City of Bellevue

MEMORANDUM

DATE: July 11, 2008

TO: Chair Orrico and Members of the Planning Commission

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

SUBJECT: Draft Bel-Red Subarea Plan and Land Use Code Amendments

No formal action is requested at this time. The July 16 study session will continue the Planning Commission's review of the draft Bel-Red Subarea Plan and related plan and code amendments. This study session is focused on continuing review of the draft land use regulations and policy issues, including:

- College uses (continued from July 9)
- Overall land use plan and map
- Housing policy targets and related housing affordability issues
- NE 15th/16th corridor design options
- Design standards maps
- Minimum percent of uses
- Regional Transfer of Development Rights (TDRs)
- Building top signage
- BNSF policy

The goal is for the Commission to be able to complete its review of the Bel-Red amendments by the end of July to enable the City Council to begin its review in September.

Upcoming Reviews and Action

At the July 23 meeting, the Planning Commission will be asked to complete its review and provide direction on the following:

- Revised draft amendments
- Follow up on outstanding issues, including use issues
- Technical changes
- Auto sales
- Vesting
- Parks and open space projects
- Regional TDR (continued)

The Commission may choose to make its recommendation to the Council at the July 23 meeting. Staff will prepare a draft of transmittal language for the Commission to review in addition to the potential changes for the issues identified above. A complete schedule is included in Attachment 1.

Recent Reviews and Direction
At the July 9 meeting, the Planning Commission reviewed a number of land use code and policy issues. In brief, direction from the Commission was as follows:

- Medical Institution: Forward the Medical Institution District CPA and LUCA to Council for consideration.
- Existing uses/conditions: Amend 20.25D.060 to provide the Director the ability to waive the documentation requirements; clarify language regarding hours of operation and loss of existing use status.
- Parking ratios: Modify parking ratios in 20.25D.110.D.2 for the financial institution, office, and manufacturing/assembly categories.
- Park-n-rides and transit uses: Modify 20.25D.070 to allow park-n-rides as conditional uses in the OR-1 and OR-2 districts. Modify the Transit section in the Subarea Plan to support a park-n-ride facility near the 130th Avenue transit station.
- College uses: Desire to support opportunities for college/university uses and special schools in the Bel-Red area – continued review to occur at July 16 Commission meeting.
- Drive-throughs: New drive-in-windows for eating and drinking establishments would not be permitted in the Bel-Red Subarea. Drive-in windows for other uses, such as banks and drug stores, would be allowed.
- Height limit for RC-3, MO, OR, CR districts: Retain building height limit of 70 feet for these districts.
- Retail use requirements: Allow eating and drinking establishment (with size limitations) in the R district. Focus more intense and larger format retail uses in the RC-1, 2, 3, CR and GC district, and not allow large format retail uses in the R district (detailed use chart amendments to follow).

The Commission was also interested in cataloging all the items that have been identified for the periodic review of the Bel-Red implementation measures (5-year review). A full list will be included with the Commission's transmittal to Council.

College uses

Policy question: *How can the City best support opportunities for college/university uses and special schools in the Bel-Red area?*

Staff recommendation:

- *Modify the draft land use charts as shown below in strike-thru and underline to allow "Universities and Colleges" and "Special Schools: Vocational…" more flexibility to locate in the Bel-Red area.*

		Services - Bel-Red Districts						
STD LAND USE CODE REF		Bel-Red Medical Office /Node	Bel-Red Office Residential /Nodes	Bel-Red Residential Comm. Nodes	Bel-Red Residential	Bel-Red General Commercial	Bel-Red Commercial Residential	Bel-Red Office Residential Transition
	LAND USE CLASSIFICATION	BR-MO/ MO-1	BR-OR/ OR-1 OR-2	BR-RC-1 RC-2 RC-3	BR-R	BR-GC	BR-CR	BR-ORT
682	Universities and Colleges	A/P	A/P	P		A	**A**	
683	Special Schools: Vocational, Trade, Art, Music, Driving, Barber and Beauty Schools	**P/P**	P/P	P	P 7	P	P	P **7**

A = Administrative Conditional Use P = Permitted Use
Note #7: Use is limited in size to no greater than 20,000 square feet.

Based on comments from City University during the public review period and from the Planning Commission on July 9, staff reviewed the draft land use charts as they apply to colleges and other secondary schools. Staff is recommending that college/universities be treated as permitted uses within nodes and as administrative conditional uses in all other districts except the R and ORT districts. Per the land use code, multi-building developments within nodes (including colleges) would need to go through the Master Development Plan process. Outside nodes, the administrative conditional use process would provide for City review of the unique attributes of colleges/universities and address compatibility with adjacent uses. Student housing would be considered as part of the school use, provided that it is integral to a campus. Standalone student housing would be regulated under the Residential land use chart on page 17. Special schools are recommended to be permitted uses in all Bel-Red districts, with a 20,000 square foot size limitation suggested for the R and ORT districts.

Overall land use plan and map

See Attachment 3.

Staff recommendation:

- ***R to OR near Coke:*** *Staff recommends changing the designation for two R-designated parcels located north of the Coca-Cola bottling site and south of the West Tributary to OR.*

  This change will allow for flexibility for the properties to be developed with either office or residential uses in the future, recognizing that non-residential uses make be more compatible here adjacent to existing manufacturing uses. This change is also consistent with the map of the preferred alternative recommended by the Steering Committee and provides opportunity for the Coca-Cola site to expand.

- ***Wright Runstad property:*** *Staff recommends modifying the southern boundary between the OR-1 and OR-2 districts in response to Wright Runstad's comments. At tab L of their April 18, 2008, bound comment booklet they indicate a change to the zoning configuration where the OR-2 zoning area is similar in size and shape as that in the May 8 draft, but shifted more to the west.*

The difference between the two zones is height limit, with OR-1 having a 150-foot limit and OR-2 being limited to 125 feet. The change would extend the taller height zone further south along 124th Avenue, although it would still be set back about 200 feet from the intersection with Bel-Red Road. Wright Runstad noted that this changed configuration would better follow the topography of the area, as the northeast corner of 120th Avenue and Bel-Red Road is already elevated about 30 feet above the street level, making sense for that area to have the 125 ft height limit, rather than the 150 feet limit.

- ***Sherman property:*** *No change recommended.*

  The property owner of the parcel on the southeast corner of Northup and 124th Avenue has indicated a desire to have the GC district apply to this area rather than OR. The surrounding parcels on the south side of Northup are either OR or R, while the north side is GC. Staff feels that based on the topography of the general area and depth of the surrounding parcels (many are deep parcels) it makes most sense to retain the OR designation for the site in question as well as the designations for the surrounding area

- ***East triangle:*** *No change recommended.*

  Comments have suggested making the whole triangle the higher intensity zone, RC-3. The change in zone with the higher intensity to the north and a lower intensity to the south recognizes the proximity to the planned Redmond Overlake transit station in the north area and the appropriateness of transitioning to lower intensities as one approaches the residential areas to the south.

- ***South of Bel-Red Road:*** *No change recommended.*

  This has historically been recognized, and was reconfirmed by the Steering Committee, as an appropriate area for lower intensity uses that provide a transition between more intense uses – then industrial and planned commercial/mixed use – and the residential neighborhoods to the south.

- ***Property west of 120th, south of West Tributary:*** *No change recommended, while changes to FAR have already been recommended by the Commission.*

  Comment letter 30 expressed concern about the height limit, allowed uses and FAR limit for the proposed R zone for this area. This area is located beyond the 1/4 mile ring from the planned transit station location and its location adjacent to the West Tributary and planned park C1 makes it appropriate for residential uses. Concerns about FAR have been, at least partially, addressed by the Planning Commission's direction to raise the FAR limit to 2.0.

- ***120th/NE 12th triangle:*** *No change to the land use designation is recommended, while changes to FAR have already been recommended by the Commission. Further review of use issues will be brought back on July 23.*

  Comments on this area east of Lake Bellevue have requested higher FAR and a node designation. Due to the distance and geographic separation from the planned 122nd

transit station, staff recommends maintaining the CR designation for this triangle of land. The Commission's recent direction would increase the allowed FAR from 1.0 to 2.0 and the Commission confirmed direction for a 70 foot height limit for the CR district. Use issues related to the change of this area from GC to CR will be brought back to the Planning Commission next week.

Housing policy targets and related housing affordability issues

Senior Housing
Policy question: *How should senior housing be addressed in the zoning incentive system?*

Staff recommendation:

- *Staff recommends that only senior housing that meets affordability levels (based on household income graduated by number of bedrooms/family size in the standard manner) should be considered affordable. Staff does not recommend that all senior housing be automatically considered "affordable" and in effect exempt from the threshold housing bonus. Senior housing development activity is relatively strong in the overall housing market, and in multifamily and mixed use districts around Bel-Red. Exempting senior housing from the threshold housing bonus does not appear to be warranted. If a senior housing proposal is unable to include affordable units to meet the threshold bonus in the development itself, there is an option of payment in-lieu for off-site affordable housing development.*
- *Staff recommends changes to the land use chart on page 17 of the Bel-Red Land Use Code to allow congregate care senior housing, nursing home, and assisted living uses as permitted (P) in the OR, OR-1 and OR-2 districts.*

Some commenters have suggested that all senior housing units by their very nature should be considered affordable—that the social benefit they provide in effect meets a similar objective to that of providing for diverse income levels. Comments have also proposed that the city's definition of what housing qualifies as affordable housing does not work for many senior housing projects that charge for a mix of housing and services. Concerns have been raised that Bellevue's definition of affordable housing and the proposed threshold bonus system will make it undesirable or even unfeasible for senior housing development in Bel-Red.

The proposed Bel-Red code includes reduced parking for senior housing. This is based on the actual impact of the senior housing, rather than on providing a benefit or incentive to senior housing. However, because structured parking costs are very expensive (up to $35,000 per stall for underground parking), this reduced senior housing parking requirement will have a very positive impact for senior housing developments.

Beyond this, the proposal treats senior housing in the same manner as any other housing. Affordable units are exempt altogether from FAR. To reach the maximum potential (incentive) FAR, a senior housing project must use the affordable housing threshold bonus, just like any other market rate development.

The Code defines *Affordable Housing as follows: Housing used as the primary residence of an affordable housing qualified household. The price of affordable units is based on that amount a household can afford to pay for housing, when household income is less than 80 percent of the median annual income, adjusted for household size, as determined by the United States*

Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area, and when the household pays no more than 30 percent of household income for housing expenses. Households with income less than 80 percent of the median annual income, adjusted for household size, may purchase or rent these affordable units. ***(Note: staff recommends an additional amendment to this definition to be consistent with the proposed incentive system to state "However, that in the Bel-Red Subarea for sale units only are considered affordable up to 100% of the median annual income.")***

Assisted senior housing is sometimes structured in a way that requires interpretation in order to apply the Code definition. Assisted senior housing in Bellevue (e.g. Evergreen Court) or in other ARCH member cities, has been able to meet affordability standards when services are included in the cost of housing. In those cases, review of affordability accounts for the cost of services in addition to the cost of housing. Some projects base this split on what service charges are allowed for Medicaid. Washington State DCTED, which administers the low income housing tax bond program, uses the developer's own determination of housing and services charges. Staff recognizes that it may be more problematic to make these determinations because rental structures vary with senior proposals, however, there has been experience with this issue and a determination can usually be made.

Affordable/Workforce Housing Targets

Policy question: *Should the Policy F2 housing targets for low income, moderate income, and "workforce housing" be expressed as a range for each group? Does this imply that "high range targets" include 80% of housing development?*

Staff recommendation:

- *Staff recommends that policy S-BR-F2 be amended to adopt more general ranges for each housing target [10% - 20%], but express the overall affordable/workforce target as [50%] percent of housing development (see Attachment 2 – Households by Income Group and Affordable Housing Targets). Staff also recommends some refinement of the policy wording, to address the concern that the policy as drafted inadvertently implies that households at income levels below 80% median are not part of the workforce; many indeed are. Other options that were considered included keeping the current ranges as drafted [low: 10% - 20%; moderate: 15% - 20%; and workforce 15% - 40%], or expressing each housing target as a specific percent of overall development, rather than a range.*

The May 8 draft policy F2 reads as follows:

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

Concerns have been expressed that whereas it is helpful to have targets to allow for monitoring affordable housing production in Bel-Red, the draft targets may be overly aggressive,

particularly if interpreted as the upper end of the ranges set for each category. Questions have also been raised as to how the draft targets track against Bellevue demographics.

Options are shown on Attachment 2 *Households by Income Group and Affordable Housing Targets*. This worksheet also compares the potential targets to affordable housing need based on the percent of households in each target income group, and the housing targets established by the Countywide Planning Policies (CPPs).

It is important to note that as expressed in the draft policy, the target percentages are not intended to be met only through developer contributions. To quote from the policy: *These targets will be addressed through a combination of development regulations and incentives, public investments, and other public and private strategies, such as employer-assisted housing.*

Different strategies will better address different household target groups. For example, housing affordable at less than 60% of area median income may be most effectively addressed through direct subsidy. The zoning incentive system may be most effective for rental at 60 to 80% and ownership at 80 to 100% of area median income. Other housing within the target range will be market-rate, such as rental at the 80% to 120% range.

NE 15th/16th corridor design options

Policy question: *How should the City best capitalize on a new NE 15th/16th multimodal corridor that runs through the heart of the Bel-Red Subarea?*

Staff recommendation:

- *Staff recommends that the NE 15th/16th early design concept (project description #107 on page 34 of the draft subarea plan) be amended as follows:*
    - *4/5-lanes with light rail in the median (with an interim 2/3 lane configuration with additional outside lanes for on-street parking or bus use that can be converted to general auto use in the future to meet capacity needs)*
    - ~~*Frontage road with on-street parking on north side at nodes*~~
    - *Wide sidewalks both sides*
    - *Multi-purpose off-street pedestrian and bicycle path – continuous on the north side*
    - *Connective "green" elements, including urban open spaces, significant tree canopy, natural drainage practices, and landscaped areas*

Early NE 15th/16th Design Concept

An early design concept for the NE 15th/16th corridor was reviewed by the city's board/commissions and City Council last Spring and was part of the public review process. It included the following major components:

- Four lanes of traffic, plus turn pockets at select intersections
- Light rail in an at-grade alignment with two stations in the median
- "Green" elements throughout the corridor, including urban open spaces, significant tree canopy, natural drainage practices, and landscaped areas
- Parks and open spaces along the West Tributary and Goff Creek, which intersect with NE 15th/16th
- An off-street pedestrian and bicycle path extending the length of the roadway

- In the nodes, a low-speed, local access road (frontage road) on the north side as a "placemaking"/urban design feature and to provide direct access to adjacent uses
- On–street parking within the nodes to help invigorate commercial uses and provide a pedestrian buffer from moving vehicles
- Wide sidewalks on both sides
- Required ground-floor commercial uses in station areas to activate the sidewalks and strengthen the land use interface

This early design concept resulted in a maximum 197-foot right-of-way need at the 130th Avenue station platform and 185 feet at the 122nd Avenue station platform. (The platform need alone is roughly 56 feet in right-of-way width). Adjacent to station areas, a 150-foot right-of-way was visualized. Bridges would be necessary between 116th Avenue and 120th Avenue (due to slope conditions and the BNSF Corridor) and between 124th Avenue and 128th Avenue (due to West Tributary).

Refined NE 15th/16th Concept

Based on comments received on the early design concept discussed above, staff has performed additional research on transit boulevards and analyzed all the component pieces of the corridor to determine where adjustments could be made. An analysis of potential modificiations to the overall cross-section were done a manner that didn't compromise the transportation functionality of the corridor, and also didn't compromise (and even enhanced) the overall urban design character of the corridor.

Staff has also received comments on the potential for a shallow-tunnel alignment in the 122nd Avenue node. There are a number of financial and constructability issues related to this approach. At this point, staff is not in a position to further this concept.

Staff identified a number of the early design concept pieces that could be included, or not included, in the design while still retaining a strong vision for the corridor. These included the frontage road and on-street parking on NE 15th/16th. The remaining pieces (including number of travel lanes, provision for transit, separated pedestrian/bicycle path, landscape areas, and appropriately sized sidewalks) are considered to be essential components of roadway functionality and the urban design vision.

Based on an analysis of the NE15th/16th corridor without a frontage road within the nodes and without dedicated on-street parking, staff is recommending a refined concept that includes all the early design concept elements except these two components. The resulting right-of-way need is 168 feet at the 130th Avenue station platform and 156 feet at the 122nd Avenue station platform. (These are 29 feet narrower than the early design concepts at station locations.) Immediately east and west of station areas, up to a 150-foot right-of-way would be needed. These cross-sections include space for 4 travel lanes for the length of the corridor. This provides an opportunity for a travel lane or lanes in certain portions of the corridor to be used as a convertible general-purpose automobile / bus / on-street parking lane.

Staff will provide a short presentation of July 16 that shows the refined cross-sections for NE 15th/16th and outlines the range of options that were analyzed.

Design standards and maps

Policy question: *Should the proposed development standards and development standards maps be modified?*

Staff recommendations:

- ***NE 13th Street:*** *Modify the maps to remove the section of NE 13th Street between 120th and 121st Avenues due to the change in topography that reduce the feasibility of the intersection of 120th Avenue and NE 13th.*

- ***Build-to lines:*** *Modify subsection 20.25D.120.B.3, page 54, to allow for plazas, colonnades, and other non-building spaces that include a physical feature that contributes to the build-to line, such as in the form of columns, short walls, or other architectural features.*

  This would allow greater flexibility for including plaza spaces along streets with required build-to lines, while maintaining the urban design aspect of focusing the built structure toward the street and continuing to achieve the desired outcome. The code as drafted already includes a provision that allows for interruptions in the build-to line, such as plazas and other open areas, to account for up to 25% of the block frontage. Those allowed interruptions would not need to meet this requirement for physical features along the build-to line.

- ***Active Edges:*** *No change recommended.*

  Some comments expressed concern about the requirement, seeming to think that it would require retail frontage, or build-to-line building design. The draft code requires building orientation – including entrances - toward the active edge street while allowing for a mixture of different uses and building types. (Page 56 of the Bel-Red Land Use Code).

- ***Block size:*** *Change the code to allow alleys, private streets, and pedestrian streets to count toward the measurement of block perimeter, provided that the right-of-way would need to be a minimum of 16 feet wide, be open to the public at all time, including pedestrian connectivity, not have gates restricting access, and that street design would need to meet approval of the Transportation Department.*

  Subsection 20.25D.130.A (page 59 of the Bel-Red Land Use Code) sets a perimeter distance maximum for individual blocks developed consistent with the local streets map (page 61) to be 1200 feet, or about 300 feet per side. In response to comments from Wright Runstad it is recognized that some of the proposed local blocks will only meet the 1200 foot requirement with a pedestrian connection on one side. This proposed allowance for private streets, alleys, and pedestrian streets would address this concern and only apply to the measurement of block size. This would not change the requirement for the identified local streets to be public streets designed according to city street standards.

Minimum percent of uses

Policy question: *How should the policy objective of encouraging a mix of uses in nodes and other mixed-use area be accomplished?*

Staff recommendation:

- *Amend Bel-Red Subarea Plan policy S-BR-K2 relating to the 122nd Avenue node (OR-1 and OR-2 districts) to state that housing and retail uses should be part of this area and that the Master Development Plan process will be used as a review mechanism for larger, phased developments. Amend the land use code to require a minimum 20% residential use for developments that were planned to be phased over a period of 5 or more years and of a size of 10 acres or greater.*

The Commission has shown interest in discussing options that might further support development of mixed use neighborhoods in the Bel-Red area. Staff understands the focus to date to be on ensuring the residential component of the mix of uses occurs as envisioned.

There is policy direction in the proposed Bel-Red Subarea Plan (see Neighborhoods/Districts, page 28) and definitions in the general Land Use Code amendments (page 3) to encourage a mixed use development pattern that includes residential in a number of areas. These areas include the 122nd Avenue node (OR-1, OR-2), 130th Avenue node (RC-1, RC-2), 156th Avenue node (RC-3), mixed office/residential district (OR), mixed commercial/residential district (CR), and office/residential transition area south of Bel-Red Road (ORT). Mixed use in this context can be interpreted as a mix of uses either in the same building, site, or district. There are currently no stated goals for a desired percent of certain uses in mixed use areas.

Based on the code provisions currently under consideration, staff feels that residential development will likely occur in the RC-1, RC-2, RC-3, and CR districts. The OR and ORT districts allow for housing, provided it is uncertain the amount of residential that will occur in these districts. The OR-1 and OR-2 district that comprises the 122nd Avenue node envision a mix of office, housing and retail uses, with office as the predominant use. The existing policy states "Housing and retail uses are encouraged to be part of the mix of this neighborhood, to avoid a sterile office-only area and to create a balance of activities."

The market could cause the OR-1 and OR-2 districts to develop with office uses exclusively. To help ensure that the vision for residential development occurs in the 122nd Avenue node, staff recommends that the existing policy be amended to say housing and retail uses *should* be part of this neighborhood and that the Master Development Plan process will be used as a review mechanism for larger, phased developments. Staff suggests that multi-building projects within the OR-1 and OR-2 districts that would normally go through the Master Development Plan process be reviewed for an appropriate mix of residential along with the other commercial uses. This provision would require a 20% mix of residential in relation to total proposed square feet of development and would apply to developments that were planned to be phased over a period of 5 or more years and of a size of 10 acres or greater.

Other intervention techniques that staff is <u>not</u> recommending include:

- Requirement for mixed use buildings (that include residential) be constructed in certain districts – difficult with office

- Require that all sites need to have a certain mix of uses (including a certain amount of residential)
- Include a trigger in certain areas, where only up to a defined amount of commercial would be allowed until a defined number of residential units are constructed

Regional transfer of development rights (TDRs)

Policy question: *Should a Regional TDR or internal to Bellevue TDR program be pursued at this time, or deferred for future discussions? The current proposal includes provisions for internal to Bel-Red transfer of development rights.*

Staff recommendation:

- *A Bel-Red TDR program is part of the current proposal. A potential citywide or regional TDR system would require additional review and analysis regarding its desirability. Staff presents information here and will bring additional information about the King County proposal on July 23.*

Several comments suggested that Bel-Red be included in a regional TDR program that would allow developers to purchase development credits from rural areas and add that development amount to the Bel-Red area. Staff also reviewed the TDR program recently adopted by the city of Issaquah which allows development rights from natural areas within the city of Issaquah as well as King County TDR sending sites to be transferred to designated receiving sites within the city of Issaquah.

The proposed Bel-Red Subarea Plan and implementing regulations include direction for transfer of development rights. The draft subarea plan (page 14) states in policy S-BR-D8 to provide for density transfers within the Bel-Red Subarea as a means to help achieve stream corridor and open space objectives. The draft land use code (page 73, 20.25D.150.D.3) allows density transfer to node areas to occur for the purpose of creating parks and open space. (Planning Commission directed to increase the overall FAR limit to 3.5 with transfers consistent with increasing the standard node maximum to 3.0.)

Policy S-BR-D9 provides direction to actively consider the Bel-Red Subarea as a potential receiving site for regional TDRs, as a means to achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary. The Commission has discussed regional TDRs previously in the context of the density incentive system. At that time, the Commission recommended to include it as a line item in the amenity list (page 72 of 20.25D), but to reserve it for future updates (i.e. five year review).

Building top signage

Policy question: *Are changes need to the Subarea Plan or regulations to allow for building top signs in some parts of the subarea?*

Staff recommendation:

- *No change recommended, beyond the change to Policy C10 made at the direction of the Commission.*

Policy C10 was modified during the Commission's review process to remove language that would have prohibited building top signs. No other change to the draft Subarea Plan is needed to allow them in the Bel-Red area. Building signs are regulated by the Sign Code and currently the building top signs would be prohibited in the Bel-Red area. Regulations pertinent to signs are not included in the May 8 draft because the Sign Code is not part of the Land Use Code and, therefore, is not subject to the Planning Commission's review. Updates to the Sign Code will be required to provide consistency with the new land use districts being established by the Bel-Red amendments. The Council could choose to address building top signs at the time of those amendments, which may occur concurrent or subsequent to the Council's action on the package of Bel-Red amendments.

BNSF Policy

Policy question: *Should the Transportation Element be amended to specifically recognize the future use of the BNSF corridor?*

Staff recommendation:

- *Staff recommends adding a policy to the Transportation Element Mobility Management section that identifies the BNSF corridor for future commuter rail and/or multi-use trail, as drafted below, in addition to a reference in draft Bel-Red policy H14.*

  POLICY __. Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to the corridor and preserve the opportunity for future multi-modal transportation use and access.

This draft policy is similar to the policy the city recently adopted as part of the Wilburton/NE 8th Street update to recognize that future use of the corridor may include trails and new transportation options that would be appropriate to be integrated with adjacent land uses. While the BNSF corridor is referenced in draft Policy H14, this broader Transportation policy will help guide development along the length of the rail corridor for both trail and transit uses.

Attachments

1. Bel-Red Review Schedule
2. Households by Income Group & Affordable Housing Targets
3. Consideration of Overall Land Use Plan and Map

Attachment 1

Planning Commission Bel-Red Review Schedule

Potential Planning Commission dates	Bel-Red
July 2	**Discussion and direction**: Overall land use plan FAR limits Phasing (Council direction on financial strategy) Incentive system (Council direction on financial strategy)
July 9	***Deliberation and Action*:** make recommendation on MI district amendments
	Discussion and direction: Existing uses/conditions Parking ratios Park-n-rides and transit uses College uses Drive-through (drive-in windows) Height limit for RC-3, MO, OR, CR Retail uses requirements
July 16	**Discussion and direction:** College uses (continued) Confirmation of overall land use plan and map Housing policy targets and related issues NE 15th/16th corridor design options Design standards maps Minimum percent of uses Regional TDRs Building top signage BNSF policy
July 23	**Discussion and direction:** Revised draft amendments Follow up on outstanding issues, including uses issues Technical changes Auto sales Vesting Parks and open space projects Regional TDR (continued)
	***Deliberation and Action*:** make recommendation on Bel-Red amendments
July 30 (if needed)	***Deliberation and Action*:** additional opportunity to make recommendation on Bel-Red amendments, if needed

Attachment 2

Households by Income Group & Affordable Housing Targets

What is the affordable housing need in our community compared to targets proposed for Bel-Red?

Households by % of King County Median Income*:

	0 – 50% KC median up to $31,750	*50 – 80% KC median $31,750 - $50,790*	*80 – 120% KC median $50,790 to $76,190*	*120%+ KC median $76,190 and above*
% King Co. households (2006 ACS Survey)	***21%***	***19%***	***19%***	***41%***
% Bellevue households (2006 ACS Survey)	***20%***	***12%***	***18%***	***50%***
CPP Affordable Housing Targets (1994)	***24%***	***17%***		

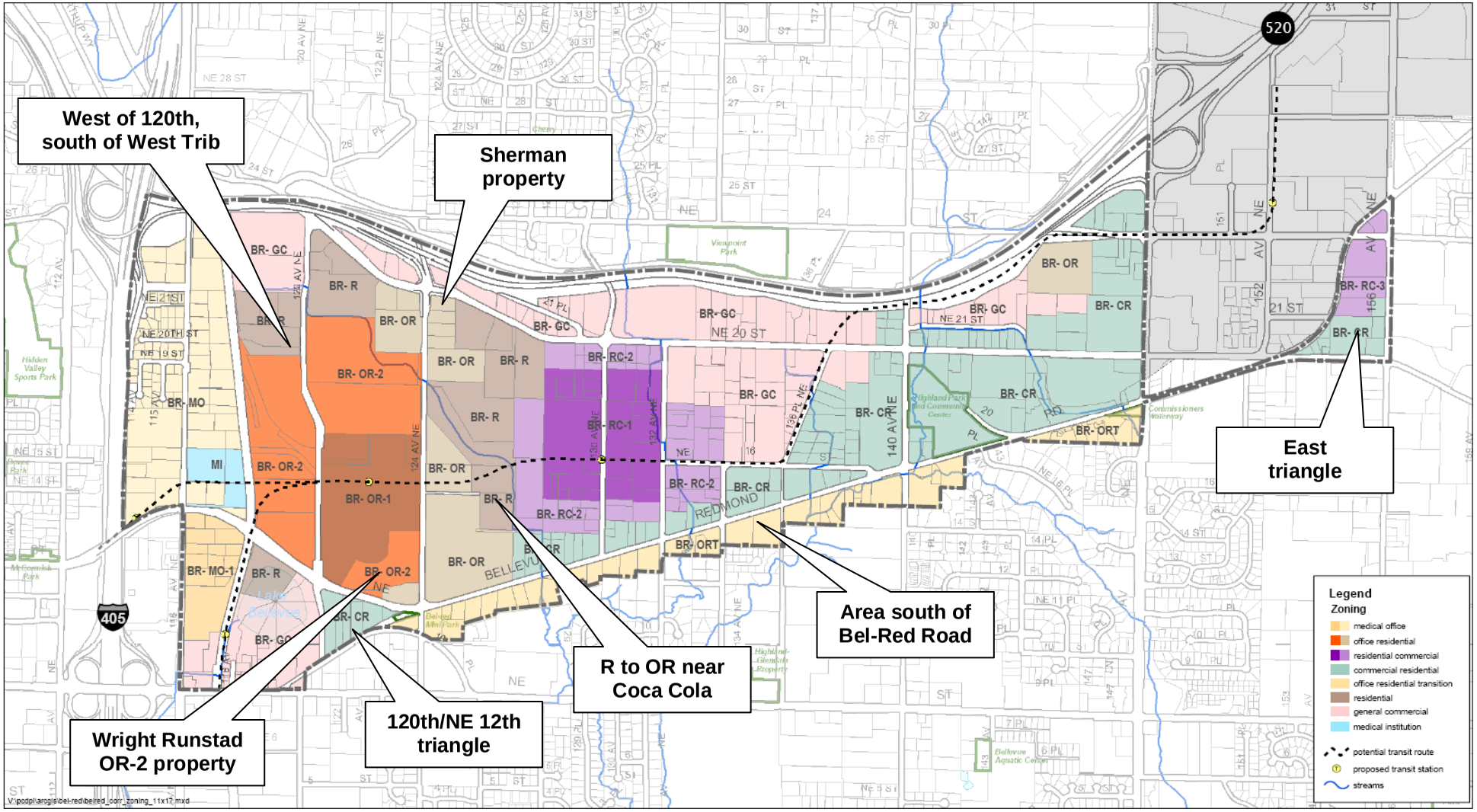
Draft Policy S-BR-F2 Affordable/Workforce Housing Target:

	0 – 50% AMI	*50–80% AMI*	*80–120% AMI*	*120% + AMI*
Draft Low Range Target	*10% target*	*15% target*	*15% target*	***no target set***
Overall Target	*40% of housing affordable at or below 120% median income*			***(60% of housing affordable above 120% of median income)***

	0 – 50% AMI	*50–80% AMI*	*80–120% AMI*	*120% + AMI*
Draft High Range Target	*20% target*	*20% target*	*40% target*	***no target set***
Overall Target	*80% of housing affordable at or below 120% median income*			***(20% of housing affordable > 120% of median income)***

	0 – 50% median income	*50–80% median income*	*80–120% median income*	*120% + median income*
Blended Target	*10 – 20% target*	*10 – 20% target*	*10 – 20% target*	***no target set***
Overall Target	*50% of housing affordable at or below 120% median income*			***(50% of housing affordable above 120% of median income)***

** Median Income = Median Household Income for King County $63,489 (2006 American Community Survey Census, Household Income Data)*
Census data adjusted to fit income categories.

Attachment 3

Consideration of Overall Land use Plan and Map