodes. Some will be fairly consistent with past development; others will be a significant departure. The intent of this Plan is to capitalize on these various land use patterns within Bel-Red, to break down the large expanse of the Subarea and create a series of neighborhoods, each with its own distinct character and sense of place.

Development Nodes

The nodal development pattern concentrates development in the vicinity of potential future light rail stations, generally within a quarter-mile radius. Development nodes are located in the vicinity of Overlake Hospital, at 122nd Avenue NE, at 130th Avenue NE, and at 152nd Avenue NE (with a station in Redmond). These nodes would be mixed-use in nature, with a high level of pedestrian access and amenities. Land use intensities in these nodes can reach a maximum development intensity of 2.5 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits are allowed only through participation in the amenity incentive system.

Node in the vicinity of Overlake Hospital Medical Center

S-BR-K1 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 Overlake Hospital. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.

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. In addition to these institutional uses, the area is characterized by a wide range of medical office uses that complement the medical campus.

Note: See policy S-BR-K5.5, which also applies to this medical office nodal area.

Node at 122nd Avenue NE

S-BR-K2 Provide for a mix of office, housing and retail uses in this area, with office as the predominant use. 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 are encouraged to 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.

Node at 130th Avenue NE

S-BR-K3___ 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. 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 130th Avenue NE will serve as a “town square.”

Node at 156th Avenue NE, near the Overlake transit station location in Redmond

S-BR-K4___ Provide for a mix of housing and retail uses in this area. Potential heights may not exceed the zoning in effect prior to adoption of this Plan.

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.

Land Uses Outside Nodes**Medical office area along 116th Avenue NE**

S-BR-K5___ Provide for office uses in this area, with an emphasis on medical office, and with an FAR up to 1.0.

S-BR-K5.5 Provide for medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the BNSF Corridor.

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.

Retail along the central portion of the NE 20th Street corridor.

S-BR-K6___ Provide for retail uses in this area, 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.

Area south of Bel-Red Road

S-BR-K7___ Provide for a mix of office and housing in this area, with low-intensity buildings of one or two stories serving as an appropriate buffer between the uses 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.

Mixed Use Retail/Housing Areas (area just west of 148th Avenue, area near Highland Park and Community Center, and the triangular area south of NE 12th Street, east of 120th Avenue NE)

S-BR-K8___ Promote additional development of retail uses in these areas, together with mixed use development that incorporates housing.

Housing Emphasis Area (area north of the Metro east base along the south end of NE 20th Street)

S-BR-K9___ Promote stand-alone housing in this topographically high area, taking advantage of view corridors to the south and west, as well as potential improvements to the West Tributary stream corridor.

Area south of NE 12th Street and contiguous to Lake Bellevue

S-BR-K10___ Provide for mixed use commercial and residential uses in this area. Allow maximum building heights through the land use incentive system up to 60 feet, with height limits up to 75 feet if this area is subsequently identified to fall within the Overlake Hospital light rail transit node.

Additional Subarea Plan Components

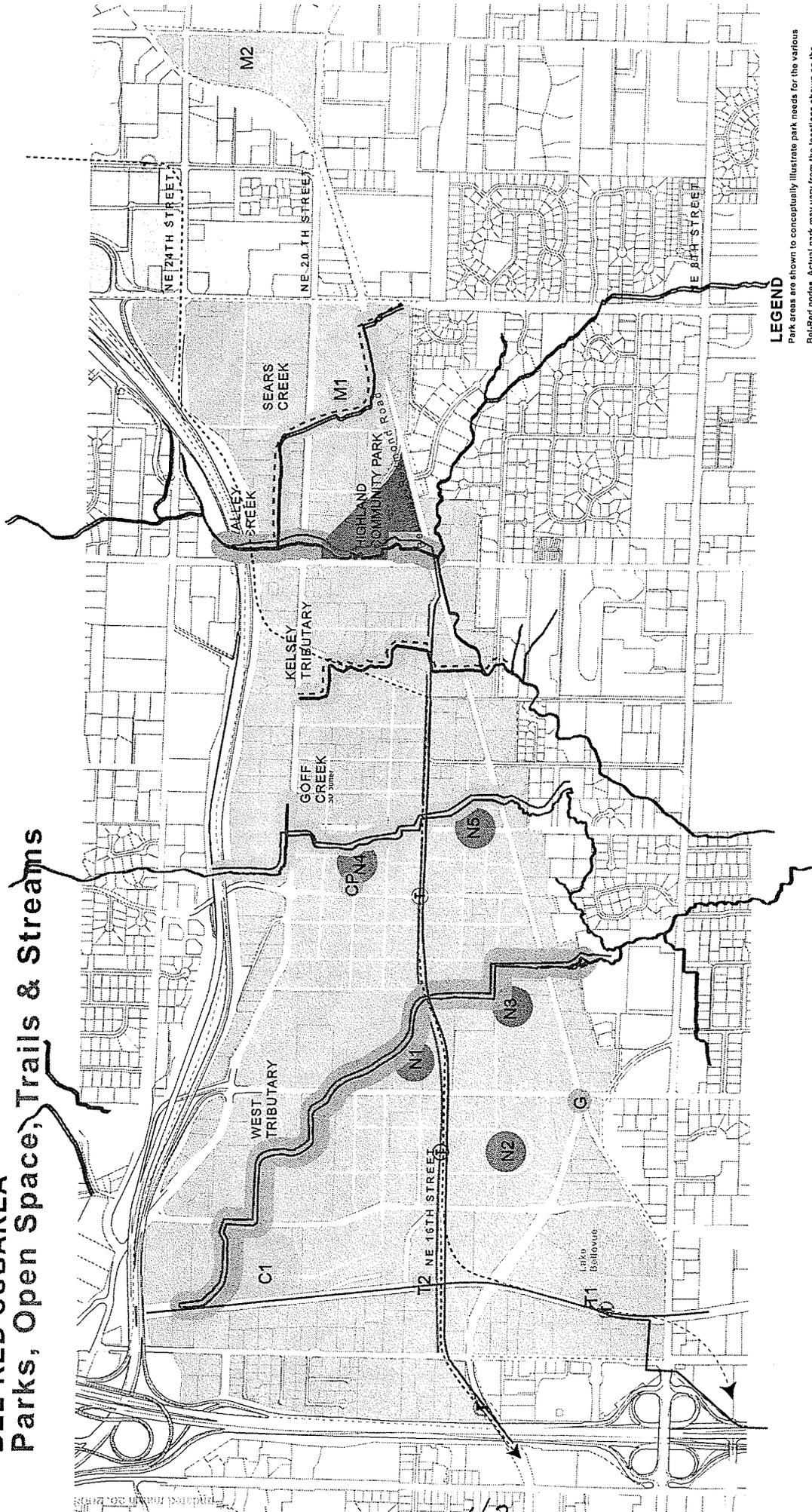
Figures

1. Land Use Map (previously reviewed)
 - Establishes new Subarea boundaries coincident with the S/C report
 - New Bel-Red Comp Plan designations to be established, consistent with zoning
2. Bel-Red Surface Water Resources (to be developed)
3. Map of Environmental, Parks and Open Space Projects
5. Map of Transportation System Improvements, including Phasing
6. Map of Street Hierarchy and Local Streets

Tables--Project Lists

1. Transportation Projects
 - List and brief descriptions of specific projects
 - Includes joint East Bellevue (and Overlake) mitigation project(s) TBD
2. Parks and Open Space Projects
 - List and brief descriptions of specific public projects
3. Environmental Projects
 - List and brief descriptions of specific stream rehabilitation segments identified as public projects

BEL-RED SUBAREA Parks, Open Space, Trails & Streams



LEGEND

Park areas are shown to conceptually illustrate park needs for the various Bel-Red nodes. Actual park may vary from the locations shown on the illustration. The major recreational facility is not shown on the map.

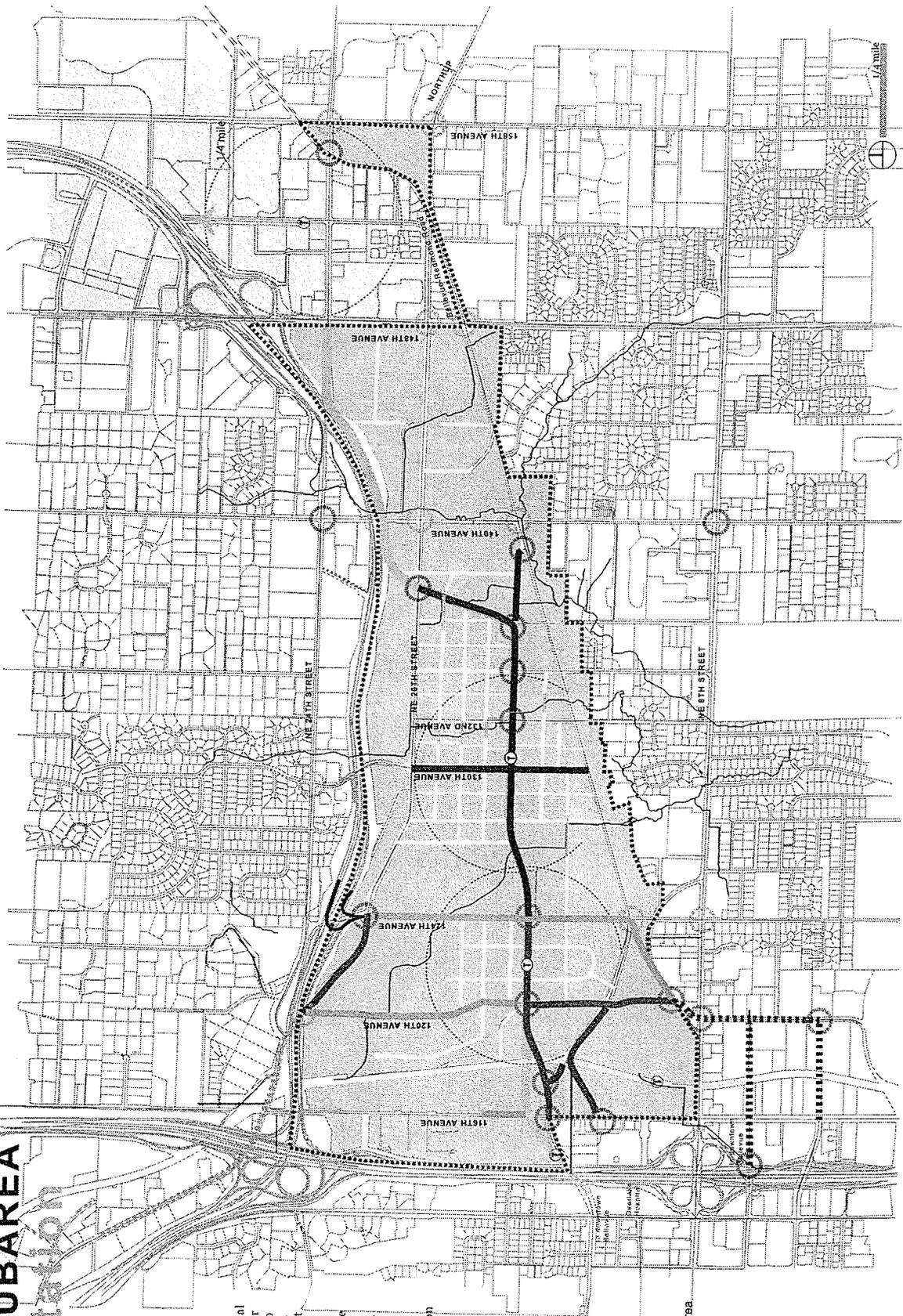
- riparian greenway opportunity area
- riparian waterway
- paved multi-purpose trail
- soft surface trail
- community park
- mini park
- neighborhood park
- gateway park
- civic plaza
- trailhead

BEL-RED SUBAREA Transportation

This is based on the overall list of transportation projects that was identified in the project steering committee's recommendation, plus additional technical work that has been done to date. Additional technical work needs to be done to identify project parameters, design, and cost.

In addition to the projects shown on the map, there will likely be additional project mitigation ideas identified for East Bellevue as part of the update to the Bel-Red Overlay Transportation Study (BROTS) inter-local agreement with the City of Redmond.

As outlined in the steering committee recommendation, as transportation projects are developed neighborhood traffic calming and context-sensitive design strategies will be identified on a neighborhood-by-neighborhood basis to minimize spillover impacts on adjacent neighborhoods.

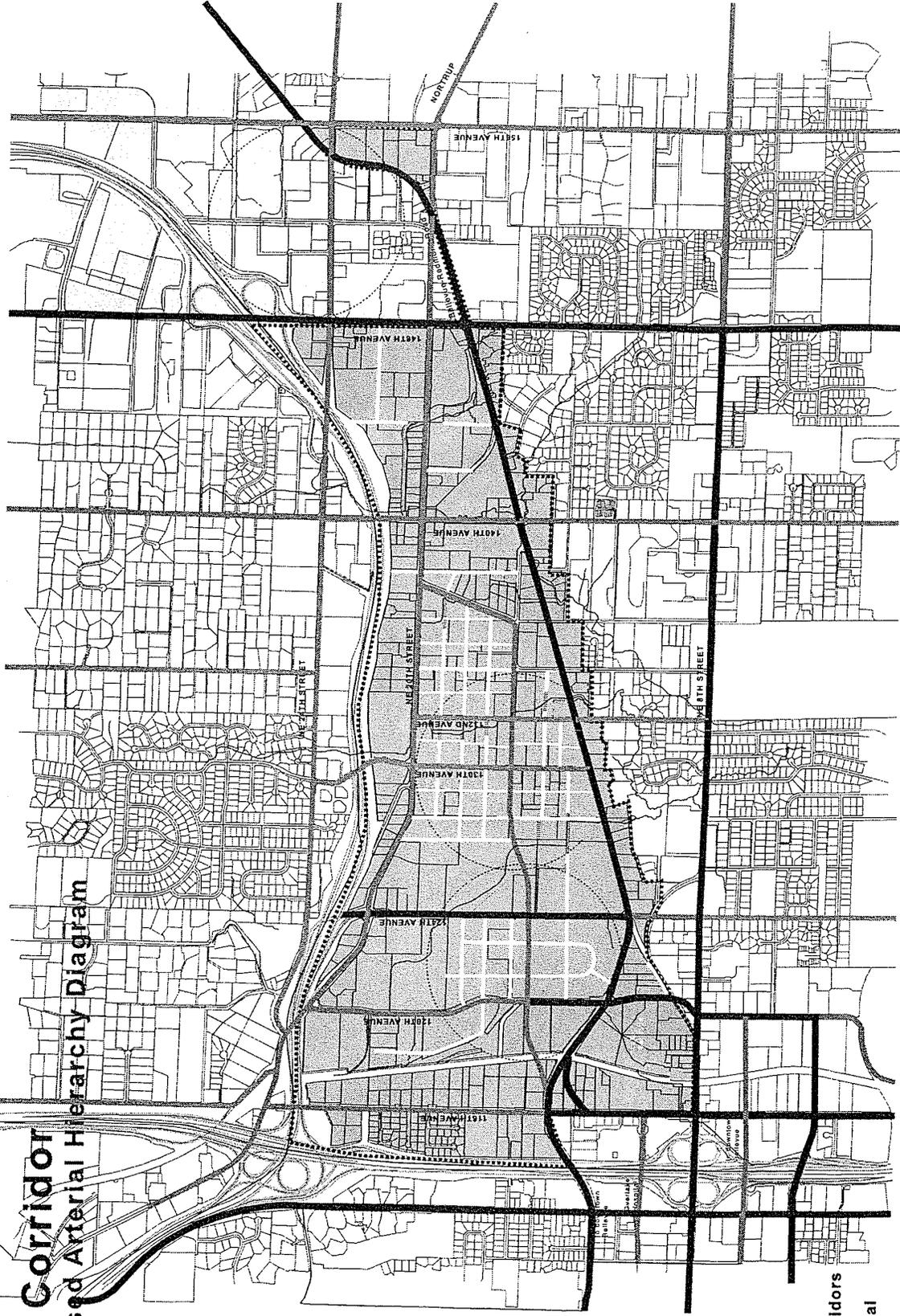


- potential light rail route
- potential light rail station
- intersection improvements
- proposed projects outside of study area.
- stream corridors
- 2008-2013 phase one
- 2014-2020 phase two
- 2021-2030 phase three
- 2030 and beyond phase four



CITY OF BELLEVUE updated april 11, 2008

Bel-Red Corridor Draft Proposed Arterial Hierarchy Diagram



- stream corridors
- major arterial
- minor arterial
- collector arterial

1/4 mile

Table 1 Bel-Red Transportation Project List

Arterial Project	Preliminary Descriptions of Arterial Improvements
101	Northup Way between 120th Ave NE and 124th Ave NE 5-lanes Add eastbound lane Sidewalks both sides Bicycle lanes
102	Northup Way west of 120th Avenue NE 3-lanes Sidewalks both sides Bicycle lanes
103	116th Avenue NE 5-lanes between NE 12 th Street and approximately NE 16 th Street – across the frontage of the Children’s Hospital site.
104	120th Avenue NE 5-lanes Connect directly to NE 8 th Street on the south Sidewalks both sides Bike lanes both sides – connection to the SR 520 Trail on the north
105	124th Avenue NE 5-lanes Connect with SR 520 and proposed ramps to and from the east Connect with Bel-Red Road with an improved intersection Sidewalks both sides
106	130th Avenue NE 2-lanes, pedestrian-oriented street north of NE 16 th Street On-street parking north of NE 16 th Street 3-lanes south of NE 16 th Street
107*	NE 15th/16th Street from 116th Avenue NE to 136th Place NE* 4/5-lanes with LRT in the median Frontage road with on–street parking on north side at nodes Wide sidewalks both sides Multi-purpose off-street pedestrian and bicycle path – continuous on the north side
108	136th Place NE 3-lanes (2 southbound, 1 northbound) LRT running above grade in the median Sidewalks both sides Bike lanes both sides
109	NE 11th/NE 12th Street 4/5 lanes 116th Avenue NE to NE 12th Street

* Staff comment: The transportation projects have been reviewed and are recommended by the Transportation Commission, with the exception of NE 15th/16th Street. The Parks and Community Services Board and the Transportation Commission both are interested in additional review of the plans for the NE 15th/16th Street and may make a follow up recommendation on that particular project.

Table 2 Bel-Red Parks and Open Space Project List

Project	Map ID	Preliminary Descriptions of Park Improvements	Acres
201	N-1	Neighborhood Park – Along West Trib, adjacent to NE 16 th Parkway. Integrates major trail systems and regional detention, with neighborhood park facilities. – 3 acres Neighborhood Park / 1 acre remnant Transportation acquisition	4
202	N-2	Neighborhood Park – Located between 120 th Ave NE and 124 Ave. NE and south of NE 15/16 Street. Provides neighborhood park and sports facilities to serve residential and commercial mixed use development	4
203	N-3	Neighborhood Park – Along West Trib, adjacent to Bel-Red Road. Integrates major trail and neighborhood park facilities. – 3 acres Neighborhood Park / 1 acre riparian	4
204	N-4 / CP	Neighborhood Park/Civic Plaza – Along Goff Creek, north of NE 16, between 130 th Ave NE and 132 Ave NE. Integrates approximate 1 acre urban plaza along pedestrian oriented retail street with 3 acre neighborhood park and trail facilities along 1 acre riparian corridor.	5
205	N-5	Neighborhood Park – Along Goff Creek, between Bel-Red Road and NE 16 th . NE. Integrates trail system along riparian corridor with neighborhood park facilities. – 3 acres Neighborhood Park / 1 acre riparian	4
206	G	Gateway Park – Near the intersection of 124 th Ave NE and Bel-Red Road. Integrates mini park facilities and potential art component near major road intersection to serve as gateway to the Bel-Red Corridor.	1
207	T-1	Trail Head - located adjacent to BNSF at Lake Bellevue. Integrates a trailhead with mini park facilities at BNSF regional trail and Lake Bellevue.	1
208	T-2	Trail Head – located at the BNSF regional trail corridor and the NE 15 th /16 th Parkway. Integrates a trailhead with mini park facilities at the crossing of the two major multi purpose trails.	1
209	M-1	Mini Park – Along Sears Creek west of 148 th , between Bel-Red Road and NE 16 th . Integrates trial system and riparian corridor with mini park facilities.	1
210	M-2	Mini Park – Centrally located between Bel-Red Road, 156 th Ave. NE , and NE 20 th . Incorporates mini park facilities to serve node.	1
211	C-1	Community Park – Along West Trib. adjacent to 120 th Ave. NE. Incorporates trailhead and trail system along West Trib. and BNSF with community park facilities. -10 acre acquisition through purchase for community park facilities. - 7 acre open space dedication by adjacent owner .	17

- 212 N/A **Major Indoor Recreation Facility – 150,000 sf** - Components could include sports, health and fitness facilities and major aquatic center, together with companion outdoor sports facilities. Location not shown on map. 10

* Staff comment: The parks and open space projects have been reviewed by the Parks and Community Services Board; the Parks and Community Services Board has not made a formal recommendation and may make a recommendation following additional review.

Table 3 Bel-Red Environmental and Trail Project List

Project	Preliminary Descriptions of Environmental and Trail Improvements	Size/ Length
301	West Trib Riparian Corridor & neighborhood park – 100ft wide Restore 100 width foot native plant riparian corridor on both sides of the West Tributary from the BNSF right of way to Bel-Red Road with a paved ped-bike path (10ft) on one side of the stream. Improve fish passage, and rehabilitate in-stream habitat.	6350 lf stream 27 acre riparian corridor
302	Goff Creek Riparian Corridor – 50 ft Wide Develop a 50 foot wide native plant and social amenity riparian corridor integrating natural drainage practices, 8' paved/boardwalk trail, art and place-making features as part of redevelopment north of NE 16th. Realign and daylight Goff Creek with additional floodplain storm water capacity. Restore fish passage.	4200 lf 1.5 acre
303	Kelsey Creek Trib Riparian Corridor – 50 ft wide Restore a 50' average width native plant and social amenity riparian corridor. Integrate natural drainage practices, soft surface pathway, art and place-making features in corridor. Restore fish passage.	2000 lf 12 acre
304	Valley Creek Riparian Corridor – 100 ft wide Restore an 100' average width native plant riparian corridor between Highland Community Park and Hwy 520. Include paved multi-use trail/boardwalk on one side.	500 lf 3 acre
305	Sears Creek Riparian Corridor – 50 ft wide Restore a 50' average width native plant riparian corridor along Sears Creek. Rehabilitate salmon habitat, channel capacity, restore riparian functions and provide soft surface pedestrian pathway. Daylight piped area of stream.	1300 lf 8.5 acre

* Staff comment: The environmental projects have been reviewed by the Environmental Services Commission; the Environmental Services Commission has not made a formal recommendation and may make a recommendation following additional review. These projects may be further defined to provide greater specificity and as needed to support the Bel-Red financial strategy.

Transportation Element

Amendments Recommended by the Transportation Commission April 10, 2008

This document describes the amendment to the Transportation Element recommended by the Transportation Commission.

CHANGES TO MOBILITY MANAGEMENT AREAS

In the Transportation Element of the Comprehensive Plan, Policy TR-21 directs the City to: "Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives".

With the dramatic changes proposed for the Bel-Red Subarea in terms of street patterns, transit serviceability, development patterns, and land use objectives, as well as for impact fee calculations, the Transportation Commission recommends amending the Transportation Element to modify the boundaries of MMA 4 to correspond with the proposed boundaries of the Bel-Red Subarea, and redesignating it as MMA 12 – and to create a new MMA 4 from the remainder of the old MMA 4 to encompass the Wilburton area.

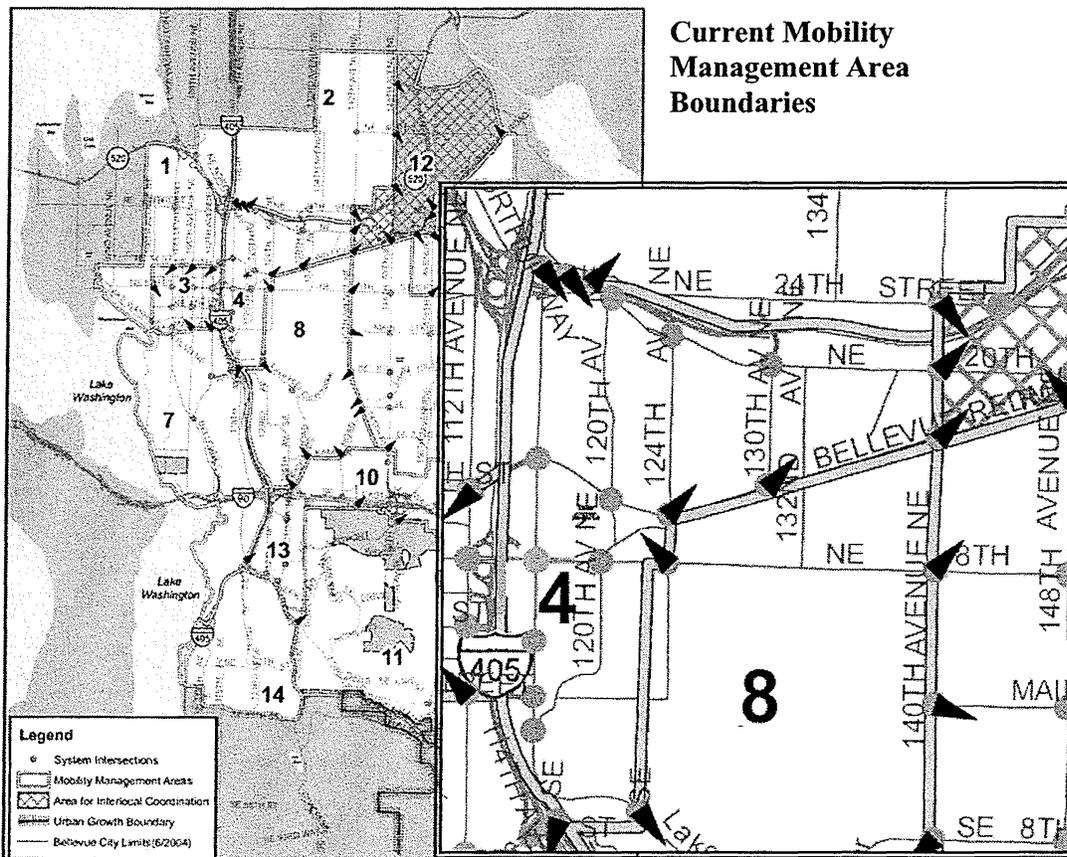
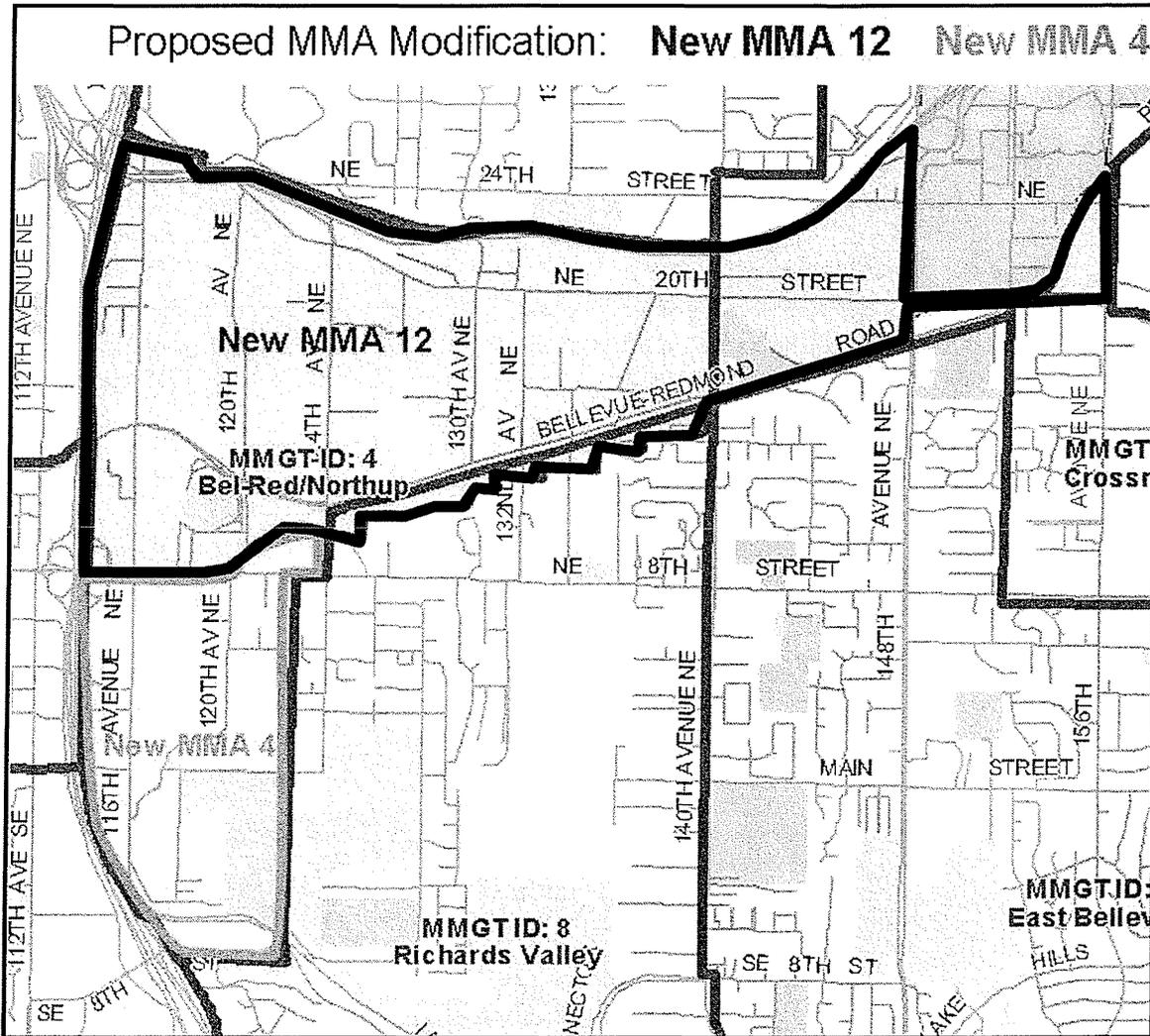


FIGURE TR.1
Mobility Management Areas

The portion of MMA 4 that encompasses the Bel-Red Subarea would be merged with the Bellevue portion of MMA 12 and the remainder of MMA 12 that is within the city of Redmond would be removed. The existing MMA 4 would become a new stand-alone MMA 4 for the Wilburton area.



Proposed Mobility Management Area Boundaries

LEVEL OF SERVICE STANDARD PROPOSED CHANGE

The proposed change to the MMA boundaries must consider the resulting level of service to the reconfigured MMAs to ensure that the adopted standards are met. A preliminary assessment of the proposed modified MMA 12 and the new MMA 4, shows that the level of service (LOS) for each MMA is projected to fall within the adopted LOS standard in the concurrency threshold of 2013. The table below shows the existing LOS and the adopted LOS standard for the affected MMAs.

MMA	Existing LOS	LOS Standard	Projected 2013 LOS
4 (new 12)	B	D (.9) *	B (.66)
New 4	N/A	D (.9)	C (.74)

* proposed to change to E+ (.95)

In its Final Report, the Bel-Red Corridor Project Steering Committee recommended:

“Modif(y) level-of-service (LOS) standards for the Bel-Red area to acknowledge the creation of a higher intensity mixed-use area with multimodal transportation choices. The standards would change from an average volume/capacity ratio of D (.90) to E+ (0.95). This would be accompanied by policy direction to consider amendments to parking standards, transportation demand management (TDM) measures, improved local transit service, and other mechanisms to reduce SOV use and encourage other travel modes”.

Guidelines for modifying the LOS standard are adopted in the Comprehensive Plan, Policy TR-36:

“Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area:

1. *Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for lane use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions:*
 - a. *In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and*
 - b. *Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve.*
2. *Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic”.*

The adopted level of service for MMA 4, Bel-Red/Northrup, as well as the other MMAs in the city, are shown in Table TR.1 from the Comprehensive Plan:

*Table TR.1 Area Mobility Targets
(reference Policies TR-21, TR-36)*

AREA	ROADWAY (Area Average Level of Service) See TABLE TR.2 for Descriptions	MODE SPLIT INCLUDING RIDESHARING (% commute trips by modes other than SOV)	
		2002	2005 Target
REGIONAL CENTER			
3 - Downtown	E+	32	40
MIXED COMMERCIAL/RESIDENTIAL AREAS			
4 - Bel-Red/Northup	D	20	25
5 - Crossroads	D-	19	25
10 - Eastgate	D	26	35
13 - Factoria	E+	15	20
RESIDENTIAL GROUP 1*			
1 - N. Bellevue	D+	N/A for residential areas	
7 - S. Bellevue	D+		
8 - Richards Valley	D+		
9 - E. Bellevue	D+		
RESIDENTIAL GROUP 2*			
2 - Bridle Trails	C	N/A for residential areas	
6 - NE Bellevue	C		
11 - Newcastle	C		
14 - Newport	C		
INTERLOCAL AREAS			
12 - Overlake	E+	N/A for interlocal area	

* Groupings based on street patterns, transit serviceability, topography, development patterns, & land use objectives (see Policy TR-21).

Together with modifying the MMA boundaries to coincide with the boundaries of the Bel-Red Subarea, the Transportation Commission recommends implementing the Steering Committee’s recommendation for level of service; changing the level of service standard from D (.9) to E+ (.95). This proposed LOS standard is consistent with the land use vision for the area, and is supported by a strong emphasis on developing alternatives to the single occupant vehicle – in particular, transit and non-motorized commute options. As shown in the above table, LOS E+ is consistent with other urban/mixed-use MMAs in the city, including Downtown, Factoria and Overlake.

Glossary

Draft Amendments for April 16, 2008

These draft amendments to the Comprehensive Plan Glossary include the following:

- New Bel-Red Subarea District Definitions accompany the new Bel-Red Subarea Plan Land Use Map
- Amendment to the Discussion Section under "Office" Definition, reflects Bel-Red as a potential location for medium intensity office. (Under the current Glossary, medium intensity office (office at FAR 0.5 - 3.0) is explicitly limited to Downtown and certain locations in Factoria.)
- Proposed designations are consistent with updated draft Subarea Plan and LUCA map designations, and compare to the original draft designations as follows:

Original	BR-MO/ MO-N	BR-MUO/ MUO-N	BR- MUH/ MUH-N	BR-R	BR-C	BR- MURH	BR- OHT
New	BR-MO, MO-1	BR-OR, OR-1, OR-2	No MUH - outside node match— <u>all in nodes</u> BR-RC-1, RC-2, RC-3	BR-R	BR-GC	BR-CR	BR-ORT

New definitions for the Bel-Red designations:

Bel-Red – A series of land use designations applicable to the Bel-Red Subarea that provide for the location of office, residential, commercial, and existing uses. The Bel-Red designations include:

Bel-Red Commercial/Residential (BR-CR)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail, office and service uses, with an emphasis on retail and service uses. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.

Bel-Red General Commercial (BR-GC)

A land use designation in the Bel-Red Subarea that provides for a wide variety of business activities that provide goods and services to other businesses and the general public.

Bel-Red Medical Office (BR-MO)

A land use designation in the Bel-Red Subarea that provides for office uses, with an emphasis on medical office.

Bel-Red Medical Office Node (BR-MO-1)

A land use designation in the Bel-Red Subarea that provides for medium intensity office uses within the core of a nodal area, with an emphasis on medical office. 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 Bel-Red area.

Bel-Red Office/Residential (BR-OR)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use.

Bel-Red Office/Residential Node 1 (BR-OR-1)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses within the core of a nodal area, with office 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 Bel-Red area.

Bel-Red Office/Residential Node 2 (BR-OR2)

A land use designation in the Bel-Red Subarea that provides 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.

Bel-Red Office/Residential Transition (BR-ORT)

A land use designation in the Bel-Red Subarea that provides for low-intensity office 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.

Bel-Red Residential (BR-R)

A land use designation in the Bel-Red Subarea that provides 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.

Bel-Red Residential/Commercial Node 1 (BR-RC-1)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services in this 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 Bel-Red area.

Bel-Red Residential/Commercial Node 2 (BR-RC-2)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services. 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.

Bel-Red Residential/Commercial Node 3 (BR-RC-3)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail, and services, 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.

An amendment to the Office definitions:

Office- A land use designation that provides for the location of business, financial, administrative and professional uses.

Discussion: A low intensity office is an office building or office portion of a building with a floor area ratio (FAR) of 0.5 or less and where the following sliding scale is used: At 0.5 FAR, no office building or portion of a building may exceed 50,000 square feet of gross floor area; at 0.3 FAR, 100,000 square feet; at 0.1 FAR, 150,000 square feet.

To provide significant permanent open space and to allow a shift of development potential, office intensity of no more than 0.5 is allowed on properties designated OLB-OS. In this district, the sliding FAR scale does not apply.

A medium intensity office is a building of at least 0.5 FAR but not exceeding 3.0 FAR. A high intensity office is a building of at least 3.0 FAR.

Medium and high intensity offices are only located in the Downtown with the following exceptions: The 1993 Factoria annexation agreement created special circumstances for development in Factoria from 1993-2000 to permit office buildings of higher intensities; and office limit for FAR for the area north of Factoria Mall can be increased up to 0.75 consistent with Ordinance _ and Policy S-FA-30.1. Medium intensity office is also permitted in the Bel-Red Subarea, where extensive area-wide land use and transportation planning has shown how medium intensity office uses can be accommodated, while helping to create the transit-supportive form envisioned by the Bel-Red Subarea Plan.

ATTACHMENT C

Bel-Red Subarea

Land Use Code Amendments

DRAFT April 11, 2008



Land Use Code Draft Outline and Preliminary Code Sections

During the April 16 Planning Commission meeting, staff will introduce preliminary Land Use Code (LUC) sections that are unique to the Bel-Red Land Use District. The draft table of contents of the new Bel-Red Part 20.25D of the code is presented below. Staff noted where code content is included with this current Planning Commission Packet or where the code content will be provided in a future packet. To facilitate the Planning Commission review of these sections, they will be presented in the order that the code section is anticipated to appear in the Bel-Red part of the code.

Part 20.25D Bel-Red

Code Section	Title	Included (Y/N)	Comments	Packet Page
20.25D.010	General	N	Will track format of General sections in other parts of the LUC.	
20.25D.012	Review Required	N	Will track format of Review Required sections in other parts of the LUC – see Factoria Part 20.25F as example.	
20.25D.014	Phasing of Required Improvements	Y	Preliminary draft format	A-1
20.25D.016	Permitted Uses	Y	Final draft format	B-1
20.25D.018	Existing Situations	Y	New Concept for Bel-Red	C-1
20.25D.020	Land Use Charts	Y	Tracks LUC format	D-1
20.25D.022	Chart of Dimensional Requirements Described	Y	Tracks LUC format	E-1
20.25D.024	Automobile Sales, Leasing and Rental	N	New performance standards to update general LUC section 20.20.135 to reflect Bel Red Context	
20.25D.024	FAR Amenity Incentive System	Y	Tracks LUC format	F-1
20.25D.026	Landscape Development and Fences	N	Tracks LUC format and will be updated to reflect Bel-Red context	
20.25D.028	Development Standards	N	Previously introduced concept March 26, 2008	
20.25D.030	Parking, Circulation and Internal Walkway Requirements	N	Previously introduced concept April 2, 2008	

20.25D.014 Phasing of Required Improvements

This section provides limits to development intensity based on (1) the provision of public improvements to the Bel-Red Subarea, and (2) the Interlocal Agreement between the Cities of Bellevue and Redmond for the Bel-Red/Overlake Transportation Study Area (otherwise referred to as BROTS).

- A. Development shall be limited in the MO-1, OR-1, and OR-2 districts to a 0.5 floor area ratio (FAR) until such time as the Bellevue City Council finds that an adequate implementation and funding mechanism is in place for public transportation, parks, and open space projects serving those land use districts, including but not limited to NE 15th Street, from NE 12th Street to 124th Avenue.
- B. Development shall be limited in the RC-1 and RC-2 districts to a 0.5 floor area ratio (FAR) until such time as the Bellevue City Council finds that an adequate implementation and funding mechanism is in place for public transportation, parks, and open space projects serving those land use districts, including but not limited to NE 16th Street from 124th Avenue to 132nd Avenue.
- C. **Bel-Red Overlake Transportation Study (BROTS) Interlocal Agreement.**

All development in the Bel-Red Land Use Districts shall be subject to the provisions of BROTS as originally executed or thereafter amended or superseded.

D. 2030 Development Limit

New commercial development as measured in the BROTS Interlocal Agreement in the Bel-Red Land Use Districts shall not exceed 4,500,000 square feet until such time as high capacity transit service is provided to the Bel-Red Subarea. High capacity transit may include light rail or bus transit in a dedicated right of way with high frequency and capacity.

20.25D.016 Permitted Uses

A. Permitted Uses. Specific categories of uses are listed in Chart 20.25D.020. LUC 20.25D.012.B explains Chart 20.25D.020 and describes the applicable review procedures.

B. Use Chart Described.

In Chart 20.25D.020, land use classifications and standard Land Use Code reference numbers are listed on the vertical axis. City of Bellevue land use districts are shown on the horizontal axis.

1. If no symbol appears in the box at the intersection of the column and the row, the use is not allowed in that district, except for certain short-term uses, which are regulated under Part 20.30M LUC (Temporary Use Permits) and certain subordinate uses which are regulated under LUC Section 20.20.840.
2. If the symbol "P" appears in the box at the intersection of the column and row, the use is permitted subject to general requirements for the use and the land use district.
3. If the symbol "E" appears in the box at the intersection of the column and row, the use is permitted subject to the regulations governing "Existing Uses" contained in LUC Section 20.25D.018. There are no nonconforming uses, structures or sites located in the Bel-Red Land Use Districts as of [INSERT DATE]. LUC 20.20.560 does not apply to the Bel-Red Land Use Districts.
4. If the symbol "C" appears in the box at the intersection of the column and the row, the use is permitted subject to the Conditional Use provisions specified in Part 20.30B or 20.30C LUC in addition to any applicable general requirements for the use and land use district.
5. If the symbol "A" appears in the box at the intersection of the column and the row, the use is permitted subject to the Administrative Conditional Use provisions as specified in Part 20.30E LUC in addition to any applicable general requirements for the use and land use district.
6. If a number appears in the box at the intersection of the column and the row, the use is permitted through the applicable review process and subject to the special limitation indicated in the corresponding Notes.

20.25D.018 Existing Conditions

A. Purpose.

The purpose of this section is to allow the continued operation of existing light industrial and service uses and development that were legally established when the Bel-Red Subarea Plan was adopted in 2008. Many existing uses and development would not be permitted to establish pursuant to the Bel-Red Land Use District Charts (refer to LUC Section 20.25D.020) and development standards (Refer to LUC Sections [INSERT CITATION] currently in effect to implement the policies of the Bel-Red Subarea Plan. An additional purpose of this section is to allow limited expansion of existing uses and structures that is compatible with residential and higher intensity mixed use development that was introduced with the adoption of the Plan.

B. Types of Existing Conditions - Definitions. A site may be considered an existing condition because it contains either an existing use or existing development as defined in this paragraph B and based on documentation provided pursuant to paragraph D of this section.

1. Existing Use. The use of a structure or land which was permitted when established, in existence on [INSERT DATE] and not discontinued or destroyed.
2. Existing Development. A structure or site development which was permitted when established, in existence on [INSERT DATE] and not discontinued or destroyed.

C. Applicability.

1. This Section 20.25D.018 applies only to existing conditions occurring within a Bel-Red Land Use District.
2. The nonconforming use, structure and site provisions of LUC 20.20.560 do not apply within the Bel-Red Land Use Districts.
3. Existing uses which were not permitted when established, or which have been discontinued or destroyed are not permitted to continue and must be removed.

D. Documentation.

The applicant shall submit documentation, which shows that the existing condition was permitted when established has been maintained over time. The Director shall decide whether the documentation is adequate to support a determination that the use and development constitute an existing condition under the terms of this section.

1. **Existing Condition Permitted when Established.** Documentation that the condition was permitted when established includes, but is not limited to the following:
 - a. Building, land use or other development permits; or
 - b. Land Use Codes or Land Use District Maps

2. **Existing Condition Maintained Over Time.** Documentation that the existing condition was maintained over time, and not discontinued or destroyed as described in this Section 20.25D.018 includes:
 - a. Utility bills;
 - b. Income tax records;
 - c. Business licenses;
 - d. Listings in telephone or business directories;
 - e. Advertisements in dated publications;
 - f. Building, land use or other development permits;
 - g. Insurance policies;
 - h. Leases; and
 - i. Dated aerial photos.

3. **Appeal of Director Determination.** The Director determination of whether a use constitutes an existing condition may be appealed pursuant to LUC Section 20.35.250.

E. Regulations Applicable to all Existing Conditions.

1. **Ownership.** The status of an existing condition is not affected by changes in ownership.
2. **Maintenance.** Normal maintenance and repairs associated with existing conditions are allowed.

F. Regulations Applicable to Existing Uses.

1. **Existing Uses May Continue to Operate and Operations May Change.** Operations associated with an existing use may continue and may be

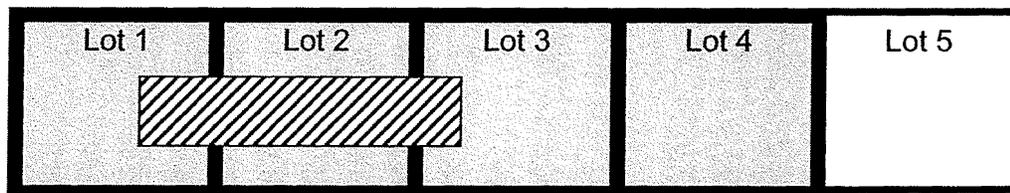
changed when they do not when not expansion is proposed, provided that the hours of operation associated with an existing use located in land use district which permits residential uses, may not extend into the period of 11:00 pm to 6:00 am.

2. **Change of an Existing Use to a Permitted Use.** An existing use may be changed to a permitted use outright. Once a permitted use occupies a site, the existing use rights no longer apply and the existing use may not be re-established.
3. **Change of an Existing Use to a Conditional Use.** An existing use may change to a conditional use identified in Chart 20.25D.020 if approved through conditional use review pursuant to Part 20.30B, 20.30C or 20.30E LUC. Once a conditional use occupies the site, the existing use rights no longer apply and the existing use may not be re-established.
4. **Accidental Destruction.** When a structure containing an existing use is damaged by fire or other causes beyond the control of the owner, the use may be re-established. The structure may be repaired and/or reconstructed in its original configuration. Changes to the footprint and exterior proposed as part of the repair and/or reconstruction shall conform to this code.
5. **Expansions.** Existing uses may expand under certain circumstances as described in this paragraph 5:
 - a. **Expansions of Floor Area.** Floor area associated with existing uses may be expanded in conformance with this code. Examples of expansion of floor area include expanding a structure housing an existing use into a newly constructed building or addition, or expanding the amount of floor area occupied by an existing use within an existing building.
 - b. **Expansions of Exterior Improved Areas.** Exterior improved areas associated with an existing use may be expanded by increasing the amount of land used. For example, adding parking spaces to an existing lot would constitute an expansion. Exterior areas supporting the existing use may be expanded. For example, conversion of parking to storage would constitute an expansion of exterior storage. However, increasing the amount of material stored on an existing exterior storage area is a change in operations, and would not constitute an expansion.
 - c. **Limitations on Expansion.**

- i. No expansion of hazards. No expansion in operations shall be permitted that increases the use or on-site quantity of flammable or hazardous constituents (e.g, compressed gases, industrial liquids, etc.), or that increases the amount of waste generated or stored that is subject to the Washington Dangerous Waster Regulations [INSERT CITATION] as it currently adopted or thereafter amended or superseded. The Director may in consultation with the Fire Marshal modify the requirements of this paragraph if he determines that the expansion will not increase the threat to human health and the environment over the pre-expansion condition.
- ii. Expansions within Nodes (BR-MO-1, BR-OR-1 and 2, BR-RC-1, 2 and 3) and Residential Land Use Districts (BR-R). Refer to Figure 1 below. Floor area or exterior improvements associated with an existing use may be expanded when proposed within the property lines as they existed on [INSERT DATE] subject to Administrative Conditional Use approval.

20.25D.018.F.5.c - Figure 1

Expansions within nodes and residential Land Use Districts



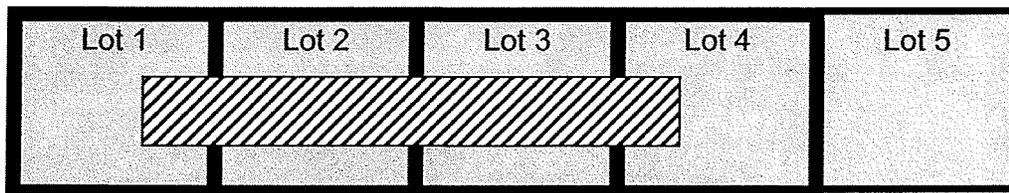
-  Boundary of ownership as of (date)
-  Area occupied by existing use as of (date)
-  Area where existing use may expand in conformance with this code

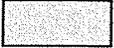
- iii. Expansions outside Nodes and in Non-Residential Land Use Districts (BR-MO, BR-GC, BR-CR and BR-ORT). Refer to Figure 2 below. Floor area or exterior improvements associated with an existing use may be expanded beyond property lines as they existed on [INSERT DATE] subject to Administrative Conditional Use approval and the following limitations.

1. The property proposed for expansion is abutting at least one of the property lines of the existing use as they existed on [INSERT DATE].
2. The regulations applicable to the property proposed for expansion would have allowed the use as of [INSERT DATE].

20.25D.018.F.5.c - Figure 2

Expansion outside nodes and in non-residential Land Use Districts



-  Boundary of ownership as of (date)
-  Area occupied by existing use as of (date)
-  Area where existing use may expand in conformance with this code

b. Loss of Existing Use Status.

- i. Discontinuance. If an existing use of a structure or exterior improved area is discontinued for a period of 12 months with the intention of abandoning that use, any subsequent use shall thereafter conform to the regulations of the district in which it is located. Discontinuance of an existing use for a period of 12 months or greater constitutes prima facie evidence of an intention to abandon.
- ii. Intentional Destruction. When a structure containing an existing use is intentionally damaged by fire or other causes within the control of the owner, the re-establishment of the existing use is prohibited.

G. Regulations Applicable to Existing Development.

1. **Existing Development May Remain.** Existing development may remain unless specifically limited by the terms of this paragraph G.

2. **Permitted Changes to Existing Development.** Existing development may be changed, provided that the alteration conforms to City Codes including the proportional compliance contained in paragraph 3 below.
- a. Three Year Period. Alterations made within a three year period will be viewed as a single change for the purposes of determining required improvements.
 - b. Value of Changes. The value of alterations is determined by the Director based on the entire project and not individual permits.
3. **Proportional Compliance.** An existing development associated with an existing, permitted, or conditional use, may be altered consistent with the requirements set forth below:
- a. Thresholds Triggering Required Improvements. The standards of paragraph 4 below, shall be met when the value of the proposed changes to an existing development exceed \$150,000. The following alterations and improvements do not count toward the threshold:
 - i. Alterations required as a result of a fire prevention inspection or code enforcement action;
 - ii. Alterations related to the removal of architectural barriers as required by the Americans with Disabilities Act, or as specified in the Barrier Free Code [INSERT CITATION];
 - iii. Alterations required for the seismic retrofit of existing structures; and
 - iv. Improvements to on-site stormwater management facilities in conformance with Chapter 24.06 BCC [VERIFY WITH UTILITIES].
 - v. Alterations that reduce offsite impacts (including but not limited to noise, odors, dust and other particulate emissions.
 - vi. Alterations that meet LEEDS, Energystar or other industry recognized standard that results in improved mechanical system or operational efficiency.
 - b. Required Improvements. Existing development not in conformance with existing code shall be brought toward conformance in the following areas:

- i. Landscaped setbacks for surface parking and exterior improved areas associated with an existing use;
- ii. Pedestrian circulation systems, as set forth in the [INSERT CITATION] standards that apply to the site;
- iii. Interior parking lot landscaping as set forth in the [INSERT CITATION] standards that apply to the site;
- iv. Landscaping in existing building setbacks as set forth in [INSERT CITATION] standards that apply to the site;
- v. Required paving of surface parking and exterior storage and display areas.

c. Timing and Cost of Required Improvements.

- i. Required improvements shall be made as part of the alteration that triggered the required improvements;
- ii. The cost of required improvements shall be limited to 20 percent of the value of the proposed alteration. The applicant shall submit an appraisal that shows the value of proposed improvements associated with any change; and
- iii. Required improvements shall be made in order of priority listed in paragraph 4 above.

d. Loss of Existing Development Status.

- i. **Discontinuance.** If an existing development is discontinued or abandoned for a period of 12 months with the intention of abandoning, any subsequent development shall thereafter conform to the regulation of the district in which it is located. Discontinuance of an existing use for a period of 12 months or greater constitutes prima facie evidence of an intention to abandon.
- ii. **Accidental Destruction.** When an existing development is damaged by fire or other causes beyond the control of the owner, the use may be re-constructed. The structure may be repaired and/or reconstructed in its original configuration. Changes to the footprint and exterior proposed as part of the repair and/or reconstruction must conform to this code.
- iii. **Intentional Destruction.** When an existing development is intentionally damaged by fire or other causes within the control of

the owner, reconstruction of the existing development is prohibited.

20.25D.020 Land Use Charts.

Chart 20.25D.020 Residential Uses in Bel-Red Land Use Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Residential – Bel-Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
1	Residential (1)							
	Single-Family Dwelling	E/	P 2/		P 2	3	P 2, 3	P
	Two to Four Dwelling Units Per Structure		P/P	P	P	3	P 3	P
	Five or More Dwelling Units Per Structure		P/P	P	P	3	P 3	P
12	Group Quarters: Dormitories, Fraternal Houses, Excluding Military and Correctional Institutions and Excluding Secure Community Transition Facilities		/P	P				
13 15	Hotels and Motels	P/P	P/P	P		P		
	Congregate Care Senior Housing (1)	P/P		P	P		P	
6516	Nursing Home (1)	P/P		P	P		P	
	Assisted Living (1)	P/P		P	P		P	
	Accessory Dwelling Unit (4)	P 5	P		P		P	P

Key**P – Permitted Use****E – Existing Use (see LUC Section 20.25D.018)****C – Conditional Use (see Parts 20.30B and 20.30C)****A – Administrative Conditional Use (see Part 20.30E)**

Notes: Uses in land use districts – Residential

- (1) An agreement shall be recorded with the King County Department of Records and Elections restricting senior citizen dwellings, congregate care senior housing, or assisted living to remain in perpetuity as senior housing.
- (2) A minimum density of 10 units per acre shall be achieved for new single family dwelling units.
- (3) Residential Note (2) does not apply to Work-Live housing units that are secondary to a non-residential use. Work-Live units are the only housing permitted in BR-GC.
- (4) Accessory dwelling units may be established in existing or permitted single family structures subject to the performance criteria of LUC 20.20.120.

Chart 20.25D.018 Manufacturing Uses in Bel-Red Land Use Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Manufacturing-Bel-Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
2 and 3	Manufacturing (1, 2, 5)							
21	Food and Beverage Products Mfg. (3)		E/E	E	E	P 4	P 4	
22	Textile Products Mfg.		E/E	E	E	P 4	P 4	
23	Apparel, Fabric, Accessories and Leather Goods Mfg.		E/E	E	E	P 4	P 4	
24	Lumber and Wood Products Mfg.							
25	Furniture and Fixtures Mfg.		E/E	E	E	P 4	P 4	
26	Paper Products Mfg.							
27	Printing, Publishing and Allied Industries		E/E	E	E	P		
28	Chemicals and Related Products Mfg.							
31	Rubber Products Mfg.							
314	Misc. Plastic Products Mfg.		E/E	E	E	P 4	P 4	
321 322 324 325 327	Light Stone, Clay, and Glass Products Mfg.; Glass, Pottery and China Ceramic Products, Stone Cutting and Engraving Concrete Batch Plant		E/E	E	E	P 4	P 4	
329	Handcrafted Products Mfg.		E/E	E	E	P 4	P 4	
3427	Computers, Office Machines and Equipment Mfg.		E/E	E	E	P 4		

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Manufacturing-Bel-Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
3433	Electrical Equipment Mfg.; Appliances, Lighting, Radio, TV Communications, Equipment and Component Parts							
3434			E/E	E	E	P 4		
3435								
3436								
3437								
3491	Fabricated Metal Products Mfg.;							
3492								
3493								
3495			E/E	E	E	P 4		
3497								
35	Measuring, Analyzing and Controlling Instruments, Photographic, Medical and Optical Goods; Watches and Clocks Mfg.;	P	E/E	E	E	P 4	P 4	
3997	Signs and Advertising Display Mfg.		E/E	E	E	P 5		
3999	Misc. Light Fabrication Assembly and Mfg. Not Elsewhere Classified		E/E	E	E	P 5		

Key P – Permitted Use

E – Existing Use (see LUC Section 20.25D.018)

C – Conditional Use (see Parts 20.30B and 20.30C)

A – Administrative Conditional Use (see Part 20.30E)

Notes: Uses in land use districts – Manufacturing

- (1) Permitted manufacturing uses shall not include primary metal industries such as foundries, smelters, blast furnaces, rolling mills and concrete batch plants.
- (2) The manufacture of flammable, dangerous or explosive materials is excluded as secondary, incidental, or as a permitted use.
- (3) Microbrewery manufacturing is permitted as a component of an eating and drinking establishment; provided, that the manufacturing use occupies not more than 50 percent of the total square footage of the combined establishment.
- (4) The manufacturing use located in this land use district shall not exceed 20,000 sf.
- (5) New outdoor storage associated with this permitted manufacturing use shall comply with applicable performance criteria for that use and the land use district and landscaping requirements pursuant to LUC 20.25D [INSERT CITATION].

Chart 20.25D.020 Transportation and Utilities Uses in Bel-Red Land Use Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Transportation and Utilities – Bel-Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
4	Transportation, Communications and Utilities							
41	Rail Transportation: Right-of-Way, Yards, Terminals, Maintenance Shops	C/C	C/C	C	C	C	C	C
42 4291	Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters		E/E	E	E	C		
4214 422	Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services	C/	C/E	E	E	C		
43	Aircraft Transportation: Airports, Fields, Terminals, Heliports, Storage and Maintenance	C 1	C 1					

		Transportation and Utilities – Bel-Red Districts						
STD LAND USE CODE REF	LAND USE CLASSIFICATION	Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
	Accessory Parking (2,3)	P/P	P/P	P	P 4	P	P	P
46	Auto Parking Commercial Lots and Garages (5)		/P	/P				
	Park and Ride		C4, 6/	C 4, 6	4, 6	4, 6	4, 6	
475	Radio and Television Broadcasting Studios	E	E/E	E				
485	Solid Waste Disposal (7)	E	E/E	E	E			
	Highway and Street Right-of-Way (8)	P	P/P	P	P	P	P	P
	Utility Facility	C	C/C	C	C	C	C	C
	Local Utility System	P	P/P	P	P	P	P	P
	Regional Utility System	C	C/C	C	C	C	C	C
	On and Off-Site Hazardous Waste Treatment and Storage Facilities (9)		E/E	E	E			
	Essential Public Facility (10)	C	C/C	C	C	C	C	C
	Wireless Communication Facility (WCF): (without WCF Support Structures)	11, 12, and 13	11, 12, and 13	11, 12, and 13	11, 12, and 13	11, 12, and 13	11, 12, and 13	11, 12, and 13
	Communication, Broadcast and Relay Towers Including WCF Support Structures (Freestanding)	11, 12	11, 12	11, 12	11, 12	11, 12	11, 12	11, 12
	Satellite Dishes (18)	P	P/P	P	P	P	P	P
	Electrical Utility Facility (15)	A C/A C	A C/A C	A C	A C	A C	A C	A C

Key P – Permitted Use

E – Existing Use (see LUC Section 20.25D.018)

C – Conditional Use (see Parts 20.30B and 20.30C)

A – Administrative Conditional Use (see Part 20.30E)

Notes: Uses in land use districts – Transportation and Utilities

- (1) Aircraft transportation is limited to only heliports and is regulated under the terms of LUC 20.20.450.
- (2) Accessory parking requires approval through the review process required for the primary land use which it serves pursuant to LUC 20.25D.012.
- (3) The location of an off-site parking facility shall be approved by the Director of Planning and Community Development. See LUC 20.25D.[INSERT CITATION].
- (4) Accessory Parking is not permitted in the BR-R land use district as accessory to any use that is not permitted in the residential district.
- (5) Commercial lots and garages are only permitted to accommodate short term parking (two hours or less).
- (6) A park and pool lot or other carpool facility is generally regulated as a park and ride. However, a park and ride providing no more than 50 parking spaces, and utilizing the parking area of an existing use shall be regulated as an accessory use under LUC 20.20.200. Any other park and ride shall comply with the requirements applicable to the use and the land use district.
- (7) Solid waste disposal facilities may be continued as an Existing Use pursuant to LUC [INSERT CITATION], provided all requirements in LUC 20.20.820 are met.
- (8) Design is required to meet transportation standards for right-of-way located within the Bel-Red Land Use District. [INSERT CITATION]
- (9) On and off-site hazardous waste treatment and storage facilities, as defined by LUC 20.50.024, may be continued as an existing use pursuant to the regulations contained in LUC 20.25.D.018, and provided the facilities comply with the state siting criteria as adopted in accordance with RCW 70.105.210.
- (10) Refer to LUC 20.20.350 for general requirements applicable to Essential Public Facilities (EPF).
- (11) Wireless communication facilities (WCFs) are not permitted on residential structures, sites developed with a residential use, or on undeveloped sites located in the BR-R land use district. This note does not prohibit locating a WCF on nonresidential structures (i.e., churches, schools, public facility structures, utility poles, etc.) or in public rights-of-way in any BR land use district.
- (12) Refer to LUC 20.20.195 for general requirements applicable to wireless communication facilities and other communication, broadcast and relay facilities.
- (13) Antenna and associated equipment used to transmit or receive fixed wireless signals when located at a fixed customer location are permitted in all land use districts and are exempt from the requirements of LUC 20.20.010, 20.20.195 and

20.20.525 so long as the antenna and equipment comply with 47 C.F.R. 1.400, now or as hereafter amended. A building permit may be required to ensure safe installation of the antenna and equipment.

- (14) Refer to LUC 20.20.730 for general requirements applicable to Large Satellite Dishes. For the following BR Land Use Districts, BR-OR, BR-OR-1, BR-OR-2, BR-RC-1, BR-RC-2, BR-RC-3, BR-CR, and BR-R, only the provisions of LUC 20.20.730.B and C shall apply.
- (15) For the definition of Electrical Utility Facility see LUC 20.50.018 and for reference to applicable development regulations relating to electrical utility facilities see LUC 20.20.255. For new or expanding electrical utility facilities proposed on sensitive sites as described by Figure UT.5a of the Utilities Element of the Comprehensive Plan, the applicant shall obtain Conditional Use Permit approval under Part 20.30B LUC, complete an alternative siting analysis as described in LUC 20.20.255.D and comply with decision criteria and design standards set forth in LUC 20.20.255. For expansions of electrical utility facilities not proposed on sensitive sites as described by Figure UT.5a, the applicant shall obtain Administrative Conditional Use Permit approval under Part 20.30E LUC and comply with decision criteria and design standards set forth in LUC 20.20.255.

Chart 20.25D.020 Wholesale and Retail Uses in Bel-Red Land Use Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Wholesale and Retail -Bel-Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
5	Trade (Wholesale and Retail) (1, 8)							
51	Wholesale Trade: General Merchandise, Products, Supplies, Materials and Equipment except the following:		E/E	E	E	P 2		
5111	Wholesale Trade: Motor Vehicles, Primary and Structural Metals, Bulk		E/E	E	E	E		

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Wholesale and Retail -Bel-Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
5156 5157 5191 5192	Petroleum							
5193	Scrap Waste Materials, Livestock							
	Recycling Centers		P/E	E	E	P	P	
521 522 523 524	Lumber and Other Bulky Building Materials Including Preassembled Products		P 3/E	E	E	P	P 3	
5251	Hardware Paint, Tile and Wallpaper (Retail)		P 3/E	P 3/E	P 3/E	P	P 3	
5252	Farm Equipment		P 3/E	E	P 3/E			
53	General Merchandise: Dry Goods, Variety and Dept. Stores (Retail)		P/P 2	P 2	P 4	P	P	
54	Food and Convenience Store (Retail) (5,6)	P/P	P/P	P	P 4	P	P	P 7
5511	Autos (Retail), Motorcycles		E/E			P 8	A 8	
	Trucks , Recreational Vehicles (Retail)		E/E	E	E	P 2		
	Boats (Retail)		E/E	E	E	P 2		
552	Automotive and Marine Accessories (Retail)		E/E	E	E	P 2		
553	Gasoline Service Stations		P 9/E	E	E	P	P	E
56	Apparel and Accessories (Retail)	P/P 2	P/P	P	P	P	P	
57	Furniture, Home Furnishing (Retail)		P/P	P		P	P	
58	Eating and Drinking Establishments (3, 6)		P/ P 10	P 10		P	P	P

		Wholesale and Retail -Bel-Red Districts						
STD LAND USE CODE REF	LAND USE CLASSIFICATION	Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
59	Misc. Retail Trade: Drugs, Liquor, Antiques, Books, Sporting Goods, Jewelry, Florist, Photo Supplies, Video Rentals and Computer Supplies		P/P 3	P 3		P	P 2	P
	Adult Retail Establishments (11)		P/P			P	P	
5961	Farm Supplies, Hay, Grain, Feed and Fencing, etc. (Retail)		E/E	E	E	P 2		
596	Retail Fuel Yards		E/E	E	E	E		
5996	Garden Supplies, Small Trees, Shrubs, Flowers, Ground Cover, Horticultural Nurseries and Light Supplies and Tools (12)		P/P 3	P 3	P 4	P	P	
5999	Pet Shop (Retail, and boutique boarding Grooming) (14)		E	P 3	P 4	P	P	
	Computers and Electronics (Retail)		P/P 3	P 3		P	P	

Key P – Permitted Use

E – Existing Use (see LUC Section 20.25D.018)

C – Conditional Use (see Parts 20.30B and 20.30C)

A – Administrative Conditional Use (see Part 20.30E)

Notes: Uses in land use districts – Wholesale and Retail

(1) Wholesale trade excludes tank farms.

(2) This use is limited in size to no greater than 20,000 sf.

- (3) Any new business which combines two or more permitted retail sales uses and also includes subordinate retail sales uses shall be limited in size to 50,000 square feet. This Note does not apply to uses that exceed the size limit, but are documented existing uses pursuant to LUC [INSERT CITATION].
- (4) All miscellaneous retail uses combined cannot exceed 10,000 square feet and each individual use cannot exceed 3,000 square feet.
- (5) Food and Convenience Stores (Retail) shall contain at least 75 percent square footage of retail food sales not for consumption on premises.
- (6) Drive-in windows are not permitted.
- (7) This use is permitted provided it is (1) secondary or incidental to a principal use, (2) is located on the same lot or in the same structure as the principal use, (3) is functionally related to the principal use, and (4) is limited in size to 25 percent of the floor area devoted to the related principal use.
- (8) See LUC 20.25D [INSERT CITATION] Automobile Sales, Leasing, and Rental for applicable performance criteria.
- (9) Gasoline service stations may include subordinate convenience stores.
- (10) Microbrewery manufacturing is permitted as a component of an eating and drinking establishment; provided, that the manufacturing use occupies not more than 50 percent of the total square footage of the combined establishment.
- (11) Adult retail establishments are subject to the regulations for adult entertainment uses in LUC 20.20.127.
- (12) Garden Supplies excludes items such as large trees, rock and bulk supplies which require special handling equipment.
- (13) On-site outdoor display or inventory storage must meet the performance requirements contained in [INSERT CITATION].
- (14) See LUC 20.20.920 for general requirements applicable to this use.

Chart 20.25D.020 Services Uses in Bel-Red Land Use Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Services - Bel-Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
6	Services							
61	Finance, Insurance, Real Estate Services	P	P/P	P	P 1	P	P	P
62	Personal Services: Laundry, Dry Cleaning, Barber and Beauty, Photography Studio and Shoe Repair	P	P/P	P	P1	P	P	P
6241	Funeral and Crematory Services	C				C	E	E
6262	Cemeteries							
629	Child Care Services (2, 3)							
	Family Child Care Home in Single Family Residence	P	P/P	P	P	P	P	P
	Child Day Care Center	P	P/P	P	A 4	P	P	
	Adult Day Care	P	P/P	P	A 4	P	P	
63	Business Services, Duplicating and Blue Printing, Steno, Advertising (Except Outdoor), Travel Agencies and Employment	P	P/P	P		P	P	P
634	Building Maintenance and Pest Control Services		E/E	E	E	P	P	

637	Warehousing and Storage Services, Excluding Stockyards		P/E	E		P		
639	Rental and Leasing Services: Cars, Trucks, Trailers, Furniture and Tools (5)		E/E	E		P	E	E
641	Auto Repair and Washing Services		P/P 6	P 6		P	P	E
649	Repair Services: Watch, TV, Electrical, Upholstery		E/E	E	E	P	P 7	
	Professional Services: Medical Clinics and Other Health Care Related Services	P	P/P	P 4		P	P 7	P
	Professional Services: Other		P/P			P	P 7	P
6513	Hospitals	C						
66	Contract Construction Services: Building Construction, Plumbing, Paving and Landscape		E/E	E	E	P		
671	Governmental Services: Executive, Legislative, Administrative and Judicial Functions	A	A/A				A	A
672	Governmental Services: Protective Functions and Related Activities	A	A/A	A	A	A	A	A
673	Excluding Maintenance Shops							
	Limited Governmental Services: Executive and Administrative,	P	P/P	P	P 8	P	P	P

	Legislative and Protective Functions							
674	Military and Correctional Institutions	C	E/E	E	E	C	E	E
675	Secure Community Transition Facility (9, 10)	C	C/C	C	C	C	C	C
681	Education: Primary and Secondary (11)	A	A/A	A	A	A	A	A
682	Universities and Colleges	P	P/P	P		P	A	A
683	Special Schools: Vocational, Trade, Art, Music, Driving, Barber and Beauty Schools		P/P	P	P 7	P	P	P
691	Religious Activities	P	P/P	A	A	P	A	A
692 (A)	Professional and Labor Organizations Fraternal Lodge	A	A/A	A		P	A	A
692 (B)	Social Service Providers	P	P/P	P	P	P	P 7	P
	Administrative Office – General		P/P	P		P	P	P
	Computer Program, Data Processing and Other Computer Related Services		P/P	P		P	P	P
	Research, Development and Testing Services		P/P	P		P	P	P

Key P – Permitted Use

E – Existing Use (see LUC Section 20.25D.018)

C – Conditional Use (see Parts 20.30B and 20.30C)

A – Administrative Conditional Use (see Part 20.30E)

Notes: Uses in land use districts – Services

- (1) All service uses combined cannot exceed 10,000 square feet and each individual service use cannot exceed 3,000 square feet.
- (2) Refer to Chapter 20.50 LUC for definitions of child care service, family child care home, and child day care center.
- (3) A child care service may be located in a community facility in any land use district pursuant to LUC 20.20.170.E.
- (4) This use is limited in size to no greater than 10,000 sf.
- (5) See LUC 20.25D [INSERT CITATION] Automobile Sales, Leasing, and Rental for applicable performance criteria.
- (6) Auto repair and washing services are permitted as a subordinate use if located in a structured parking area.
- (7) This use is limited in size to no greater than 20,000 sf.
- (8) Uses are limited to community police stations of 1,500 square feet or less.
- (9) No portion of a property on which a Secure Community Transition Facility is proposed to be located may be within 300 feet of the boundary of any land use district within which the SCTF use is prohibited. The required 300 feet shall be measured in accordance with the policy guidelines established by the Department of Social and Health Services pursuant to RCW 71.09.285(4), now or as hereafter amended.
- (10) Secure Community Transition Facilities are subject to the regulations for Secure Community Transition Facilities in LUC 20.20.750.

Chart 20.25D.020 Recreation Uses in Bel-Red Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Recreation – Bel-Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R (1)	BR- GC	BR- CR	BR- ORT
7	Cultural Entertainment and Recreation							
711	Library, Museum			P	A	P	P	
7113	Art Gallery		P/P	P	P 2	P	P	
712	Nature Exhibitions: Aquariums, Botanical Gardens and Zoos (3)					C	C	
7212 7214 7222 7231 7232	Public Assembly (Indoor): Sports, Arenas, Auditoriums and Exhibition Halls but excluding School Facilities		A/A			A	A	
7212 7214 7218	Motion Picture, Theaters, Night Clubs, Dance Halls and Teen Clubs		P/P	P		P	P	
7213	Drive-In Theaters					P	P	
	Adult Theaters (4)		P			P		

7223 73	Public Assembly (Outdoor): Fairgrounds and Amusement Parks, Miniature Golf, Golf Driving Ranges, Go-Cart Tracks, BMX Tracks and Skateboard Tracks					A	A	
73	Commercial Amusements: Video Arcades, Electronic Games			A		A	A	
7411 7413 7422 7423 7424 7441 7449	Recreation Activities: Golf Courses, Tennis Courts, Community Clubs, Athletic Fields, Play Fields, Recreation Centers, Swimming Beaches and Pools (5)	A/	A/A	A		A	A	
744	Marinas, Yacht Clubs							
7414 7415 7417 7425 7413	Recreation Activities: Skating, Bowling, Gymnasiums, Athletic Clubs, Health Clubs, Recreation Instruction		P/P	P		P	P	
7491 7515	Camping Sites and Hunting Clubs		E/E	E	E		E	E
76	Private Leisure and Open Space Areas Excluding Recreation Activities Above	P	P/P	P	C	P	P	P
	Private Park	A	A/A	A	A	A	A	

	Stables and Riding Academies						A	
	Boarding or Commercial Kennels					A 6	A 6	
	Public Park	P	P/P	P	P A 7	A	A	P A 7

Key P – Permitted Use

E – Existing Use (see LUC Section 20.25D.018)

C – Conditional Use (see Parts 20.30B and 20.30C)

A – Administrative Conditional Use (see Part 20.30E)

Notes: Uses in land use districts – Recreation

- (1) Cultural activities in the BR-R Land Use District are limited in size to no greater than 20,000 sf
- (2) All recreation uses combined cannot exceed 10,000 square feet and each individual recreation use cannot exceed 3,000 square feet.
- (3) Excludes zoos.
- (4) Adult Theaters are subject to the regulations for adult entertainment uses in LUC 20.20.127.
- (5) For carnivals, see LUC 20.20.160.
- (6) See LUC 20.20.920 for general requirements applicable to this use.
- (7) City parks are generally permitted in all zones. However, the following types of uses or facilities in city parks require administrative conditional use approval when located in the BR-R or BR-OHT land use districts: lighted sports and play fields, sports and play fields with amplified sound and community recreation centers. Nonrecreation uses in city parks located in the BR Land Use Districts require conditional use approval, except that the permit requirements for wireless communication facilities shall be as set forth in LUC 20.20.195. For purposes of this note, “nonrecreation use” means a commercial, social service or residential use located on park property but not functionally related to city park programs and activities.

Chart 20.25D.012 Resource Uses in the Bel-Red Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Resources - Bel Red Districts						
		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Mixed Use Residential Nodes	Bel-Red Residential	Bel-Red Commercial	Bel-Red Mixed Use Commercial Residential	Bel-Red Office Residential Transition
		BR- MO/ MO-1	BR- OR/ OR-1 OR-2	BR- RC-1 RC-2 RC-3	BR- R	BR- GC	BR- CR	BR- ORT
8	Resource Production (Minerals, Plants, Animals Including Pets and Related Services)							
81	Agriculture, Production of Food and Fiber Crops, Dairies, Livestock and Fowl, Excluding Hogs			P 1	P 1	P 1	P 1	
821	Agricultural Processing		E	E	E			
8221	Veterinary Clinic and Hospital (2)		P	P		P	P	P
8222	Poultry Hatcheries		E	E	E	E		
83	Forestry, Tree Farms and Timber Production							
8421	Fish Hatcheries							
85	Mining, Quarrying (Including Sand and Gravel), Oil and Gas Extraction		C	C	C	C	C	C

Key P – Permitted Use

E – Existing Use (see LUC Section 20.25D.018)

C – Conditional Use (see Parts 20.30B and 20.30C)

A – Administrative Conditional Use (see Part 20.30E)

Notes: Uses in land use districts – Resources

- (1) Agriculture production is limited to the production of food and fiber crops.
- (2) See LUC 20.20.920 for general requirements applicable to this use.

20.25D.022 Dimensional Requirements

A. General.

Paragraph A of this section (Chart: Dimensional Requirements in BR Districts) sets forth the dimensional requirements for each land use district in the Bel-Red Subarea. Each structure, development, or activity in a Bel-Red Land Use District shall comply with these requirements except as otherwise provided in this section. If a number appears in a box at the intersection of a column and a row, the dimensional requirement is subject to the special limitation indicated in the corresponding Note.

Dimensional Requirement in Bel-Red Districts

Bel-Red Land Use District	Project, Building, Floor Type (1) (12)	Minimum Setbacks (8, 9, 11)			Gross SF/Floor Above 40 ft (gsf/f) (4)	Gross SF/Floor Above 80 Ft (gsf/f) (4) (14)	Maximum Impervious Surface/Lot Coverage (7)	Building Height (5)		Floor Area Ratio (5, 10)	
		Front (6)	Rear	Side				Base	Max.	Base	Max.
MO-1 OR-1 RC-1	Nonresidential Residential	0 (2)	(3)	(3)	20,000 12,000	20,000 7,000	75%	45	150	0.5 – 1.0	2.5
OR-2 RC-2	Nonresidential Residential	0 (2)	(3)	(3)	20,000 12,000	20,000 7,000	75%	45	125	0.5 – 1.0	2.5
RC-3	Nonresidential Residential	0 (2)	(3)	(3)	TBD TBD	NA	75%	45	TBD	0.5 – 1.0	2.5
MO OR CR	Nonresidential Residential	0 (2)	(3)	(3)	20,000 12,000	NA	75%	45	70	0.5 – 1.0	1.0
R GC	Nonresidential Residential	0 (2)	(3)	(3)	NA NA	NA	75%	30	45	0.5 – 1.0	1.0
ORT	Nonresidential Residential	20	30	20	NA NA	NA	75%	30	45	0.5 – 1.0	0.75
All	Parking (13)				NA	NA	75%	30	30	0.5	0.5

- (1) A Project, Building, or Floor Type is residential if more than 50% of the gross floor area is residential.
- (2) If a building is within 15 feet of the front property line, the building shall incorporate a 15 foot deep stepback in that façade at a height no more than 40 feet above the average finished grade along that façade.
- (3) All rear and side yards shall contain landscaping as required by LUC [INSERT CITATION] and LUC 20.25D.[INSERT CITATION].

- (4) Gross Square Feet Per Floor (gsf/f) above 40 feet refers to the floor area in square feet within the surrounding exterior walls measured from the interior wall surface and including openings in the floor plate such as vent shafts, stairwells, and interior atriums.
- (5) The maximum building height and FAR may only be achieved by participation in the FAR Amenity System LUC 20.25D.[INSERT CITATION].
- (6) A building façade on any street identified on Figure [INSERT CITATION] Required Active Edges, of the Bel-Red Design Standards and Guidelines shall incorporate a 15 foot deep stepback in that façade at a height no more than 40 feet above the average finished grade along that façade.
- (7) Impervious Surface/Lot Coverage is calculated after subtracting all critical areas and critical area buffers; provided, that coal mine hazards (20.25H.130) and habitat associated with species of local importance (20.25H.150) shall not be subtracted. See LUC 20.20.460 for exceptions and performance standards relating to impervious surface.
- (8) See LUC 20.20.030 for designation and measurement of setbacks.
- (9) See LUC 20.25H.035 for additional critical area setbacks.
- (10) See LUC 20.25H.045 for calculation of density/intensity on sites in the Critical Areas Overlay District.
- (11) Certain non-critical area setbacks on sites in the Critical Areas Overlay District may be modified pursuant to LUC 20.25H.040.
- (12) The minimum floor/floor height in the MO-1 and MO districts shall be 15 feet.
- (13) The ground floor of a Parking structure shall include ground floor retail, commercial or residential use. See Figure [INSERT CITATION] to determine the specific use requirements of the street.
- (14) Maximum floor plate above 80 feet may be increased to 8,000 sf if all required affordable housing is in the building.

B. Exceptions to Dimensional Requirements.

1. Floor Plate Exceptions.

- a For structures that do not exceed 70 feet in height (as defined by the International Building Code, as adopted and subsequently amended by the City of Bellevue) the Director may allow the connection of floor plates above 40 feet such that those floor plates exceed the "Maximum Building Floor Area per Floor Above 40 Feet;" provided, that:

- i. The connection is to allow for safe and efficient building exiting patterns. The connecting floor area shall include required exiting corridor area and may include the floor area of units or other building uses;
 - ii. The connection occurs on no more than three floor levels above 40 feet; and
 - iii. The alternative design results in a building mass that features separate and distinct building elements.
2. Setback/Stepback Exceptions.
- a. Marquees or awnings which comply with the requirements of LUC [INSERT CITATION] are permitted to extend over the public right-of-way upon approval of the Director of the Department of Planning and Community Development, in consultation with the Director of the Transportation Department, notwithstanding the provisions of the Sign Code, [INSERT CITATION], or any other City Code.
 - b. The Director may allow modifications to the minimum side and rear setback required above 40 feet for buildings with a building height in excess of 75 feet if:
 - i. The applicant can demonstrate that the resulting design will be more consistent with the Bel-Red Subarea Design Standards and Guidelines [INSERT CITATION]; and
 - ii. The building design, with the modification, will maintain a minimum spacing between towers of 70 feet.
 - c. Minor building elements may intrude into any required setback or stepback of this section, subject to The applicant can demonstrate that the resulting design will be more consistent with the Bel-Red Subarea Design Standards and Guidelines [INSERT CITATION].
3. Floor Area Ratio Exceptions
- a. Per the FAR Amenity Incentive System LUC 20.25D. [INSERT CITATION], affordable housing, public restrooms and community/nonprofit area will not be counted for the purpose of calculating FAR.
 - b. Ground floor retail and indoor plazas meet the criteria set forth below, will not be counted for the purpose of calculating FAR.
 - 1. Excepted Retail Ground Floor Uses:
Retail ground floor uses are business engaged in the sale of merchandise . Uses include eating and drinking establishments, merchandise sales, beauty and barber shops, and cleaning establishments. Financial, real estate, insurance, and lodging are not retail ground floor uses.
 - i. Maximum depth of tenant space shall be 60 feet to earn bonus,

- ii. The retail ground floor use shall be located in a multi-story, multi-use building; and
- iii. The retail ground floor use shall meet the Bel-Red Subarea Design Standards and Guidelines, LUC 20.25D.[INSERT CITATION].

2. Excepted Enclosed Plaza:

- i. The enclosed plaza is located within a building and covered to provide overhead weather protection while admitting substantial amounts of natural daylight (atrium or galleria),
- ii. The enclosed plaza shall be clearly visible from the public right-of-way,
- iii. The enclosed plaza shall complement ground floor retail uses to the maximum extent possible,
- iv. At least 10% of the surface area of the enclosed plaza shall be landscaped.
- v. The enclosed plaza shall contain at least one sitting space for each 100 sf of plaza.
- vi. The enclosed plaza shall be a minimum size of 1,000 sf.
- vii. The exception is limited to a maximum size of 4,000 sf.
- viii. The enclosed plaza shall have a minimum horizontal dimension (width and depth) of no less than 20 feet.
- ix. The enclosed plaza shall be signed as "Public Access" and open to the public from 7 a.m. to 9p.m. daily or during business hours, whichever is longer. The sign for the enclosed plaza shall be visible from the public right-of-way.

4. Impervious Surface/Lot Coverage

- a. Underground buildings as defined in LUC 20.50.050 are not structures for the purpose of calculating floor area.
- b. Buildings constructed partially below grade and not higher than 30 inches above existing or finished grade, whichever is lower, are not structures for the purpose of calculating lot coverage subject to the following conditions:
 - i. The 30-inch height limit shall be met at all points along the building excluding those areas necessary to provide reasonable ingress and egress to the underground portions of the building; and
 - ii. The rooftop of any underground building shall be screened from abutting properties with 10 feet of Type II landscaping as described in LUC 20.20.520.G.2, except that the required trees shall be a minimum of 10 feet in height at planting; or, if a use is proposed for the rooftop, the rooftop may be landscaped consistent with the planting requirements for the specific use that is proposed and for the land use district in which the use is located. All landscaping shall comply with standards set forth in LUC

20.20.520. The provisions of LUC 20.20.520.J (Alternative Landscaping Option) are applicable.

- (c) Buildings constructed partially below grade and not higher than 30 inches above average finished grade are not structures for the purpose of calculating impervious surface; provided, that the rooftop of the building shall be landscaped consistent with Natural Drainage Practices (NDP's) for the building roof area, or shall be developed with pedestrian improvements, such as plazas and walkways, as approved by the Director. All landscaping shall comply with standards set forth in LUC 20.20.520. The provisions of LUC 20.20.520.J (Alternative Landscaping Option) are applicable.

20.25D.024 FAR Amenity Incentive System.

A. General.

A building may exceed the base floor area ratio (FAR) and base building height permitted for development within a Bel-Red (BR) Land Use District only if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted for the district. Each unit of measurement (square feet, linear feet, etc.) may only be used to gain one floor area ratio bonus, except where specifically provided otherwise.

B. Required Review.

The Director of the Department of Planning and Community Development may approve an amenity which complies with subsection C of this section if:

1. The design criteria established for the amenity have been met; and
2. A public benefit will be derived from the development of the proposed amenity in the proposed location.

C. Specific Requirements.

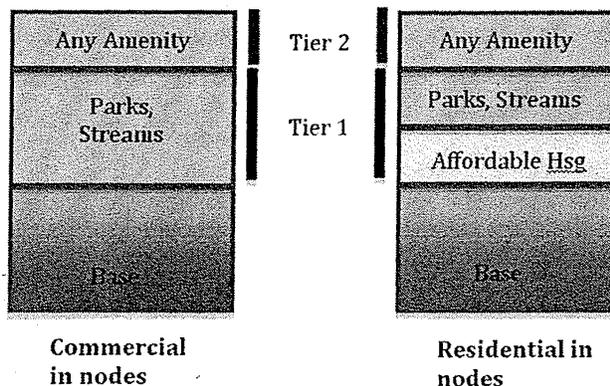
1. Participation in the FAR Amenity System shall comply with the chart provided below.
2. In a multi-building development within a single project limit, amenities may be allocated among all buildings within the project limit; provided, that such allocation shall be approved by the Director. If construction of the multi-building development is to be phased, no phase may depend on the future construction of amenities.
3. Within a project limit that spans public right-of-way, FAR may be allocated among all buildings within the project limit, provided, that such allocation shall be approved by the Director.
4. A residential building may only exceed its base FAR and 45-foot building height by providing FAR Amenities from Tier One in the following order.

1) Affordable Housing as described in ____ below at a minimum of 0.5 FAR; and

2) Dedication or in-lieu payment of Parks or Stream Restoration as described in ____ below at a minimum of 0.5 FAR.

To exceed the 2.0 FAR amenities from Tier One or Two must be provided equaling the remainder of the floor area proposed at a ratio of one FAR point for every square foot to be built. See Fig. ____:

5. A nonresidential building may only exceed its base FAR and 45-foot building height by providing Parks or Stream Restoration FAR amenities as described in _____ below. To exceed the 2.0 FAR and achieve the maximum building height for the district, amenities from Tier One or Tier Two must be provided equaling the remainder of the floor area proposed at a ratio of one FAR point for every square foot to be built. See Fig. _____:



Example of Tiered FAR Amenity Allocation
Figure _____

FAR AMENITY STANDARDS			
AMENITY (1)	APPLICABLE ZONES AND DRAFT BONUS RANGE		DESIGN CRITERIA
	MO-1, OR-1, OR-2, RC-1, RC-2, RC-3	MO, OR, CR, R, C, ORT	
TIER ONE			
<p>1. AFFORDABLE HOUSING Threshold bonus for residential/mixed-use development at up to 80% median income level for rental and up to 100% income level for ownership. Off-site units or fee-in-lieu may be provided as an off-site option for development of affordable housing in the Bel-Red corridor (but would be bonused at a lower level for residential/mixed-use projects).</p>	<p>Rental: 3.2 to 10.9 sq. ft. bonus building area per 1 sq. ft. 80% median income rental Owner: 5.4 to 12.4 sq. ft. bonus building area per 1 sq. ft. 100% median income ownership Fee-in-lieu for Tier 1 residential: \$11-\$55 per sq. ft. bonus area + 10%-20% (POLICY DISCUSSION) Fee-in-lieu for commercial and Tier 2: \$11-\$55 per sq. ft. bonus area</p>	TBD	<p>1. May be integrated into the same building as market rate housing, or in a stand-alone building on-site. 2. Design shall be generally consistent with associated market rate housing, provided that unit size and interior finishes may vary from market units.</p>
<p>2. PARKS New community, neighborhood and mini-parks that are provided by the developer consistent with the Bel-Red Subarea generalized locations and size requirements.</p>	<p>2.1 to 4.5 sq. ft. bonus building area per 1 sq. ft. of new park Fee-in-lieu \$19-\$40 per 1 sq. ft. bonus area</p>	TBD	<p>1. Bonused parks must be consistent with the Bel-Red Subarea identified locations and sizes, provided Director may modify to bonus additional locations. 2. Bonused parks do not need to be contiguous with the site for which development is proposed. 3. Parks must be signed and function as part of the Bellevue parks system, including the ability to be programmed by the city. 4. Parks are constructed by the developer consistent with any city plans, then deeded to the city.</p>

<p>3. STREAM RESTORATION Stream restoration bonus to be applied for improvements above and beyond city's Critical Areas Ordinance. Projects must in Bel-Red Subarea Plan, and may include removal of fish passage barriers, daylighting piped stream segments, restoration of natural streamside vegetation, and enhanced fish and wildlife habitat.</p>	<p>25.2 to 53.4 sq. ft. building area bonus per \$1,000 stream restoration</p>		<ol style="list-style-type: none"> 1. A restoration plan shall be approved by the city. 2. Must be coordinated with public trail system to the greatest extent possible. 3. Other elements to be considered are; public spaces with education opportunities. 4. Area shall be in addition to that required by LUC 20.25H. Critical Areas Overlay District. 5. Minimum sf _____. 6. May occur on-site or off-site.
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TIER TWO

<p>4. NONPROFIT/COMMUNITY SERVICE SPACE Space provided for community/non-profit groups, child care, and arts/cultural uses.</p>	<p>4.7 to 10.0 sq. ft. bonus building area per 1 sq. ft. of non-profit/community service space Buy-out at \$19-\$40 per 1 sq. ft. bonus area (or higher rate)</p>	<p>TBD</p>	<ol style="list-style-type: none"> 1. Childcare services must comply with the requirements of LUC 20.20.170. 2. Non-profit arts/cultural uses include art education, rehearsal and performance, art production, and artist live/work space. 3. Space shall be used in manner described for the life of the building, 4. Documentation of nonprofit status shall be provided. 5. Bonused space may be used for other uses in this category with approval from the Director. 6. "Buy-out" option will be equal to _____, and must be approved by the Director.
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Floor area may be excluded from calculation of FAR.

<p>6. PUBLIC RESTROOMS A room or rooms containing toilets and lavatories for the use of the general public, with only limited control for purposes of personal safety.</p>	<p>6.3 to 13.3 sq. ft. bonus building area per 1 sq. ft. of public restroom space</p>	<p>TBD</p>	<ol style="list-style-type: none"> 1. Shall be located on the ground level of the building. 2. Shall be open for use by the public during normal business hours, although access may be monitored by a person located at the restroom. 3. Exterior of building shall be signed to identify location and public access of facility. 4. Maintenance of the facility is the obligation of the property owner.
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Floor area may be excluded from calculation of FAR.

<p>7. PUBLIC ART Sculpture, mural, water feature or other artwork that is located outside of or on a building and fully accessible to the general public. Includes building-related art treatments for awnings, doors, planters, etc., as well as fountains, cascades, and reflection ponds.</p>	<p>25.2 to 53.4 sq. ft. building area bonus per \$1,000 artwork</p>	<p>TBD</p>	<ol style="list-style-type: none"> 1. Shall be permanent in nature and displayed outside of or on the building in areas open to the general public and/or any adjacent public right-of-way, perimeter sidewalk or pedestrian way. 2. May be an object or integrated feature of the building's exterior. 3. Art must be accepted by the Bellevue Arts Commission per the Public Art Selection Criteria. 4. Value of art to be determined through appraisal by Bellevue Arts Program. 5. Maintenance of the art is the obligation of the property owner.
<p>8. PUBLIC ACCESS TO OUTDOOR PLAZA A continuous open space, predominantly open above, and designed predominantly for use by people as opposed to serving specifically as a setting for a building.</p>	<p>0.9 to 1.9 bonus building area per 1 sq. ft. of outdoor plaza</p>	<p>TBD</p>	<ol style="list-style-type: none"> 1. Shall abut and be within 3 ft in elevation of a perimeter sidewalk or pedestrian connection so as to be visually and physically accessible. 2. Shall provide protection from adverse wind, wherever practical. 3. At least 20% of the plaza surface area shall be landscaped. 4. Shall provide at least one sitting space for each 100 sq. ft. of plaza. 5. Shall be enclosed on at least two sides by a structure or by landscaping which creates a wall effect. 6. Minimum size is 1,500 sq. ft. 7. Maximum size is 15,000 sq. ft. 8. Minimum horizontal dimension is 20 ft. 9. Shall provide opportunities for penetration of sunlight in majority of plaza between 11am. and 2 p.m. 10. May not be used for parking, loading or vehicular access. 11. Shall be signed "Public Access" per this Section and open to the public from 7 a.m. to 9.p.m daily or during business hours, whichever is longer."

<p>10. LEED GOLD OR PLATINUM CERTIFICATION (LEED for Neighborhoods bonus to be considered in subsequent updates.)</p>	<p>0.1 to 0.15 FAR bonus for LEED Gold 0.15 to 0.2 for LEED Platinum</p>	<p>TBD</p>	<p>1. Building shall meet minimum criteria for LEED certification in chosen category. 2. A performance bond equivalent to the value of the bonus shall be provided to the city by the developer. In the even the project does not achieve the planned rating, all or part of the money shall be used for environmental improvements identified by the city.</p>
<p>11. ACTIVE RECREATION AREA An area which provides active recreational facilities for tenants of the development of which it is a part and the general public. Does not include health or athletic clubs.</p>	<p>25.2 to 53.4 sq. ft. building area bonus per \$1,000 active recreation improvement (does not include land value)</p>	<p>TBD</p>	<p>1. May not be used for parking or storage. 2. May be located out of doors, on top of, or within a structure. 3. Recreational facilities include, but are not limited to, sport courts, child play areas, and exercise rooms. 4. May be fee-for-use but not exclusively by membership.</p>
<p>Floor area (indoor) may be excluded from calculation of FAR.</p>			
<p>12. NATURAL DRAINAGE FEATURES Low-impact development techniques that improve natural drainage features such as rain gardens, pervious pavement, vegetated roof, and amended soils.</p>	<p>0.3 to 0.6 bonus building area per 1 sq. ft. of effective natural drainage feature</p>	<p>TBD</p>	<p>1. Shall meet criteria of the Bellevue Natural Drainage Practices Manual – fact sheet U1-U5. 2. Underlying soil condition and infiltration rate must be appropriate for the feature. 3. Requirement for large storm events as determined by Bellevue Utilities Department shall be met.</p>
<p>13. REGIONAL TRANSFER OF DEVELOPMENT RIGHTS (TDRs) Transfer of development rights to designated Bel-Red areas that achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary.</p>	<p>(Reserved for future updates)</p>	<p></p>	<p>(Reserved)</p>

(1) Measured in square feet of permitted development for each qualifying developed square foot of amenity unless otherwise noted.

D. Floor Area Ratio Earned from Right-of-Way Special Dedications

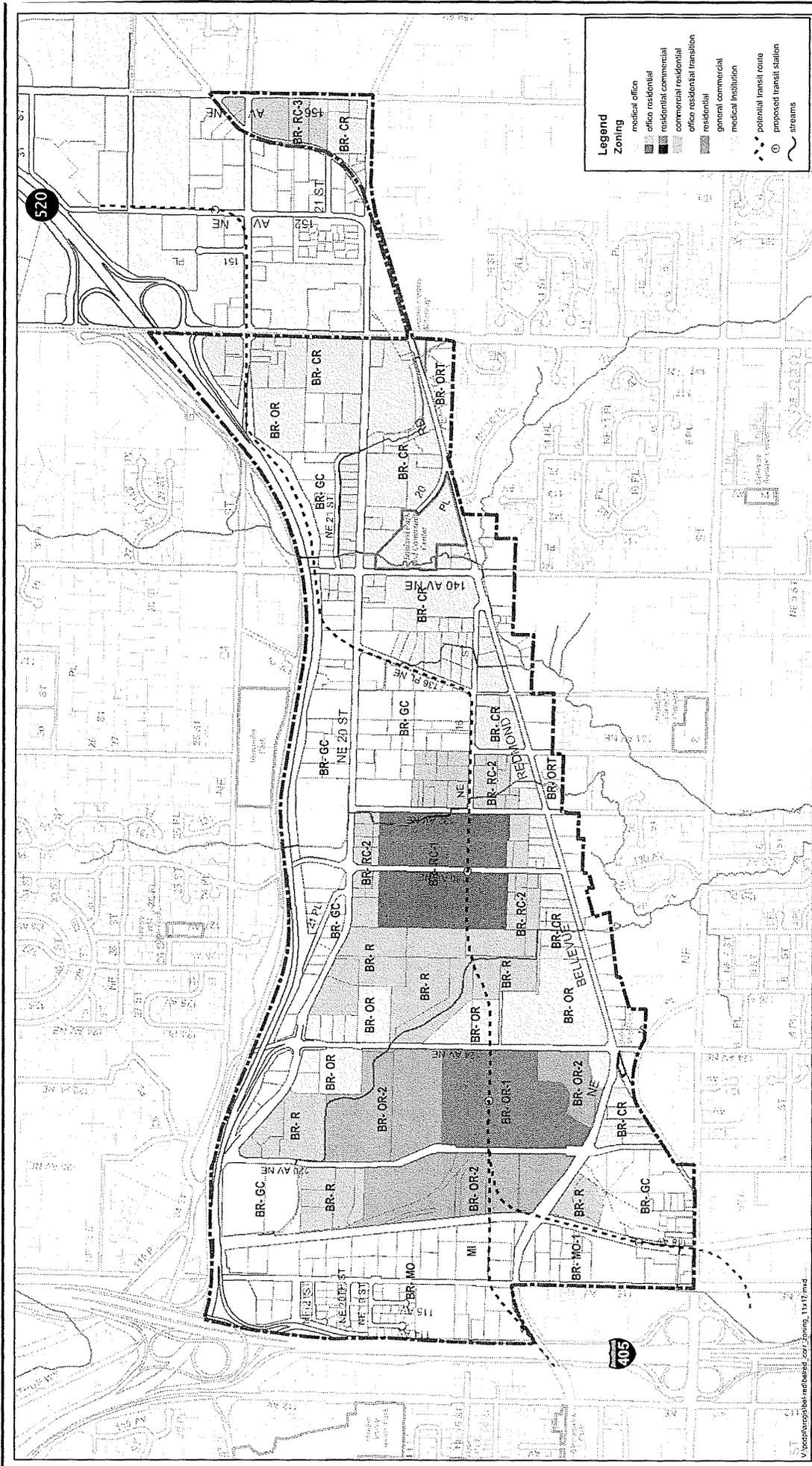
- General.** Land which is dedicated to the City of Bellevue for right-of-way without compensation to the owner in conformance with paragraph D.2 of this section is included in land area for the purpose of computing maximum FAR notwithstanding LUC 20.50.020, floor area ratio (FAR).

2. Special Dedications.

- a. Eligible Right-of-Way Identified in an Adopted Plan or Document. A property owner may make a special dedication by conveying land identified for right-of-way 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 Circulation Framework Map in LUC 20.25D.[INSERT CITATION] to the City of Bellevue by an instrument approved by the City Attorney.
- b. Eligible Right-of-Way not Otherwise Identified. In addition to the eligible Right-of-Way identified in paragraph a above, a property owner may also make a special dedication by conveying land identified by the Director of Transportation as necessary for safety or operational improvement projects.
- c. Floor Area Earned. The Director of the Department of Planning and Community Development shall determine the amount (square footage) of floor area earned by area dedicated in conformance with paragraph [INSERT CITATION].

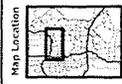
E. Recording Requirements

The total amount of floor area earned through the Amenity Incentive System or special dedication associated with a project, and the amount of bonus floor area to be utilized on-site for that project, shall be recorded with the King County Division of Records and Elections. A copy of the recorded document shall be provided to the City for inclusion in the project file.



Legend

	Zoning
	medical office
	office residential
	residential commercial
	commercial residential
	office residential transition
	residential
	general commercial
	medical institution
	potential transit route
	proposed transit station
	streams



The map is a general representation of the zoning districts and is not intended to be used for legal purposes. It is subject to change without notice. The City of Belton reserves the right to amend this map at any time. This map is not intended to be used for legal purposes. Any development or activity on the map should be in accordance with the zoning ordinance. This map is not intended to be used for legal purposes. This map is not intended to be used for legal purposes.

Bel-Red Subarea Proposed Zoning

0 100 200 Feet
 City of Belton
 Planning Department
 PWD Date: 4/11/2008