



DATE: March 21, 2008

TO: Chair Robertson and Members of the Planning Commission

FROM: Paul Inghram, AICP, Comprehensive Planning Manager
pingham@bellevuewa.gov 425-452-4070
Emil King, AICP, Strategic Planning Manager
eaking@bellevuewa.gov 425-452-7223

SUBJECT: Continued review of draft Bel-Red implementation measures

This study session continues discussion of several of the Bel-Red implementation measures that are currently being developed. These measures will help to further the vision contained in the draft Bel-Red Subarea Plan. This study session memorandum focuses on:

- Development Standards/Design Guideline Framework Maps
- Workforce/Affordable Housing
- Density Incentive System
- Off-Street Parking Standards

No formal action is requested at this time. Time is available at the next meeting (April 2 or 9) to continue discussion of these topics as needed. A presentation of the Overlake Plan could occur then as well. At the meeting on April 16, staff plans to present a draft zoning map, design guidelines, standards for uses (including heights, mix of uses, and existing uses), and provide additional information to complete incentives and housing drafts.

Additional review is schedule to continue on April 23. The current schedule anticipates completing initial review of all of the proposed policies and regulations by the end of April. A public hearing is tentatively scheduled for May 28, 2008.

BACKGROUND

The Bel-Red Steering Committee recommended a new vision for the Bel-Red area in September 2007. In October 2007 the City Council provided direction to five of the city's boards and commissions to develop planning policies and other strategies to implement the Bel-Red Steering Committee recommendation for the Bel-Red area. Over the course of the last several months the city's commissions have reviewed and discussed Bel-Red issues specific to their area of expertise. In January, staff distributed the first draft of the new subarea plan to the commissions and the city held an open house to encourage public review of the draft plan. Four other city commissions presented their policy recommendations for Bel-Red to the Planning Commission on February 27, 2008.

DEVELOPMENT STANDARD/DESIGN GUIDELINE FRAMEWORK MAPS

The urban design goal for the Bel-Red area is to achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction. The work currently underway to draft a new set of development standards and design guidelines is an essential piece to implementing the Bel-Red vision.

A series of framework maps included as attachments 2-7 were part of the Commission's March 12 packet, but were not discussed in detail due to time constraints. They include: *Signature Streets, Ground Floor Retail, Build-to Lines, Active Edges, Curbside Parking, and Restricted Driveway Access*. These maps will be used as a fundamental part of the Bel-Red development standards and design guidelines (see outline – attachment 1). A description for each of the maps is included as a text box. Staff will review these framework elements with the Commission on March 26, and answer any questions about their scope and intent. Additional framework maps, that cover topics such as building heights, base and maximum floor-area-ratios (FAR), and lighting and landscaping standards will be presented at the Commission's April 16 meeting along with accompanying development standard and design guideline graphics and language.

AFFORDABLE/WORKFORCE HOUSING

At the January 13 meeting, the Planning Commission reviewed key issues about housing and housing affordability in the Bel-Red area. While affordable housing is a citywide issue, the current planning effort for Bel-Red is an opportunity to leverage the change in zoning in the area.

What staff heard from the discussion on January 13 was that the Commission supports including a policy in the Bel-Red Subarea Plan that sets policy targets for housing affordability that are aggressive, yet achievable. These targets might fall in the range of 15-20% of housing being affordable at or below 80% AMI (area median income), and a range of 20-40% of housing being affordable between 81 and 120% AMI. While Bel-Red has the potential to provide housing at a variety of income levels, the Commission expressed interest in encouraging housing that could be affordable to those working in Bel-Red and adjacent areas, hence the focus at 80 and 120% income levels. These policy targets would be achieved through a range of strategies, including, but not limited to, development incentives.

Maintaining target ranges at this time is sufficient for the public hearing. Following the hearing and review of the incentives and other tools, the Commission can revisit the targets and narrow their ranges or settle on specific numbers.

The Commission expressed that to work toward those targets a Bel-Red housing incentive should be designed to be effective in achieving affordable housing units. The Commission wants to avoid adopting housing incentives that never get applied. This led to a general preference for a "threshold" for residential developments, where the first incentive that could be used would have to be for affordable housing. After crossing that threshold a development could then use additional affordable housing bonuses or other incentives to achieve the maximum FAR (floor area ratio) allowed. A draft of how this housing incentive would fit into an overall incentive program is demonstrated in the next section of this memo.

A question remains as to whether the threshold incentive should apply to either or both 80% and 120% AMI levels. The Commission may wish to return to that question after it considers how the housing incentive will work in conjunction with other affordability tools and other amenity incentives. For discussion purposes, staff proposes that the threshold incentive require X% of rental units at 80% AMI. There appears to be less need for an incentive at the 120% median income level, where the housing market is already effective. Recognizing that the Commission expressed interest in seeing affordability for rental and owner units, the incentive might be adjusted to provide greater incentive for ownership housing. The percent of units to require for the threshold will need to be evaluated as part of the overall incentive program, to ensure that the program also works to encourage other neighborhood amenities.

For commercial development, the Commission indicated that the affordable housing bonus should be available, but not required as a threshold. There was also strong preference for encouraging affordable units to be built on site, while allowing limited exceptions for off site or payment in lieu.

The Commission asked to look further into what additional tools could be applied to encourage housing affordability, noting that other cities' affordable housing programs are most successful when they combine multiple tools. The full package of tools that might be used could include land use tools, direct funding and assistance, and other "creative" tools. Some of these tools will be part of the policy and code package that is directly reviewed by the Planning Commission. Others, such as direct subsidies, would be implemented by the Council. Parking ratios for housing are discussed later in this agenda memo.

A draft summary of the Commission's initial discussion of six housing issues is attached (Attachment 8) as are the continuum diagrams for each issue (Attachment 9) and a summary of median income levels (Attachment 10)

DENSITY INCENTIVE FRAMEWORK

The Bel-Red Subarea Plan includes an ambitious vision that will require significant investments in transportation projects, new parks and open spaces, environmental improvements, and other public amenities. These improvements will be realized through a combination of public capital investment, development standards (or requirements), development incentives and other public and private strategies. This discussion focuses on a type of development incentive commonly referred to as a "density bonus" that allows greater building intensities and height above a base level in exchange for the provision of a public amenity or amenities from a pre-defined list. The density bonus system is a cornerstone of implementing the Bel-Red vision.

The nodal development pattern in Bel-Red concentrates land use in the vicinity of potential future transit stations. Development in the nodes would need to participate in the bonus system to reach a maximum intensity of 2.5 FAR. Maximum building heights would vary by development node, with heights up to 150 feet near the center of the nodes. Development outside of nodes would generally be up to 1.0 FAR and up to 60 feet. Some areas outside the nodes, such as the transition area south of Bel-Red Road will have a more limited maximum development potential. The base "as-of-right" FARs and heights are currently being refined by staff.

Staff has provided the following preliminary list of bonusable amenities for the Commission’s review. The list includes a range of large and small public amenities that could occur either as part of a development (on-site), off-site in certain circumstances, or through a fee-in-lieu system. The common thread is that all items on the list would both provide a public benefit and be potentially implemented through a Bel-Red land use incentive. Attachment 11 includes a full description of each amenity, draft design criteria and measurement for applying the bonus. The Commission has expressed a desire to have affordable housing as a “threshold bonus”, or simply the first amenity that is pursued in the bonus system. On March 26, staff will walk the Commission through a range of possible methods for applying the affordable housing threshold bonus. The bonus system will ultimately tie additional floor area to logical stepped height limits up to the maximums identified above.

Preliminary List of Bonusable Amenities (see Attachment 9)

- Workforce/affordable housing
- Stream restoration
- Natural drainage features
- Park and active recreation areas
- Public access to privately developed plazas
- Community/non-profit space
- Child care services
- Arts/cultural district uses
- Public art/sculpture
- Public restrooms
- LEED™ certification
- Regional transfer of development rights

Following the Commission’s discussion on March 26, staff will work on determining a bonus level for each amenity. The process includes estimating the cost to develop each amenity, identifying any embedded benefit to the development of having the amenity, and calculating the value to the developer of additional allowable floor area and height in their project. In simple terms, the value of the additional floor area and height needs to be able to pay for the net cost of providing the bonusable amenities, and contribute to the Bel-Red financial package. The Commission may also choose to set priorities for the importance of various amenities, and then weight the bonus ratios to encourage higher priority items.

OFF-STREET PARKING FRAMEWORK

A key component of the Bel-Red land use regulations will be provisions that relate to off-street parking. (The Commission will have previously discussed on-street parking at the March 26 meeting.) The overall thrust of the Bel-Red plan is towards a model of compact, mixed-use, and transit-oriented development that utilizes “smart growth” techniques as an underlying tenet. By carefully guiding the development of new parking in Bel-Red and providing a range of travel choices and pedestrian amenities, the number of single-occupant vehicle trips can be managed. Bel-Red’s transportation system will take maximum advantage of its proximity to Downtown Bellevue and the Overlake area by providing convenient access and short travel times within and outside the corridor for drivers, transit riders, vanpools and access vans, bicyclists, and pedestrians, while minimizing spillover traffic impacts on adjoining neighborhoods.

Attachment 12 includes an off-street parking framework for Bel-Red that includes tiered minimum and maximum parking ratios by use for the nodes and the areas outside the nodes. Also included in the table are the current parking standards for Downtown Bellevue and for the rest of the city for comparison. Based on the mix and intensity of land uses, pedestrian amenities and transit service envisioned for the nodes, the parking ratios approach the less intense portions of Downtown Bellevue. The parking ratios for areas outside the nodes reflect a level of land use intensity and travel mode choices higher than it is today, and thus are slightly more restrictive than the general citywide parking numbers.

Because a significant transit investment and development of a robust pedestrian and bike system will likely occur over a number of years, there is provision for certain types of development to “overbuild” an increment of parking on an interim basis (see note 1 under the office uses in subsections .e and .f). This will allow the development to provide an adequate amount of parking in the near-term, while planning for a longer-term view where less parking is needed. There are also provisions identified in Attachment 10 for long-term bicycle parking. Subsequent drafts of the parking standards will delineate shared parking provisions, parking dimensional requirements, and instances where the Director may provide additional modification upward or downward for the parking requirements.

NEXT STEPS

Review of the draft Bel-Red Subarea Plan will continue over the next several Planning Commission meetings.

- | | |
|--------------|---|
| April 2 or 9 | Continue review as needed; overview of Redmond’s Overlake Plan |
| April 16 | Zoning map, uses, design guidelines, incentives calibration, phasing, housing |
| April 23 | Complete initial review, provide direction to proceed with public hearing |

The Planning Commission’s current schedule is to provide initial conclusions on both the draft Subarea Plan and the implementing code amendments by about the end of April 2008 and to conduct a public hearing tentatively scheduled for May 28, 2008.

ATTACHMENTS

1. Outline of Bel-Red Development & Street Standards and Design Guidelines
- Urban Design Framework Maps**
 2. Signature Streets
 3. Ground Floor Retail
 4. Build-to Lines
 5. Active Edges
 6. Curbside Parking
 7. Restricted Driveway Access
8. Draft Housing Discussion Summary
9. Housing Continuum Diagrams
10. Area Median Income Levels
11. Preliminary List of Bonusable Amenities
12. Draft Off-Street Parking Standards

Attachment 1

Outline of Bel-Red Development & Street Standards and Design Guidelines

I. Development Standards

- A. Required Ground Floor Uses (including minimum floor-to-ceiling for certain uses)**
- B. Heights (minimum/maximum)**
- C. Floor Area Ratios (minimum/maximum)**
- D. Required Building Lines (including off-sets)**
- E. Required Active Use/Recreation Areas**
- F. Parking, Restricted Access Frontages and Parking Access Plan**
- G. Bonus/Incentive Standards and Focus Areas**
- H. Green Infrastructure**
- I. Exceptions to Standards**

II. Street Standards

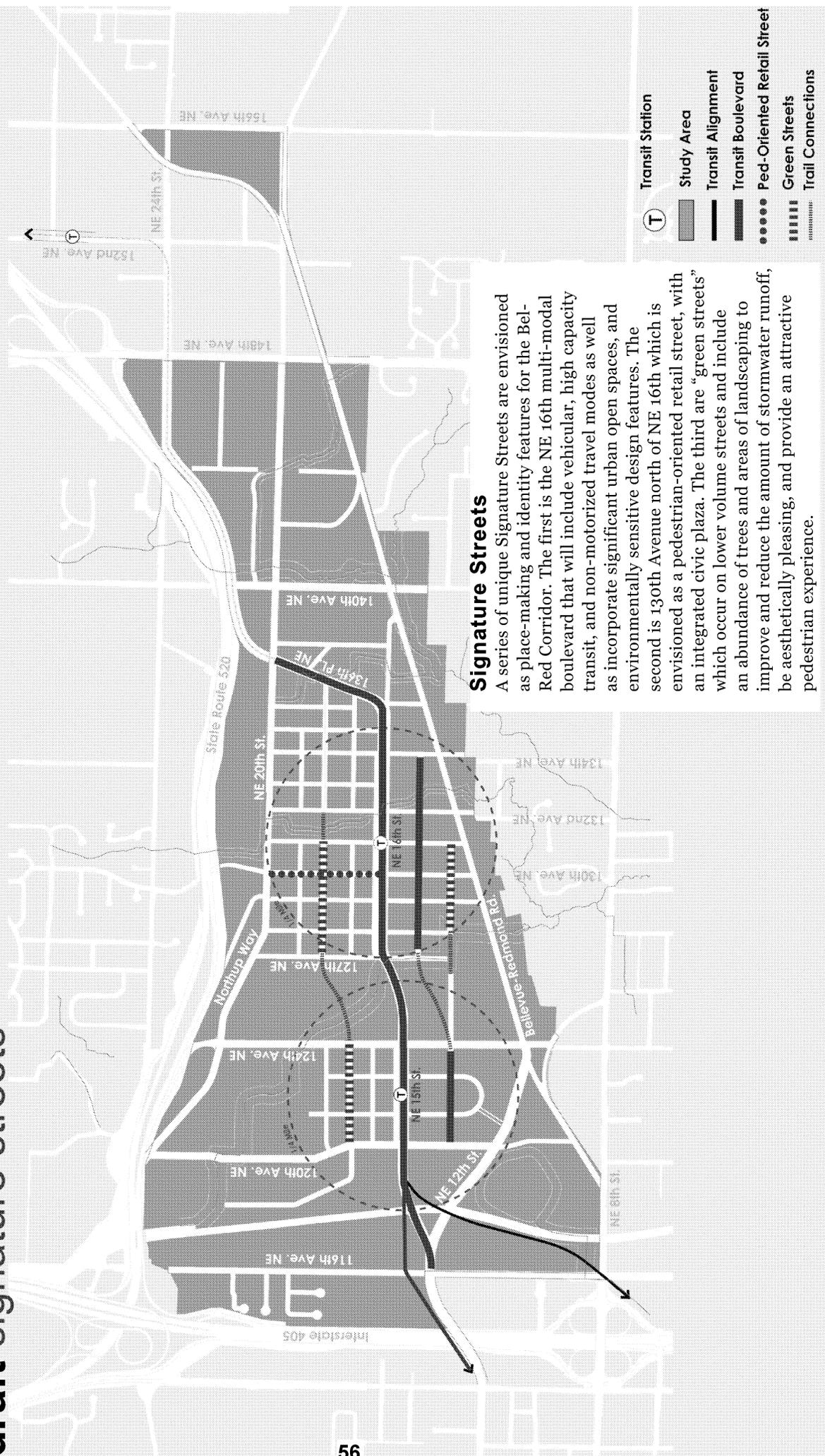
- A. General Requirements**
 - 1. Street Widths**
 - 2. Special Function Streets**
 - 3. Street Trees and Landscape**
 - 4. Street Lighting**
 - 5. Right-of-Way Performance Criteria (incl. vehicle, bicycle, transit, utilities, pedestrian, furniture, public art, street trees and landscaping, maintenance)**
- B. Design Standards and Details**
 - 1. Typical Sidewalks**
 - 2. Typical Intersections**
 - 3. Green Streets**
- C. Interface with Riparian Corridors**

III. Design Guidelines

- A. Fundamental Design Guidelines**
 - 1. Character Guidelines (integration of the natural environment, establish and strengthen gateways, promote architectural compatibility, integrate art, encourage design that reinforces local history)**
 - 2. Pedestrian Emphasis Guidelines (reinforce pedestrian system, successful outdoor spaces)**
 - 3. Site Design Guidelines (screening, solar access to public spaces, transitions, public accessible open spaces)**
 - 4. Architecture Guidelines (entries, ground floor retail, building forms, rooflines, parking structures)**
 - 5. Lighting Guidelines (pedestrian-scaled lighting, building lighting, shielding)**
 - 6. Sign Guidelines (size and placement, reinforce neighborhood character)**
 - 7. Sustainable Neighborhood Guidelines (water systems, surface parking, low-impact building design)**
- B. Development Node Design Guidelines**
- C. Design Review Process**

Bel-Red Subarea

draft signature streets



Signature Streets

A series of unique Signature Streets are envisioned as place-making and identity features for the Bel-Red Corridor. The first is the NE 16th multi-modal boulevard that will include vehicular, high capacity transit, and non-motorized travel modes as well as incorporate significant urban open spaces, and environmentally sensitive design features. The second is 130th Avenue north of NE 16th which is envisioned as a pedestrian-oriented retail street, with an integrated civic plaza. The third are "green streets" which occur on lower volume streets and include an abundance of trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.

Transit Station
T

Study Area
[Shaded Grey Box]

Transit Alignment
[Solid Black Line]

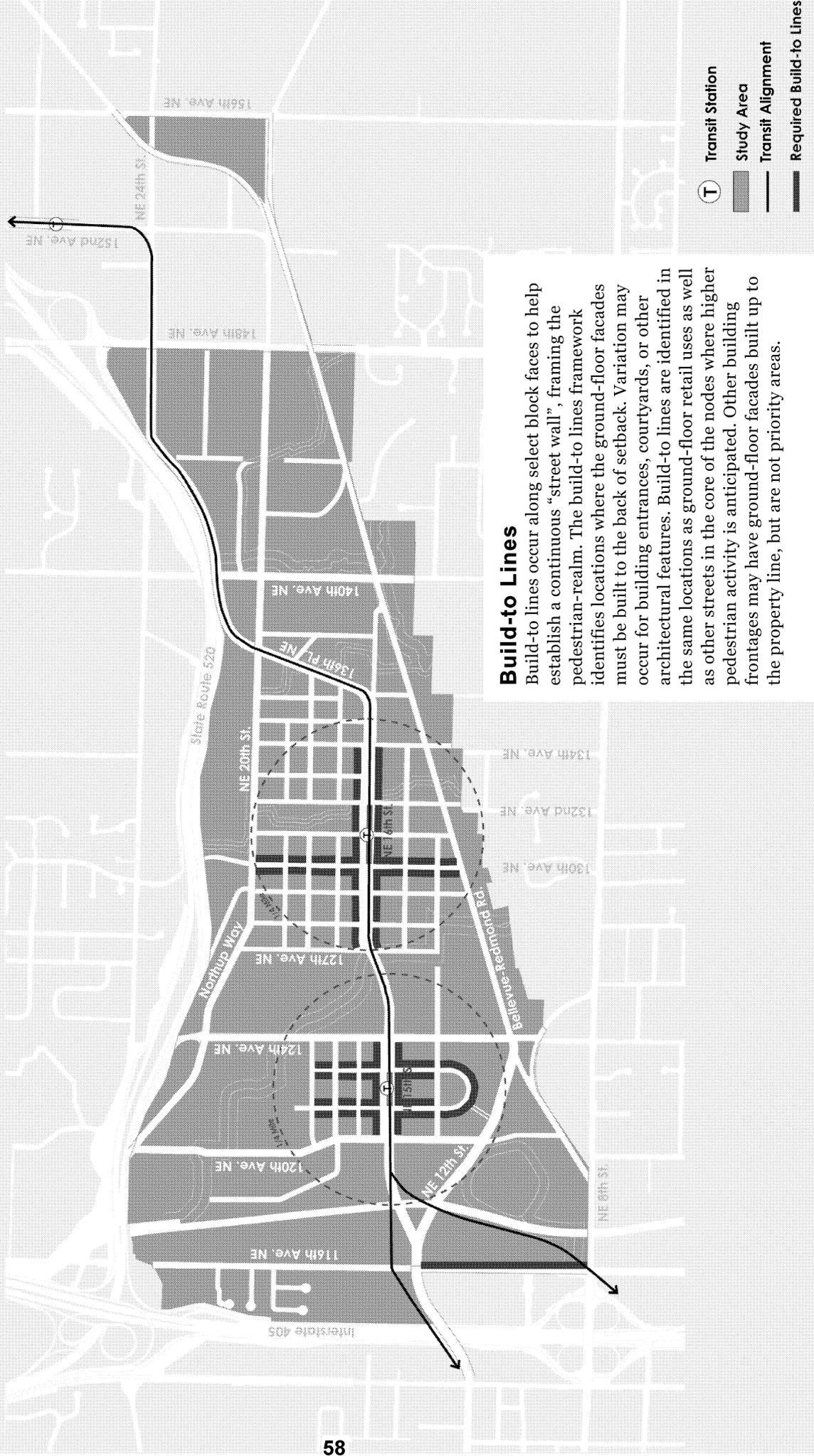
Transit Boulevard
[Thick Grey Line]

Ped-Oriented Retail Street
[Dotted Line]

Green Streets
[Hatched Pattern]

Trail Connections
[Dashed Line]

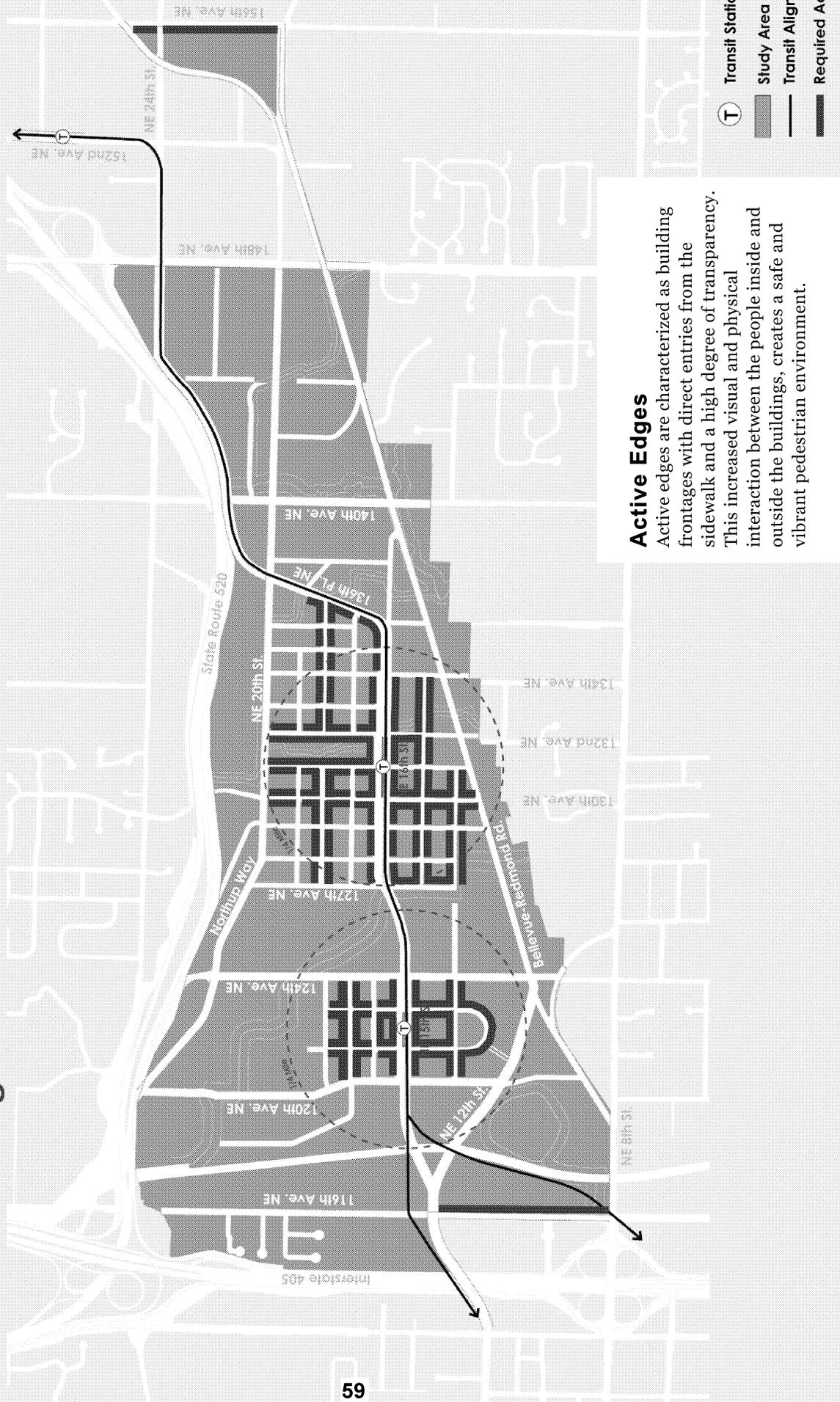
Bel-Red Subarea draft build-to lines



Build-to Lines

Build-to lines occur along select block faces to help establish a continuous “street wall”, framing the pedestrian realm. The build-to lines framework identifies locations where the ground-floor facades must be built to the back of setback. Variation may occur for building entrances, courtyards, or other architectural features. Build-to lines are identified in the same locations as ground-floor retail uses as well as other streets in the core of the nodes where higher pedestrian activity is anticipated. Other building frontages may have ground-floor facades built up to the property line, but are not priority areas.

Bel-Red Subarea draft active edges



Bel-Red Subarea

draft curbside parking



Curbside Parking
 Curbside, or on-street, parking can contribute to the pedestrian environment as well as elements of neighborhood character. Curbside parking is proposed for portions of NE 16th Street adjacent to retail uses, along the 130th Avenue pedestrian-oriented retail street, and for a number of the neighborhood grid streets with the transit nodes.

Bel-Red Subarea

draft restricted driveway access



Draft Summary: Bel-Red Workforce/Affordable Housing

A draft summary of the Planning Commission’s initial thoughts on the six key Bel-Red housing issues follows. Work is still in process on these issues, and the Commission will continue to review and refine these tentative thoughts at upcoming meetings.

Issue 1: How to “jump start” housing?

Should specific strategies be employed to “jump start” housing in Bel-Red, an area that is currently light industrial and commercial, with few amenities?

Planning Commission Tentative Thoughts:

New urban residential neighborhoods will require public and private investment in order to support high quality, livable places and to develop a “critical mass” of housing. Public action to encourage pioneer housing development should focus on investment in amenities, such as development of parks and open space; and this public investment should be sequenced with housing in mind.

Issue 2: Housing Policy Targets

Should the Subarea Plan establish numerical workforce and/or affordable housing targets as goals for Bel-Red, under the rubric that “what gets measured is what gets done?” If so, for what income levels should these targets be established—workforce, moderate income, low income? What target numbers should be set?

Planning Commission Tentative Thoughts:

Area-wide “housing policy targets” for Bel-Red should be established, to be accomplished not just through developer contributions but also through public subsidies, employer assistance and other mechanisms. The Commission is considering policy targets in the range of 15-20% of new housing affordable to families earning up to 80% of area median income (AMI); and a range of 15-40% of new housing affordable to families earning up to 120% of AMI. 80% AMI for a family of four is \$61,500; 120% AMI for a family of four is \$97,680 (2008 HUD).

Targets should promote both affordable rental and ownership housing. With incentives, the market may be able to deliver affordability in the 80-120% AMI range--at the lower end of that range for rental units and toward the upper end of that range for ownership units. Affordability for households earning less than 80% of AMI will require additional tools. Monitoring should occur 3 to 5 years after plan adoption, and periodically thereafter.

Issue 3: Mandatory + voluntary, or voluntary only?

Should the City establish a mandatory requirement for a portion of new housing to be affordable (perhaps off-set by density or height incentives), or should new development’s contribution to affordable housing be accomplished solely through voluntary incentives?

Planning Commission Tentative Thoughts:

Affordable housing should be a “threshold bonus,” giving it the highest priority of all items in the bonus system. This means that any development beyond the base height/density would be required to include a percentage (to be identified) of affordable housing – before being able to activate any other amenity bonus. The details of this approach are under development.

Issue 4: Role of Commercial Development?

If development contributions, either mandatory or wholly voluntary, play a role in a Bel-Red housing strategy, do commercial developments have the requirement or opportunity to participate; or will the housing “linkage” be made only to residential developments?

Planning Commission Tentative Thoughts:

Housing development has a better opportunity to contribute to affordable housing, and commercial development has a better opportunity to contribute to other public amenities. Therefore, affordable housing incentives should be a voluntary, undifferentiated bonus amenity for commercial development, and a fee in-lieu should be allowed if commercial chooses to use the affordable housing incentive. The Commission is also interested in mechanisms to ensure a mix of residential and commercial development (not just one or the other) occurs in Bel-Red.

Issue 5: Tools

What are the most effective and appropriate implementation tools to utilize in a Bel-Red affordable housing strategy?

Planning Commission Tentative Thoughts:

Multiple affordable housing strategies are needed – development incentives (height/density bonus), financial incentives (e.g. short term multifamily property tax exemption), and others. Consider lowering minimum parking requirements for affordable housing; and allowing non-traditional forms of housing (e.g. live/work units, single-room-occupancy apartments). Strategies used in combination will increase flexibility for developers and may reach lower affordability levels.

Issue 6: Alternatives to on-site affordability?

Should alternatives to affordable units on-site, such as paying in-lieu fees or partnering with an off-site development, be allowed in order to earn an affordable housing incentive? If alternatives are allowed, should they be limited to the Bel-Red area?

Planning Commission Tentative Thoughts:

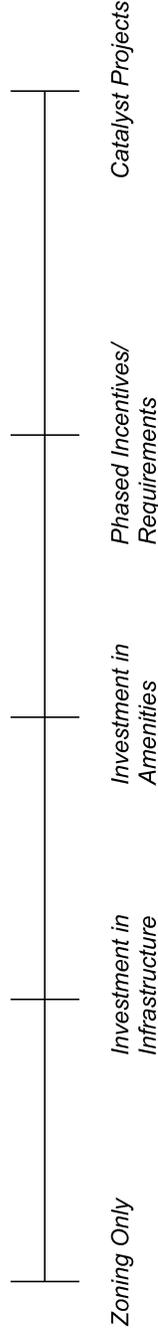
The Commission expressed a strong preference for work-force housing units that are developed on-site and integrated with market units. However, the program should allow flexibility for alternatives to on-site where partnerships can be as effective or more effective in producing affordable units. Integrated units may not work in some higher cost ownership properties where dues and assessments for higher end amenities may be unaffordable for moderate- and workforce-income residents. Development that provides affordable units off-site should provide those units in the Bel-Red subarea. Payment in-lieu should be discouraged, but may be appropriate in limited situations.

#1. “Jump Starting” the Housing Market

Questions:

How can the City get the housing market going in a transitioning area?

Example Options Continuum:



Considerations:

The Bel-Red area today includes almost no housing, and existing uses are predominantly commercial and light industrial. To achieve the Bel-Red vision for new housing will require pioneer housing development that proves the market success of housing in this area and begins to develop a “critical mass” that will attract other housing.

Strengths

- Close to Downtown Bellevue and Microsoft
- Planning process suggests 5,000 housing units
- Planned Transit improvements
- Other planned investments in infrastructure and amenities

Weaknesses

- Very little existing housing
- Legacy of light industrial
- Lack of amenities

Potential “Starter” Principles:

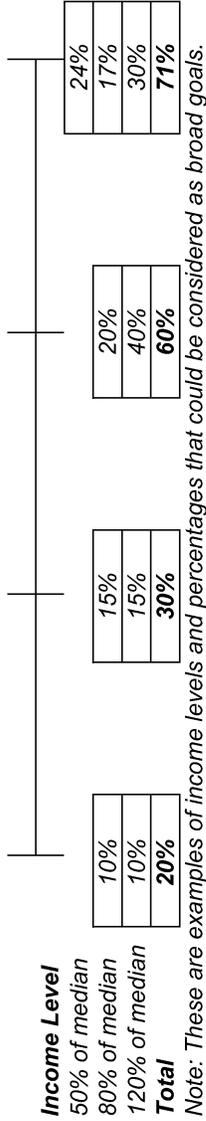
1. New urban residential neighborhoods will require a variety of public and private investments to support high quality, livable places.
2. Affordable housing could play a key role in bringing “pioneer” residents to this area. Young workers and families that might be attracted to a transitioning area generally need more affordable options, and may be more willing to live in a transitioning area.
3. “Jump starting” Bel-Red’s transition to housing may involve strategies (requirements and/or incentives) to help ease the economics. For example, direct funding assistance for catalyst projects was used to help initiate downtown Bellevue housing.

#2. Housing Policy Targets

Question:

Should the Subarea Plan establish numerical workforce and/or affordable housing targets as goals for Bel-Red to achieve, under the rubric that “what gets measured is what gets done?”

Example Options of Target Numbers:



Considerations:

	Households by % of Median Income Category		
	0 – 50%	51 – 80%	81–120% 120+
2000 Census, Bellevue	16%	15%	19%
2000 Census, King Co.	21%	17%	22%
CPP Afford. Housing Targets	24%	17%	

Census data adjusted to fit income categories

- 2006 “American Community Survey” Census update estimates that 4% of all Bellevue families were in poverty (30% median income level and below). Regarding housing cost burden, and about 36% of owners with mortgages and 42% of renters in Bellevue incurred housing costs above the affordability threshold of spending 30% or more of household income on housing.
- 4th example option (above) is consistent with affordable housing targets in the Countywide Planning Policies (CPPs).
- Housing at 120% of median income addresses a housing need for “workforce” wage earners. Job growth in Bel-Red is expected to increase this demand for “workforce” housing.
- Target options represent a range of attainability, from less aggressive/more easily attained to very aggressive and very challenging.
- Any initial target numbers will require further analysis and refinement, with consideration of an array of implementation tools.

Potential “Starter” Principles:

1. Broad Bel-Red housing policy numerical targets are intended to clarify desired outcomes, help measure progress over time, and lead to identifying needed adjustments.
2. The policy target number is not intended to be the percent of affordable units achieved solely through developer contributions, but rather a goal for the subarea, achieved through a range of strategies. Potential public investments, non-profit and employer assistance, other incentives and developer contributions may all contribute to meeting the targets.

Development Participation (contin.)

Legend:

1: Bonus Undifferentiated

To reach maximum height/density for a property, builder would choose from a “menu” of amenities, which are calibrated based on cost alone. No special priority for housing.

2: Bonus Prioritized

As in #1, but prioritizes affordable housing to provide greater lift, relative to its cost.

3: Super Bonus

Affordable housing provides a special lift; is the only way to reach a site’s maximum height and/or density.

4: Threshold Bonus

Any project that develops beyond the base density would be required to include a percent of affordable housing; i.e. development must provide some housing affordability to activate any other amenity bonus.

5: Mandatory

Any project must include a percent of affordable housing, even if the project does not develop beyond the base density; requirement’s cost may be off-set by density/height bonuses.

#4. Role of Commercial Development

Questions:

If development contributions, either mandatory or voluntary, play a role in a Bel-Red housing strategy, do commercial developments have the opportunity to participate; or will the housing “linkage” be made only to residential developments?

Example Options Continuum:

AH = Affordable Housing



AH incentives apply to residential development only

AH incentives are voluntary for commercial

Commercial phasing tied to housing

Mandatory link for contributing to AH

Considerations:

- There is a direct correlation between increased employment and housing costs; i.e., data shows that employment growth is typically accompanied by increasing housing costs.
- Commercial “linkage” programs, i.e., linking commercial development with housing, are unusual in WA state. Further legal research would be needed to clarify whether and in what manner commercial properties may be required to participate in affordable housing production.

Potential “Starter” Principles:

1. Employers may struggle to find or keep workers when housing supply or housing cost does not match need.
2. Workers that cannot find housing they can afford near their workplace move farther out and endure long commutes. This has negative consequences for workers’ families, employers, traffic and the environment.

Legend

1. Affordable housing applies to residential development only: self-explanatory
2. Voluntary incentives for commercial: Commercial development may achieve height/density increases by providing payment into an affordable housing fund, or otherwise enabling affordable housing production.
3. Commercial phasing tied to housing: intent is to maintain a balance of housing close to new jobs being created, so development of some housing must occur with timing in sync with development of commercial uses.
4. Mandatory linkage for commercial: As in #2, but affordable housing contribution is mandatory. Further legal research needed if Commission is interested in this option.

#5. Tools (updated 3/21/2008)

Question:

What are the most effective and appropriate implementation tools to utilize in a Bel-Red workforce/affordable housing strategy?

TOOLS	POPULATION SERVED			Applicable to Bel-Red Implementation
	Low 50%	Moderate 80%	Workforce 120%	
A. Land Use				
1. Build neighborhood amenities to encourage housing				
2. Affordable housing height/density bonus (threshold bonus)				
3. Affordable housing height/density bonus (voluntary bonus)				
4. Lower minimum parking requirement for affordable housing & node housing				
5. Areawide environmental assessment				
6. "Housing/Commercial Use Mix" Monitor to see if mix of housing and other uses is being achieved (also AH), adjust if needed.				
7. Allow non-traditional forms of housing (e.g. 'SRO', loft, live-work)				
B. Direct/Other Assistance				
1. Short term MF property tax exemption				
2. Impact/Permit Fee waivers (e.g. Transportation Impact Fee)				
3. Special allocation of housing trust fund				
C. More Creative Approaches				
1. Make surplus land available for targeted types of housing				
2. Colocate housing with other uses (e.g. transit facility, libraries)				
3. Employer assisted housing programs				
4. Land Banking				

Considerations:

- As a policy choice, the above tools could be further focused on specific target markets.

Potential "Starter" Principles:

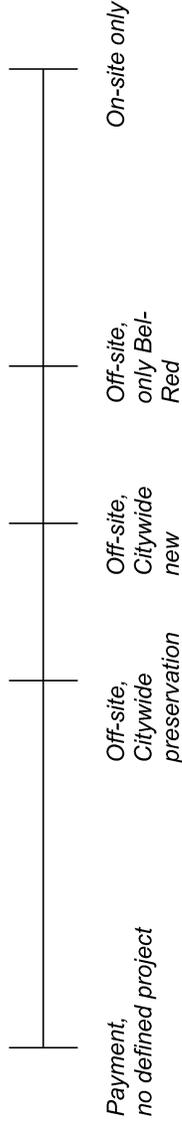
- Affordable housing tools may be designed to work independently or in tandem with other tools. Used in tandem, they may reach lower affordability levels.
- To reach low income (50% median) levels, the combination of tools needs to include some types of direct assistance.

#6. Alternatives to On-Site Housing Affordability

Questions:

Should development that contributes to affordable housing be allowed alternatives to providing the units on-site? Should alternatives be prioritized?

Example Options Continuum:



Considerations:

- The Bel-Red housing Vision says that the Subarea will contain a variety of housing types to meet the needs of a diverse population of varied income levels. The question is whether affordable housing units developed on-site help create more socially and economically integrated communities that are affordable to a wide range of families.
- Units developed on-site are built right along with market housing; avoids problems of finding off-site land, partners and funding.
- Some other cities' programs hold that off-site units can be allowed only when the developer can prove that construction of on-site affordable units is infeasible. Can also be limited to when a partnership project is identified.
- Allowing off-site affordable units makes the program more flexible. Provides an opportunity for market rate developers to partner with non-profits, which puts resources into projects where they can be used most effectively to leverage other funds and provide greater affordability.

Legend

Payment, no defined project: in-lieu payment allowed into a housing trust fund; no specific project identified
Off-site, City-wide preservation: affordable units may be preservation of existing affordable units, anywhere in Bellevue
Off-site, city-wide new: affordable new units may be off-site anywhere in Bellevue
Off-site, only in Bel-Red: affordable new units may be off-site, but must be elsewhere in Bel-Red
On-site only: affordable new units must be integrated into the project on-site

2008 HUD INCOME GUIDELINES Median Family Income = \$81,400 Effective February 13, 2008			
FAMILY SIZE	30% MEDIAN VERY LOW-INCOME	50% MEDIAN LOW-INCOME	80% MEDIAN MODERATE-INCOME
1	\$17,100	\$28,500	\$43,050
2	\$19,500	\$32,550	\$49,200
3	\$21,950	\$36,650	\$55,350
4	\$24,400	\$40,700	\$61,500
5	\$26,350	\$43,950	\$66,400
6	\$28,300	\$47,200	\$71,350
7	\$30,250	\$50,450	\$76,250
8	\$32,200	\$53,700	\$81,200

100% of Area Median Income for a family of four is \$81,400

120% of Area Median Income for a family of four is \$97,680

Attachment 11

Preliminary List of Bonusable Amenities

PUBLIC AMENITY	DEVELOPMENT CRITERIA	BONUS MEASUREMENT
<p>Workforce/affordable housing: A threshold bonus for providing workforce/affordable housing would apply to all new residential development that wished to exceed their base FAR/height. The workforce/affordable housing incentive would be on the list of bonus amenities for non-residential development (but not as a threshold bonus), and available for residential development that wished to pursue it above the threshold bonus level.</p>	<ol style="list-style-type: none"> 1. May be integrated into the same building as market rate housing, or in a standalone building on-site. 2. Off-site units or fee-in-lieu may be provided as an off-site option for development of affordable housing in the Bel-Red corridor (but would be bonused at a lower level for residential/mixed-use projects). 3. Design must be generally consistent with the rest of the development, provided that unit size and interior finishes may vary from market units. 	<p>Key policy question: The threshold bonus for residential/ mixed-use development should be targeted towards what median income levels? Additional bonus available for residential/mixed-use development above threshold level. On-site provision of workforce/affordable housing will be bonused at a higher level than off-site provision or fee-in-lieu.</p> <p>Bonus available for non-residential development.</p>
<p>Stream restoration: The Bel-Red plan encourages new development to incorporate stream corridors as a significant environmental and community amenity. The vision is for a 50 to 100-foot wide restoration area dependent on stream corridor. The stream restoration bonus is intended to provide an incentive above and beyond the Critical Areas Ordinance requirements. The West Tributary and Goff Creek corridors are anticipated to be early priorities for enhancement; rehabilitation opportunities have been identified for the other streams as well. On-site or off-site improvements may be bonused.</p>	<ol style="list-style-type: none"> 1. Stream restoration could include the following: removing fish passage barriers, daylighting piped stream segments, and restoring riparian habitat. 2. Stream restoration could occur on-site or off-site. 3. A restoration plan must be approved by the city and may include elements of natural streamside vegetation, enhanced fish and wildlife habitat, public trail network, and public spaces with education opportunities. 4. Public trail component must be consistent with Bellevue parks system plan. 	<p>Bonus to be measured in an amount of additional building square feet per dollar value of stream restoration.</p> <p>Key policy question: Should off-site stream restoration allow for FAR to be transferred into nodes to exceed 2.5 FAR?</p>
<p>Natural drainage features: Redevelopment in Bel-Red presents an opportunity to incorporate “green infrastructure” techniques, including natural drainage practices or what is sometimes referred to as low-impact development. These include rain gardens, pervious pavement, vegetated roofs, and amended soils.</p>	<ol style="list-style-type: none"> 1. Development criteria for rain gardens, pervious pavement, vegetated roofs, and amended soils may be found in the city’s Natural Drainage Practices Manual – fact sheets U1-U5. 2. The appropriateness of each of these natural drainage features is largely dependent on the underlying soil condition and infiltration rate. 3. These natural drainage features does not remove the need for conventional detention to handle large storm events, but they may reduce the needed size of the facilities. 	<p>Independent bonuses for rain gardens, pervious pavement, vegetated roofs, and amended soils to be measured in additional building square feet per net effective area of natural drainage feature improvement.</p>
<p>Park and active recreation areas: The Bel-Red corridor is intended to have a robust parks system. A bonus will be available for new parks and recreation areas that are consistent with Bel-Red Subarea Plan and function as a public park. Parks and active recreation areas could be done on-site or off-site by the developer, or through fee-in-lieu.</p>	<ol style="list-style-type: none"> 1. New parks must be consistent with the Bel-Red Subarea Plan generalized locations and size requirements. 2. Bonused parks must be signed and function as part of the Bellevue parks system, including the ability to be programmed by the city. 3. Bonused neighborhood, community, and mini-parks must be deeded to the city. 4. Active recreation areas could be indoor or outdoor, and include sport courts, climbing walls, skate areas, among others. Must be open to the general public; free of charge. Public access easement required. Must include public restrooms. 	<p>Independent bonuses for neighborhood and community parks, mini-parks and active recreation area to be measured in additional building square feet per square feet of amenity provided.</p>

Preliminary List of Bonusable Amenities (continued)

PUBLIC AMENITY	DEVELOPMENT CRITERIA	BONUS MEASUREMENT
<p>Public access to privately developed plazas: Outdoor plaza space, not otherwise bonusable, which is signed and functions as a publicly accessible space.</p>	<ol style="list-style-type: none"> 1. Minimum size is 1,000 square feet, with a minimum horizontal dimension of at least 20 feet adjacent to a sidewalk along a public street frontage. Maximum bonusable area TBD. 2. All the public accessible space must be visible from a public sidewalk. 3. Must provide weather protection, opportunities for penetration of sunlight, areas for seating, and at least 20 percent of the area as landscaped. 4. May not be used for parking, loading, or vehicular access. 5. Must be adequately signed and readily accessible to the public at all times. 	<p>Bonus to be measured in an amount of additional building square feet per square feet plaza area that is granted public access. Development cost of plaza would not be part of bonus ratio calculation. The bonus would be a function of the provision of “public access”.</p>
<p>Community/non-profit space: Space that is made available, rent free, to non-profit organizations.</p>	<ol style="list-style-type: none"> 1. Space shall principally provide outreach functions, but may also include related administrative functions. 2. Maximum bonusable area TBD. 	<p>Bonus to be measured in an amount of additional building square feet per square feet of community/non-profit space. Policy question: Should a fee-in-lieu “buy-out” option be included for space that, due to unforeseen circumstances, needs to be converted to another use in the long-term?</p>
<p>Child care services: A use providing regular care and education for children, generally for less than 24 hours outside of the immediate family or the kindergarten through 12th grade education system.</p>	<p>Childcare services must comply with the requirements of LUC 20.20.170.</p>	<p>Bonus to be measured in an amount of additional building square feet per square feet of child care space. Policy question: Should a fee-in-lieu “buy-out” option be included for space that, due to unforeseen circumstances, needs to be converted to another use in the long-term?</p>
<p>Arts/cultural district uses: Additional arts and cultural uses in the general vicinity of the Pacific Northwest Ballet have the potential to be a very significant neighborhood and community amenity. These include spaces dedicated to arts education; rehearsal, performance, and production activities; and artist work/live spaces.</p>	<ol style="list-style-type: none"> 1. Arts education includes eligible non-profit organizations with arts education as their primary focus, including skill-building activities for visual arts and crafts and/or performing arts. 2. Rehearsal and performance space is intended for small to medium performing arts groups defined as groups with annual operating budgets of \$1 million or less. 3. Art production could include ceramics, sculpture, blown glass, and other arts and crafts. 4. Artist live/work spaces for artists with their families. Artists’ qualifications as artists are determined by peer review of resumes and work samples. 	<p>Bonus to be measured in an amount of additional building square feet per square feet of arts/cultural district space. Policy question: Should a fee-in-lieu “buy-out” option be included for space that, due to unforeseen circumstances, needs to be converted to another use in the long-term?</p>
<p>Public art/sculpture: Public art will help add character, identity and a sense of place to the Bel-Red area. Bonus will apply to any form of sculpture or other artwork that is located outside of a building and fully accessible to the general public. Could also include building-related art treatments for awnings, doors, planters, etc.</p>	<p>Sculpture or public art must be permanent in nature and displayed outside of the building in areas open to the general public and/or any adjacent public right-of-way. Public art may be an object or an integrated feature of the building’s exterior.</p>	<p>Bonus to be measured in an amount of additional building square feet per dollar value of public art/sculpture. Separate bonus for building-related art features (could be higher in arts district).</p>
<p>Public restrooms: Bonus to apply to restrooms for use by the general public, with only necessary controls for purposes of personal safety. Must be clearly signed as “public restrooms”.</p>	<ol style="list-style-type: none"> 1. Shall be located in a separate outside building or within a larger building on the ground floor. 2. Shall be open for use by the public during normal business hours, as applicable. 3. Shall be signed as “public restrooms”. 	<p>Bonus to be measured in an amount of additional building square feet per square feet of public restrooms.</p>

Preliminary List of Bonusable Amenities (continued)

PUBLIC AMENITY	DEVELOPMENT CRITERIA	BONUS MEASUREMENT
<p>LEED™ certification: Intended to encourage sustainable development through participation in the US Green Building Council’s (USGBC) program for Leadership in Energy and Environmental Design (LEED™). Green building practices recognize the relationship between natural and built environments and seek to minimize the use of energy, water, and other natural resources and provide a healthy, productive indoor environment. The bonus levels could include LEED™ Silver, Gold, and Platinum and LEED™ for Neighborhoods.</p>	<ol style="list-style-type: none"> 1. A LEED™ accredited professional shall be a member of the design team for the building/project. 2. The applicant shall prepare and submit an application for LEED™ certification with the USGBC, and shall provide the city with proof that the building has achieved the bonused rating. 3. A performance bond equivalent to the value of the bonus will be taken out by the developer. In the event the project does not achieve the planned rating, all or part of the money will be used for environmental improvements identified by the city. 	<p>A bonus could be provided for Silver, Gold, or Platinum building levels measured in additional FAR based on certification. A bonus could also be given for LEED for Neighborhoods certification, though this program is still in its pilot period. Policy question: What level should be bonused, that is above what the market is likely to deliver on its own?</p>
<p>Regional transfer of development rights (TDRs): The Bel-Red Subarea Plan provides direction to actively consider Bel-Red as a TDR receiving area as a means to achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary.</p>	<p>Would be part of a regional TDR system, provided that Bellevue could designate select portions of Bel-Red (such as the nodes) as receiving areas.</p>	<p>Policy question: Based on the other desired amenities being considered, is it appropriate to include regional TDRs on the list at this time?</p>

Attachment 12
Draft Off-Street Parking Standards
Minimum and Maximum Parking Requirement by Use in the Bel-Red Corridor (see notes on following page)

STANDARDS PROPOSED FOR BEL-RED			STANDARDS FOR COMPARISON								
Use	Unit of Measure	Proposed Bel-Red: Within Nodes		Proposed Bel-Red: Outside Nodes		Existing Downtown: O-1, O-2		Existing Downtown: R, MU, OB, OLB		Existing Downtown: Outside Downtown	
		Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
a. Financial institution	Per 1,000 nsf	2.5	3.5	3.0	4.0	3.0	4.0	4.0	5.0	4.0	5.0
b. High technology/light industry	Per 1,000 nsf	2.0	3.5	2.0	4.0	2.0	3.5	2.0	3.5	4.0	5.0
c. Home furnishing-retail and major appliances-retail	Per 1,000 nsf	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0
d. Manufacturing/assembly (other than high technology/light industry)	Per 1,000 nsf	1.0	1.5	1.5	2.0	0.7	1.0	1.0	1.5	1.5	No max.
e. Office: Business services/professional services/general office	Per 1,000 nsf	2.5	3.0/3.5 (1)	3.0	4.0	2.0	2.7	2.5	3.0	4.0	5.0
f. Office: Medical/dental/health related services	Per 1,000 nsf	3.5	4.0/4.5 (1)	4.0	5.0	3.0	4.0	4.0	5.0	4.5	5.0
g. Residential (5)	Per unit	0.75	2.0	1.0	2.0	0	2.0	1.0	2.0	1.2-1.8	No max.
h. Restaurant and bar (3)	Per 1,000 nsf	5.0 (4)	15.0	10.0	20.0	0	15.0	10.0	20.0	14.0	No max.
i. Retail, personal service, shopping center	Per 1,000 nsf	2.5 (4)	4.5	3.0	5.0	3.3	5.0	4.0	5.0	4.0-5.0	4.5-5.5
j. Retail and personal service in mixed-use development (2,3)	Per 1,000 nsf	2.0	3.5	3.0	4.5	0	3.3	2.0	4.0	4-5	4.5-5.5
k. Senior housing: Nursing home	Per patient bed	0.25	0.75	0.25	1.0	0.4	0.8	0.4	0.8	0.33	1.0
l. Senior housing: Senior citizen dwelling or congregate care	Per living unit	0.25	1.0	0.5	1.25	0	1.0	0.33	1.0	0.5-0.8	1.5
m. Wholesale, warehouse	Per 1,000 nsf	1.5	2.0	1.5	No max.	-	-	-	-	1.5	No max.

Notes to off-street parking requirements (see previous page):

- (1) The maximum parking ratio for office uses in 20____.e may be increased from 3.0 to 3.5 per 1,000 nsf and in 20____.f from 4.0 to 4.5 per 1,000 nsf under two conditions.
 - a. The additional 0.5 per 1,000 nsf increment must be provided off-site in an interim surface parking configuration no more than 500 feet away from the building site. The interim parking will have a sunset clause of (TBD) years, or as agreed upon by the Director of Planning and Community Development.
 - b. The additional 0.5 per 1,000 nsf increment may be constructed on-site if it is part of an approved master plan and dedicated for a portion of the parking requirement for a future phase of the project.
- (2) If retail and personal service space in a mixed-use development exceeds 20 percent of the net floor area of the development, the retail, personal service, shopping center parking requirements in subsection ____i apply to the entire retail and personal service space.
- (3) If restaurant and/or bar uses comprise more than five percent of the total net square footage of a retail, shopping center, or mixed-use development, the restaurant and bar requirements in subsection ____h apply to the entire restaurant and/or bar space.
- (4) No parking is required for retail and restaurant and/or bar uses under 2,000 nsf in size within nodes and directly adjacent to a public on-street parking supply of at least 20 spaces within 500 feet, within 1,000 feet of a public parking garage, or within 500 feet of a light rail or bus rapid transit station.
- (5) The minimum requirement for studio apartment units available to persons earning 60 percent or less than the median income as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area is 0.25 stalls per unit. An agreement to restrict the rental or sale of any such units to an individual earning 60 percent or less of the median income shall be recorded with the King County Division of Records and Elections.

Unspecified Uses: The Director of Planning and Community Development will establish the minimum number of parking spaces required and may establish the maximum number of parking spaces allowed for any use not specified on the previous page. The Director may consider but is not limited to the following in establishing parking requirements for an unspecified use:

- a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or
- b. Evidence in available planning and technical studies relating to the proposed use; or
- c. Required parking for the proposed use as determined by other comparable jurisdictions.

Bicycle Parking: Required bicycle parking is being proposed below for “long-term” storage, primarily for commuters/workers and residents depending on building type. An essential piece of providing long-term bicycle parking is security and convenience. Short-term parking will be part of the development standards, largely dependent on the location within the corridor, adjacent uses, and proximity to a current and/or proposed bicycle facility. The long-term bicycle parking standards proposed are:

- a. 1 space per 10,000 nsf for office, institutional and retail uses greater than 20,000 nsf.
- b. 1 space per every 10 dwelling units for residential projects.

Subsequent drafts of the parking standards will delineate shared parking provisions, parking dimensional requirements, and instances where the Director may provide additional modification upward or downward for the parking requirements.