



DATE: November 12, 2015

TO: Planning Commission

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SUBJECT: Land Use Code Amendment from Downtown Livability Initiative “early wins” regarding permitted uses, signage for publicly accessible spaces, mechanical equipment location and screening, street trees, downtown boundary definition, weather protection and extension of the Major Pedestrian Corridor. File No. 12-127731AD

## **I. BACKGROUND**

### **A. Process.**

The Downtown Livability Initiative is to advance implementation of the Downtown Subarea Plan which states that downtown should be livable, viable, and memorable. This staff report supports the Planning Consideration of a subset of “early win” amendments to the Land Use Code (LUC) that were identified for accelerated review and adoption. Refer to Attachment A for the Early Win Draft Land Use Code Amendments.

The City Council formed and directed the Downtown Livability Citizen Advisory Committee (CAC) to provide guidance to City staff in developing recommendations for a Land Use Code update. The Council provided guidance through the vision in the Downtown Subarea Plan and 12 principles specific to the Downtown Livability Initiative. The Downtown Subarea Plan establishes the vision and policy guidance that support the development of downtown Bellevue as the primary urban center of the Eastside. The Great Place Strategy found in the Downtown Subarea Plan states:

Goal: The Great Place Strategy

To remain competitive in the next generation, Downtown Bellevue must be viable, livable, memorable and accessible. It must become the symbolic as well as the functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional mixed uses located in distinct, mixed-use neighborhoods connected by a variety of public places and great public infrastructure.

The City Council’s 12 principles are provided in the Attachment B. The principles are intended to help guide the Planning Commission and provide the backdrop for the amendments to be discussed at the public hearing scheduled for December 9, 2015.

The CAC held four open houses and three events with multiple focus groups, conducted walking tours, reviewed public comment, and participated in thirteen CAC meetings. The CAC provided one or more high level code-related recommendations on the following topics:

- Public Open Space
- Pedestrian Corridor
- Design Guidelines
- Amenity Incentive System
- Station Area Planning
- Building Height and Form
- Downtown Parking
- Other Topics

After the CAC completed its work and a final report had been written, the Planning Commission held seven meetings throughout 2015. The first meetings with the Planning Commission oriented them to the work of the CAC, and included a walking tour of the southern portion of the Downtown District. Based on the CAC's final report and the Planning Commission meetings, "early win" amendments were identified and provided during several study sessions. These early wins were discreet topics that could be addressed early in the code update process because there was consensus among the CAC members, and the topics were not complex.

On October 14 and 28, Staff began presenting the "early win" code amendments that implemented the CACs recommendations. Another study session is scheduled for November 18, for further discussion by the Commission. On October 14, the Planning Commission discussed amendments regarding permitted uses, signage for publicly accessible spaces, and location and screening of mechanical equipment. On October 28, the Planning Commission discussed amendments regarding street trees, the downtown boundary, and added two more amendments to the package to address overhead weather protection and extending the Major Pedestrian Corridor on NE 6<sup>th</sup> Street from 110<sup>th</sup> Avenue NE to 112<sup>th</sup> Avenue NE. The Planning Commission will discuss overhead weather protection and the Pedestrian Corridor extension at a study session on November 18, 2015.

A list of comments received by the Planning Commission is provided in Attachment C.

## B. Amendment Description

The draft early win LUC amendments are included in Attachment A. The amendments are organized under seven topics that are summarized below:

### **1. Permitted Use Charts**

#### **Manufacturing**

- Two uses from the Manufacturing chart are currently permitted Downtown: printing and hand crafted products. These uses will remain permitted but have been relocated to the Services and Wholesale and Retail charts respectively to be nested with similar activities.

- The rest of the manufacturing chart would be deleted because manufacturing is not consistent with the vision for Downtown as a walkable, livable place with storefronts and open public spaces.

#### Recreation, Culture, and Entertainment

- Recreational activities such as miniature golf, tennis courts, community clubs, athletic fields, play fields, recreations centers and swimming pools would be permitted in all Downtown districts.
- Other recreational activities such as skating, bowling, gymnasiums, athletic clubs, health clubs, and recreational instruction would be permitted in all Downtown Districts except the DNTN-R District, where the use is permitted only when developed in a building which contains residential uses. Currently, these uses in all but the Downtown Mixed Use (DNTN-MU) district require an administrative conditional use permit, and those recreational uses proposed in the DNTN-R must be developed in a building that also contains residential uses.
- City Parks would be generally permitted. However, when located in the DNTN-R District will require an administrative conditional use permit, rather than a conditional use permit if the park will have lighted sports fields, amplified sound or a community recreation center. Nonrecreation uses in a City Park in the DNTN-R would require a conditional use permit. A nonrecreation use means a commercial, social service or residential use located on park property, but not functionally related to park programs and activities.

#### Residential

- Single-family residences are currently permitted in all but Downtown Office and Limited Business District. (DNTN-OLB) but are proposed to be disallowed in all Downtown districts. The stated purpose of Downtown in LUC 20.10.370 is to provide the financial and business hub of the community that is an aesthetically attractive area of intense use. Single family residences are not consistent with this purpose, nor do they respond to increasing market pressure for more intense uses such as multi-family condominiums and office buildings.
- Multi-family dwellings would be permitted in all Downtown Districts with the proposed addition of allowing multi-family dwellings in the DNTN-OLB.

#### Resources

- Veterinary clinic and hospitals would be permitted in all Downtown Districts rather than only being permitted in DNTN-MU. They must meet the requirements of LUC 20.20.130, which have additional standards for animal keeping and services.

#### Services

- In the Downtown-Office 2 (DNTN-O2), Downtown-Office 1 (DNTN-O1), DNTN-MU and DNTN-OLB, and OB Districts; drive-ins and drive-throughs for finance, insurance, and real estate uses would be permitted as a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible space. Previously, they were allowed outside in all districts, rather than within a structured parking facility. This is proposed because drive-in banks are not consistent with the idea of a walkable Downtown. They cater solely to the vehicles, take up storefront space, and cause traffic issues.

- Pet grooming and daycare would be added as permitted uses. In the DNTN-R, these establishments are limited to 1,500 gross square feet. Also, they must meet the general requirements of LUC 20.20.130, which have additional requirements for animal services.

#### Transportation and Utilities

- Park and rides, sometimes called park and pools in the LUC, would no longer be allowed because park and ride facilities are intended to provide suburban parking to people who are commuting on mass transit to the Downtown for work or other purposes. The idea is to encourage fewer single-occupancy vehicle trips into the Downtown, and park and rides would be inconsistent with this objective.
- On-site hazardous waste treatment and storage facilities are currently permitted with an administrative conditional use permit. Staff proposes to remove this use from the Downtown districts entirely because it is inconsistent with a livable, safe Downtown.
- Figure UT.5a has been updated to Map UT-7 to be consistent with the new Comprehensive Plan updates passed in August 2015. Both depict new or expanding electrical facilities.

#### Wholesale and Retail

- Recycling centers would be permitted outright in the DNTN-OLB district where they are currently not permitted at all. In the DNTN-R and DNTN-OB districts, recycling centers were permitted with a conditional use permit, but staff recommends an administrative conditional use permit. A recycling center is defined as “A collection point for small refuse items, such as bottles and newspapers, located either in a container or a small structure,” and applies to stand-alone facilities. Recycling areas that service tenants within a building are permitted outright.
- Automobile and motorcycle retail sales would be permitted in all districts but DNTN-R and DNTN-OB, but no outdoor storage or loading in the right-of-way will be allowed. Currently, these sales may only occur in the DNTN O-1 and DNTN O-2 districts.
- Currently, commercial trucks may not be sold in any Downtown district, this will not change. However, the word “commercial” was added to distinguish between those trucks that would be sold at a retail automobile establishment versus those used in heavy duty, commercial activities.
- Garden supply stores would be permitted in DNTN-R, DNTN-OB, and DNTN-OLB districts. Currently, they are only permitted in the DNTN-MU. This change would encourage livability for those who want to live Downtown and grow gardens on their decks, patios, and rooftops.
- Size restrictions, either a maximum of 1,500 or 3,000 gross square feet, would be eliminated for many uses in the DNTN-R district including hardware, general merchandise, food and convenience stores, apparel stores, furniture stores, drug stores, and pet shops.
- Pet shop grooming would be moved from the wholesale and retail chart to the services chart.
- Microbreweries would be allowed so long as they are combined with an eating and drinking establishment. There would no longer a requirement that the microbrewery is a subordinate use occupying 50 percent or less of the square footage of the entire establishment. The percentage was impossible for microbrewery owners to meet and remain viable, so staff proposes to remove the percentage.

- Drive-in and drive-through pharmacies are permitted as a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible space.

## 2. Signage for Publicly Accessible Spaces

Type of Publicly Accessible Open Space	Characteristics	Proposed Amendments
Plazas	<ul style="list-style-type: none"> <li>• Continuously open</li> <li>• Designed for people, not as a setting for a building</li> </ul>	<ul style="list-style-type: none"> <li>• Wayfinding signage requirement</li> </ul>
Walkways – Midblock (renamed “Through-Block Connections”)	<ul style="list-style-type: none"> <li>• Continuously open</li> <li>• Required in each superblock to permit movement to and from sidewalks, public spaces, buildings and parking areas</li> </ul>	<ul style="list-style-type: none"> <li>• Wayfinding signage requirement</li> <li>• Renamed for clarity</li> </ul>
Minor Publicly Accessible Spaces (MPASs)	<ul style="list-style-type: none"> <li>• Along Bellevue Way and 108th Ave NE at their intersections with NE 8th, NE 6th and NE 4th. Also 2 spaces in each superblock</li> <li>• Provide opportunities for active and passive recreation.</li> <li>• Currently limited to normal business hours</li> <li>• Are not required to permit movement to and from sidewalks, public spaces, buildings and parking areas.</li> <li>• Outdoor or enclosed</li> <li>• Must be developed as a plaza, art or landscape feature</li> <li>• May use FAR amenity bonus</li> </ul>	<ul style="list-style-type: none"> <li>• Wayfinding signage requirement</li> <li>• Change from normal business hours to pedestrian bridge hours which are 6 a.m. to 12 midnight or the hours of operation of the adjacent uses, whichever is greater.</li> <li>• If FAR amenity points were received for a plaza, then it must remain open at all times. (A plaza can be an MPAS)</li> </ul>

The wayfinding signage would be visible from all points of access and be consistent with respect to color, size, type, verbiage, and placement. The Director would have flexibility to approve alternate signage if the required signage is not feasible, so long as project design and signage objectives are met. This provides uniform application for property owners and predictability for pedestrians. This amendment would also change the name from “Walkways-Midblock” and change the hours for MPASs from normal business hours to the greater of 6 a.m. to midnight or the operating hours of the adjacent building.

## 3. Location and Screening of Mechanical Equipment

### Location

- Staff recommends that mechanical equipment be located below grade or on the roof, rather than the current provision which allows mechanical equipment to be located at grade.
- Staff recommends that no mechanical equipment may abut a public walkway, through-block pedestrian connection, or areas open to the public like a plaza.

### Screening

- The design and materials used for the visual barrier or structure shall be consistent with the architecture of the building.
- Vegetation used for screening will provide for 50 percent coverage upon installation and 100 percent coverage in 3 years. The previous provision only stated that there must be screening within 2 years. It should be noted that vegetation is not an appropriate noise mitigation measure.

### Exhaust (All new)

- Exhaust equipment shall be located so that it does not discharge on a sidewalk or area designated accessible to the public.
- Exhaust air discharges or outlets would be located a minimum of 16 feet above the sidewalk or public way.
- Exhaust location and discharge would be listed in order of preference:
  - On the building rooftop,
  - Service drive or alley, or other façade that would not be adjacent to a public street, sidewalk, or right of way,
  - Located above a driveway or service drive to the property such as a parking garage or service court, or
  - Located adjacent to the public street or easement so long as it is not directly above an element that has earned an FAR Amenity Incentive System points.

## **4. Street Trees and Planter Strips**

These amendments are aimed at providing the requisite space for healthy, long-lived street trees that provide shade, oxygen, and an aesthetically pleasing downtown. The space is also required so that there is less sidewalk damage and tree mortality. Also planter strips and trees provide a buffer for pedestrians from vehicular traffic.

- Amends the width of planter strips from 4 feet to 5 feet, and tree pits from four by six feet or five by five feet to five by 10 feet.
- Amends the caliper of new trees from 3 inches to 2.5 inches;
- Requires spacing of 20, 25, and 30 feet for small, medium, and large trees as provided in the new Plate B, respectively;
- Requires permanent irrigation for street trees;
- Creates Plate A, which whether a planter strip or tree pits will be required by street;
- Updates Plate B, which lists tree species by street, for pest and disease resistance: suitability for the urban environment, and tree species availability; and
- Explicitly refers to the Environmental Best Management Practices and Design Standards.

## **5. Downtown Boundary**

With respect to the western boundary, this amendment is necessary so that the LUC is consistent with the Comprehensive Plan Update adopted in August 2015. The eastern

boundary has not been moved, it is simply defined with more specificity. A map depicting the Downtown Boundary is provided in Attachment D.

## **6. Weather Protection**

Weather protection enhances walkability especially in the rainy season. The right of way designations are those used in the Building/Sidewalk Design Guidelines rather than those in the CAC report. Staff recommends these designations for clarity and consistency with the rest of the design guidelines. Should the Planning Commission and Council decide to change the right-of-way designations while reviewing the design guidelines early next year, these designations can also be changed.

- In Right-of-Way Designations A, B, and C, 75% of the building frontage shall have overhead weather protection.
- In Right of Way Designations C, D, and D/R, 50% of the building frontage shall have overhead weather protection.
- In Right-of-Way Designation E, overhead weather protection shall be provided at all entries.

Overhead weather protection includes arcades, awnings, and marquees as provided in the Amenity Incentive System. If these features meet the criteria in the Amenity Incentive System, they shall be eligible for Amenity Incentive System points. Other weather protection methods not included in the Amenity Incentive System may also be used to meet this requirement, if approved by the Director. A map of the Downtown Right-of-Way Designations is provided in Attachment E.

## **7. Extension of the Major Pedestrian Corridor**

The specific land use code amendment would formally extend the Major Pedestrian Corridor on NE 6<sup>th</sup> Street from 110<sup>th</sup> Avenue NE to 112<sup>th</sup> Avenue NE. The CAC called this extension the Civic Center block. It would provide an important link from the Transit Center to I-405 and would ultimately be a part of the Grand Connection which will extend from Meydenbauer Bay Park to Wilburton. The extension includes the City Hall Campus and any new development that might occur between City Hall and the Eastlink Light Rail Station on NE 6<sup>th</sup> Street. A map of the pedestrian corridor extension is provided in Attachment F.

## **II. REVIEW PROCESS**

The review process began with the CAC as discussed in the Background, Section I, above. The CAC completed its final report and the Downtown Livability Initiative code amendments were referred to the Planning Commission. The Planning Commission reviewed the early win Downtown Livability amendments in study sessions dated October 14 and 28, and are scheduled to undertake additional review on November 18, 2015. The public hearing is scheduled to be held on December 9, 2015, after which the Planning Commission will hold a study session and make its recommendation to the City Council.

### III. PUBLIC NOTICE

Notice of the Application for the Land use Code Amendment, together with Notice of the SEPA checklist, was published on November 6, 2012. Notice of the SEPA threshold determination, and the public hearing was published on November 12, 2015 in the Weekly Permit Bulletin.

Pursuant to the Washington State Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Land Use Code. A copy of the proposed amendment was provided to state agencies on November 12, 2015. City Council final action can be taken anytime on or after January 13, 2016.

The balance of this Staff Report analyzes the decision criteria in the Land Use Code that must be met to support adoption of a Land Use Code Amendment.

### IV. DECISION CRITERIA

LUC 20.30J.135 establishes the decision criteria for an application to amend the text of the Land Use Code. Those criteria, and the relationship of the proposal to them, are discussed below:

#### A. The amendment is consistent with the Comprehensive Plan; and

The proposed amendments are supported by the following Comprehensive Plan policies

##### Permitted Uses

- ED 5. Develop and maintain regulations that allow for continued economic growth while respecting the environment and quality of life of city neighborhoods.
- POLICY S-DT-16. Restrict the location of drive-in and drive-through activities within the Downtown Subarea.

##### Signage for Publicly Accessible Spaces

- UD 53. Develop and maintain a public signage and wayfinding system throughout the city that reinforces the identity of Bellevue and its distinct neighborhoods.

##### Location and Screening of Mechanical Equipment

- UD 29. Integrate rooftop mechanical equipment screening with building architecture.
- POLICY S-DT-33. Minimize potential impacts to pedestrians caused by utility equipment, such as cabinets, within the sidewalk where possible.

#### Street Trees and Planter Strips

- EN 21. Work toward a citywide tree canopy target of at least 40% canopy coverage that reflects our “City in a Park” character and maintain an action plan for meeting the target across multiple land use types including right-of-way, public lands, and residential and commercial uses.
- UD 65. Use appropriate street tree species and provide adequate rooting space to limit damage to sidewalk and street infrastructure.
- UD 66. Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.
- UD 68. Give identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance circulation routes, soften the appearance of pavement and separate pedestrians from traffic.

#### Downtown Boundary Redefinition

- N-13. Update neighborhood area plans consistent with the planning boundaries shown in Map N-1. For any given site, the 2014 subarea plan policies remain in effect until and unless they have been superseded by new planning area boundaries and policies.

#### Overhead Weather Protection

- UD 34. Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.

#### Major Pedestrian Corridor Extension

- POLICY S-DT-81. Develop the NE 6th Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity.

**Finding:** These code amendments will provide changes to the Land Use Code that are consistent with the Comprehensive Plan.

#### **B. The amendment enhances the public health, safety or welfare; and**

**Finding:** The amendment will enhance the public health, safety, and welfare by ensuring that development in downtown Bellevue includes appropriate permitted uses, signage and location of mechanical equipment. The street trees, planter strips, weather protection and the extension of the Major Pedestrian Corridor will enhance the health, safety, and welfare of the public by providing safe and pleasant places to live, work, and visit in downtown Bellevue.

**C. The amendment is not contrary to the best interest of the citizens and property owners of the City of Bellevue.**

**Finding:** The amendment is consistent with the best interest of the citizens and property owners. It will allow for a variety of business and residential housing opportunities in downtown Bellevue while preserving the quality and character of each Downtown District, with standards to help ensure that policy of the Comprehensive Plan is implemented through application of the LUC to new development and to redevelopment.

**V. STATE ENVIRONMENTAL POLICY ACT**

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant, adverse environmental impacts. A Determination of Non-Significance (DNS) was issued on November 12, 2015. A copy of this determination is located in the attachments.

**VI. RECOMMENDATION**

The requested Land Use Code Amendment included in Attachment A is consistent with the decision criteria required for adoption of a Land Use Code Amendment. Staff recommends that the Planning Commission transmit a recommendation approving all of the proposed early win amendments.

**ATTACHMENTS**

- A. Early Win Draft Amendments
- B. Council Principles for Downtown Livability Initiative
- C. Public Comment
- D. Map of Downtown Boundary Redefinition
- E. Map of Right-of-Way Designations
- F. Map of Pedestrian Corridor Extension
- G. SEPA Determination

Appendix A Draft Code Amendments

**Draft Land Use Code Amendment**  
**Uses in Downtown Bellevue Land Use Districts**

**20.25A.015 Permitted uses**

**A. Permitted Uses**

Specific categories of uses are listed in Chart 20.25A.015.D. Section C of this section explains Chart 20.25A.015.C, and describes the applicable review procedures. The use chart description and interpretation provisions of LUC 20.10.400 do not apply to the Downtown land use districts.

**B. Prohibited Uses**

The manufacturing use table has been removed from the Downtown because there are no manufacturing uses generally permitted in any Downtown district unless they have been specifically added to another chart such as wholesale and retail.

**C. Use Chart Described**

In Chart 20.25A.015.D, 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 short-term uses, which are regulated under Part 20.30M LUC (Temporary Use Permits) and subordinate uses which are regulated under LUC 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 applicable general requirements of Chapter 20.20 LUC for the use and the district-specific requirements of this Part 20.25A LUC.
3. 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 in addition to any applicable general requirements for the use and land use district.
4. 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.
5. 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 limitations indicated in the corresponding Notes.

**D. Use Charts**

The following charts apply to Downtown. The use charts contained in LUC 20.10.440 do not apply within the Downtown land use districts.

The Manufacturing Table will be deleted.

**Manufacturing – Downtown Districts**

STD LAND USE CODE REF	LAND-USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed-Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
2-and 3	Manufacturing (1,4)						
21	Food and Beverage Products Mfg.						
22	Textile Products Mfg.						
23	Apparel, Fabric, Accessories and Leather Goods Mfg.						
24	Lumber and Wood Products Mfg.						
25	Furniture and Fixtures Mfg.						
26	Paper Products Mfg.						
27	Printing, Publishing and Allied Industries	S	S	S			
28	Chemicals and Related Products Mfg.						
31	Rubber Products Mfg.						
314	Misc. Plastic Products Mfg.						
321 322 324 325 327	Light Stone, Clay, and Glass Products Mfg.; Glass, Pottery and China Ceramic Products, Stone Cutting and Engraving						
329	Handcrafted Products Mfg.	S	S	S	S	S	S
3427	Computers, Office Machines and Equipment Mfg.						
3433 3434 3435 3436 3437	Electrical Equipment Mfg.; Appliances, Lighting, Radio, TV Communications, Equipment and Component Parts						

3491 3492 3493 3495 3497		Fabricated Metal Products Mfg.; Containers, Hand Tools, Heating Equipment, Screw Products, Coating and Plating						
35		Measuring, Analyzing and Controlling Instruments, Photographic, Medical and Optical Goods; Watches and Clocks Mfg.; Computer Software						
3997		Signs and Advertising Display Mfg.						
3999		Misc. Light Fabrication Assembly and Mfg. Not Elsewhere Classified						

**Notes: Uses in land use districts – Manufacturing**

- (1) Manufacturing uses exclude concrete batch plants and primary metal industries such as foundries, smelters, blast furnaces and rolling mill
- (2) Paper products manufacturing excludes paper and pulp manufacturing in LI Districts.
- (3) Manufacture of flammable, dangerous or explosive materials is excluded in LI Districts.
- (4) An office is permitted if accessory and subordinate to a manufacturing
- (5) Food and beverage public tasting rooms are permitted only as a subordinate use to the manufacturing use.

**Culture, Entertainment, and Recreation – Downtown Districts**

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
711	Library, Museum	P	P	P	A	A	P
7113	Art Gallery	P	P	P	P 4, 5 2, 3	P	P
712	Nature Exhibitions: Aquariums and Botanical Gardens and Zoos	P 6	P 6	P 6			
7212 7214 7222 7231 7232	Public Assembly (Indoor): Sports, Arenas, Auditoriums and Exhibition Halls but Excluding School Facilities	P	P	P	A 5 3	A	P
7212 7214 7218	Motion Picture, Theaters, Night Clubs, Dance Halls and Teen Clubs	P	P	P	A 5 3	A	P
7213	Drive-In Theaters						
	Adult Theaters 4	P	P	P		P	P
7223 73	Public Assembly (Outdoor): Fairgrounds and Amusement Parks, Miniature Golf, Golf Driving Ranges, Go-Cart Tracks, BMX Tracks and Skateboard Tracks 1						

73	Commercial Amusements: Video Arcades, Electronic Games	P	P	P			<u>P</u>
7411 7413 7422 7423 7424 7441 7449	Recreation Activities: <u>Miniature Golf Courses</u> , Tennis Courts, Community Clubs, Athletic Fields, Play Fields, Recreation Centers, Swimming <u>Beaches and Pools</u> <u>2</u>	<u>P</u>	<u>P</u>	<u>P</u>	P	<u>AP</u>	<u>AP</u>
744	Marinas, Yacht Clubs						
7413 7414 7415 7417 7425	Recreation Activities: Skating, Bowling, Gymnasiums, Athletic Clubs, Health Clubs, Recreational Instruction	<u>AP 8</u>	AP8	P	<u>AP 3</u>	AP8	AP 8
7491 7515	Camping Sites and Hunting Clubs						
76	Private Leisure and Open Space Areas Excluding Recreation Activities Above	P	P	P	P	P	P
	Public/Private Park	P	P	P	P	P	P
	Stables and Riding Academies						
	Boarding or Commercial Kennels <u>6</u>						
	City Park <del>(10)</del> <u>5</u>	P/G	P/G	P/G	<u>P/G5</u>	P/G	P/G

~~\*Not effective within the jurisdiction of the East Bellevue Community Council.~~

**Notes: Uses in Downtown land use districts – Culture, Entertainment, and Recreation**

~~(1) Cultural activities include only branch libraries in R-2.5, R-3.5, R-4, R-5, R-7.5, R-10, R-15, R-20 and R-30 Districts~~

~~(2) (1) For carnivals, see LUC 20.20.160.~~

~~(3) Recreation activities do not include athletic clubs in O, LI and GC Districts.~~

~~(4) (2) Limited to a maximum of 2,000 gross square feet per establishment.~~

~~(5) (3) Nonresidential uses are permitted in Downtown-R Districts only when developed in a building which contains residential uses.~~

~~(6) Excludes zoos.~~

~~(7) (4) Adult theaters are subject to the regulations for adult entertainment uses in LUC 20.20.127.~~

~~(8) Athletic and health clubs are permitted without administrative conditional use approval if subordinate to a permitted use.~~

~~(9) Recreation activities are restricted to health clubs, recreation instruction, and gymnasiums in NB Districts and the total floor area for all combined recreation activity uses may not exceed 5,000 square feet per NB site.~~

~~\*(10) (5) City parks are generally permitted in all districts. However, the following types of uses or facilities in in City parks in single-family or R-10 zones require conditional administrative conditional use approval when located in the Downtown-R zone: lighted sports and play fields, sports and play fields with amplified sound, community recreation centers, motorized boat ramps, and beach parks on Lake Washington, Lake Sammamish, Phantom Lake and Larson Lake. Nonrecreation uses in City parks located in the Downtown-R district requires in all zones outside the Downtown 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 requirement, “nonrecreation use” means a commercial, social service or residential use located on park property but not functionally related to City park programs and activities.~~

(6) Boarding and commercial kennels are allowed as subordinate uses to a veterinary clinic or hospital meeting the criteria of LUC 20.20.140.

**Chart 20.25A.015.D Uses in Downtown Land Use Districts**

**Residential – Downtown Districts**

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
	Single Family Residential(3)	P	P	P	P	P	
	Two to Four or more Dwelling Units Per Structure	P	P	P	P	P	P
12	Group Quarters: Dormitories, Fraternal Houses, Excluding Military and Correctional Institutions and Excluding Secure Community Transition Facilities	P	P	P	P	P	P
13 15	Hotels and Motels	P	P	P	P	P	P
	Congregate Care Senior Housing (4) (7*)	P	P	P	P	P	P
6516	Nursing Home, Assisted Living (1)(4) (7*)			P	P	P	P
	Assisted Living (4,7*)			P	P	P	
	Accessory Dwelling Unit (9)			S	S	S	

\* ~~Not effective within the jurisdiction of the East Bellevue Community Council.~~

**Notes: Uses in Downtown land use districts – Residential**

(1) ~~No more than 50 percent of the gross floor area of the structure shall be devoted to residential use in O Districts, unless Conditional Use Permit approval is obtained and the applicable Comprehensive Plan policies do not discourage multifamily uses.~~

(2) ~~(Deleted by Ord. 4999).~~

(3) ~~A boardinghouse or bed and breakfast is permitted in a single family dwelling, provided the requirements of LUC 20.20.140 are met.~~

(4) (1) ~~An agreement must be recorded with the King County Department of Records and Elections and filed with the Bellevue City Clerk, restricting senior citizen dwellings or congregate care senior housing, or assisted living to remain in perpetuity as senior housing.~~

(5) ~~Through the planned unit development process, senior citizen dwellings may include common dining and recreation facilities.~~

(6) ~~Multifamily development in Planning Districts A and B of the Crossroads Subarea is not allowed. Multifamily development in Planning District E of the Crossroads Subarea north of NE 8th Street is not allowed. Refer to the Crossroads Subarea Planning District Guidelines of the Comprehensive Plan for Planning Districts A, B and E.~~

(7) ~~In Planning Districts A and B of the Crossroads Subarea and in Planning District E of the Crossroads Subarea north of NE 8th Street, existing legal nonconforming multifamily uses can be converted to senior citizen housing, congregate care senior housing, assisted living or nursing homes. Refer to the Crossroads Subarea Planning District Guidelines of the Comprehensive Plan for Planning Districts A, B and E.\*~~

(8) ~~These residential uses are permitted in NB Districts only if located on the second floor and above the permitted ground floor nonresidential uses.~~

(9) ~~Accessory dwelling units are permitted only as subordinate to single family dwellings and are subject to the provisions of LUC 20.20.120.~~

(10) ~~(Deleted by Ord. 4999).~~

- (11) ~~(Deleted by Ord. 4999).~~  
(12) ~~(Deleted by Ord. 4999).~~  
(13) ~~(Deleted by Ord. 4999).~~  
(14) ~~(Deleted by Ord. 4999).~~  
(15) ~~One single family dwelling unit, occupying no more than 25 percent of the floor area of the structure, is permitted in the PO District.~~  
(16) ~~For Single Family Land Use Districts, "building height" is defined as the vertical distance measured from the average existing grade around the building to the highest point of a flat roof, or to the mean height between the eaves and ridge of a pitched roof, provided this measurement does not apply to flag poles and short wave radio antennas. Refer to the definition of building height for Single Family Land Use Districts at LUC 20.50.012.~~

\* ~~Not effective within the jurisdiction of the East Bellevue Community Council.~~

Services – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
61	Finance, Insurance, Real Estate Services	P <u>43-10</u>	P <u>43-10</u>	P <u>10</u>	P <u>11, 12-4, 5, 11</u>	P <u>11</u>	P <u>10</u>
62	Personal Services: Laundry, Dry Cleaning, Barber and Beauty, Photography Studio and Shoe Repair	P	P	P	P <u>11, 12-4, 5</u>	P	P <u>4, 20</u>
6241	Funeral and Crematory Services						
6262	Cemeteries						
	Family Child Care Home in Residence <u>1</u>	P	P	P	P	P	P
629	Child Day Care Center <u>1, 2</u>	P	P	P	P	P	P
63	Business Services, Duplicating and Blue Printing, Steno, Advertising (Except Outdoor), Travel Agencies, and Employment, and <u>Printing and Publishing</u>	P	P	P	P <u>11, 12-4, 5</u>	P	P
634	Building Maintenance and Pest Control Services						
637	Warehousing and Storage Services, Excluding Stockyards						
639	Rental and Leasing Services: Cars, Trucks, Trailers, Furniture and Tools	<u>P</u>	<u>P</u>	P			<u>SP</u>
641	Auto Repair and Washing Services ( <del>26</del> )			P <u>8-3, 8</u>			
649	Repair Services: Watch, TV, Electrical, Upholstery	P	P	P		P	
	Professional Services: Medical Clinics and Other Health Care Related Services	P	P	P	P <u>11, 12-4, 5</u>	P <u>11-4</u>	P

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	Professional Services: Other	P	P	P	P 11, 12 4, 5	P 11 4	P
	Pet Grooming and Pet Day Care (9)	P	P	P	P 4	P	P
6513	Hospitals			C	C		
66	Contract Construction Services: Building Construction, Plumbing, Paving and Landscape						
671	Governmental Services: Executive, Legislative, Administrative and Judicial Functions	P	P	P	P 11, 12 5	P 11 5	AP
672 673	Governmental Services: Protective Functions and Related Activities Excluding Maintenance Shops			P	C	C	AP
	Limited Governmental Services: Protective Functions (21)						
	Limited Governmental Services: Executive and Administrative, Legislative and Protective Functions (22) 6	P	P	P	P 12 5	P 5	P
674 675	Military and Correctional Institutions						
	Secure Community Transition Facility (23,24)						
681	Education: Primary and Secondary (25) 7	A	A	A	A/C	A	A
682	Universities and Colleges	P	P	P			P
683	Special Schools: Vocational, Trade, Art, Music, Driving, Barber and Beauty Schools			P	P 11, 12 4, 5	P 11 5	P
691	Religious Activities	P	P	P	C	C	P
692 (A)	Professional and Labor Organizations Fraternal Lodge	P	P	P	C	C	P
692 (B)	Social Service Providers	P	P	P	C	C	P
	Administrative Office – General	P	P	P	P 11, 12 4, 5	P	P
	Computer Program, Data Processing and Other Computer-Related Services	P	P	P	P 11, 12 4, 5	P	P
	Research, Business Incubation, Development and Testing Services	P	P	P	P 11, 12 4, 5	P	P

\*Not effective within the jurisdiction of the East Bellevue Community Council.

**Notes: Uses in Downtown land use districts – Services**

- (1) Finance, insurance, real estate services are permitted only if commercially or industrially related in LI Districts.
- (2) Personal services are permitted in LI Districts only if located in a multiple function building or complex.
- (3) (1) Refer to Chapter 20.50 LUC for definitions of child care service, family child care home, and child day care center.
- (4) (2) A child care service may be located in a community facility in any land use district pursuant to LUC 20.20.170.E.
- (5) These uses are permitted in LI Districts only if located in a multiple function building or complex.
- (6) Automobile rental and leasing services require administrative conditional use approval and are subject to the decision criteria in LUC 20.20.135.

- ~~(7) Rental services are restricted to autos and furniture in CB and F1 Districts and to truck, trailer, and tool rentals, provided the site has two street frontages.~~
- ~~(8)(3) Auto repair and washing services are permitted only if washing services are a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible spaces to a permitted or special use in Downtown-MU Districts.~~
- ~~(9) Professional services are permitted in LI Districts only if located in a multiple function building or complex.~~
- ~~(10) Governmental services include maintenance shops in LI and GC Districts.~~
- ~~(11) (4) Limited to a maximum of 1,500 gross square feet per establishment.~~
- ~~(12) (5) Nonresidential uses are permitted in Downtown-R Districts only if developed in a building which contains residential uses.~~
- ~~(13) Drive-in facilities may be permitted through Design Review, Part 20.30F LUC, at any location in the Downtown-O-2 District, or within 200 feet of NE 4th Street or NE 8th Street in the Downtown-O-1 District; but only if all the following criteria are met:~~
- ~~(a) On-site capacity for vehicle stacking of 10 spaces for one drive-up station and 20 spaces for two or more drive-up stations must be provided.~~
- ~~(b) The design of the vehicular access is compatible with high volume pedestrian walkways and parking access. The vehicular access will not disrupt established retail or service frontages designed to serve pedestrians, nor can the vehicular access lanes be located between the street and the main pedestrian access to the buildings.~~
- ~~(c) The vehicle stacking lanes must be contained within a structured parking area, or be otherwise screened.~~
- ~~(d) Landscaping or screening must be provided to mitigate any adverse effects on nearby property. Perimeter walkways and sidewalks must conform to the requirements of LUC 20.25A.060.~~
- ~~(e) Walk-up banking service, whether manned or electronically activated customer service stations, must be provided on-site during regular daytime business hours for pedestrian business when there is no interior banking service.~~
- ~~(18) Rental services limited to truck, trailer and tool rentals are permitted in NB Districts with administrative conditional use approval, provided the site has two street frontages~~
- ~~(19) Auto repair and washing services are permitted with administrative conditional use approval only in NB sites that have two street frontages.~~
- ~~(20) Personal services are permitted only when functionally integrated within a building or complex used primarily as a hotel or motel; office building; university or college; charitable, social service, professional or labor organization; or recreational facility~~
- ~~(21) Uses are limited to neighborhood community police stations of 1,000 square feet or less.~~
- ~~(22) (6) Uses are limited to 1,000 square feet, except for protective functions which are limited to community police stations of 1,500 square feet or less.~~
- ~~(23) 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.~~
- ~~(24) Secure Community Transition Facilities are subject to the regulations for Secure Community Transition Facilities in LUC 20.20.750.~~
- ~~(25) (7) Primary and secondary educational facilities are an administrative conditional use in all land use districts; provided, that in all residential land use districts and the DNTN-R District a Conditional Use Permit is required for:~~
- ~~(a) The siting of such educational facility on a site not previously developed with an educational facility; or~~
- ~~(b) The addition to or modification of a site previously developed with an educational facility where that addition or modification involves:~~
- ~~(i) An increase of 20 percent or more in the number of students occupying the school. The increase shall be measured against the number of students for which the school was designed prior to the addition or modification, without regard to temporary structures that may have been added to the site over time. If there is no information establishing the number of students for which the school was originally designed, then the increase shall be measured against the average number of students occupying the school in the three academic years immediately preceding the proposed addition or modification; or~~
- ~~(ii) A change in the age group of students occupying the school, or the addition of an age group where such age group was not previously served at the school, except that the addition of students younger than kindergarten age consistent with the definition of school in LUC 20.50.046 shall not be considered a change in the age group of students or an addition of an age group for purposes of this subsection. For purposes of this subsection, age group refers to elementary, middle, junior or high school, as defined and used by the school district operating the school; or~~
- ~~(iii) The addition of facilities or programs that may result in impacts not anticipated at the time the original school was developed, including, for example: development of lighted ballfields or the addition of lighting to existing ballfields; development of an exterior sound amplification system; development of fixed outdoor seating; or a proposal to increase the height of the facility pursuant to LUC 20.20.740.A.3.b.~~

~~(26)~~ (8) Battery Exchange Stations are ancillary to Auto Repair and Washing Services, and are permitted through the applicable review process as a component of that use. Operators of Battery Exchange Stations must comply with federal and state law regulating the handling, storage, and disposal of batteries.

~~(27)~~ (9) See LUC 20.20.130 for general requirements applicable to this use.

(10) Drive-in and drive-through facilities are permitted as a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible space.

(11) Drive-in windows and drive-throughs are not permitted.

Transportation and Utilities – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
41	Rail Transportation: Right-of-Way, Yards, Terminals, Maintenance Shops						
42 4291	Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters	A	A	A			A
4214 422	Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services <del>(23)</del>	S	S	S			S
43	Aircraft Transportation: Airports, Fields, Terminals, Heliports, Storage and Maintenance	A 41-3	A 41-3	A 42-4			A 41-3
	Accessory Parking <del>(4)</del> <del>(6)</del> <del>(24)</del> 1, 2, 12	P	P	P	P 14	P	P
46	Auto Parking: Commercial Lots and Garages <del>(24)</del> 12	P 13-5	P 13-5	P 13-5	A	P 13-5	P 13-5
	Park and Ride <del>(5)</del> <del>(24)</del>			A			A
475	Radio and Television Broadcasting Studios	P	P	P		P	P
485	Solid Waste Disposal <del>(19)</del>						
	Highway and Street Right-of-Way <del>(24)</del> -12	P	P	P	P	P	P
	Utility Facility	C	C	C	C	C	C
	Local Utility System	P	P	P	P	P	P
	Regional Utility System	C	C	C	C	C	C
	On-Site Hazardous Waste Treatment and Storage Facility <del>(7)</del>	A	A	A	A	A	A
	Off-Site Hazardous Waste Treatment and Storage Facility <del>(8)</del>						
	Essential Public Facility <del>(20)</del> 9	C	C	C	C	C	C
	Regional Light Rail Transit Systems and Facilities <del>(25)</del> 14	C/P	C/P	C/P	C/P	C/P	C/P

Wireless Communication Facility (WCF): (without WCF Support Structures)	14, 16, 21 6, 7, 10					
Communication, Broadcast and Relay Towers Including WCF Support Structures (Freestanding)	14, 16 6, 7	14, 16 6, 7	14, 16 6, 7	14, 16 6, 7	14, 16 6, 7	14, 16 6, 7
Satellite Dishes <del>(18)</del> -8	P	P	P	P	P	P
Electrical Utility Facility <del>(22)</del> -11	A/C 22-10	A/C 22 10				

\* ~~Not effective within the jurisdiction of the East Bellevue Community Council~~

**Notes: Uses in Downtown land use districts – Transportation and Utilities\***

~~(1) Deleted by Ord. 5086.~~

~~(2) Intentionally deleted.~~

~~(4)(1) The location of an off-site parking facility must be approved by the Director of the Development Services Department. See LUC 20.25A.050H.~~

~~(5) Park and Ride. A park and pool lot or other carpool facility is regulated as a park and ride. 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 requires a Conditional Use Permit.~~

~~(6)(2) Accessory parking requires approval through the review process required for the primary land use which it serves pursuant to LUC 20.10.440-20.25A.015.~~

~~(8) Off site hazardous waste treatment and storage facilities as defined by LUC 20.50.024 must comply with the state siting criteria as adopted in accordance with RCW 70.105.240.~~

~~(9) Deleted by Ord. 5086.~~

~~(10) These uses are permitted only if located in a multiple function building or complex.~~

~~(11)(3) Aircraft transportation is limited in these districts to government heliports used exclusively for emergency purposes and regulated pursuant to the terms of LUC 20.20.450.~~

~~(12)(4) Aircraft transportation is limited in these districts to government and hospital heliports used exclusively for emergency purposes and regulated pursuant to the terms of LUC 20.20.450.~~

~~(13)(5) Design Review approval, Part 20.30F LUC, or a Change of Use Permit is required to establish a commercial parking facility. Refer to LUC 20.25A.050E for additional development requirements.~~

~~(14)(6) Wireless communication facilities (WCFs) are not permitted on any residential structure, undeveloped site located in a residential land use district, or site that is developed with a residential use. This note does not prohibit locating WCF: a) on any residential structure or undeveloped site in R-20 or R-30 Land Use Districts; or b) on any nonresidential structure (i.e., churches, schools, public facility structures, utility poles, etc.) or in public rights-of-way in any residential land use district.~~

~~(15) Intentionally deleted.~~

~~(16)(7) Refer to LUC 20.20.195 for general requirements applicable to wireless communication facilities and other communication, broadcast and relay facilities.~~

~~(17) Intentionally deleted.~~

~~(18)(8) Refer to LUC 20.20.730 for general requirements applicable to Large Satellite Dishes.~~

~~(19) Refer to LUC 20.20.820 for general requirements applicable to solid waste disposal facilities.~~

~~(20)(9) Refer to LUC 20.20.350 for general requirements applicable to Essential Public Facilities (EPF).~~

~~(21)(10) 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.~~

~~(22)(11) 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 Map UT-7 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 Map UT-7 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.~~

~~(23) Battery Exchange Stations are ancillary to Motor Vehicle Transportation, and are permitted through the applicable review process as a component of that use. Operators of Battery Exchange Stations must comply with federal and state law regulating the handling, storage, and disposal of batteries.~~

~~(24)~~(12) Electric Vehicle Infrastructure, excluding Battery Exchange Stations, is ancillary to motor vehicle parking and highways and rights-of-way, and is permitted through the applicable review process as a component of that use.

~~(25)~~(13) Refer to Part 20.25M LUC, Light Rail Overlay District, for specific requirements applicable to EPF defined as a regional light rail transit facility or regional light rail transit system pursuant to LUC 20.25M.020. A conditional use permit is not required when the City Council has approved a regional light rail transit facility or regional light rail transit system by resolution or ordinance, or by a development agreement authorized by Chapter 36.70B RCW and consistent with LUC 20.25M.030.B.1.

~~(3)~~ (14) Accessory parking is not permitted in residential land use districts as accessory to uses which are not permitted in these districts.

Wholesale and Retail – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
51	Wholesale Trade: General Merchandise, Products, Supplies, Materials and Equipment except the following: (1)						
5111 5156 5157 5191 5192	Wholesale Trade: Motor Vehicles, Primary and Structural Metals, Bulk Petroleum (2)						
5193	Scrap Waste Materials, Livestock						
	Recycling Centers	P	P	P	CA	CA	P
521 522 523 524	Lumber and Other Bulky Building Materials Including Preassembled Products (3)						
5251	Hardware, Paint, Tile and Wallpaper (Retail)	P	P	P	P 21, 23-1	P 30-5	P
5252	Farm Equipment						
53	General Merchandise: Dry Goods, Variety and Dept. Stores (Retail)	P	P	P	P 22, 23-1	P 30 5	P
54	Food and Convenience Store (Retail) (27)(3)	P	P	P	P 22, 23-1	P 30 5	P 38
5511	Autos (Retail), Motorcycles (Retail)	P 24-2	P 24-2	P 2			P 2
	Commercial Trucks, Motorcycles, Recreational Vehicles (Retail)	P 24, 25	P 24, 25	P			
	Boats (Retail)	P 24-2	P 24-2	P 24-2			P 2
552	Automotive and Marine Accessories (Retail)			P			P
553	Gasoline Service Stations (40)(8)	A, S-P	A, S-P	P			A 34, S-38 P
56	Apparel and Accessories (Retail)	P	P	P	P 21, 23-1	P 30-2	P 38
57	Furniture, Home Furnishing (Retail)	P	P	P	P 21, 23-1	P 30-2	P
58	Eating and Drinking Establishments (37)(4)(7)	P 28	P 28	P-28	P 23, 28	P 28	P 28, 38
59	Misc. Retail Trade: Drugs, Liquor, Antiques, Books, Sporting Goods, Jewelry, Florist, Photo Supplies, Video Rentals and Computer Supplies (12)	P	P	P	P 21, 23-1	P 30-2	P 38
	Handcrafted Products (retail) (11)(14)	P	P	P	P 21, 23-1	P	P

	Adult Retail Establishments <del>(31)-(6)</del>	P	P	P		P	<del>S-P</del>
59	Marijuana Retail Outlet	A 41-10	A 41-10	A 41-10		A 41-10	A 41-10
5961	Farm Supplies, Hay Grain Feed and Fencing, etc., (Retail)						
596	Retail Fuel Yards						
5996	Garden Supplies, Small Trees, Shrubs, Flowers, Ground Cover, Horticultural Nurseries and Light Supplies and Tools			P 13	<u>P 13</u>	<u>P 13</u>	<u>P 13</u>
5999	Pet Shop (Retail and Grooming)	P	P	P	P 21, 23-1	P 30 5	P 38
	Computers and Electronics (Retail)	P	P	P	P 21, 23-1	P 30 5	<u>P</u>

**Notes: Uses in Downtown land use districts – Wholesale and Retail**

- ~~(1) Wholesale trade includes sales offices for these goods.~~
- ~~(2) Wholesale trade of motor vehicles, primary and structural metals, and bulk petroleum includes sales offices for these goods and excludes tank farms.~~
- ~~(3) Bulk retail includes sales offices for these goods.~~
- ~~(4) Automobile (retail) is subject to the decision criteria in LUC 20.20.135.~~
- ~~(5) Each individual wholesale and retail use in NB Districts, except retail food stores and miscellaneous retail trade, is limited to 5,000 square feet. Wholesale and retail uses intending to operate between the hours of 12:00 midnight and 6:00 a.m. must obtain administrative conditional use approval. The applicant must meet the decision criteria for an Administrative Conditional Use Permit set forth in Chapter 20.30E LUC, and must demonstrate that: 1) the use will meet the requirements of the Noise Control Ordinance, Chapter 9.18 BCC; and 2) the use will meet the lighting standards of the Community Retail Design District for all lighting fixtures on the premises that would be lit between the hours of 12:00 midnight and 6:00 a.m. Businesses operating between the hours of 12:00 midnight and 6:00 a.m. on the effective date of the ordinance codified in this chapter are exempt from the ACUP requirements.~~
- ~~(6) Retail auto sales are permitted only in the following locations:~~
  - ~~a. The west side of 116th Avenue NE between NE 8th Street and the SE 8th Street off-ramp from northbound I-405; and~~
  - ~~b. Along SE 36th Street west of the ravine located at the approximate alignment of 133rd Avenue SE and east of 132nd Avenue SE.~~
- ~~(7) Motorcycle (retail) requires administrative conditional use approval in LI Districts.~~
- ~~(8) (Deleted by Ord. 5089).~~
- ~~(9) (Deleted by Ord. 5089).~~
- ~~(10) (Deleted by Ord. 5089).~~
- ~~(11) Furniture and home furnishings are limited to uses with on-site warehousing in LI Districts.~~
- ~~(12) Computer supplies are permitted as a subordinate use to computer sales in LI and GC Districts.~~
- ~~(13) Eating and drinking establishments are excluded in transition areas in O Districts.~~
- ~~(14) Eating and drinking establishments are permitted in the OLB, F2 and F3 Districts subject to the following criteria:~~
  - ~~(a) Such uses are physically integrated within a structure primarily used as a hotel or motel; office building; charitable, social, professional and labor organization; fraternal lodge; recreational facility or institution such as a public assembly (indoor).~~
  - ~~(b) Such uses do not exceed 20 percent of the gross floor area of the structure or structures.~~
  - ~~(c) The entire site complex has a unity of design in terms of wall and roof materials, roof slopes and window patterns.~~
- ~~(15) Eating and drinking establishments are permitted in LI Districts only if located in a multiple function building or complex.~~
- ~~(16) Eating and drinking establishments may include liquor sales only if operated under a Class A or C liquor license issued by the Washington State Liquor Control Board. Eating and drinking establishments with other classes of liquor licenses require administrative conditional use approval.~~
- ~~(17) Other retail trade is limited to drugstores only in O Districts.~~
- ~~(18) Intentionally deleted.~~

- ~~(19) Except for drugstores, all miscellaneous retail uses combined cannot exceed 10,000 square feet and each individual use cannot exceed 3,000 square feet.~~
- (20) Garden supplies excludes items such as large trees, rock and bulk supplies which require special handling equipment.
- ~~(21) Limited to a maximum of 1,500 gross square feet per establishment.~~
- ~~(22) Limited to a maximum of 3,000 gross square feet per establishment, except for food, retail.~~
- ~~(23)(1) Nonresidential uses are permitted in Downtown-R Districts only when developed within the same project limit and simultaneously with an equal or greater amount of floor area devoted to residential uses.~~
- ~~(24)(2) No on-site outdoor display or inventory storage. Loading and unloading shall not be permitted in the right of way.~~
- ~~(25) Motorcycles only.~~
- ~~(26) Only pet grooming is permitted in the LI and GC Districts.~~
- ~~(27)(3) Food and convenience stores (retail) must contain at least 75 percent square footage of retail food sales not for consumption on premises.~~
- ~~(28)(4) Drive-in windows and drive-throughs are not permitted.~~
- ~~(29) No more than one eating and drinking establishment is permitted in any building.~~
- ~~(30)(5) Limited to a maximum of 15,000 gross square feet per establishment or up to 25,000 gross square feet through a conditional use.~~
- ~~(31)(6) Adult retail establishments are subject to the regulations for adult entertainment uses in LUC 20.20.127.~~
- ~~(32) (Reserved).~~
- ~~(33) (Deleted by Ord. 5089).~~
- ~~(34) Gasoline service stations may include subordinate convenience stores.~~
- ~~(35) Any 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.~~
- ~~\*(36) Retail uses in CB Districts in the following subareas, as designated in the Comprehensive Plan, are limited in size to 100,000 gross square feet or less: Bridle Trails, Evergreen Highlands, Newcastle, North Bellevue, Northeast Bellevue, Richards Valley, South Bellevue, Southeast Bellevue, and Wilburton.~~
- ~~(37)(7) Microbrewery manufacturing is permitted when combined with subordinate to 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.~~
- ~~(38) Eating and drinking establishments and retail uses are permitted in the Downtown OLB District, provided the following criteria are met:~~
- ~~(a) The uses are functionally integrated within a building or complex primarily used as a hotel or motel; office building; university or college; charitable, social service, professional or labor organization; or recreation facility.~~
- ~~(b) The uses do not exceed 30 percent of the total floor area of the building or complex.~~
- ~~(c) Each individual retail use is limited to 15,000 gross square feet in area.~~
- ~~(d) The entire complex achieves a unity of design through the use of similar exterior building materials, colors, and window patterns.~~
- ~~(39)(8) All wholesale and retail uses, which offer shopping carts to customers, shall (a) designate a shopping cart containment area as defined in BCC 9.10.010; (b) display signage around shopping cart corrals and at the perimeter of the shopping cart containment area that provides notice that unauthorized removal of a shopping cart from the premises constitutes theft under RCW 9A.56.270 and unauthorized abandonment of a shopping cart more than 100 feet away from the parking area of a retail establishment or shopping cart containment area is a Class 3 civil infraction as defined in RCW 7.80.120; and (c) display information on each shopping cart that is consistent with the labeling requirements of RCW 9A.56.270 and includes a 24-hour toll-free phone number to report abandoned shopping carts. Abandoned shopping carts or shopping carts located outside of a shopping cart containment area constitute a public nuisance under BCC 9.10.030(H) and may be abated through the provisions of Chapter 1.18 BCC.~~
- ~~(40)(9) Battery Exchange Stations are ancillary to Gasoline Service Stations, and are permitted through the applicable review process as a component of that use. Operators of Battery Exchange Stations must comply with federal and state law regulating the handling, storage, and disposal of batteries.~~
- ~~(44)(10) See LUC 20.20.535 for general development requirements for marijuana uses.~~

(42)(11) Handcrafted product manufacturing is permitted subordinate to a retail establishment selling that product; provided, that the manufacturing use occupies not more than 50 percent of the total square footage of the combined establishment.

~~\* Not effective within the jurisdiction of the East Bellevue Community Council.~~

(12) Drive-in and drive-through pharmacies are permitted as a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible space.

(13) Garden supplies excludes items such as large trees, rock and bulk supplies which require special handling equipment.

(14) No unreasonable threat to human health and the environment shall be caused by flammable, dangerous or explosive materials associated with this use.

Resources – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
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						
821	Agricultural Processing						
8221	Veterinary Clinic and Hospital (1)(3)	<u>P</u>	<u>P</u>	P	<u>P</u>	<u>P 2</u>	<u>P</u>
8222	Poultry Hatcheries						
83	Forestry, Tree Farms and Timber Production						
8421	Fish Hatcheries						
85	Mining, Quarrying (Including Sand and Gravel), Oil and Gas Extraction						

\* ~~Not effective within the jurisdiction of the East Bellevue Community Council.~~

**Notes: Uses in land use districts – Resources**

(1) ~~In the R-2.5, R-3.5, R-4, R-5, R-7.5, R-10, R-15, R-20, R-30, NB, PO, O, OLB, F1, F2, F3, LI, GC and CB Districts agriculture is limited to the production of food and fiber crops.~~

(2) ~~Agriculture processing excludes grain mill products manufacturing and slaughtering in LI Districts.~~

(3) ~~Veterinary clinics and hospitals are limited to 5,000 square feet per use in NB Districts.~~

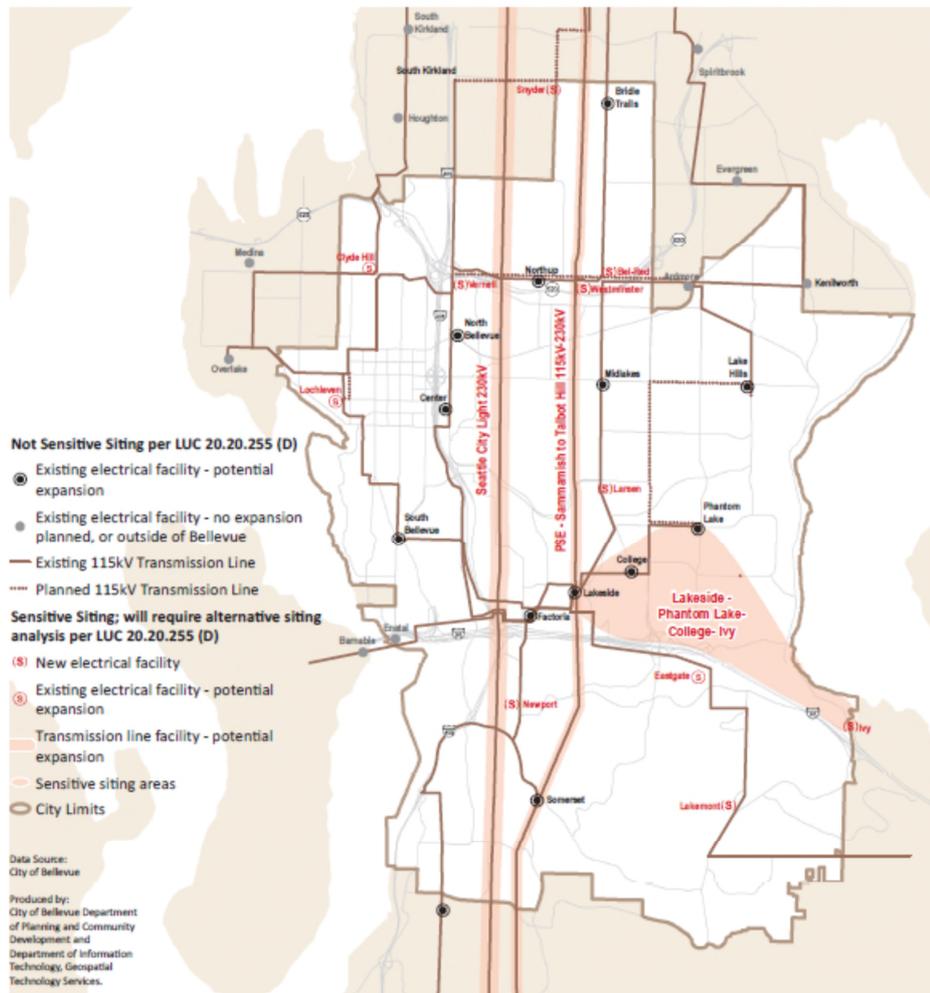
(1) See LUC 20.20.130 for general requirements applicable to this use.

(2) Limited to a maximum of 1,500 square feet per establishment.

(3) Boarding and commercial kennels are permitted as a subordinate use to a veterinary clinic or hospital meeting the criteria of LUC 20.20.130.

Map UT-7. New or Expanded Electrical Facilities

This map shows the general locations and conceptual alignments of Puget Sound Energy’s planned facilities together with the city’s sensitive siting classifications. These locations, alignments and classifications guide the review of the actual location of transmission lines, routes, and substations subject to the Conditional Use Permit and other city review processes. The actual locations may ultimately differ from those depicted here.



## Draft Land Use Code Amendment **Signage for Publicly Accessible Open Space**

20.25A.030 FAR Amenity Standards

20.25A.030.C. Amenity

FAR AMENITY STANDARDS	DOWNTOWN LAND USE DISTRICT						
AMENITY <sup>1</sup>	DNTN-O-1	DNTN-O-2	DNTN-MU	DNTN-R	DNTN-OB	DNTN-OLB	DESIGN CRITERIA
<p><b>2. PLAZA</b></p> <p>A continuous open space, which is readily accessible to the public at all times, predominantly open above, and designed specifically for use by people as opposed to serving as a setting for a building.</p>	When located on the ground level or at the upper level within the City Center District:						<p>1. Must abut and be within 3' in elevation of a perimeter sidewalk or pedestrian connection so as to be visually and physically accessible.</p> <p>2. Must provide protection from adverse wind, wherever practical.</p> <p>3. At least 10% of the plaza surface area must be landscaped.</p> <p>4. Must provide at least one sitting space for each 100 sq. ft. of plaza.</p> <p>5. Must be enclosed on at least two sides by a structure or by landscaping which creates a wall effect.</p>
	8:1	8:1	6:1	4:1	6:1	6:1	<p>6. Minimum size is 500 sq. ft. in OB; 1,000 sq. ft. in other land use districts.</p>
	When located at the upper level outside of the City Center District:						<p>7. Maximum size of bonusable plaza square footage is 1,500 sq. ft. in OB; 5,000 sq. ft. in other land use districts.</p> <p>8. Minimum horizontal dimension is 20 ft.</p> <p>9. Must provide opportunities for penetration of sunlight.</p> <p>10. May not be used for parking, loading or vehicular access.</p> <p>11. <u>Must provide directional signage that identifies circulation routes for all users and informs the public that the space is accessible to the public at all times. The signage must be visible from all points of access. The Director shall specify sign requirements including color, size, type, verbiage, placement and any other necessary specification. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this provision</u></p>
	4:1	4:1	3:1	2:1	3:1	3:1	

FAR AMENITY STANDARDS	DOWNTOWN LAND USE DISTRICT						
AMENITY <sup>1</sup>	DNTN-O-1	DNTN-O-2	DNTN-MU	DNTN-R	DNTN-OB	DNTN-OLB	DESIGN CRITERIA
							and achieves the design objectives for the building and the site.

20.25A.060.C –~~Walkways~~ Through-Block Connections ~~Mid-Block.~~

1. Purpose. A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in the Downtown.
2. Location. Except as set forth in paragraph C.4 of this section, through-block pedestrian connections are required in each superblock. These through-block pedestrian connections must be provided to permit movement through the superblock from a perimeter walkway or sidewalk to publicly accessible spaces, adjoining structures or development, or parking areas. The Director may modify or eliminate the requirement for these pedestrian connections for projects with expanded lot coverage and floorplates as allowed pursuant to LUC [20.25A.065.C](#) where providing such connections is not feasible due to structure and site size.
3. Design Guidelines. The following criteria apply to review of a proposed pedestrian through-block connection.
  - a. Through-block ~~P~~pedestrian connections must be developed as an internal walkway or sidewalk, an arcade, a pedestrian skybridge, and may meander.
  - b. Through-block ~~P~~pedestrian connections must comply with the applicable definitions in Chapter [20.50](#) LUC.
  - c. Through-block ~~P~~pedestrian connections must be designed to form logical routes from origins to destinations.
  - d. Through-block ~~P~~pedestrian connections must offer diversity in terms of activity and pedestrian amenity along pedestrian routes.

- e. Through-block Pedestrian connections must meet construction code handicapped requirements.
- f. Through-block Pedestrian connections should use trees and landscaping to provide definition and enclosure.
- g. Through-block Pedestrian connections should provide for weather protection from rain through use of sheltered walkways or sidewalks, canopies, multiple building entrances, lobbies, and entries of sufficient size and accessibility.
- h. Directional signage shall identify circulation routes for all users and state that the space is accessible to the public at all times. The signage must be visible from all points of access. The Director shall specify sign requirements including color, size, verbiage, type, placement and any other necessary specification. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

LUC 20.25A.110.E.5 Minor Publicly Accessible Spaces.

- a. Purpose. Minor publicly accessible spaces provide relief from high intensity urban development, serve as visual gateways to the intensive Downtown Core, and provide opportunities for active or passive recreation.
- b. Location. Minor publicly accessible spaces shall be located along Bellevue Way and 108th Avenue NE approximately at their intersections with NE 8th Street, NE 6th Street and NE 4th Street. Additionally, at least two spaces shall be located in each superblock based on coordination of design and proximity to other publicly accessible spaces, or pedestrian connections.
- c. Design Guidelines
  - i. Minor publicly accessible spaces may be outdoors or enclosed as long as adequate access is provided and their existence is easily identifiable.

ii. A minor publicly accessible space must be open at least during the hours of 6 a.m. to midnight, or during the hours of operation of adjacent uses, whichever is greater. ~~normal business hours.~~

iii. A minor publicly accessible open space must be developed as a plaza, enclosed plaza, or art or landscape feature. The design criteria of LUC 20.25A.030.C must be met, and the FAR amenity bonus may be utilized.

iv. Directional signage shall identify circulation routes for all users and state that the space is accessible to the public at the times specified by paragraph c.ii. of this section. The signage must be visible from all points of access. The Director shall specify sign requirements including color, size, verbiage, type, placement, and any other necessary specification. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

d. Public Access – Legal Agreement

1. Owners of property that is used for a minor publicly accessible open space shall execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation.

2. The agreement shall provide that the public right for pedestrian use shall be enforceable by the City of Bellevue, and the City shall have full rights of access to the minor publicly accessible space and associated circulation routes for purposes of enforcing the rights of the public under this agreement.

3. Owners of property subject to this legal agreement will maintain the pedestrian access route and may adopt reasonable rules and regulations for the use of this space; provided, that the rules and regulations are not in conflict with the right of pedestrian use and access, and are consistent with this section.

4. The agreement shall be recorded with the King County Division of Records and Elections and the Bellevue City Clerk.

## **Draft Land Use Code Amendment**

### **Mechanical Equipment Screening and Location**

#### **20.25A.045 Mechanical Equipment Screening and Location**

##### A. Applicability.

The requirements of this section shall be imposed for all new development, and construction or placement of new mechanical equipment on existing buildings. Mechanical equipment shall be installed so as not to detract from the appearance of the building or development.

##### B. Location Requirements ~~Design Objectives.~~

~~The following objectives apply to the type and placement of mechanical equipment proposed:~~

1. To the maximum extent reasonable and consistent with building and site design objectives, mechanical equipment shall be located ~~at or below grade rather than mounted on the roof of a structure~~ in the building, below grade, or on the roof.
2. Where the equipment must be located on the roof, it ~~should~~ shall be consolidated to the maximum extent reasonable rather than scattered.
3. Mechanical equipment shall not be located adjacent to a sidewalk, through-block pedestrian connection, or area designated open to the public, such as a plaza.

##### C. Screening Requirements

~~1.3.~~ Exposed mechanical equipment ~~should~~ shall be visually screened by a predominantly solid, non-reflective visual barrier that equals or exceeds the height of the mechanical equipment. The design and materials of the visual barrier or structure shall be consistent with the following requirements:

##### C. ~~Implementation.~~

~~1.— Mechanical equipment located at or below grade may be placed within a required rear or side setback area unless that setback is in a single-family residential land use district, directly abuts a residential land use district, or that setback is within a critical area, critical area buffer, or critical area structure setback required by Part [20.25H](#) LUC.~~

~~2.— Mechanical equipment associated with new single-family residential homes and homes adding more than 1,000 gross square feet in single-family residential land use districts shall be located in the rear yard or, if placed in the side yard outside of the side structure setback, shall provide sound screening to attenuate noise impacts. Mechanical equipment located in the rear yard shall not be placed less than five feet from any property line.~~

~~3.— Mechanical equipment located at or below grade will not be included for purposes of calculating lot coverage.~~

~~4. Mechanical equipment shall be visually screened by a solid, non-reflective visual barrier that equals or exceeds the height of the mechanical equipment provided, that the function of a large satellite dish antenna or an antenna array may not be compromised by the screening requirement. The barrier may consist of the following:~~

~~a. Architectural features, such as parapets, screen walls, trellis systems, or mechanical penthouses shall be consistent with the design intent and finish materials of the main building, and as high or higher than the equipment it screens; or~~

~~b.— Walls or solid fencing, of a height at least as high as the equipment it screens;~~

~~e.b. Vegetation and/or a combination of vegetation and view-obscuring fencing, shall be of a type and size which that will provide a dense visual barrier at least as high as the equipment it screens and will provide 50% screening at the time of planting and 100% screening within ~~two~~ three years from the time of planting; or~~

~~d.— The natural topography of the site or the adjoining property or right-of-way.~~

~~5.2. Where screening from above is required, mMechanical equipment shall be screened from above by incorporating one of the following measures, in order of preference:~~

- a. A solid nonreflective roof. The roof may incorporate nonreflective louvers, vents, or similar penetrations to provide necessary ventilation or exhaust of the equipment being screened;
- b. Painting of the equipment to match or approximate the color of the background against which the equipment is viewed;

~~6.3. For development which requires approval of a discretionary land use permit, the City may modify the screening requirements of subsections C.4 and C.5 of this section subject to the criteria set forth in subsection C.7 of this section.~~

~~7.c. 3. Mechanical Equipment Installed on Existing Roofs. The Director may approve alternative screening measures not meeting the specific requirements of this section if the applicant demonstrates that:~~

~~a. The proposed alternative screening measures will achieve the design objectives of subsection B of this section and produce an equal or better result than the requirements of subsection C.4 1 or C.5 2 of this section; or~~

~~b. When screening of mechanical equipment on an existing roof is required:~~

- i. The existing roof structure cannot safely support the required screening, or
- ii. The integrity of the existing roof will be so compromised by the required screening as to adversely affect any existing warranty of on the performance of the roof.

#### D. Exhaust Control Standards

1. Where technically feasible, exhaust equipment shall be located so as not to discharge onto a sidewalk, right-of-way, or area designated accessible to the public; including but not limited to a plaza, through-block connection, pedestrian bridge, and minor publically accessible space.

- a. Exhaust air discharges or outlets shall never be located within 16 feet above sidewalk, street, easement or other area designated accessible to the public.

b. Where exhaust discharges or outlets abut a sidewalk or right-of-way, the discharge must be deflected away from the public space.

2. Exhaust Location Order of Preference. Mechanical exhaust shall be located and discharged based on the following order of preference:

- a. On the building roof,
- b. On the service drive, alley, or other façade that does not abut a public street, sidewalk or right of way,
- c. Located above a driveway or service drive to the property such as a parking garage or service court, or
- d. Location that abuts a public street or easement, provided that the exhaust discharge is not directly above an element that has earned FAR Amenity Incentive System points, such as a public plaza.

3. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points, such as a public plaza.

#### E. Modifications

The location and screening of mechanical equipment and exhaust systems is subject to review and approval at the time of land use review. The Director may allow modifications to the requirements in this section if the applicant demonstrates that the alternate location or screening measures provide an equal or better result than the requirements of this section.

#### F. Noise Requirements

1. Mechanical equipment shall meet the requirements of Chapter 9.18 BCC Noise Control.

2. The applicant shall be required to demonstrate the mechanical system compliance with the requirements of Chapter 9.18 BCC prior to issuance of Certificate of Occupancy.

## **Draft Land Use Code Amendment**

### **Street Trees and Weather Protection**

#### **20.25A.060 Walkways and sidewalks.**

##### **A. ~~Minimum Width—~~Walkways and Sidewalks - Perimeter.**

###### ~~4-1.~~ Minimum Width.

a. ~~4-~~ The minimum width of perimeter walkway or sidewalk on the streets identified in this paragraph is 12 16 feet plus a 6 inch curb, and includes an ~~plus four feet in which street trees are to be planted including the~~ an area adjacent to the curb for planter strips or tree pits as prescribed by LUC 20.25A.060- Plate A ~~plus a 6 inch curb along:~~

- ~~a-i.~~ NE 6th between 110th Avenue NE and 112th Avenue NE; and
- ~~b-ii.~~ 106th Avenue NE between NE 4th and NE 8th; and
- ~~c-iii.~~ 108th Avenue NE between NE 4th and NE 8th; and
- ~~d-iv.~~ 110th Avenue NE between NE 4th and NE 8th.

~~2. b-~~ The minimum width of a perimeter walkway or sidewalk is 12 feet plus four feet of planter strip plus six inches curb along:

- ~~a-v.~~ Bellevue Way between Main and NE 12th; and
- ~~b-vi.~~ NE 4th between 100th Avenue NE and 112th Avenue NE; and
- ~~c-vii.~~ NE 8th between 100th Avenue NE and 112th Avenue NE.

b. ~~3. c-~~ The minimum width of a perimeter walkway or sidewalk, ~~excluding the area required for street trees in paragraph B.2 of this section, is eight feet plus four feet in which street trees are to be planted plus six inches curb along any other street. Along any other street not otherwise described, the minimum width of a perimeter walkway or sidewalk is 12 feet plus a 6 inch curb, and includes an~~ including the area adjacent to the curb for planter strips or tree pits as prescribed in LUC 20.25A.060, Plate A below ~~plus a 6 inch curb.~~

c. Within the width of the walkway or sidewalk, at least 6 feet of unobstructed travel path shall be maintained for safe pedestrian access.

d. Planter strips shall be at least 5 feet wide and tree pits shall be at least 5 feet wide by 10 feet long. Planter strips and tree pits shall be located adjacent to the curb ~~between the street improvement and the walkway or sidewalk~~ unless precluded by existing utilities which cannot be reasonably relocated. The width of the planter strip or tree pit shall be included in the total width of the sidewalk above. Tree pits may be covered with protective grate.

~~B. 2. Street Trees and Landscaping Required – Perimeter.~~

~~1. a. Tree Species. The property owner shall install street trees and other required vegetation, in addition to any landscaping required by LUC 20.25A.040, according to the requirements of LUC 20.25A.060, Plate B as now or hereafter amended and this section. ~~or as approved by the Director unless a minor modification is approved by the Director.~~~~

~~2. Except for the streets listed in paragraph A.2 of this section, the area in which street trees are planted must be at least four feet wide, and located between the street improvement and the walkway or sidewalk unless precluded by existing utilities which cannot reasonably be relocated. Any street tree planting area must be at least four feet by six feet or five feet by five feet or smaller area as approved by the Director, unless upon request of the applicant minor modification of this requirement is approved by the Director, and protected by an approved decorative grate. This grate may intrude into the sidewalk.~~

~~3. b. Installation. Street trees, at least ~~three~~ two and a half (2.5) inches in caliper or as approved by the Director, must be planted at least three feet from the face of the street curb, and a maximum of 20, 25, and 30 feet on center for small, medium, and large trees respectively as designated on LUC 20.25A.060 Plate B, as now or hereafter amended. ~~Unless upon request of the applicant a minor modification of this requirement is approved by the Director, and conforms to the sight distance requirements of BCC 14.60.240. A street tree planting area may also include decorative paving and other plant materials except turf grass that requires mowing. Installation shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.~~~~

c. Irrigation. A permanent automatic irrigation system shall be provided at the time of installation of street trees and/or sidewalk planting strip landscaping located in a required planter strip or tree pit. The irrigation system shall be served by a separate water meter installed by the applicant and served by city-owned water supply with 24-hour access by the City. Irrigation system shall be designed per the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

~~4.d. Street Landscaping On the streets listed in paragraph A.2 of this section, street trees shall be planted and placed as required in paragraph B.3 of this section. Street trees together with shrubbery, groundcover and other approved plantings are required in a planter strip along the length of the frontage. The planter strip must be at least four feet wide, unless a smaller width is approved by the Director. Vegetation included in the planter strip shall be able to withstand urban conditions, urban in character, shall be compatible with other plantings along the same street, and shall reflect the character of the area within which they are planted, as approved by the Director.~~

B. Overhead Weather Protection. Overhead weather protection shall be provided per right of way designation in the Design Guidelines, Building/Sidewalk Relationships:

1. In Right-of-Way Designations A, B, and C, 75% of the building frontage shall have overhead weather protection.

2. In Right-of-Way Designations D, and D/R, 50% of the building frontage shall have overhead weather protection.

3. In Right-of-Way Designation E, overhead weather protection shall be provided at all entries.

4. Overhead weather protection includes arcades, awnings, and marquees as provided in 20.25A.030.C. If these features meet the design criteria of the Amenity Incentive System, they shall be eligible for FAR Amenity Incentive System points. Overhead weather protection meeting the definition of LUC 20.50.038, but not the design criteria of the Amenity Incentive System may also be used to meet this requirement, but shall not be eligible for the FAR Amenity Incentive System points.

~~C. Walkways – Mid-Block Through-Block Pedestrian Connections.~~

1. Purpose. A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in Downtown.
2. Location. Except as set forth in paragraph C.4 of this section, through-block pedestrian connections are required in each superblock. These through-block pedestrian connections must be provided to permit movement through the superblock from a perimeter walkway or sidewalk to publicly accessible spaces, adjoining structures or development, or parking areas, and other perimeter walkways or sidewalks. The Director may modify or eliminate the requirement for these pedestrian connections for projects with expanded lot coverage and floorplates as allowed pursuant to LUC [20.25A.065.C](#) where providing such connections is not feasible due to structure and site size.
3. Design Guidelines. The following criteria apply to review of a proposed pedestrian through-block connection.
  - a. Through-block Ppedestrian connections must be developed as an internal walkway or sidewalk, an arcade, a pedestrian skybridge as permitted by LUC 20.25A.130, and may meander.
  - b. Through-block Ppedestrian connections must comply with the applicable definitions in Chapter [20.50](#) LUC.
  - c. Through-block Ppedestrian connections must be designed to form logical routes from origins to destinations.
  - d. Through-block Ppedestrian connections must offer diversity in terms of activity and pedestrian amenity along pedestrian routes.
  - e. Through-block Ppedestrian connections must meet construction code handicapped requirements.
  - f. Through-block Ppedestrian connections should use trees and landscaping to provide definition and enclosure.
  - g. Through-block Ppedestrian connections should provide for weather protection from rain through use of sheltered walkways or sidewalks, canopies, multiple building entrances, lobbies, and entries of sufficient size and accessibility.

h. Directional signage shall identify circulation routes for all users and state that the space is accessible to the public at all times. The signage must be visible from all points of access. The Director shall specify sign requirements including color, size, verbiage, type, placement and any other necessary specification. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

4. Old Bellevue.

a. Development abutting the streets identified below shall provide mid-block connections between:

i. Main Street and NE 1st Street at approximately 101st Avenue NE; and

ii. 102nd and 103rd Avenues approximately mid-block between Main Street and NE 1st Street; and

iii. Main Street at approximately 103rd Avenue and 102nd Avenue SE at approximately SE 1st Street.

b. A through mid-block pedestrian connection must be developed as a walkway or a combination walkway and vehicular lane. The connection shall incorporate decorative lighting and seating areas.

c. If a combination walkway and vehicular lane does not have a separate raised walkway, the walkway surface must be paved with unit paver blocks or other unique paving surface to denote that it is a pedestrian area.

C. Conflicts

To the extent that this section of the Land Use Code conflicts with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, this section of the Land Use Code shall control.

D. Minor Modification

If the requirements of this section are not feasible, the Director may approve minor modifications that achieve equal or better results. Provided that the sight distance requirements of BCC

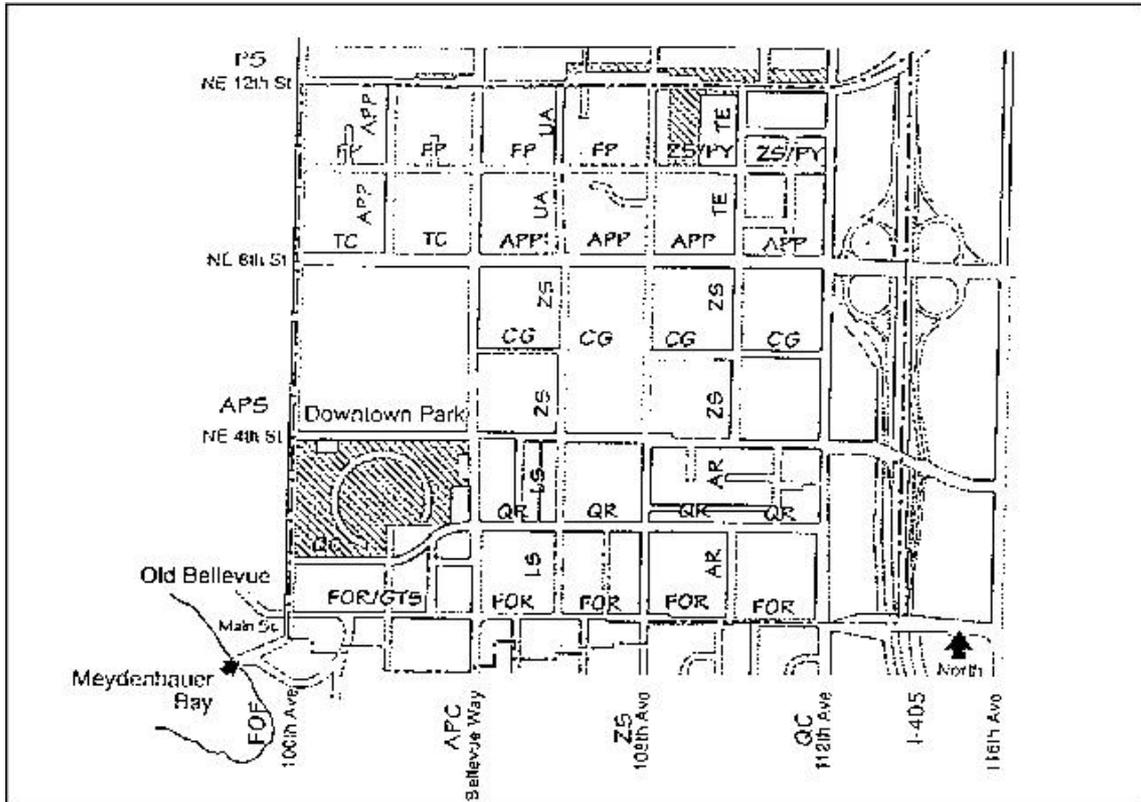
14.60.240 and widths of the sidewalks, walkways, and curbs shall not be modified pursuant to this paragraph.

Plate A - Downtown Bellevue Planter Strip/Tree Pits Required

East-West	Planter Strip /Tree Pits
NE 12th (102nd to I-405)	Planter Strip
NE 11th (110th to 112th)	Planter Strip
NE 10th (100th to 106th)	Planter Strip
NE 10th (106 to I-405)	Planter Strip
NE 9th (110th to 111th)	Tree Pits
NE 8th (100th to 106th)	Planter Strip
NE 8th (106th to 112th)	Planter Strip
NE 6th (Bellevue Way to 106th)	See Pedestrian Corridor Design Guidelines
NE 6 <sup>th</sup> (106 <sup>th</sup> to 108 <sup>th</sup> )	See Pedestrian Corridor Design Guidelines
NE 6 <sup>th</sup> (108 <sup>th</sup> to 110 <sup>th</sup> )	Tree Pits
NE 6th (110th to 112th)	Planter Strip on the south side, Tree Pits on the north side.
NE 4th (100th to I-405)	Planter Strip
NE 3rd Pl (110th to 111th)	Tree Pits
NE 2nd Pl (108th to 111th)	Planter Strip
NE 2nd (Bellevue Way to I-405)	Planter Strip
NE 1st/2nd (100th to Bellevue Way)	Planter Strip
NE 1st (103rd to Bellevue Way)	Tree Pits
Main St (100th to Bellevue Way)	Tree Pits
Main St (Bellevue Way to I-405)	Planter Strip
North-South	
100th (NE 12th to Main)	Planter Strip
100th (NE 10th to NE 1st)	Planter Strip
100th (NE 1st to Main)	Planter Strip
101st (near NE 10th)	Tree Pits
101st Ave SE (south of Main St)	Tree Pits
102nd (NE 12th to NE 8th)	Planter Strip
102nd (NE 1st to south of Main St)	Tree Pits
103rd (near NE 10th)	Tree Pits
103rd (NE 2nd to Main St)	Tree Pits

Bellevue Way (NE 12th to NE 10th)	Planter Strip
Bellevue Way (NE 10th to NE 4th)	Planter Strip
Bellevue Way (NE 4th to Main)	Planter Strip
Bellevue Way (Main to Downtown Boundary)	Planter Strip
105th (NE 4th to NE 2nd)	Planter Strip
North-South (continued)	
105th SE (near Main St)	Planter Strip
106th (NE 12th to NE 8th)	Planter Strip
106th (NE 8th to NE 4th)	Tree Pits
106th (NE 4th to Main)	Planter Strip
106th Pl NE (near NE 12th)	Tree Pits
107th (NE 2nd to south of Main)	Tree Pits
108th (NE 12th to NE 8th)	Tree Pits
108th (NE 8th to NE 4th)	Tree Pits
108th (NE 4th to south of Main)	Tree Pits
109th (near NE 10th)	Planter Strip
110th (NE 12th to NE 8th)	Planter Strip
110th (NE 8th to NE 4th)	Planter Strip
110th (NE 4th to Main)	Planter Strip
111th (NE 11th to NE 9th)	Planter Strip
111th (NE 4th to NE 2nd)	Planter Strip
112th (NE 12th to Main)	Planter Strip

DELETE PLATE BELOW





City of  
Bellevue

**PLATE B**

No Scale

**DOWNTOWN BELLEVUE STREET  
TREE SPECIES PLAN**



Existing parkland - - -

Downtown Boundary symbol	Latin Name/Common Name	Symbol	Latin Name/Common Name
APC	Acer platanoides 'Cleveland'/Cleveland Maple	LS	Liquidambar styraciflua/Sweet Gum

Downtown Boundaries	Latin Name/Common Name	Symbol	Latin Name/Common Name
APP	Acer platanoides 'Parkway'/Parkway Maple	PS	Prunus serrulata 'Kwanzan'/Kwanzan Cherry
APS	Acer platanoides 'Superform'/Superform Maple	PY	Prunus yedoensis 'Akebono'/Akebono Cherry
AR	Acer rubrum/Red Maple	PC	Pyrus calleryana 'Bradford'/Bradford Pear
CJ	Cercidiphyllum japonicum/Katsura Tree	QC	Quercus coccinea/Scarlet Oak
FOR	Fraxinus ornus 'Raywood'/Raywood Ash	QR	Quercus robur/English Oak
FOF	Fraxinus oxycarpa 'Flame'/Flame Ash	TC	Tilia cordata/Little Leaf Linden
FP	Fraxinus pennsylvanica 'Marshall'/Marshall Seedless Ash	TE	Tilia euchlora 'Redmond'/Redmond Linden
GTH	Gleditsia triacanthos inermis/Thornless Honey Locust	UA	Ulmus americana 'Homestead'/Homestead Elm
GTS	Gleditsia triacanthos 'Skyline'/Skyline Honey Locust	ZS	Zelkova serrata/Zelkova
CG	See street tree requirements in the NE 6th Street Pedestrian Corridor Guidelines		

**Plate B Downtown Bellevue Street Tree Species Plan**

East-West	Proposed Street Trees	Tree Size
NE 12th (102nd to I-405)	Pear: Pyrus calleryana 'Glens form'	Small
NE 11th (110th to 112th)	Katsura: Cercidiphyllum japonicum	Large
NE 10th (100th to 106th)	Tupelo: Nyssa sylvatica 'Firestarter'	Medium
NE 10th (106 to I-405)	Zelkova serrata 'Village Green'	Medium
NE 9th (110th to 111th)	Katsura: Cercidiphyllum japonicum	Large
NE 8th (100th to 106th)	Honeylocust: Gleditsia triacanthos 'Shademaster'	Medium
NE 8th (106th to 112th)	Pac Sunset Maple: Acer truncatum x platanoides 'Warrenred'	Medium
NE 6th (Bellevue Way to 106th)	Honeylocust: Gleditsia triacanthos 'Shademaster'	Medium
NE 6th (106th to I-405)	Katsura: Cercidiphyllum japonicum	Large
NE 4th (100th to I-405)	Autumn Blaze Maple: Acer x Freemanii 'Jeffersred'	Large
NE 3rd Pl (110th to 111th)	Tupelo: Nyssa sylvatica 'Firestarter'	Large
NE 2nd Pl (108th to 111th)	Persian ironwood: Parrotia persica 'Vanessa'	Medium
NE 2nd (Bellevue Way to I-405)	English oak: Quercus robur 'Pyramich'	Large

NE 1st/2nd (100th to Bellevue Way)	Hungarian oak: <i>Quercus frainetto</i> 'Schmidt'	Large
NE 1st (103rd to Bellevue Way)	Ginkgo: <i>Ginkgo biloba</i> 'Magyar'	Medium
Main St (100th to Bellevue Way)	Ginkgo: <i>Ginkgo biloba</i> 'Magyar'	Medium
Main St (Bellevue Way to I-405)	Tupelo: <i>Nyssa sylvatica</i> 'Afterburner'	Medium
North-South		
100th (NE 12th to NE 10th)	Pear: <i>Pyrus calleryana</i> 'Aristocrat'	Small
100th (NE 10th to NE 1st)	Scarlet oak: <i>Quercus coccinia</i>	Large
100th (NE 1st to Main)	Ginkgo: <i>Ginkgo biloba</i> 'Magyar'	Medium
101st (near NE 10th)	Ginkgo: <i>Ginkgo biloba</i> 'Autumn Gold'	Medium
101st Ave SE (south of Main St)	Katsura: <i>Cercidiphyllum japonicum</i>	Large
102nd (NE 12th to NE 8th)	Miyabe maple: <i>Acer miyabei</i> 'Rugged Ridge'	Large
102nd (NE 1st to south of Main St)	Katsura: <i>Cercidiphyllum japonicum</i>	Large
103rd (near NE 10th)	Ginkgo: <i>Ginkgo biloba</i> 'Autumn Gold'	Medium
103rd (NE 2nd to Main St)	Katsura: <i>Cercidiphyllum japonicum</i>	Large
Bellevue Way (NE 12th to NE 10th)	Tulip tree: <i>Liriodendron tulipifera</i> 'JFS-oz'	Large
Bellevue Way (NE 10th to NE 4th)	Honeylocust: <i>Gleditsia tricanthos</i> 'Shademaster'	Medium
Bellevue Way (NE 4th to Main)	Tulip tree: <i>Liriodendron tulipifera</i> 'JFS-oz'	Large
105th (NE 4th to NE 2nd)	Sweetgum: <i>Liquidambar styraciflua</i> 'Worplesdon'	Large
North-South	Proposed Street Trees	Tree Size
105th SE (near Main St)	London planetree: <i>Platanus x acerifolia</i> 'Bloodgood'	Large
106th (NE 12th to NE 8th)	Elm: <i>Ulmus propinqua</i> 'Emerald Sunshine'	Large
106th (NE 8th to NE 4th)	Elm: <i>Ulmus Americana</i> 'Jefferson'	Large
106th (NE 4th to Main)	Elm: <i>Ulmus</i> 'Morton Glossy'	Large
106th Pl NE (near NE 12th)	London planetree: <i>Platanus x acerifolia</i> 'Bloodgood'	Large
107th (NE 2nd to south of Main)	Hornbeam: <i>Carpinus caroliniana</i> 'Palisade'	Medium
108th (NE 12th to NE 8th)	Persian ironwood: <i>Parrotia persica</i> 'Ruby Vase'	Medium

108th (NE 8th to NE 4th)	Sweetgum: Liquidambar styraciflua 'Worplesdon'	Large
108th (NE 4th to south of Main)	Zelkova serrata 'Green Vase'	Medium
109th (near NE 10th)	Linden: Tilia cordata 'Chancole'	Large
110th (NE 12th to NE 8th)	Linden: Tilia americana 'Redmond'	Large
110th (NE 8th to NE 4th)	Zelkova serrata 'Village Green'	Medium
110th (NE 4th to Main)	Red maple: Acer rubrum 'Somerset'	Large
111th (NE 11th to NE 9th)	Ginkgo: Ginkgo biloba 'Autumn Gold'	Medium
111th (NE 4th to NE 2nd)	Ginkgo: Ginkgo biloba 'Autumn Gold'	Medium
112th (NE 12th to Main)	Scarlet oak: Quercus coccinia	Large

## **Draft Land Use Code Amendment**

### **Downtown Boundary Redefined**

#### LUC 20.50.016 D Definitions

**Downtown.** The area of the City located generally from I-405 on the east to 100th Avenue NE on the west and from NE 12th Street on the north to approximately Main Street on the south, specifically within the boundaries described as follows:

**Beginning** at the Northwest corner of the Northwest quarter of Section 32, Township 25 North, Range 5 East, W.M., also being the centerline intersection of NE 8th Street and 100th Avenue NE; thence south along the west line of said Northwest quarter and along the centerline of 100th Avenue NE to the Northwest corner of the Southwest quarter of said Section 32 and the intersection of Main Street; thence south along the west line of said Southwest quarter and the centerline of 100th Avenue SE to a point being 200 feet south of, as measured at right angles to, the north line of said Southwest quarter of Section 32; thence easterly parallel with said north line 215 feet; thence southerly parallel with the west line of said Southwest quarter 90 feet to a point on the north line of Lot 82 of Bellevue Acre and Half Acre Tracts; thence easterly along the north line of Lot 82 to the centerline of Meydenbauer Way SE; thence southwesterly along the arc of the centerline of Meydenbauer Way SE and diverging southerly along the centerline of 101st Avenue SE to a point being the intersection of the centerline with the westerly projection of the south line of Lot 50 of Bellevue Acre and Half Acre Tracts as shown on that certain Condominium (THE FORUM) recorded under V.13, P.47-48 and Amended under V.18, P.8; thence easterly along the south line of Lot 50 to the centerline of 102nd Avenue SE; thence continuing easterly along the south lines of Lots 49 and 14 of Bellevue Acre and Half Acre Tracts to the centerline of 104th Avenue SE; thence northerly along said centerline to a point being the intersection of the centerline with the westerly projection of the south line of Lot 14 of Maxwellton Braes; thence easterly along the south line of Lot 14 to the Southeast corner thereof; thence northerly along the east line of Lot 14 to the Southwest corner of Lot 57 of Maxwellton Braes; thence easterly along the south line of Lot 57 to the centerline of 105th Avenue SE; thence continuing easterly along the south lines of Lots 58 and 101 of Maxwellton Braes to the centerline of 106th Avenue SE, and also being 15 feet westerly of the west line of Lot 2 of Trinwith Addition; thence northerly along said centerline to the south line of North 241.20 feet of the Southwest quarter of said Section 32; thence easterly along said south line to the centerline of 107th Avenue SE; thence northerly along said centerline to a point being the

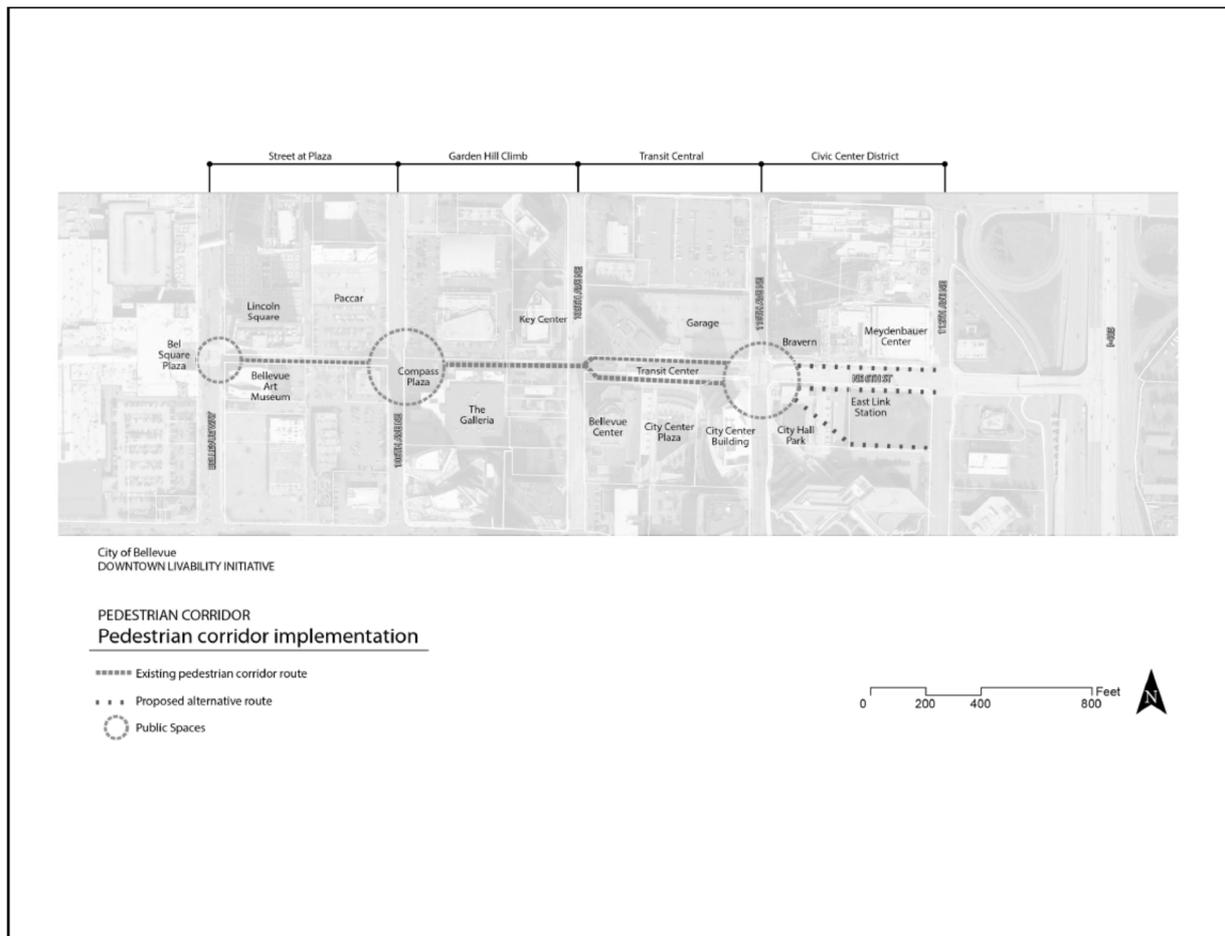
intersection of the centerline with the westerly projection of the south line of Lot 15 of Trinwith Addition; thence easterly along the south line of Lot 15 to the Southeast thereof; thence southerly to the south line of the North 227.07 feet of the Southwest quarter of said Section 32; thence easterly along said south line to the west line of the East 230 feet of said Southwest quarter; thence northerly along said west line to the south line of the North 176.42 feet of said Southwest quarter; thence easterly along said south line to the east line of the Southwest quarter of said Section 32 also being the centerline of 108th Avenue SE; thence northerly along said centerline to the intersection of 108th Avenue SE and Main Street; thence easterly along the centerline of Main Street to its intersection with the westerly right of way margin of SR 405 as shown on WSDOT Right of Way plan set titled SR 405 S.E. 30TH ST. VIC. TO N.E. 40TH ST. VIC., Sheets 17 through 24, approved and adopted February 11, 2005; thence northerly along said westerly margin to its intersection with the easterly right of way margin of 112th Avenue NE; thence northerly along said easterly right of way margin to its intersection with the westerly right of way margin of SR 405; thence northerly along said westerly margin to its intersection with the centerline intersection of NE 12th Street; thence westerly along the centerline of NE 12th Street to its projected intersection with the west line of the Southwest quarter of Section 29 Township 25 North, Range 5 East, W.M., also being the centerline intersection of 100th Avenue NE; thence south along the west line of said Southwest quarter and along the centerline of 100th Avenue NE to the **Point of Beginning**, and there ending, all in King County, Washington.

## **Draft Land Use Code Amendment**

### **Extension of Major Pedestrian Corridor**

#### **20.50.034 M definitions.**

**Major Pedestrian Corridor.** An alignment which is generally for exclusive pedestrian use providing a reasonably direct, but interesting pedestrian route in the immediate vicinity of NE 6th Street between 102nd Avenue NE and 110th the east side of 112<sup>th</sup> Avenue NE as depicted in the Pedestrian Corridor Implementation Map.



#### **20.25A.030 FAR amenity incentive system**

....

##### **C. Specific Requirements.**

For purposes of applying the FAR Amenity Incentive System, the “City Center District” shall mean that area of the Downtown bounded by 100th Avenue NE, 112th Avenue NE, NE 4th Street and NE 8th Street.

16. MAJOR PEDESTRIAN CORRIDOR The major pedestrian corridor located on or in the immediate vicinity of NE 6th Street between 102nd Avenue and 110 <sup>th</sup> 112th Avenue NE.	16:1*	N/A	16:1*	N/A	N/A	N/A	Must comply with the requirements of LUC 20.25A.100.E.1.
*Bonus floor area may be achieved through the provision of this amenity only in conjunction with a permit to construct the Major Pedestrian Corridor in accordance with LUC 20.25A.100.E.1.							

For purposes of applying the Amenity Incentive System, a level shall be considered the ground level so long as less than half of that ground level story height is located above or below the average finished grade of the adjacent public right-of-way or pedestrian connection. The two stories immediately above the ground level story and intended to activate the ground level pedestrian environment through demonstrated compliance with LUC 20.25A.115, Design Guidelines – Building/Sidewalk Relationships, shall be considered an upper level.

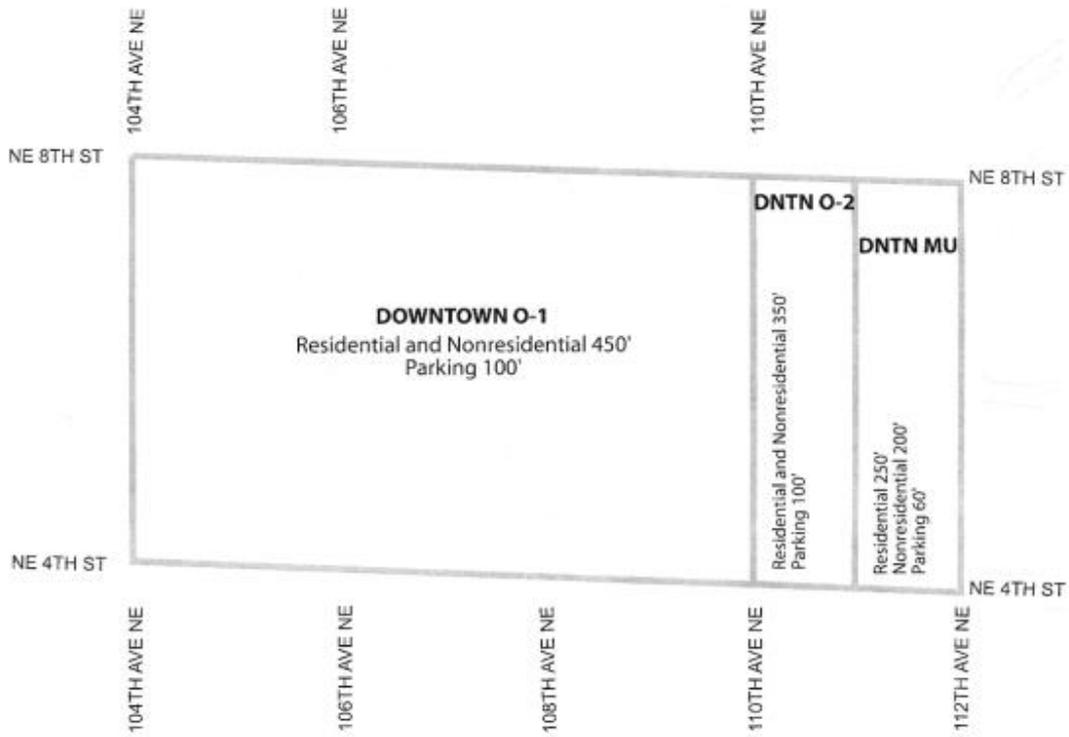
Participation in the FAR Amenity Incentive System must comply with the following chart:...

**20.25A.030E. Transfer of Bonus Floor Area**

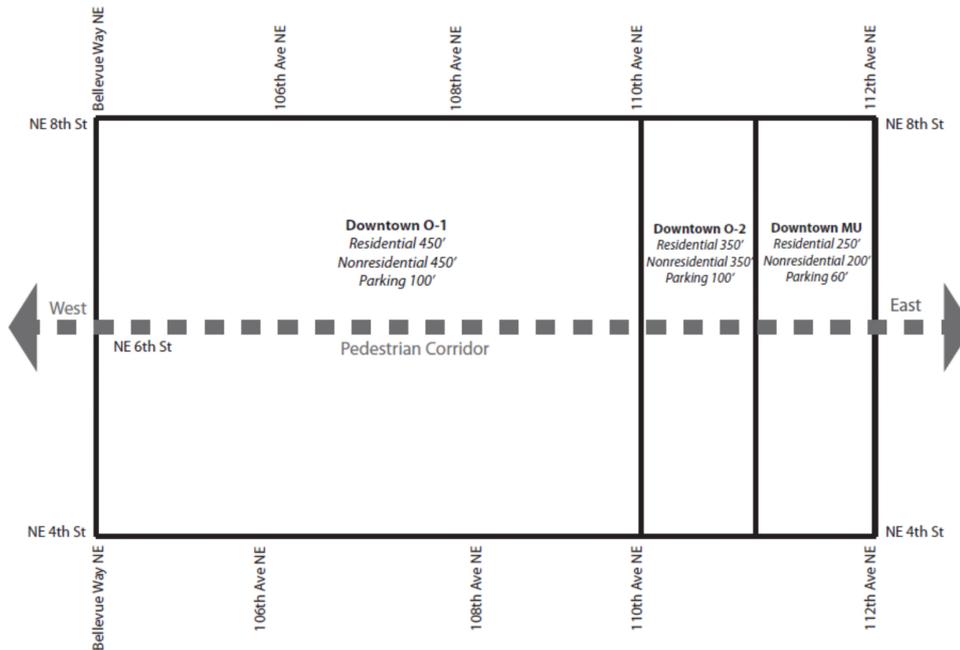
...

4. Notwithstanding any provision of this Code, no transfer of floor area occurs when all property is included in one project limit.

DELETE FOLLOWING DIAGRAM.



Insert new diagram below.



**Heights in Core Design District\***

**Corridor/Open Space Bonuses**

**Used on-site and/or transferred**

\*These building heights may be achieved, but not exceeded, as a result of either transferring from another site, using on-site, or a combination thereof, the bonus floor area received as a result of constructing the Major Pedestrian Corridor or Major Public Open Spaces. These building height limits may not be exceeded by using any other Code provision. The 450-foot height limit shown for Downtown O-1 shall be calculated by including any mechanical or other similar equipment or nonhabitable structural elements.

LUC 20.25A.100

...

E. Downtown Core Design District

1. Major Pedestrian Corridor.

- a. Purpose. The major pedestrian corridor is to serve as a focus for pedestrian use.
- b. Location. The alignment of the major pedestrian corridor is defined as the area within 30 feet of the extension of the north line of Lots 3 and 4, Block 2 of Cheriton Fruit Gardens Plat No. 1 recorded in the King County Department of Records and Elections in Volume 7 of Plats at page 47, extending from the eastern edge of the enclosed portion of Bellevue Square to 108th Avenue NE and the area within 30 feet north of the north curb and 30 feet south of the south curb of the Bellevue Transit Center traffic lanes as hereafter approved by the City, extending across the 108th Avenue NE right-of-way and to ~~440th~~ the east side of 112<sup>th</sup> Avenue NE. This alignment may be modified by the Bellevue Pedestrian Corridor Guidelines or by a Corridor Development Design Plan for a specific property.
- c. Bellevue Pedestrian Corridor Guidelines. Each development abutting the pedestrian corridor as described in paragraph E.1.c.v of this section must comply with the provisions of this paragraph and the Bellevue Pedestrian Corridor Guidelines and Major Open Space Design Guidelines as adopted by the City Council, or as the same may hereafter be amended. The Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines consist of general design guidelines consistent with provisions of this paragraph.
  - i. The corridor must present a coordinated design. The City will consider coordinated design features such as uniform treatment of signing, landscaping and lighting over the entire length of the corridor. Variety in design will be allowed and in some cases encouraged in order to provide visual interest and harmony with adjacent development. The corridor must incorporate numerous pedestrian amenities such as seating areas, landscaping, art features, weather protection and pedestrian scale lighting.
  - ii. The major pedestrian corridor must provide predominantly continuous pedestrian-oriented frontage, plazas, pedestrian ways, street arcades, landscape features, or enclosed plazas along its entire length.
  - iii. The entire corridor must be open to the public 24 hours per day. Segments of the corridor may be bridged or covered for weather protection, but not enclosed. Temporary closures will be allowed as necessary for maintenance purposes.
  - iv. Pedestrian movement across 104th Avenue NE, 106th Avenue NE or 108th Avenue NE and 110<sup>th</sup> Avenue NE shall be at grade.
  - v. The major pedestrian corridor width is established as part of the Bellevue Pedestrian Corridor Guidelines. The corridor width shall average 60 feet and in no case be less than 40 feet over each superblock west of 108th Avenue NE, and shall average 30 feet and in no case be less than 20 feet on each side over the

superblocks extending from the western edge of the 108th Avenue NE right-of-way to ~~140th~~ the east side of 112th Avenue NE.

All subdivisions or short subdivisions hereafter approved or permits for any structure or permanent parking or circulation area shall be reviewed for compatibility with the alignment of the major pedestrian corridor and major public open space as specified in paragraph E.1.b of this section or in the Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines if any lot line, structure or permanent parking or circulation area is within:

- (1) 330 feet of the centerline of the major pedestrian corridor if west of 108th Avenue NE; or
- (2) The area between the exterior edge of the curblines eastward of the Transit Center and the eastward extension of the trigger lines as defined in paragraph E.1.c.v(1) of this section to ~~140th~~ the east side of 112th Avenue NE.

...

Appendix B Council Principles for Downtown Livability Initiative

Chapter 1

Project principles approved by the City Council.

## Council Principles for Downtown Livability Initiative

### Change

### Principle

After several development cycles since the original Code adoption, it has become increasingly clear what is working and not working with development incentives.	1. Refine the incentive system to develop the appropriate balance between private return on investment and public benefit.
Downtown Bellevue has experienced a massive influx of new residents. This has helped create long hoped-for urban qualities, but also led to increased frictions that occur in a dense, mixed use environment.	2. Promote elements that make Downtown a great urban environment while also softening undesirable side effects on Downtown residents.
Downtown has seen a significant increase in pedestrians and street-level activity.	3. Increase Downtown's liveliness, street presence, and the overall quality of the pedestrian environment.
Through new development, Downtown has an opportunity to create more memorable places, as well as a distinctive skyline.	4. Promote a distinctive and memorable skyline that sets Downtown apart from other cities, and likewise create more memorable streets, public spaces, and opportunities for activities and events.
Environmental rules and strategies have evolved over the past decades since the Downtown Code was adopted.	5. Encourage sustainability and green building innovation in Downtown development. Enable design that promotes water, resource, and energy conservation, and that advances ecological function and integrity.
Downtown is attracting a younger and more diverse demographic mix, of workers, visitors, and residents.	6. Respond to Downtown's changing demographics by meeting the needs of a wide range of ages and backgrounds for an enlivening, safe and supportive environment.
As Downtown has become a more mature urban center, it is experiencing an increase in visitors and more interest in tourism.	7. Promote elements that will create a great visitor experience and a more vital tourism sector for Downtown.
We live in an increasingly global economy, with flows of goods and services, capital and people transcending state and national boundaries.	8. Strengthen Downtown's competitive position in the global and regional economy, while reinforcing local roots and local approaches.
Downtown's relationship with adjacent residential neighborhoods has evolved. It remains important to achieve a transition in building form and intensity between Downtown and adjacent residents, but nearby neighborhoods are also seeking the attractions that the city center brings.	9. Maintain graceful transitions with adjoining residential neighborhoods, while integrating these neighborhoods through linkages to Downtown attractions.
The development arena is becoming increasingly competitive, as Downtown continues to seek quality investments that implement the Subarea Plan vision.	10. Refine the Code to provide a good balance between predictability and flexibility, in the continuing effort to attract high quality development that is economically feasible and enhances value for all users.
As Downtown has matured and filled in, opportunities for quality development are becoming limited, and expectations have grown as to how each development contributes to the greater whole.	11. Promote through each development an environment that is aesthetically beautiful and of high quality in design, form and materials; and that reinforces the identity and sense of place for Downtown and for distinct districts.
Bellevue's park and open space system has dramatically evolved, for example with acquisition and planning for Meydenbauer Bay Park, development of the Downtown Park, and the nearby Botanical Garden on Wilburton Hill.	12. Advance the theme of "City in a Park" for Downtown, creating more green features, public open space, trees and landscaping; and promoting connections to the rest of the park and open space system.

Attachment C Planning Commission 2015 Downtown Livability Public Comment

6/24

The property owner of the NW corner of Main Street and 112<sup>th</sup> request increased height and FAR in the SE portion of Downtown due to the proximity to the East Main Light Rail Station. The CAC recommendation is no change to the Perimeter Design District (PDD) B and a possible height increase from 55 ft. to 70 ft. in PDD A with no FAR increase.

Consider all stakeholders and impacts to current Downtown residents and employees. Increase height and density near light rail stations to maximize its use. Equalizing FAR in MU may be worse than the perceived problem. Encourage people to live where they work in Downtown, an approach that would required some unit to be affordable.

Nothing in the plan dictates skinnier buildings – but they may be taller.

The amenity system is one of the city's strengths. Whether or not more is better needs to be discussed along with the need for extraordinary amenities that will actually increase livability.

The BDA supports careful evaluation of the CAC recommendations. Building design and the amenities offered Downtown play an essential role in the health and vibrancy of the city's economy.

Northtowne Neighborhoods Association (NNA): The perimeter area is a pleasant transition from the single family homes north of 12<sup>th</sup>. Pleasant transitions are a concern of both surrounding neighborhoods and people in the Core.

Changes to FAR and building height between 8<sup>th</sup> and 11<sup>th</sup> will require some concessions from the Northtowne neighborhood because these are changes to compromises we already made with the current zoning. NNA would consider these changes if the City also considers improving McCormick Parks along NE 12<sup>th</sup>.

Area 3A. Increasing heights and FAR is not consistent with maintaining transitions. Building over 200 ft will cast shadows north to the single family neighborhood.

Area 2D. NNA is opposed to any increased height as 2D abuts NE 12<sup>th</sup>. NA will vigorously challenge increases in this area.

2C. An urban village with grocery, plaza, housing, drugs is a fine concept for this corner. The plaza should be in sun and not shaded like Galleria and Bravern.

It is mandatory that re—zoning in this area include subsidized low income housing. This should be the first development of the property.

Study shadow impacts of increased heights on adjacent neighborhoods.

Almost everyone who works Downtown is getting her from somewhere else. We need to reduce commute trips by:

- Predictable and reasonable trip times
- Walkable City of Bellevue Schools / you programs
- Open spaces and parks
- Amenities
- Parking (visitor parking is a problem)
- Maintaining density limits in MU
- No changes to building heights

7/8

Property on the NW corner of Main and 112<sup>th</sup> Ave NE St is within the walkshed for the East Main Station. With increased height taller buildings that provide for more light and air than short squatty ones of the same density. This intersection calls for gateway treatment. To accomplish that will require increased height and FAR.

I chose to live Downtown because of the vibrant environment. Consider preserving major view corridors Downtown as growth continues. Views are an important part of downtown livability.

Feedback on Downtown Livability has been primarily been from builders and land owners. Seek feedback from those who live in Downtown and do not limit decision making to input from developers and land owners.

1A. In the area proposing an increase to 600 ft. the FAR cap only applies to commercial buildings. Unlimited residential FAR needs to be addressed.

2B and 3A FAR increases will cause traffic congestion.

Before any changes are enacted develop a plan for transportation and parking.

Sidewalk widths seem adequate on some streets but far too narrow and too close to speeding traffic on other streets. Planting curbside trees will add some protection for pedestrians as well as soften the hardscape and help recapture our city's dwindling tree canopy.

Inadequate parking for employees, residents, visitors, shoppers, and the handicapped are already a huge problem. Buildings should provide guest parking including for the handicapped parking.

7/22

Bellevue Towers Livability Committee rep. A survey of their residents shows this priority: transportation, parking, amenities, pedestrian congestion and safety, public spaces, and design outcomes. Residents want low to moderate congestion and the ability to walk to most destinations. Short-term, convenient, accessible and affordable parking is important. They suggest a free circulator shuttle, shuttle to transit centers, and protected bike lanes plus a tram from the transit center to Bel Sq.

All planning decisions are tied directly to resident livability priorities for transportation, parking and safety.

9/9 – none

9/23

Please increase height and FAR for NW corner of 112<sup>th</sup> and Main St. to accommodate TOD (transit-oriented development)

Ensure on-going dialogue between Downtown residents and the PC on how best to secure the benefits of development and growth while preserving and improving the quality of life for residents.

No significant changes to transportation infrastructure are anticipated to address the forecasted increase in residents and work force expected by 2030.

Address infrastructure needs before any zoning changes occur.

Density should be outside the Core and closer to the freeway exits and light rail stations.

10/14

There are currently multiple properties in Downtown that due to restrictions on use are unable to accommodate many viable businesses, leaving ground floor retail spaces empty. Many uses are restricted due to underlying zoning and the amenity program. Pedestrian-oriented frontage (POF) restrictions need to be completely overhauled.

More flexibility is needed to allow for uses that make sense for the growing urban area.

Restriction against first floor general office uses that offer no services makes sense but businesses that serve the community should be allowed.

Suggested new POF include: fitness studios, child enrichment programs, banks and other financial services, medical and dental practices, pet daycare and grooming, breweries and micro distilleries.

Big development is taking over Downtown. The ambiance of a village on Main Street. We need growth but not at the cost of our historic character.

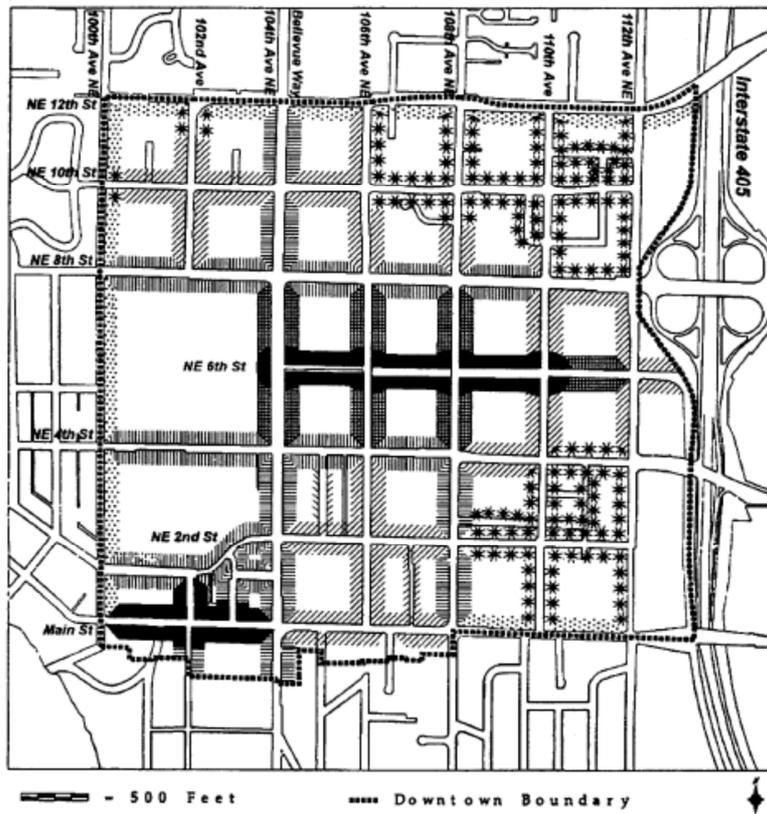
10/28

Corrected Sept. 23 minutes and noted both John L. Scott Real Estate and his company BDR share the vision that with some appropriate zoning the 112<sup>th</sup> at Main NW corner would support a great transit-oriented development and serve as a gateway with commercial, retail and residential uses.

Patrick Bannon: The BDA's Land Use and Livability Committee is a diverse group. The committee is encouraged that the permitted use charts are being scrubbed. They are in agreement that flexibility and permissiveness is needed.

There remains a potential risk of criteria leading to outdated interpretations that could prevent viable uses that would fill vacancies. It will be vitally important for the Commission to pursue a mechanism around flexibility.

Appendix E Map of Right of Way Designations

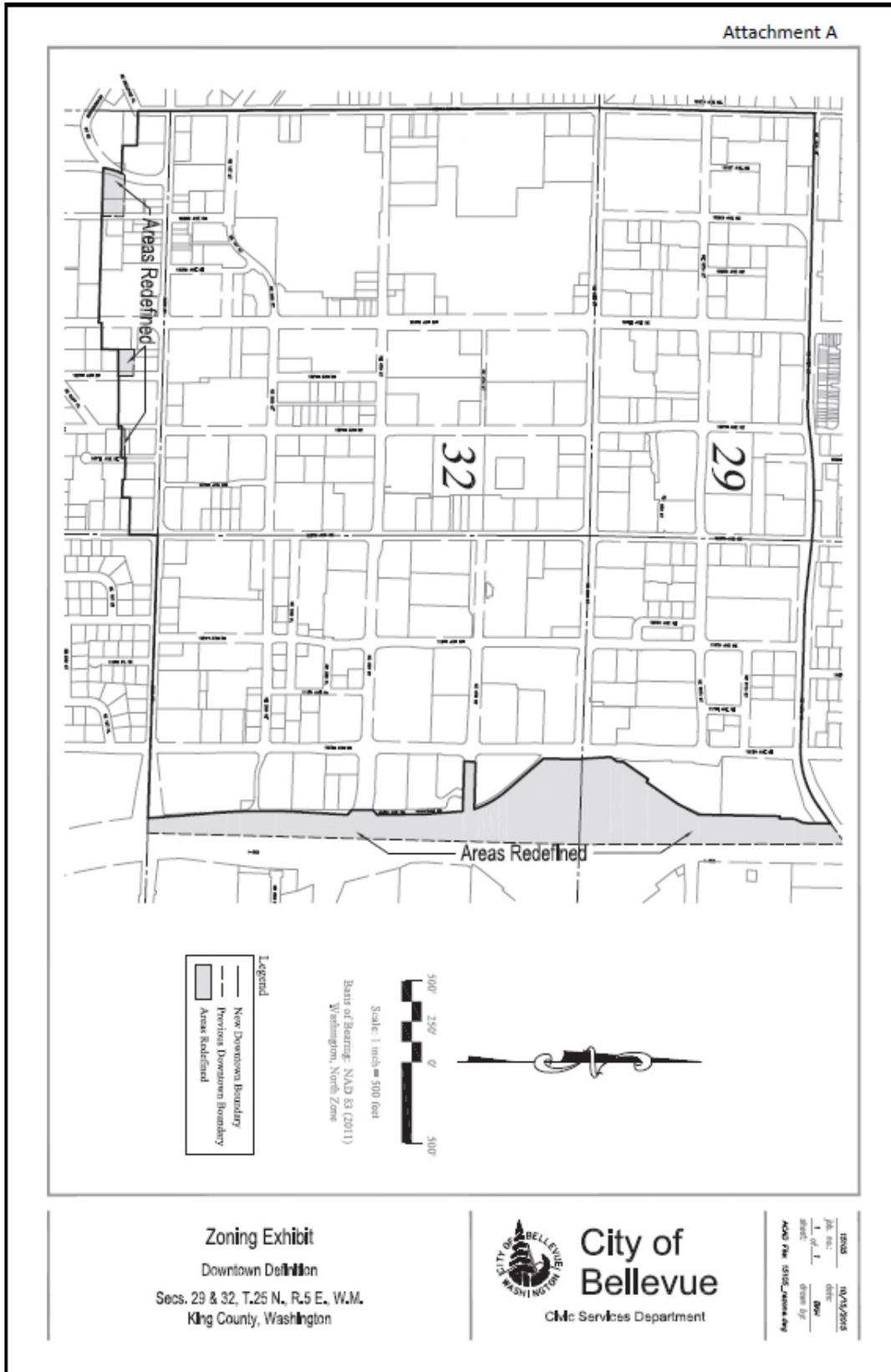


Right-of-Way Designations

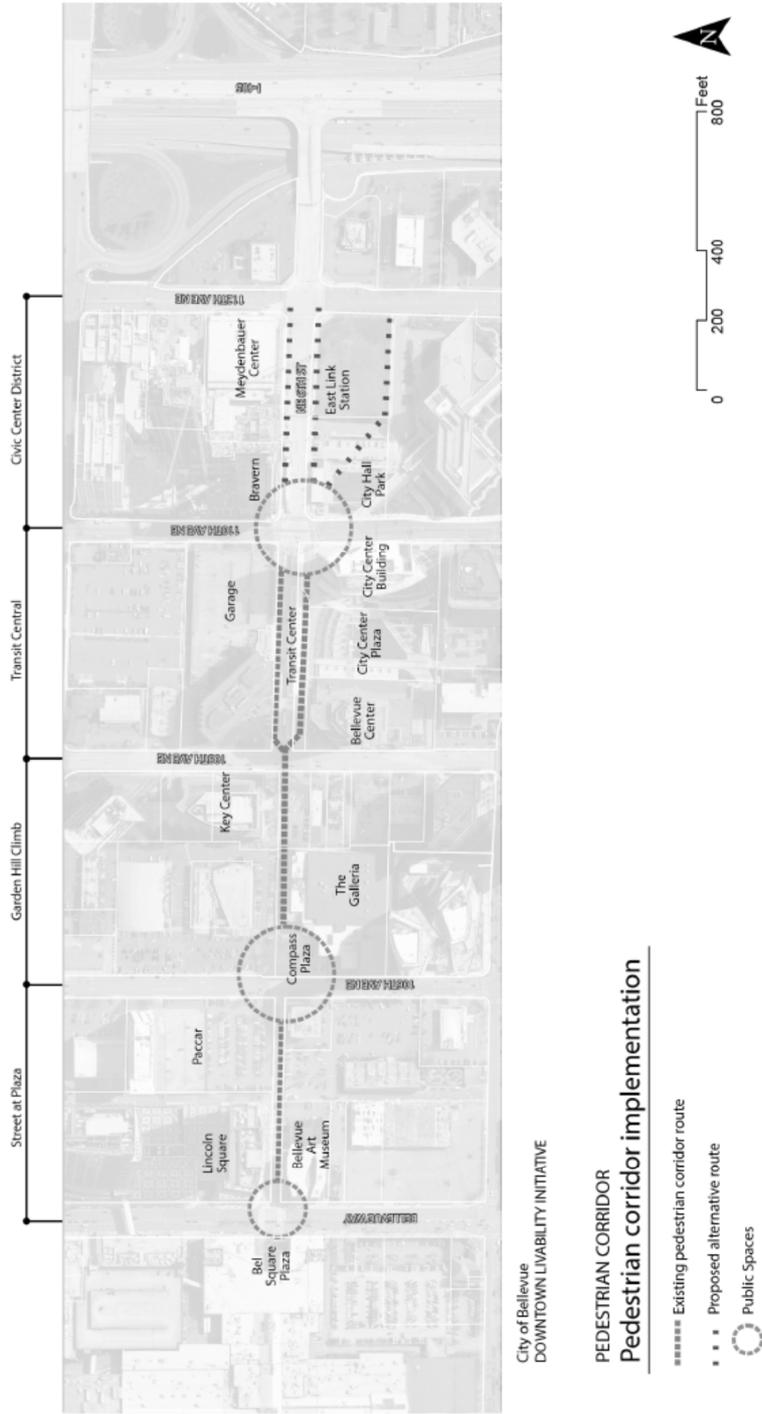
-  A
-  B
-  C
-  D
-  D/R
-  E

Note: In the Downtown-Old Bellevue District, the "A" right-of-way designation extends south of Main Street on both sides of 102nd Avenue SE for a distance of 100 feet and extends north of Main Street on both sides of 103rd Avenue NE for a distance of 100 feet.

Attachment E Map of Right-of-Way Designations



Attachment F Map of Pedestrian Corridor Extension





DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL COORDINATOR  
450 110<sup>th</sup> Ave NE., P.O. BOX 90012  
BELLEVUE, WA 98009-9012

**DETERMINATION OF NON-SIGNIFICANCE**

**PROPONENT:** City of Bellevue Development Services Department

**LOCATION OF PROPOSAL:** Downtown

**DESCRIPTION OF PROPOSAL:** The Downtown Livability Initiative Citizens' Advisory Committee issued a final report concluding that Downtown Bellevue's future competitive edge will depend on creating a livable, memorable Downtown environment. To accomplish this, the proposed Downtown Livability Initiative would examine building heights and urban form, refine urban design guidelines with a stronger focus on the pedestrian and street environment, and promote other amenities that will serve the people who will live, work, and play in Downtown Bellevue in 2030. This proposal is the first set of Land Use Code amendments that implementing the Downtown Livability Initiative. The subject of these amendments include permitted uses, signage for publicly accessible spaces, mechanical equipment location and screening, street trees, redefinition of the Downtown boundary, overhead weather protection and extension of the Major Pedestrian Corridor. Some pedestrian related elements recommended through the Downtown Transportation Plan Update will also be considered.

**FILE NUMBER:** 12-127731-AD

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with Land Use Division. This information is available to the public on request.

- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project), or if the DNS was procured by misrepresentation or lack of material disclosure.

This DNS is only appealable as part of the City's action on the amendment to the Land Use Code. In order to comply with requirements of SEPA and the State of Washington Growth Management Act for coordination of hearings, any appeal of the SEPA threshold determination herein will be considered by the Growth Management Hearings Board along with an appeal of the City Council's action. See LUC 20.35.250C.

  
\_\_\_\_\_  
Environmental Coordinator

11/12/2015  
\_\_\_\_\_  
Date

**OTHERS TO RECEIVE THIS DOCUMENT:**  
State Department of Fish and Wildlife  
U.S. Army Corps of Engineers  
Attorney General  
King County  
Muckleshoot Indian Tribe

Environmental Checklist  
Reviewed by Heidi M. Bedwell  
(HMB)

**CITY OF BELLEVUE  
ENVIRONMENTAL CHECKLIST  
(Integrated SEPA/GMA Process)**

**A. BACKGROUND INFORMATION**

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**PROPOSAL TITLE:** Downtown Livability Land Use Code Amendment

**PROPERTY OWNERS' NAME:** N/A; applies Subarea-wide

**PROPOSAL LOCATION:** Applies to all property designated Downtown (DNTN-01, DNTN-02, DNTN-MU, DNTN-R, DNTN-OB, and DNTN-OLB)

**PROPONENT'S NAME:** City of Bellevue, Planning and Community Development Department (PCD)

**CONTACT PERSON'S NAME:** Patti Wilma, PCD Planning Manager

**CONTACT PERSON'S ADDRESS:** Planning and Community Development Department  
City of Bellevue  
P.O. Box 90012  
Bellevue, WA 98009-9012

**CONTACT PERSON'S PHONE:** 425-452-4114

**BRIEF DESCRIPTION OF THE PROPOSAL'S SCOPE AND NATURE:**

1. **General description:** This proposal is to amend Land Use Code related to these Downtown elements:

- The amenity incentive system
- Building Form and Height
- Design Guidelines
- The Pedestrian Corridor
- Parking
- Light Rail Interface
- Permitted uses including vendor carts
- Mechanical Screening
- Maintenance Standards of vacant buildings
- Recycling and solid waste criteria
- Elements recommended through the Downtown Transportation Plan Update

SEPA checklist originally included a full list of potential code amendments when application was noticed in 2012. Proposed Code Amendment is a subset of these items. SEPA determination is for only those items identified in the code amendment. See staff report to Planning Commission dated November 12, 2015 for detailed information on project proposal.

• *Downtown Signage*  
2. **Site acreage:** Applies to all property within the Downtown in the City.  
See Attachment 1

3. **Number of dwelling units/buildings to be demolished:** N/A

4. **Number of dwelling units/buildings to be constructed:** N/A
5. **Square footage of buildings to be demolished:** N/A
6. **Square footage of buildings to be constructed:** N/A
7. **Quantity of earth movement (in cubic yards):** N/A
8. **Proposed land use:** This Code update will address uses typical in an urban center: office, commercial, residential, recreational, and civic activities/functions.
9. **Design features, including building height, number of stories and proposed exterior materials:** N/A
10. **Other:** N/A

**Proposed timing or schedule (including phasing, if applicable):**

A public hearing on the proposal is anticipated in the fourth quarter of 2013. City Council final action on the proposal will follow that public hearing. December 9, 2015

**Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

No.

**List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

1988 Convention Center IES: 88-3453-LE  
1997 Lincoln Square EIS: 97-8314-LE  
1998 Meydenbauer Place Convention Center Expansion: 98-1564-LE  
1998 Bellevue Super Block (Wasatch): 98-3744-LE  
2000 DIP EIS: - 00-239368-LE  
2003 The Bravern: 03-114595-LE  
2004 Overlake Hospital Master Plan EIS: 04-112140-LE  
2005 BelRed Corridor Programmatic EIS – 05-127994-LE  
2008 Transportation Facilities Plan Update EIS 2009-2020: 08-132179-LE  
2012 Transportation Facilities Plan Update EIS 2013-2024: 12-127104-LE

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2015 103556 LD Evergreen Plaza Bellevue 1/23/2015
2015 107029 LD Metro 112 Phase II 3/10/2015
2015 107220 LD Hyde Square Apartments 3/13/2015
2015 113442 LD Bellevue Tower 5/12/2015
2015 120258 LD Vuecrest Apartments 8/03/2015
2015 123104 LD Four 106 9/15/2015
2015 124509 LD Bosa - Bellevue Way 9/28/2015
2015 125030 LD Alamo Manhattan B2 10/08/2015

**Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.**

Applications currently in review include:

12-117760-LD – Alamo Manhattan Main Street. Applied for 7/13/12

12-127765-LD – 23 story office building 10833 NE 8<sup>th</sup> St. Applied for 10/31/12

**List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.**

Ordinance adoption by the City Council.

**B. Environmental Elements**

No discussion of the individual Environmental Elements is required for GMA actions per WAC 197-11-235.3.b.

**C. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (do not use this sheet for project actions)**

**SUMMARY**

Project Summary:

<p>Proposed Code Amendment is a subset of these items. SEPA determination is for only those items identified in the code amendment. See staff report to Planning Commission dated November 12, 2015 for detailed information on project proposal.</p>
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A key conclusion from the Downtown Implementation Plan (DIP) was that Downtown Bellevue’s future competitive edge will depend on creating a livable, memorable Downtown environment. Toward this end, the proposed Downtown Livability work program would examine building heights and urban form, refine urban design guidelines with a stronger focus on the pedestrian and street environment, and promote other amenities that will serve the people who will live and work in Downtown Bellevue in 2030.

The need for the Downtown Livability work has been reviewed with Council on previous occasions during the past few years. The key question stemming from those discussions has not been if the work should be accomplished, but rather when it would be most appropriate to initiate. The Downtown Implementation Plan and subsequent work identified a series of concepts to advance this agenda, but progress has been piecemeal, limited by other City priorities and the need to establish the Downtown light rail alignment.

The Downtown Subarea Plan identifies a number of urban design concepts that have not yet been integrated into the Land Use Code. The differentiation of unique Downtown neighborhoods, “signature streets” on Bellevue Way, 106th and 108th; additional pedestrian features, and integration of Great Streets with building frontages are among these ideas.

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Key portions of the Downtown Land Use Code are in need of updating. Perhaps most notably, the Downtown zoning incentive system has never been comprehensively re-visited since its original adoption in 1981. Both the amenities it includes and the bonus rates provided are in critical need of updating, to ensure that the zoning incentive system remains an effective tool for private development to help achieve the Downtown vision. A related issue is building height, with the goal that the Code encourages interesting building forms and differentiation, rather than a bulky, uniform result. In addition, the Land Use Code's parking standards have not kept pace with changes in travel mode split, and Pedestrian Corridor design guidelines are in need of updating.

Achieving Downtown's urban development vision requires active engagement by both public and private sectors. Overall the private sector has been very supportive in partnering with the City to create urban amenities and advance the Downtown Plan. However, there is a sense that the current Code and incentive system should be improved to better reflect market realities and provide greater flexibility in implementing desired amenities. In refining the Code and incentive system, this market perspective will be an important dimension. We want to ensure that the recommended package of amendments is economically feasible for development to implement, and that it will result in development being able and willing to "move the bar" to new levels of quality and livability.

### **Project Objectives**

The proposed work program has the following objectives:

- Refine the Land Use Code to better achieve the Downtown vision while being sensitive to development economics.
- Improve Downtown's pedestrian environment.
- Improve the livability of Downtown as a residential location.
- Enhance the unique identities and characters of Downtown's distinct neighborhoods.
- Integrate this effort with the East Link Collaborative Design process specific to Downtown Bellevue.
- Integrate the Downtown Livability Work Program with the Downtown Transportation Plan effort currently underway.

### **Scope/Significant Topical Areas**

Following are the significant topical areas proposed for the Downtown Livability work program. If this initiative is approved, staff will conduct an early public scoping process before the list is made final.

#### 1. Amenity Incentive System

- Update the amenity incentive system; fine-tune amenities to best support the Downtown vision.

A foundation for development in Downtown Bellevue is a combination of an amenity incentive system and design standards through which floor area (FAR) and building height are earned by providing features with special public benefit. The existing Code framework dates back to 1981; neither the specific bonus features nor bonus rates have been fundamentally updated in a

quarter century to respond to changes in the Downtown environment. This work will refine the incentive system to promote downtown livability and memorability, update to today's market, and ensure the system provides adequate flexibility to achieve the desired outcomes.

*Outcome:* Revised incentive system that results in better urban form, updated set of bonus amenities, and updated economic foundation.

## 2. Building Form and Height

- Analyze building form and height; identify potential areas for increased height limits, in return for additional public benefit.

Allowing additional height in some areas could produce more interesting building and roof forms, as well as new opportunities for generating additional or more meaningful public amenities through the incentive system. Related issues include whether the Code should continue to provide for differential height allowances between residential and nonresidential uses in most Downtown districts, and whether the Code should allow transfer of FAR across Downtown districts.

The vision and development regulations for the area currently identified as DT-OLB (Downtown-Office and Limited Business) between 112<sup>th</sup> and I-405 will also be considered.

*Outcome:* Possible refinements may allow limited increase to building heights, potentially to include adjustments to FAR transferability opportunities; while generating additional public amenities through the incentive system.

## 3. Design Guidelines

- Refine Downtown design guidelines to achieve an improved pedestrian environment and a downtown with stronger architectural interest and sustainable building practices.

The City currently has Design Guidelines in place that address building/sidewalk relationships, Downtown in general, Perimeter Design Districts (on the edges of Downtown), Old Bellevue, the Core, and the Civic Center District. There have been varying levels of success in the design outcomes achieved by built projects. These guidelines need updating to promote excellence in urban design and make Downtown an increasingly diverse, livable, and memorable place.

*Outcome:* Revised guidelines incorporating the Great Streets work, refinements to form, district character, open space, pedestrian orientation and other key design considerations. Ensure that the design review process continues to be customer-focused, fair, predictable, and measurable.

## 4. Pedestrian Corridor

- Update the Pedestrian Corridor vision/guidelines to create a more vibrant, livable and memorable experience.

The NE 6th Street Pedestrian Corridor was designated in 1981 as a major unifying feature through Downtown. It is to be a safe, lively, high quality, and diverse focal point for the downtown area. Today the Pedestrian Corridor has become a key urban design feature for Downtown, but there is a sense that it is far from achieving its full potential. The Council has previously identified re-visiting the Pedestrian Corridor design framework and implementation as a priority.

*Outcome:* Revised Pedestrian Corridor vision and guidelines incorporating a more livable and robust vision for the Corridor.

5. Light Rail Interface

- Downtown Station Area Planning; achieve maximum “connectivity” to attract ridership and encourage an active street environment.

The City is currently in the early stages of a Collaborative Design Process for the East Link system within Bellevue. There will be opportunities for Downtown planning work to inform this process to ensure that trade-offs are adequately addressed for consistency with the Downtown vision. Existing Comprehensive Plan policies and the Light Rail Best Practices Report provide general guidance on integrating light rail into an urban downtown, but much more work is needed to translate these policies into specific urban design outcomes. Key issues include refinements to the Code and design guidelines to create an attractive, vital environment immediately surrounding the Downtown light rail station, and achieving maximum “connectivity” to the station to attract ridership and encourage a more active street environment.

*Outcome:* Inform the ongoing Collaborative Design Process for the Downtown segment; Land Use Code refinements that incorporate Light Rail Best Practices and Station Area Planning.

6. Downtown Parking

- Examine downtown parking standards; respond to shifts in demand, promote multi-modal mobility and economic vitality.

With the continuing shift of Downtown to a more multi-modal urban center, a number of parking components are in need of review. These include minimum parking ratios, parking dimensional standards, treatment of surface parking, garage design, and parking uses (shared, short term, long term).

*Outcome:* Revised parking ratios and design standards to meet future needs, considering Downtown Transportation Plan work and East Link Light Rail.

7. Other Land Use Code Amendments

Other general and Downtown Land Use Code amendments may be incorporated into this work program. These include a number of needed refinements that have been collected over recent years, along with minor “clean-up” amendments. A tentative list includes the following:

- Maintenance standards for vacant sites and buildings
- Mechanical screening
- Recycling and solid waste criteria
- Signage (not part of the Land Use Code)
- Vendor carts
- Permitted Uses

*Outcome:* Code refinements to update and address missing or outdated elements.

Environmental Summary per WAC 197-11-235(3)(b):

State the proposal's objectives: To comply with the requirements of the GMA by adopting development regulations that implement and are consistent with the Comprehensive Plan.

Specify the purpose and need to which the proposal is responding:

A key conclusion from the Downtown Implementation Plan (DIP) was that Downtown Bellevue's future competitive edge will depend on creating a livable, memorable Downtown environment. Toward this end, the proposed Downtown Livability work program would examine building heights and urban form, refine urban design guidelines with a stronger focus on the pedestrian and street environment, and promote other amenities that will serve the people who will live and work in Downtown Bellevue in 2030.

State the major conclusions, significant areas of controversy and uncertainty: Development regulations that are consistent with implement the Comprehensive Plan are required under the GMA. Little controversy exists related to this proposal. The Planning Commission may recommend limits on the proposal.

State the issues to be resolved, including the environmental choices to be made among alternative courses of action:

A no action alternative would result in the Downtown's urban development vision stated in the Comprehensive Plan not being realized. The result would be that Downtown Bellevue is not prepared to serve the people who will live and work in Downtown Bellevue in 2030.

State the impacts of the proposal, including any significant adverse impacts that cannot be mitigated: The proposal is a non-project action to amend elements of the Land Use code applicable in the Downtown as identified above. There are no significant adverse impacts anticipated from that action. Impacts from previous environmental Any specific proposal to construct new development with the regulations would require project level review. Adoption of the proposed regulations will ensure that the City is in compliance with GMA requirements for consistency.

Describe any proposed mitigation measures and their effectiveness: No specific development is being approved with this proposal. No significant environmental impacts have been identified, therefore no mitigation measures are proposed. Future development under the provisions of the regulation will be subject to SEPA review, as well as to the City's existing development regulations.

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

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The proposed code amendment will not increase the potential impacts to water, air and earth resources or noise production.

**Proposed measures to avoid or reduce such increases are: N/A**

**2. How would the proposal be likely to affect plants, animals, fish or marine life?**

The proposed code amendment will not increase the potential impacts to plants and animals.

**Proposed measures to protect or conserve plants, animals, fish or marine life are: N/A**

**3. How would the proposal be likely to deplete energy or natural resources?**

No adverse impacts to energy or natural resources are anticipated.

**Proposed measures to project or conserve energy and natural resources are: N/A**

**4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

The proposal will not affect any environmentally sensitive areas. Per LUC 20.25H.005 the Critical Area Overlay District does not apply to the Downtown.

**Proposed measures to protect such resources or to avoid or reduce impacts are: N/A**

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

The proposal will not affect any shoreline areas. Per LUC 20.25H.005 the Critical Area Overlay District does not apply to the Downtown.

**Proposed measures to avoid or reduce shoreline and land use impacts are: N/A**

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

Impacts to the transportation system will be addressed in the bi-annual Transportation Facilities Plan Updates and EIS.

**Proposed measures to reduce or respond to such demand(s) are: N/A**

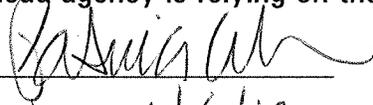
**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

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No conflicts are known or anticipated.

- D. The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

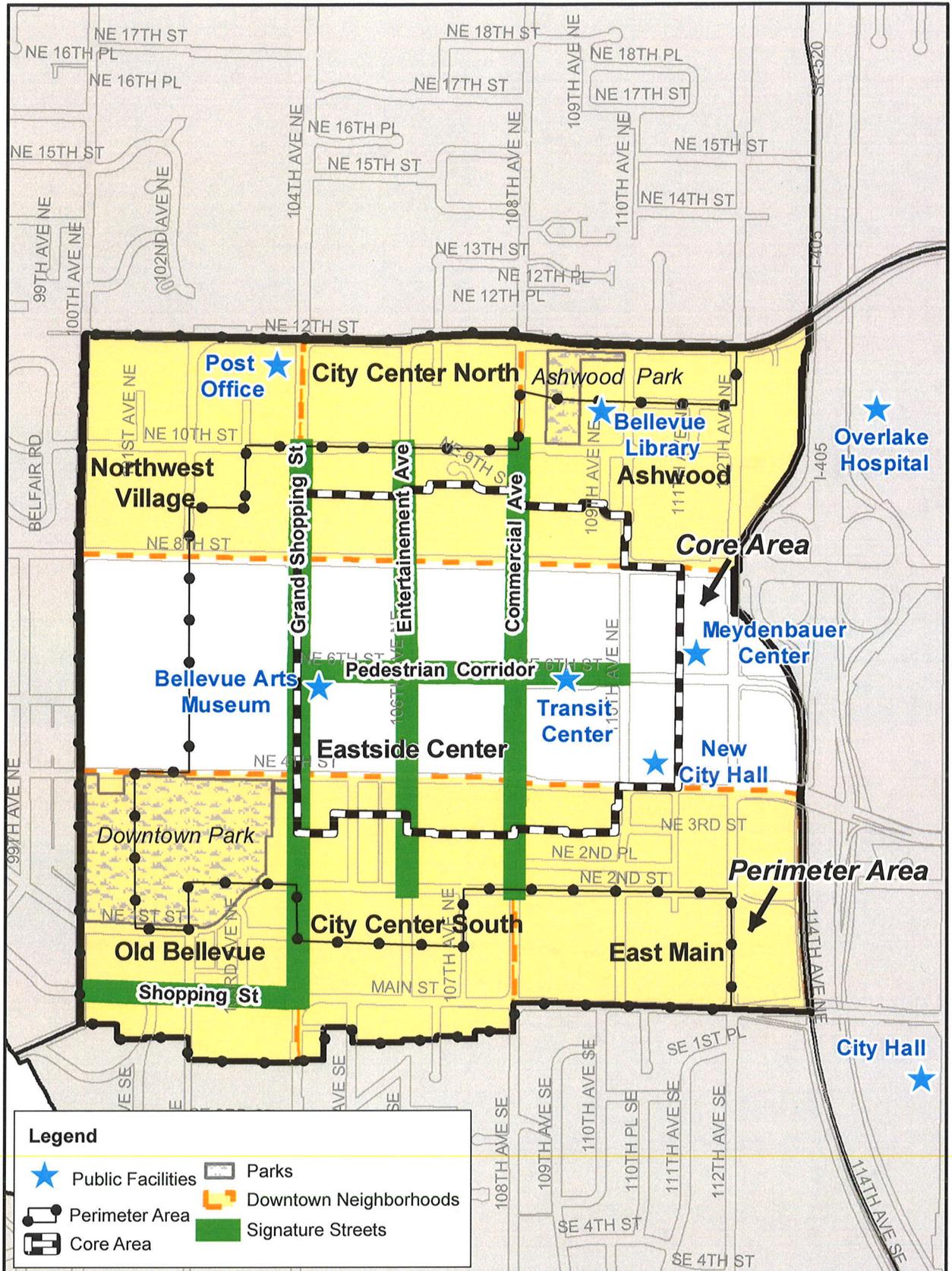
Signature



Date Submitted

11/6/12

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**FIGURE A**  
**Downtown Future Land Use Plan**



# Downtown Zoning

