

Bel-Red Subarea

A Case Study

Transit Oriented Development,
Equity and Environmental Protection

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Bellevue, WA

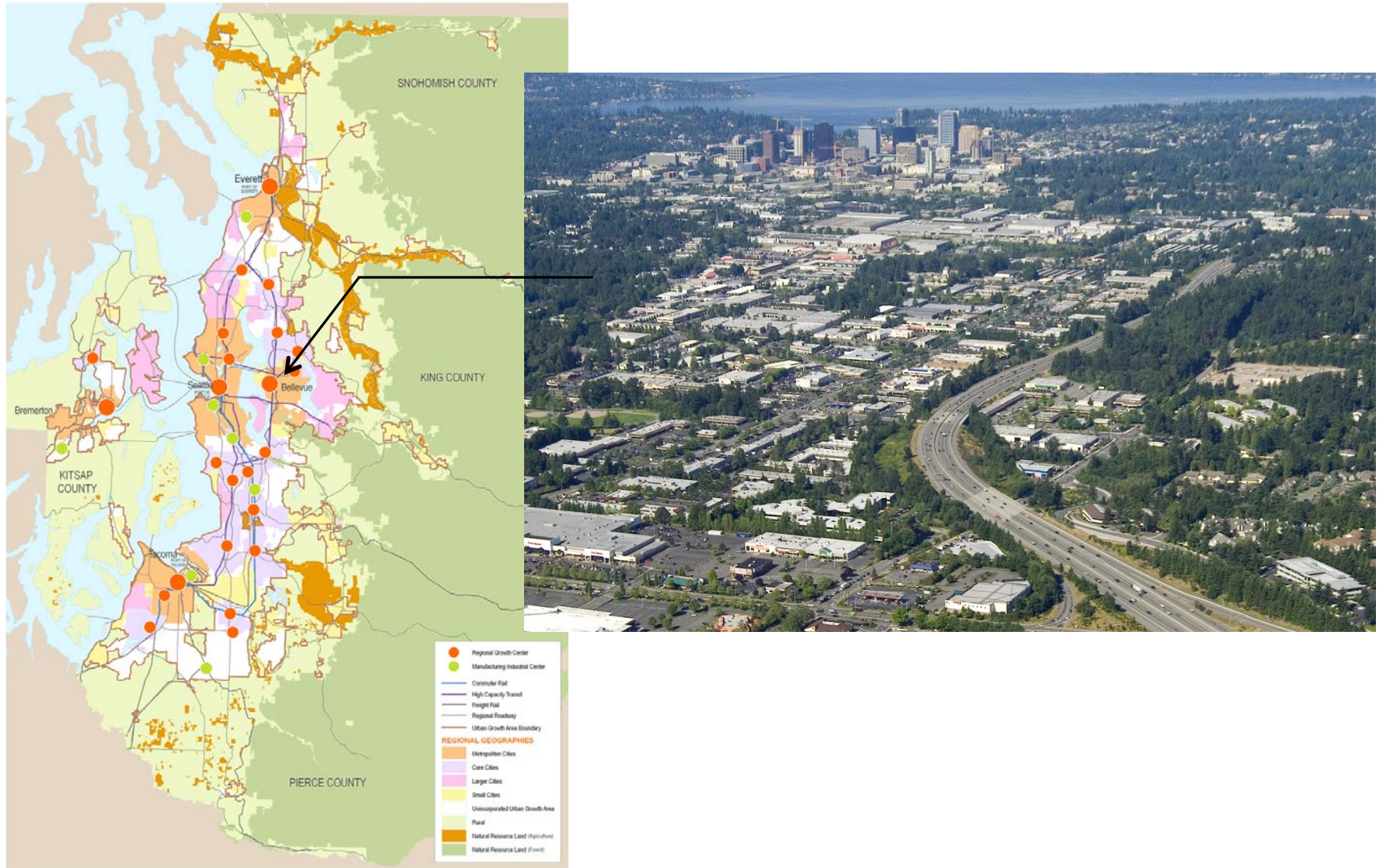
*New Partners for Smart Growth Conference
February 5, 2010*

Summary of Project

- Long-range plan update for Bel-Red Subarea (2005-09)
- Coordinated land use/transportation plan
- Identified preferred routing and station locations for future light rail
- Transit-Oriented Development a key driver



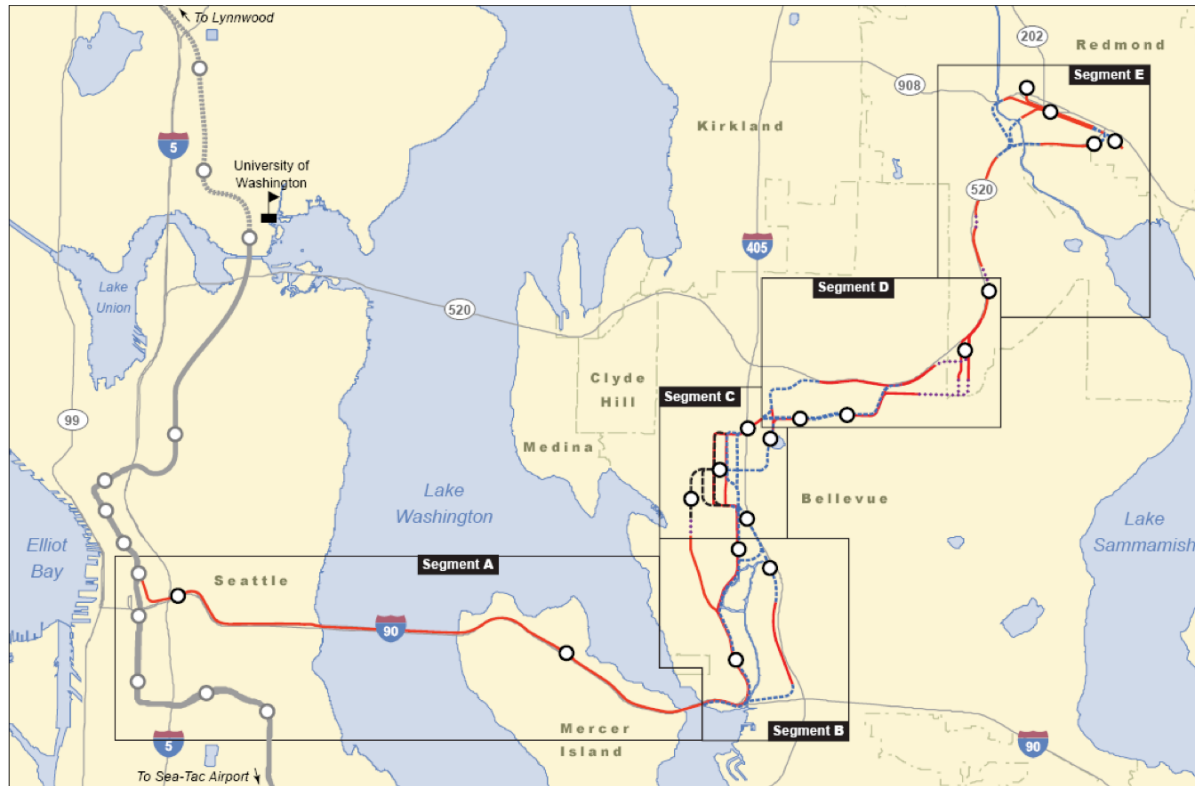
Bel-Red -- Regional Context



Vision 2040

Puget Sound Regional Council

East Link LRT

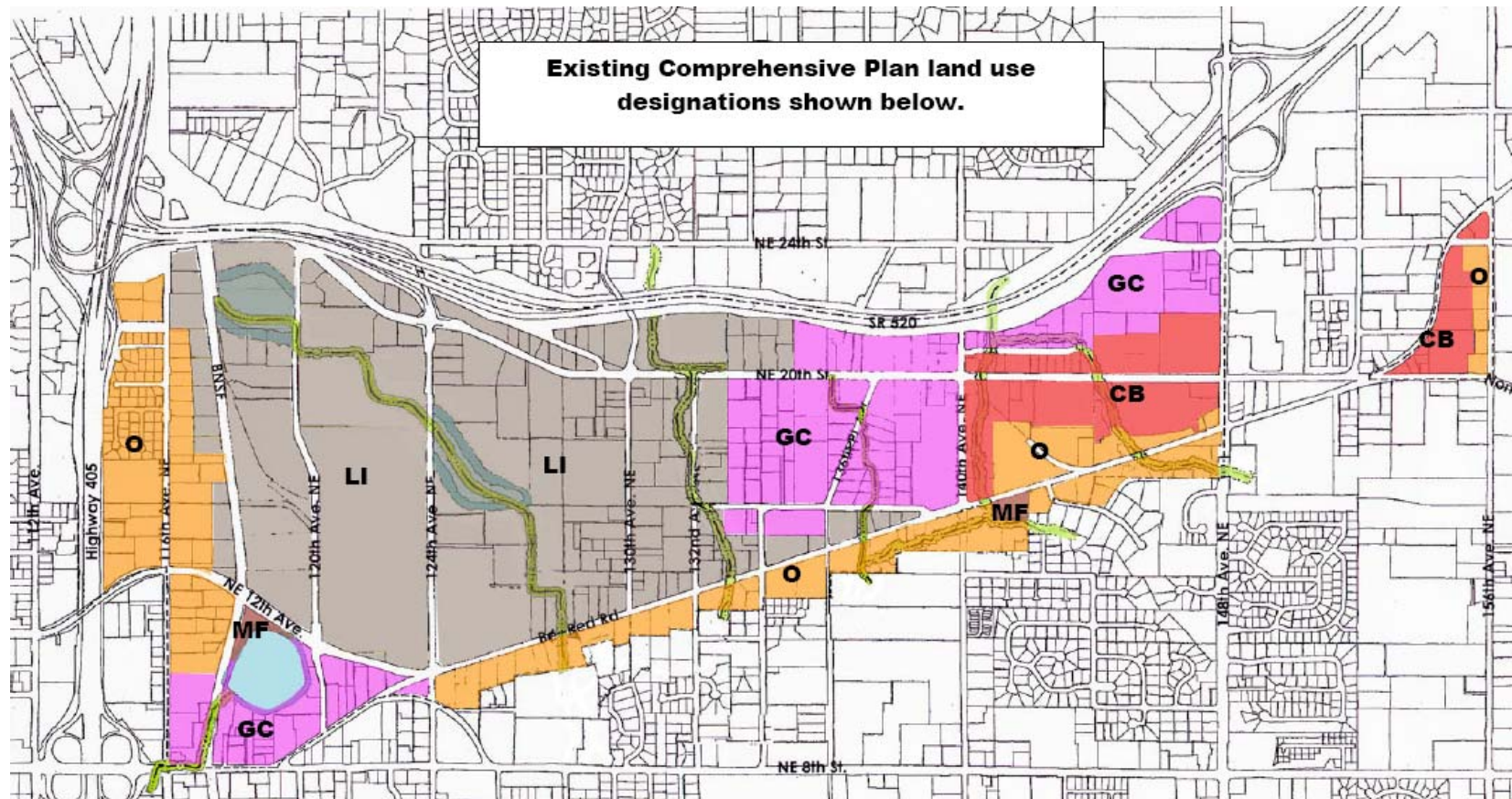


- Region moving forward with Sound Transit Phase 2, linking Downtown Seattle to Bellevue and Redmond Overlake
- Early Bel-Red planning effort intended to affect alignment and station siting to achieve TOD outcomes

Study Area



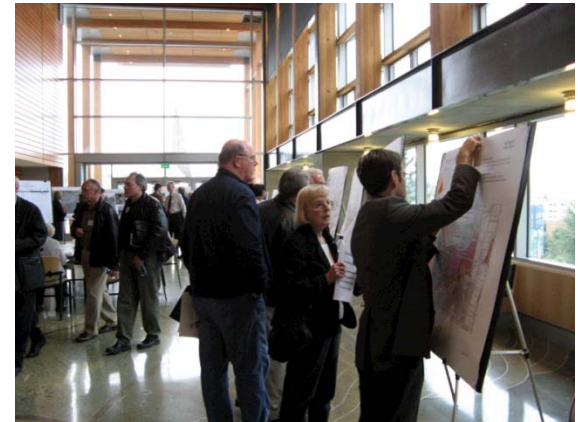
Bel-Red Today



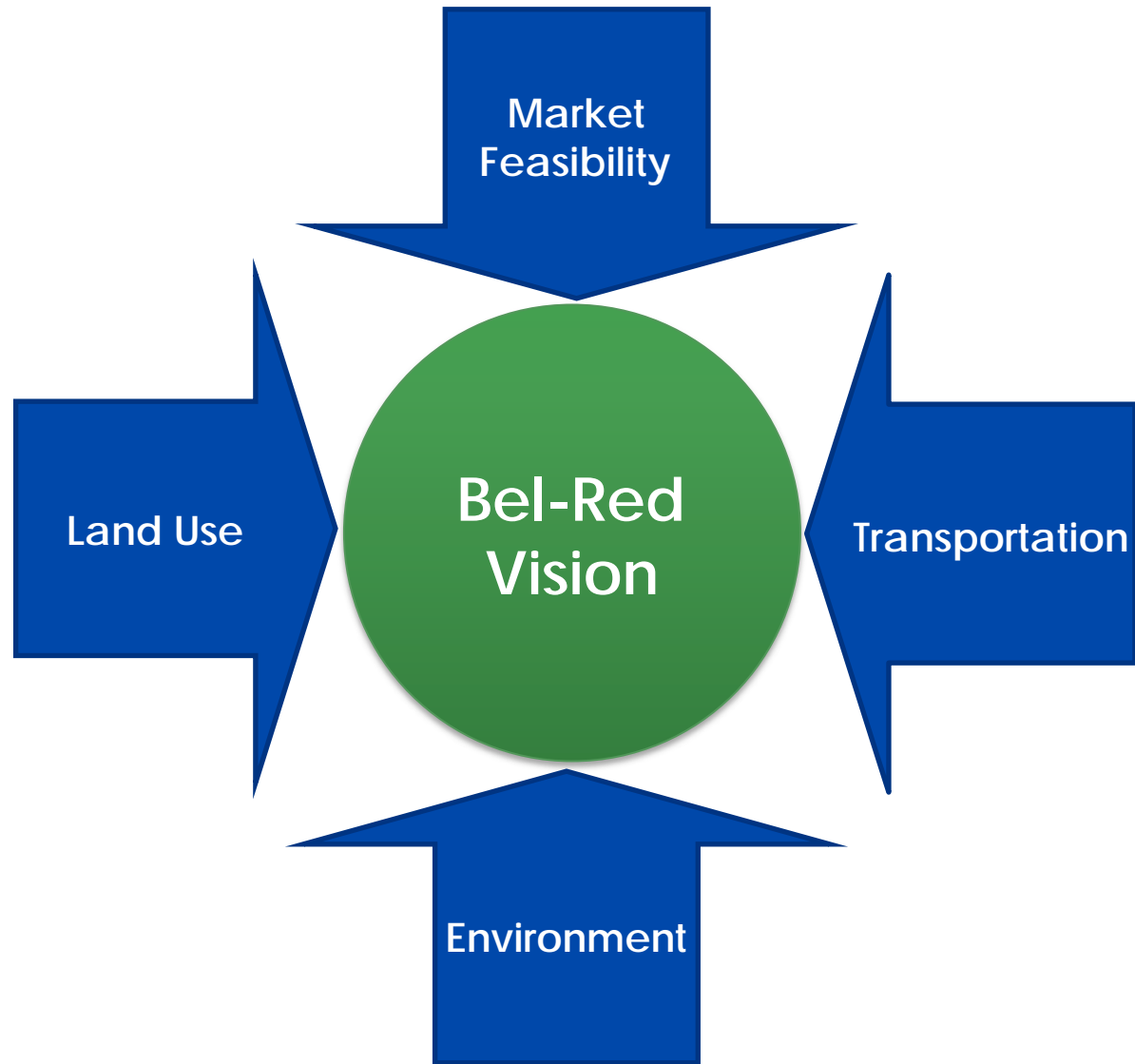
- Legacy of light industrial and commercial uses
- Aging and underdeveloped properties
- Large blocks, with sparse transportation system
- Auto dominated

Public Process

- Three-year planning process
- Council-appointed Steering Committee
- Preparation of Draft EIS and Final EIS; analysis of a range of alternatives
- Broad public involvement
 - 7 Community-wide meetings
 - 10 Outreach events with business community and property owners
 - Formal public hearing with 340 individual comments on hearing drafts
 - Unprecedented involvement of 6 City boards/commissions



Key Elements of Bel-Red Planning



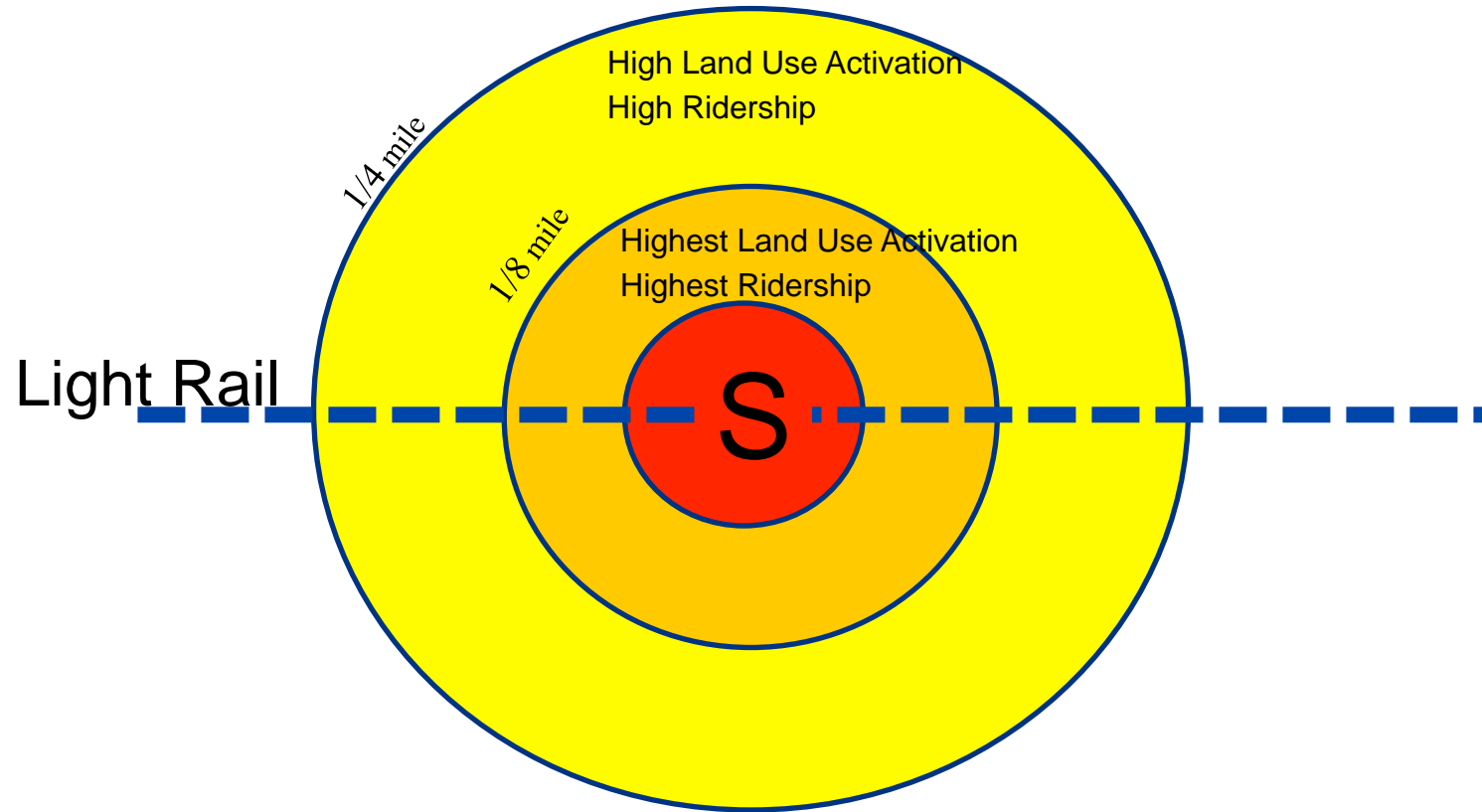
Market Forecast

Use	Higher End	Mid-Level	Lower End
Commercial (Office, Retail)	4.5 million sf (4 million office, 500K retail)	3.5 million sf (3.2 million office, 300 K retail)	2.5 million sf (2.3 million office, 200 K retail)
Housing	5,000 units	3,500 units	2,000 units

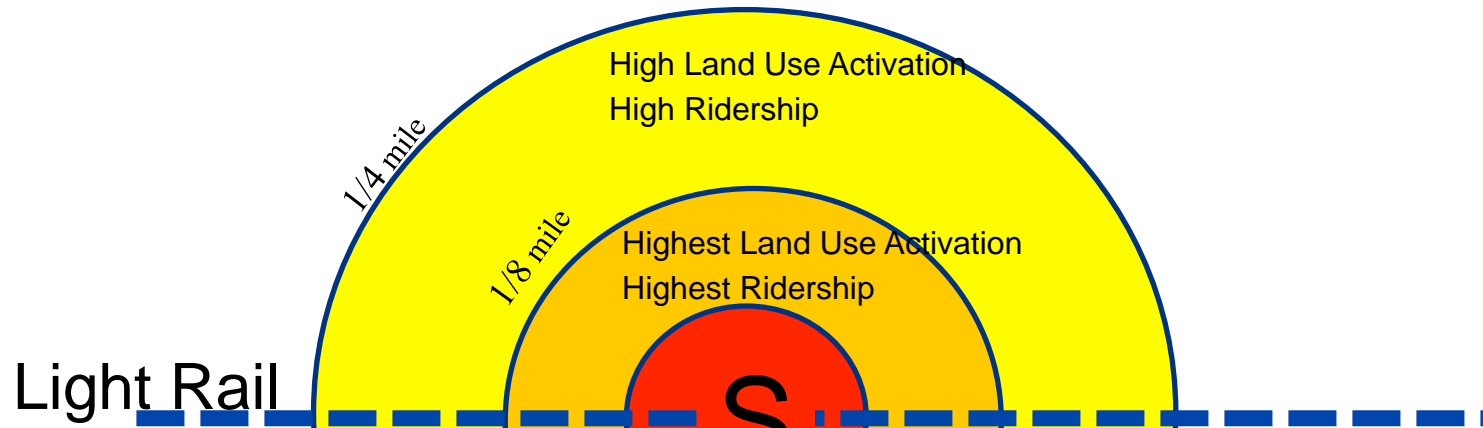
Ranges of Development in Alternatives:

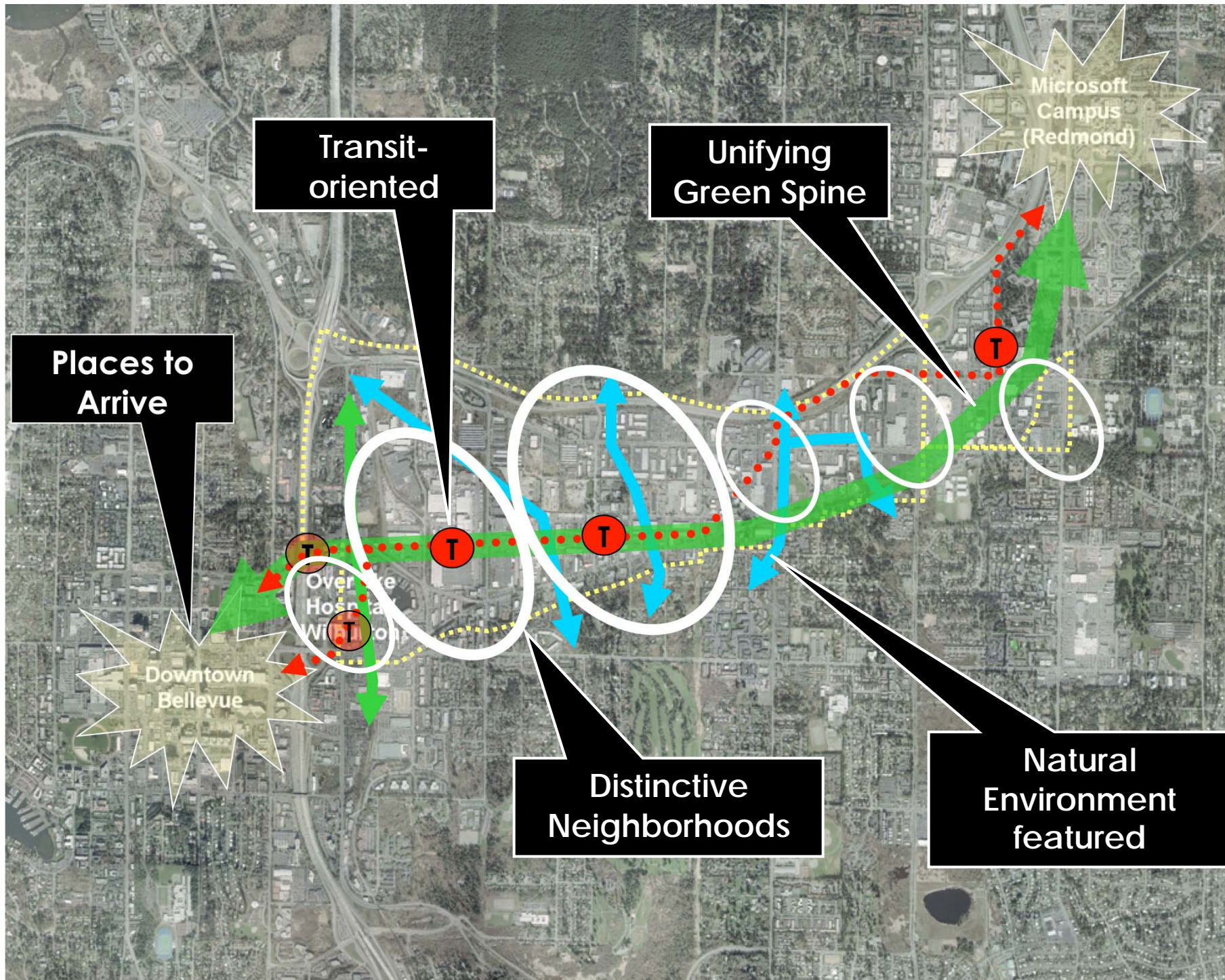
- **Mid-Range:** 3.5 million square feet commercial, 3,500 housing units
- **Higher Housing, Lower Employment:** 2.5 million square feet commercial, 5,000 housing units
- **Higher Employment, Higher Housing:** 4.5 million square feet commercial, 5,000 housing units.

Ideal Station



~~Ideal Station~~





Transit-oriented

Unifying Green Spine

Places to Arrive

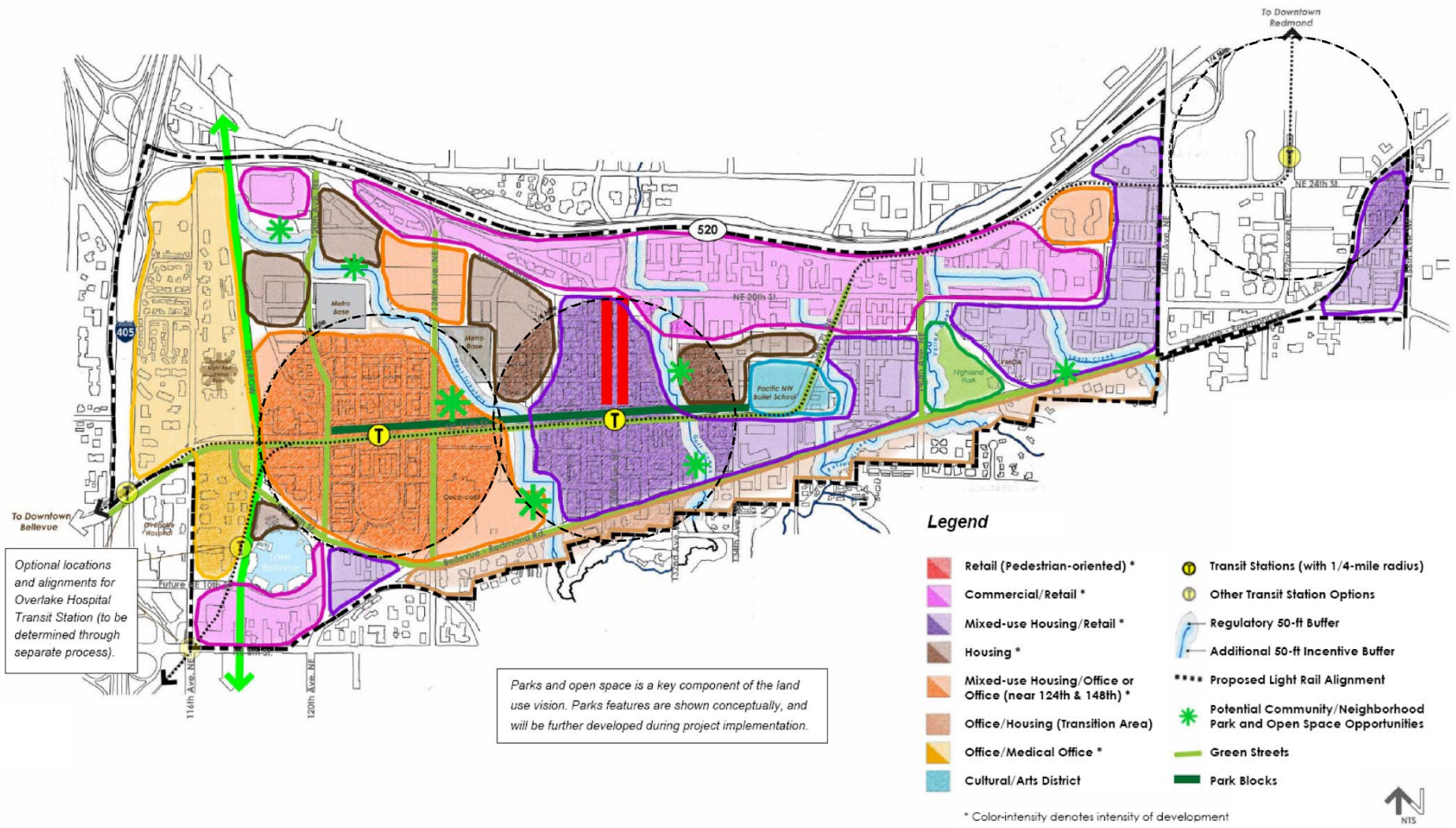
Downtown Bellevue

Microsoft Campus (Redmond)

Distinctive Neighborhoods

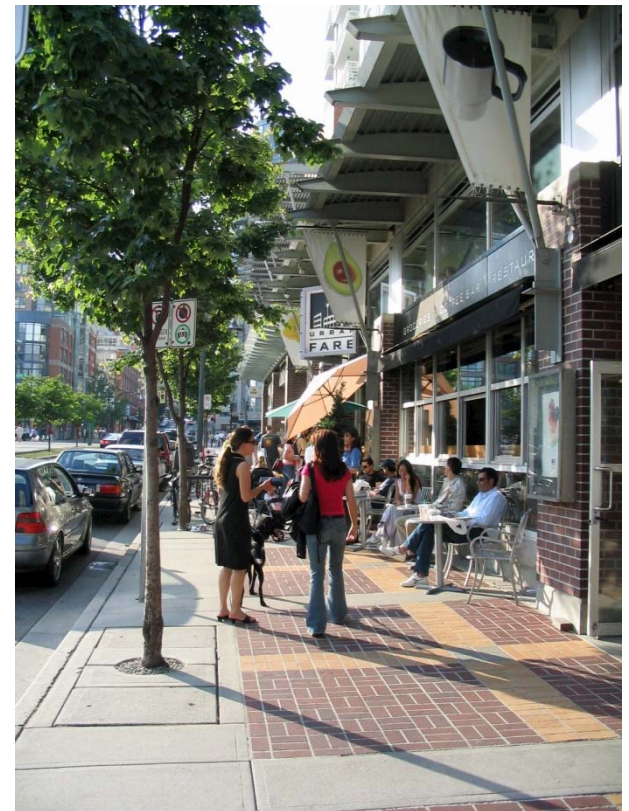
Natural Environment featured

Preferred Alternative Map



The New Vision for Bel-Red

- “A sustainable urban development pattern that dramatically reshapes the future of the Bel-Red Subarea, while allowing the area to transition gracefully from its past”
 - A thriving economy
 - A multi-modal transportation system
 - Vibrant, diverse neighborhoods
 - A comprehensive, connected parks and open space system
 - Environmental improvements
 - A sense of place
 - A unique cultural environment
 - Sustainability
 - Affordable housing
- Market Forecast, year 2030 delta:
 - 4.5 million sq. ft. commercial (10,000 new jobs)
 - 5,000 housing units (9,500 new residents)

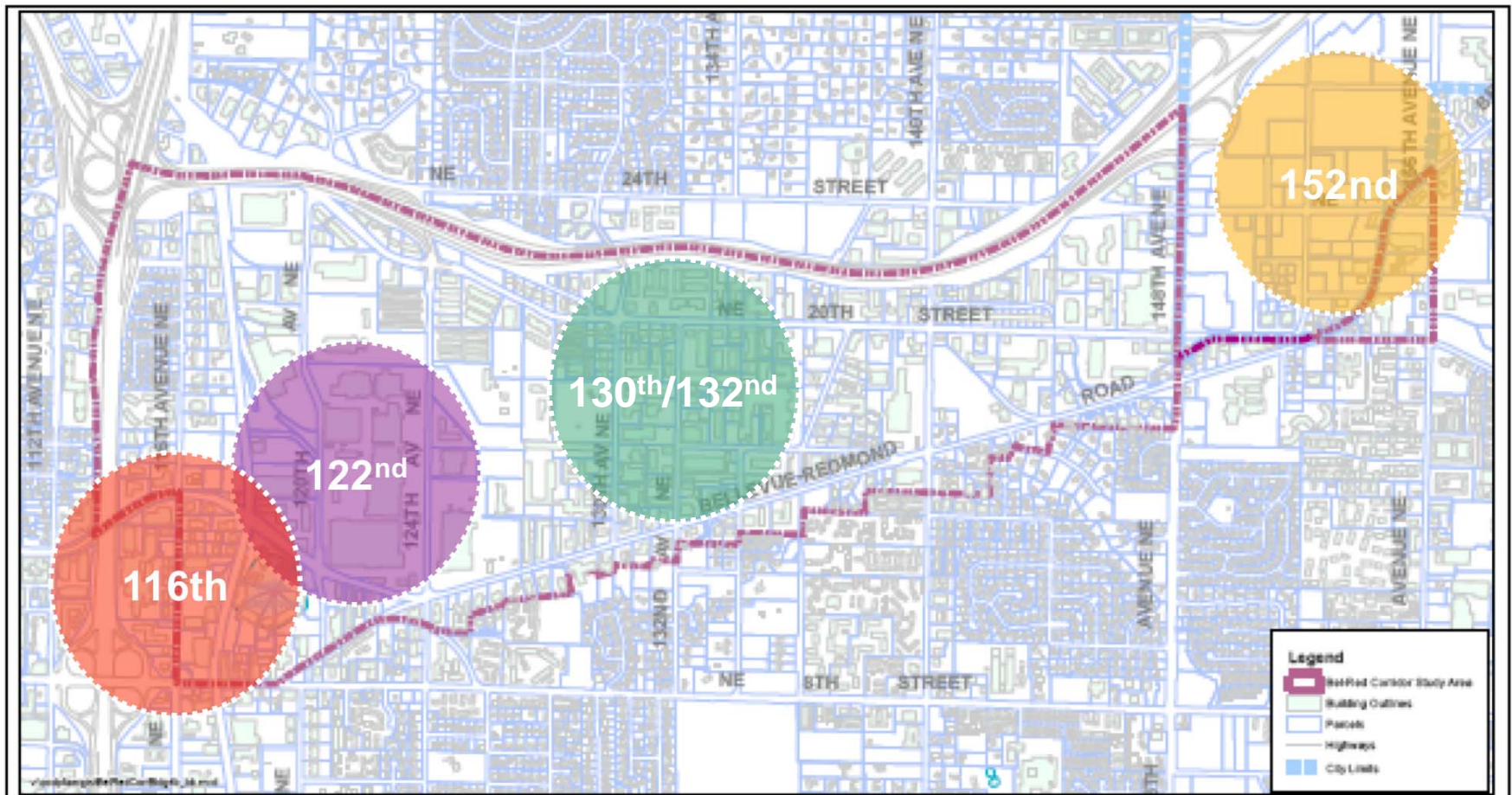


Key Themes

- Transit-Oriented Development
- Climate Action
- Ecological Design
- Amenities and Infrastructure
- Affordable Housing

TOD → Nodal Development Pattern

- Focus land use into new, compact, mixed use neighborhoods
- Transit-supportive density: Up to 4.0 FAR



Climate Action: Transit-Oriented Nodes

Reduce number and length of automobile trips with development that is compact, mixed use and walkable

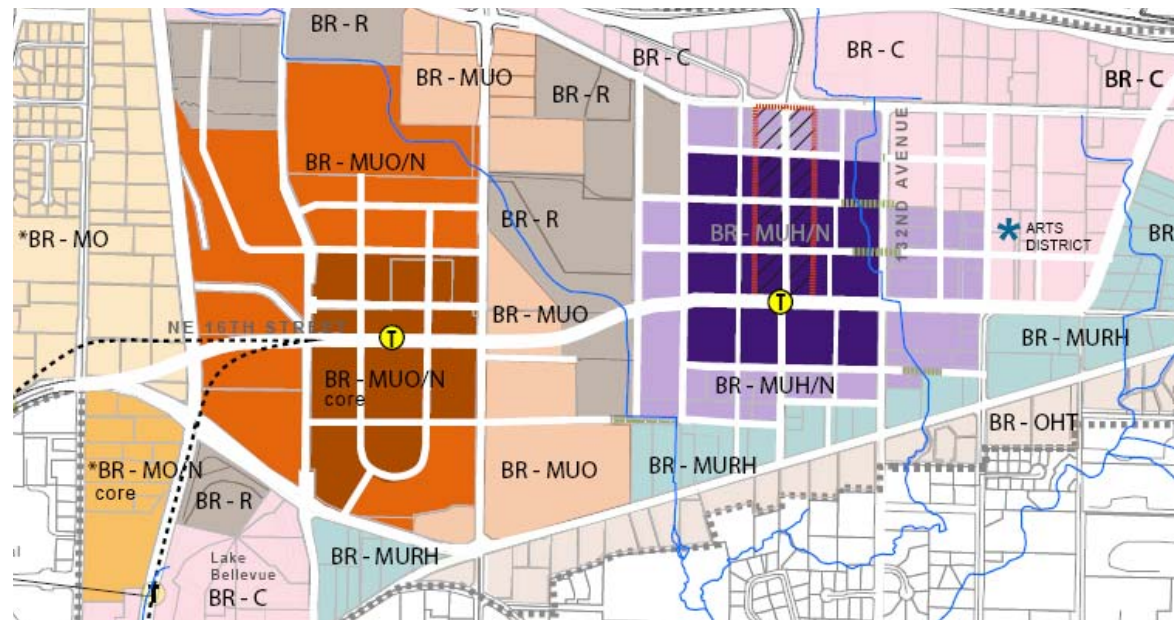
122nd Station Area

- Office focus with residential and retail uses
- Location of Spring District proposal
- Density up to 4 FAR and 150' height (12+ office stories)



130th Station Area

- Mix of residential and retail uses
- Limitations on office intensities
- Pedestrian-oriented retail street on 130th Ave
- Density up to 4 FAR and 150' height (15 residential stories; ±175 units/acre)

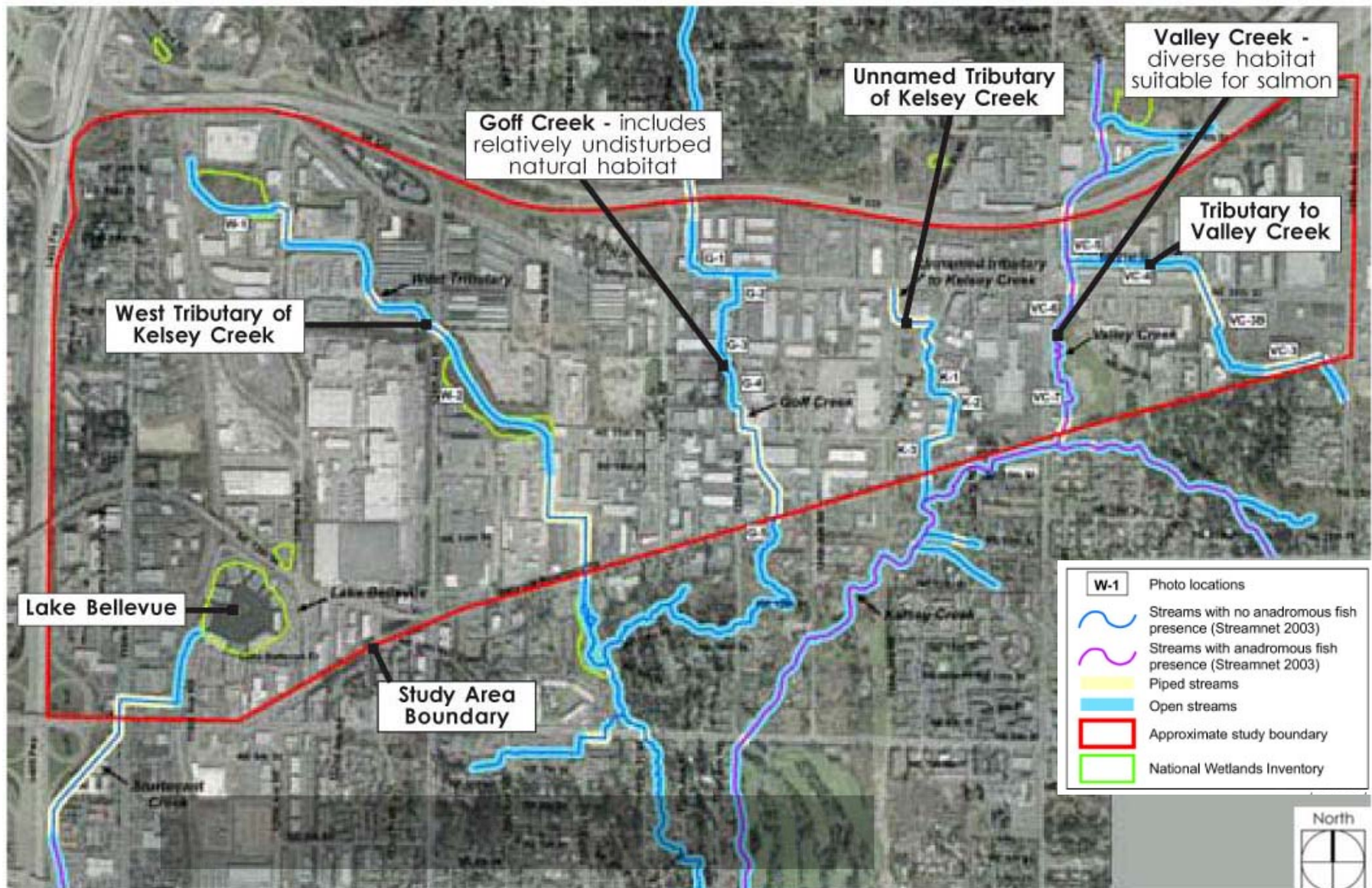


Ecological Design: “Great Streams” Strategy

- Improve ecological function
- Create wider riparian corridors
- Allow human interaction with streams -“Place-making”
- Look for “Opportunity Areas” - co-locate parks, trails, bike paths, stormwater facilities within stream corridors
- Integrate ecological improvements in transportation, stormwater and parks projects



Headwaters of Kelsey Creek



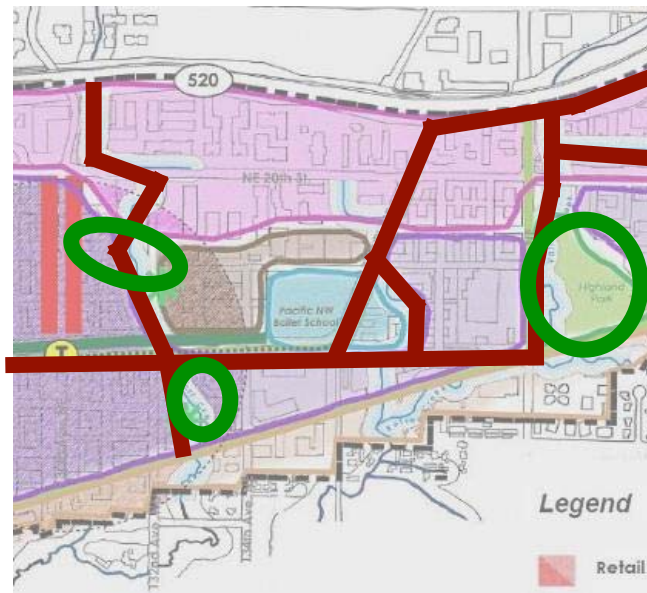
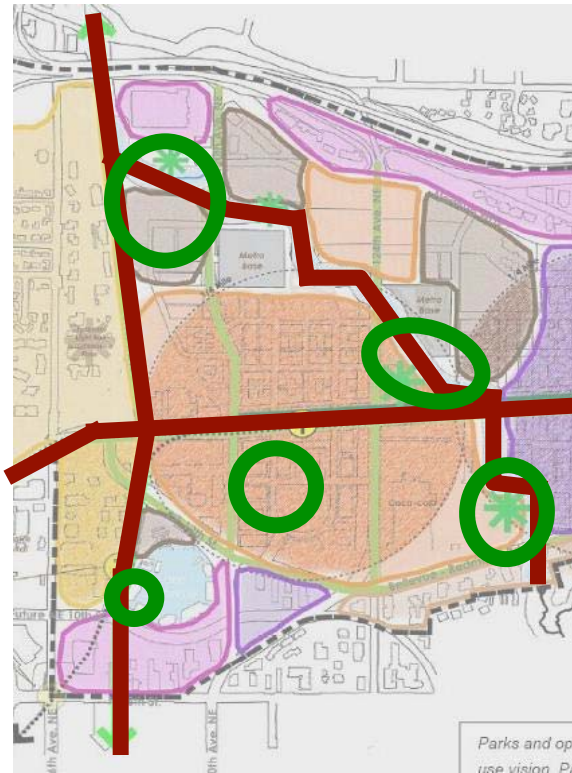
Today v. Future



Goff Creek

- Stream feature part of urban development
- Salmon spawning
- “Green infrastructure”
- Open space

Park & Open Space Concept – Composite



Key Element—Park, Open Space & Trail System



Mini Parks, Gateways & Trailheads



Neighborhood Parks



Multi-use Trails
(NE 15th/16th, BNSF)



Trail Connections along Stream Corridors

New Parks, Open Space & Trails



Civic Plaza

**Open space
adjacent to
stream**

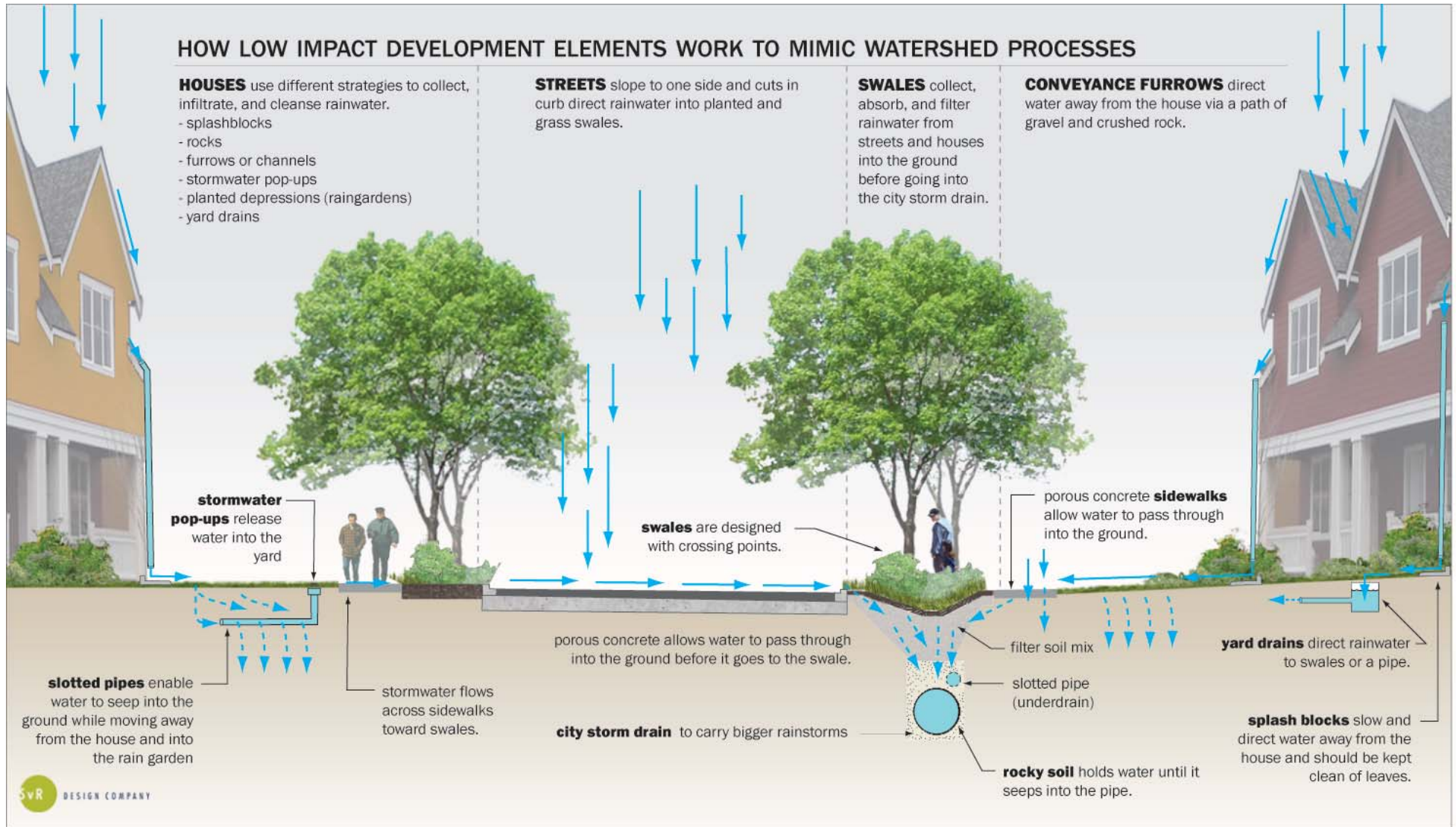
**Trail along
stream corridor**

“Green Infrastructure”

- **Potential Low Impact (Re)Development Elements -- Public and Private Projects**
 - Bioretention
 - Natural Drainage Swales
 - Stormwater Planters
 - Rain Gardens
 - Permeable Pavement
 - Vegetated Roofs
 - Small Scale Surface Detention



Hydrologic Dispersal with LID (generic diagram)



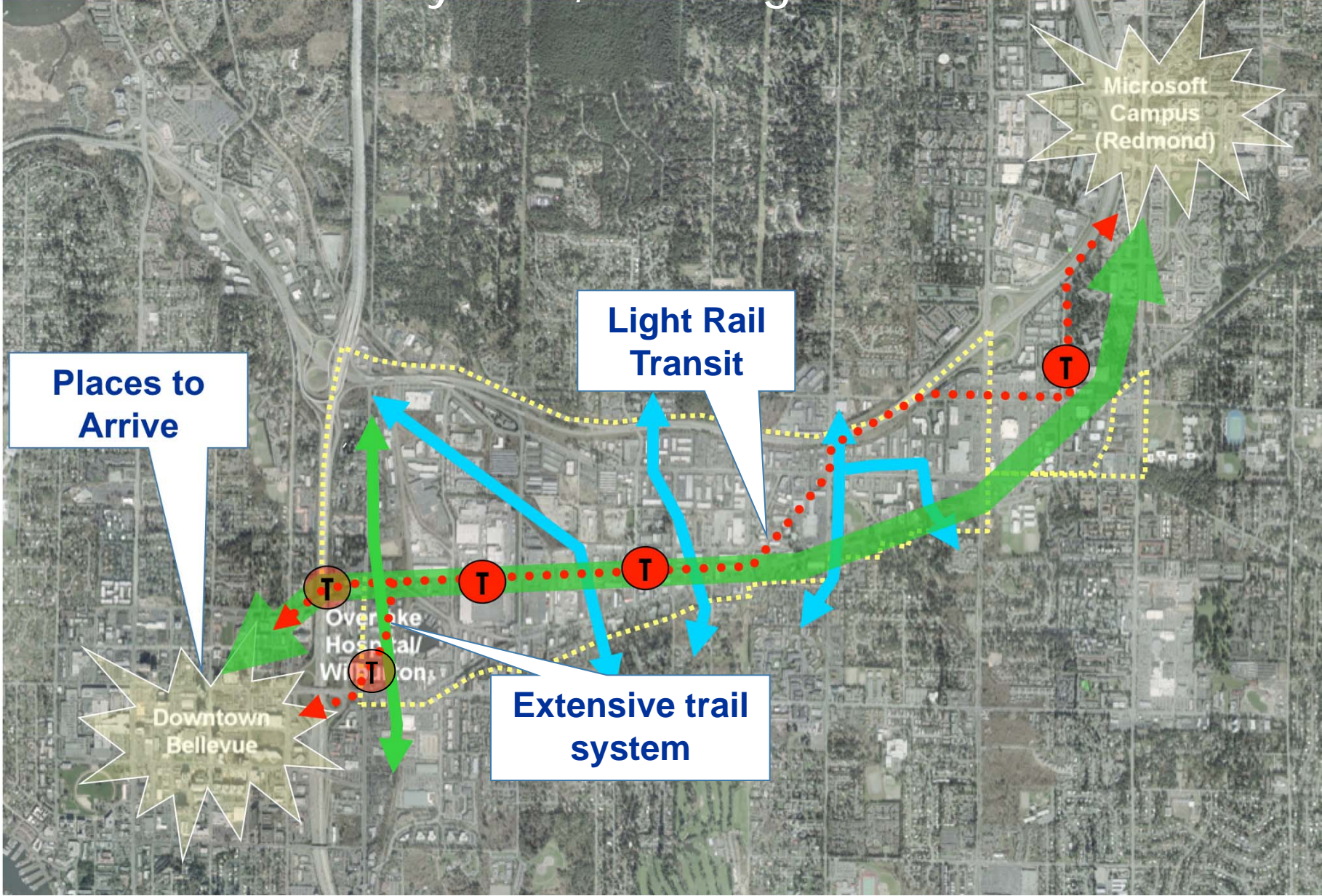
Potential Low Impact (Re)Development

Public and Private Projects

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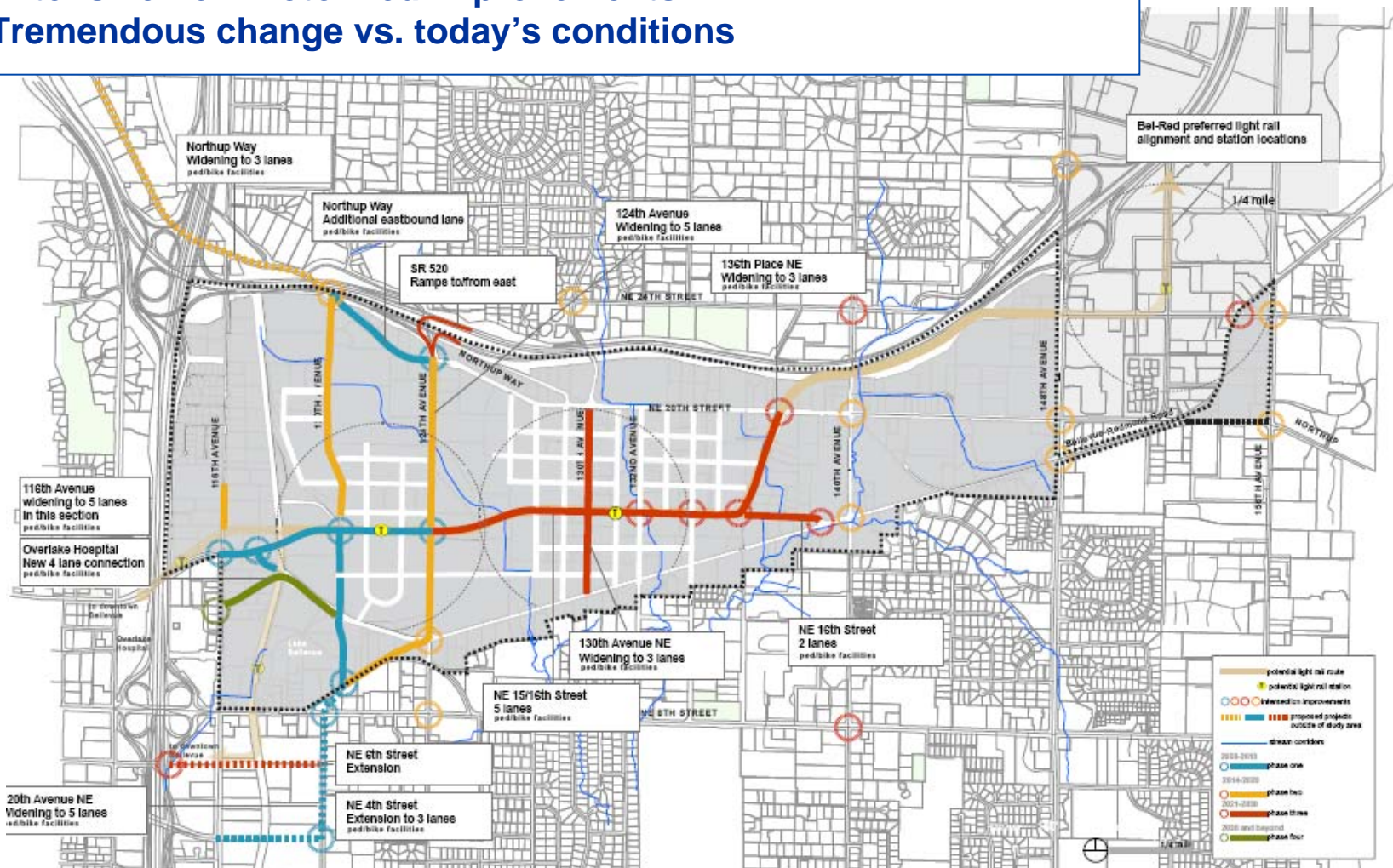


Infrastructure: Connected, Complete Transportation System, with Light Rail



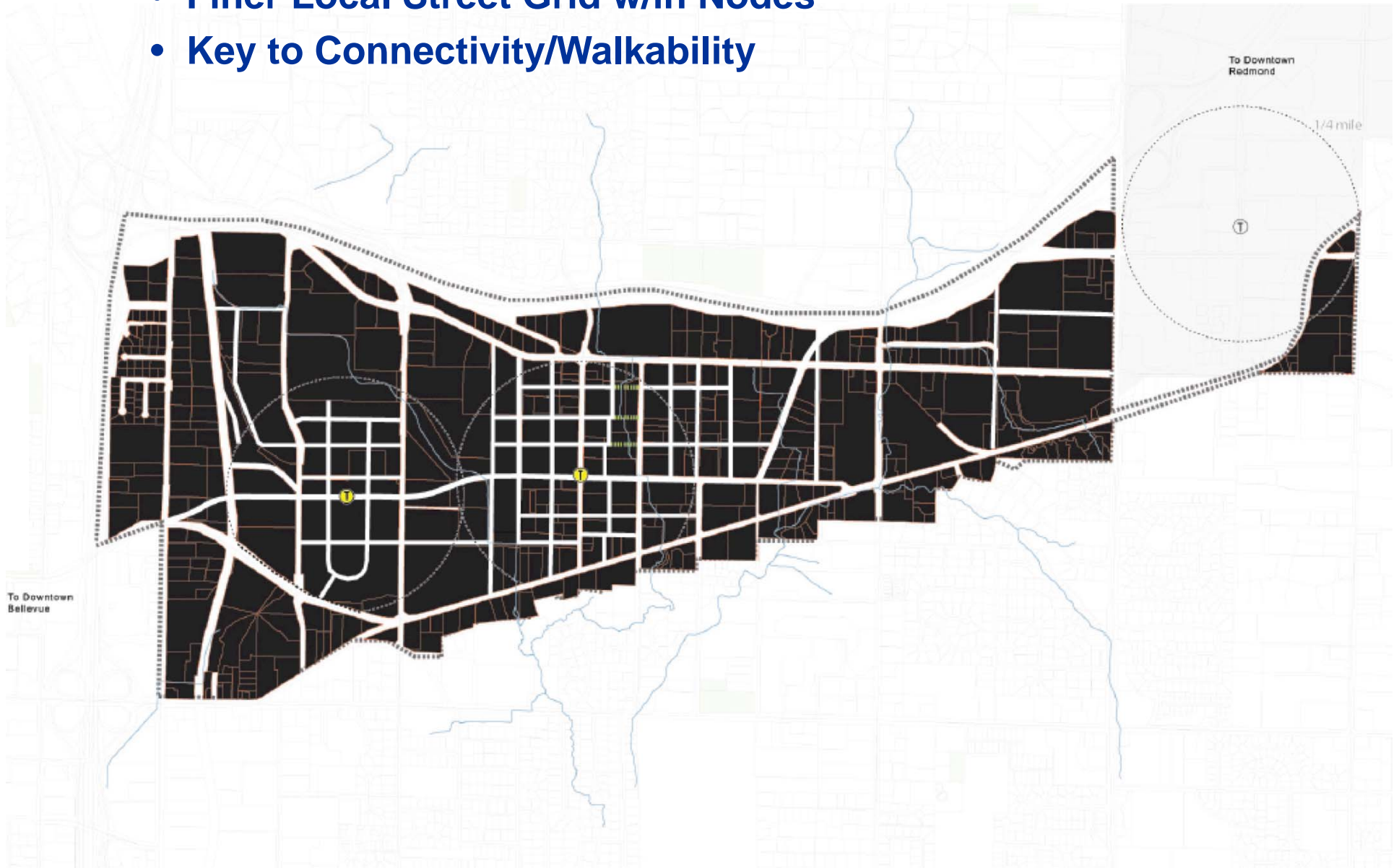
Connected and Complete Transportation System

- **New and expanded arterials**
- **New local street grid in transit nodes—for access and walkability**
- **Extensive non-motorized improvements**
- **Tremendous change vs. today's conditions**



Walkability

- **Finer Local Street Grid w/in Nodes**
- **Key to Connectivity/Walkability**



NE 15th/16th Existing Condition

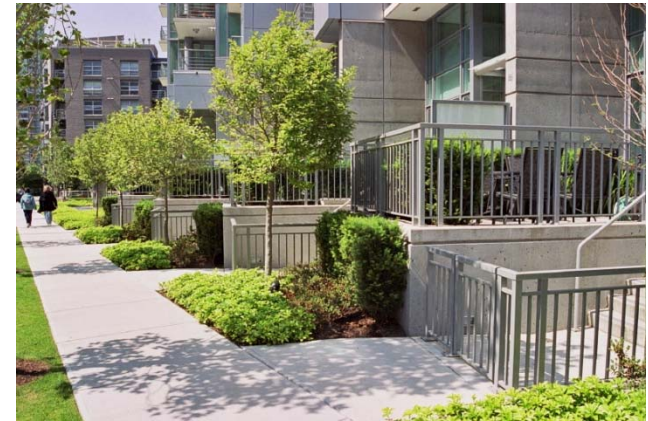


NE 15th/16th Future Condition



Affordable Housing

- A diversity of housing types and prices, owner and rental affordability
- Plan sets policy targets for low and moderate income households
 - 10-20% affordable to low income
 - 10-20% affordable to median income
 - 10-20% affordable up to 120% median income
- To be achieved via a range of strategies: incentive zoning tool *detailed below*
- Other strategies: multifamily property tax exemption, direct subsidies, employer assistance



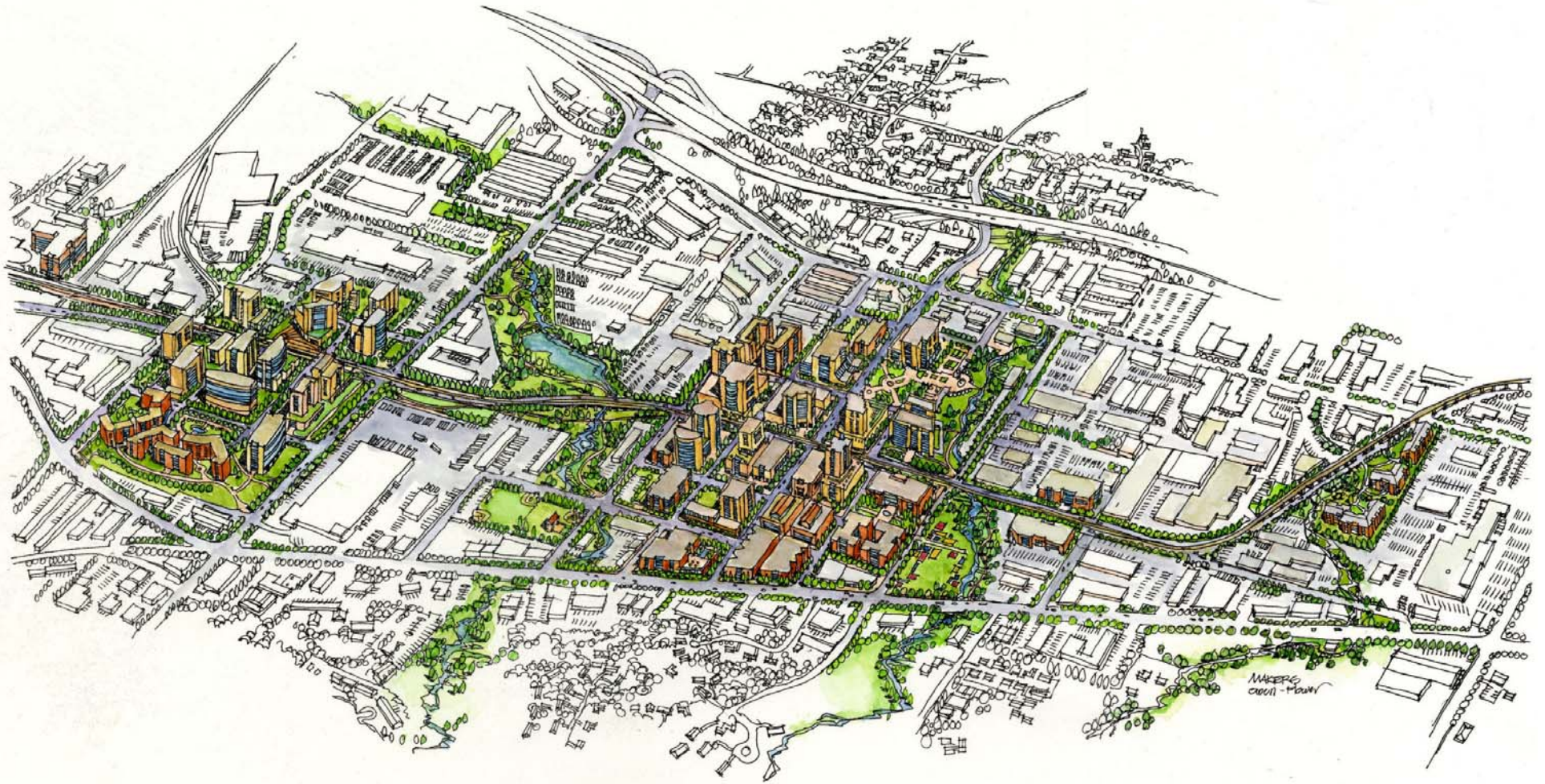
Regional TDRs

Direction to include in Bel-Red zoning incentive system

- Concept: market mechanism to preserve land, relocating growth away from rural areas and into designated urban areas
- Rural landowners receive compensation from private developers who can use additional development rights to build compactly in urban receiving areas
- Tier 1 amenity in Bel-Red receiving area
- Via Interlocal with King County



A Vision for 2030

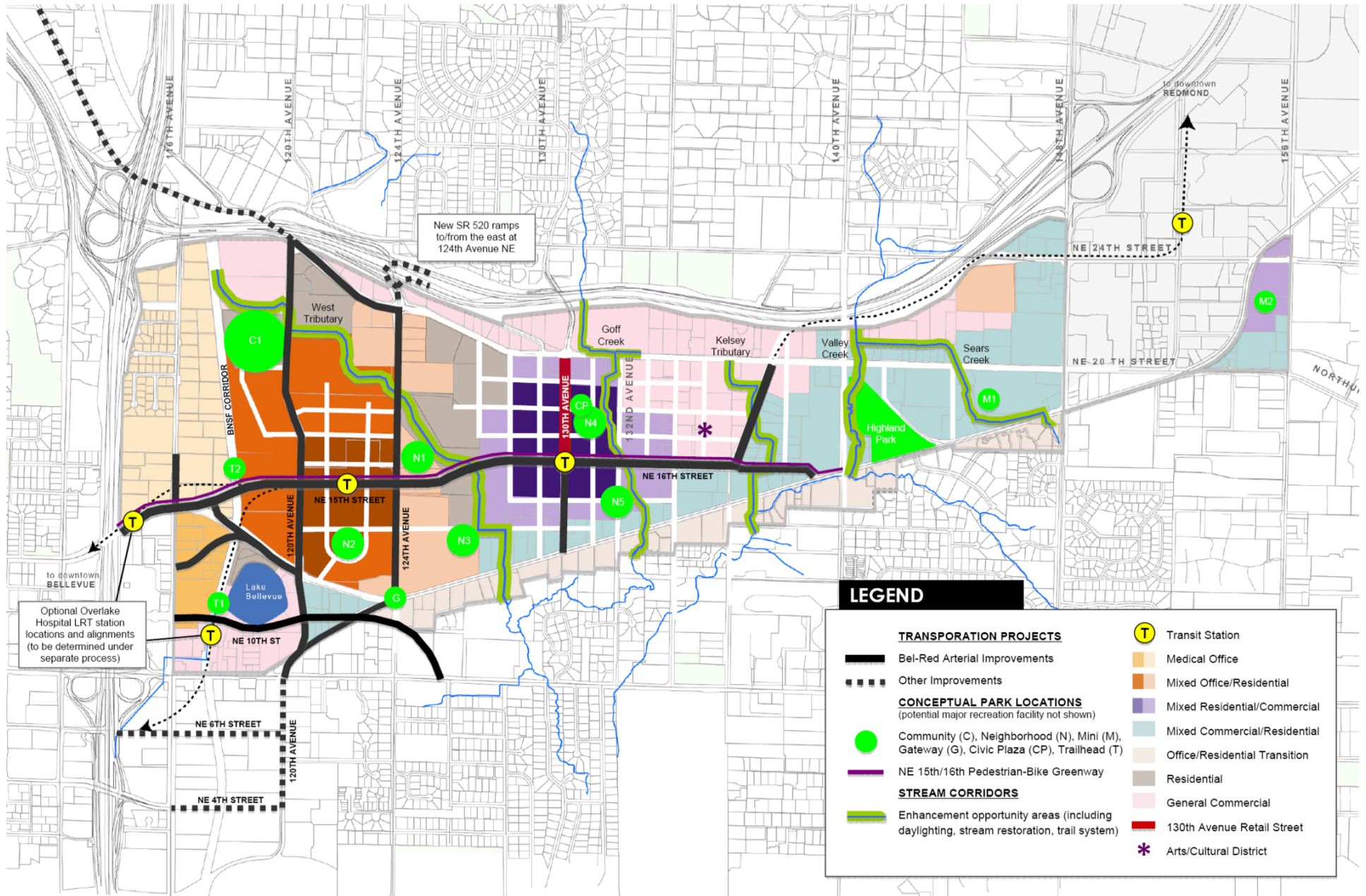


Implementing the Vision

More than Zoning...

- **New Bel-Red Subarea Plan**
- **New Land Use Code and zoning**
- **Design guidelines**
- **Local funding strategy and capital investments**
- **BROTS interlocal agreement with Redmond**
- **Coordination with Sound Transit**
- **Ongoing commitment to follow-through**

Bel-Red Subarea Capital Improvements



LEGEND

TRANSPORTATION PROJECTS

- Bel-Red Arterial Improvements
- Other Improvements
- NE 15th/16th Pedestrian-Bike Greenway

CONCEPTUAL PARK LOCATIONS

- Community (C), Neighborhood (N), Mini (M), Gateway (G), Civic Plaza (CP), Trailhead (T)

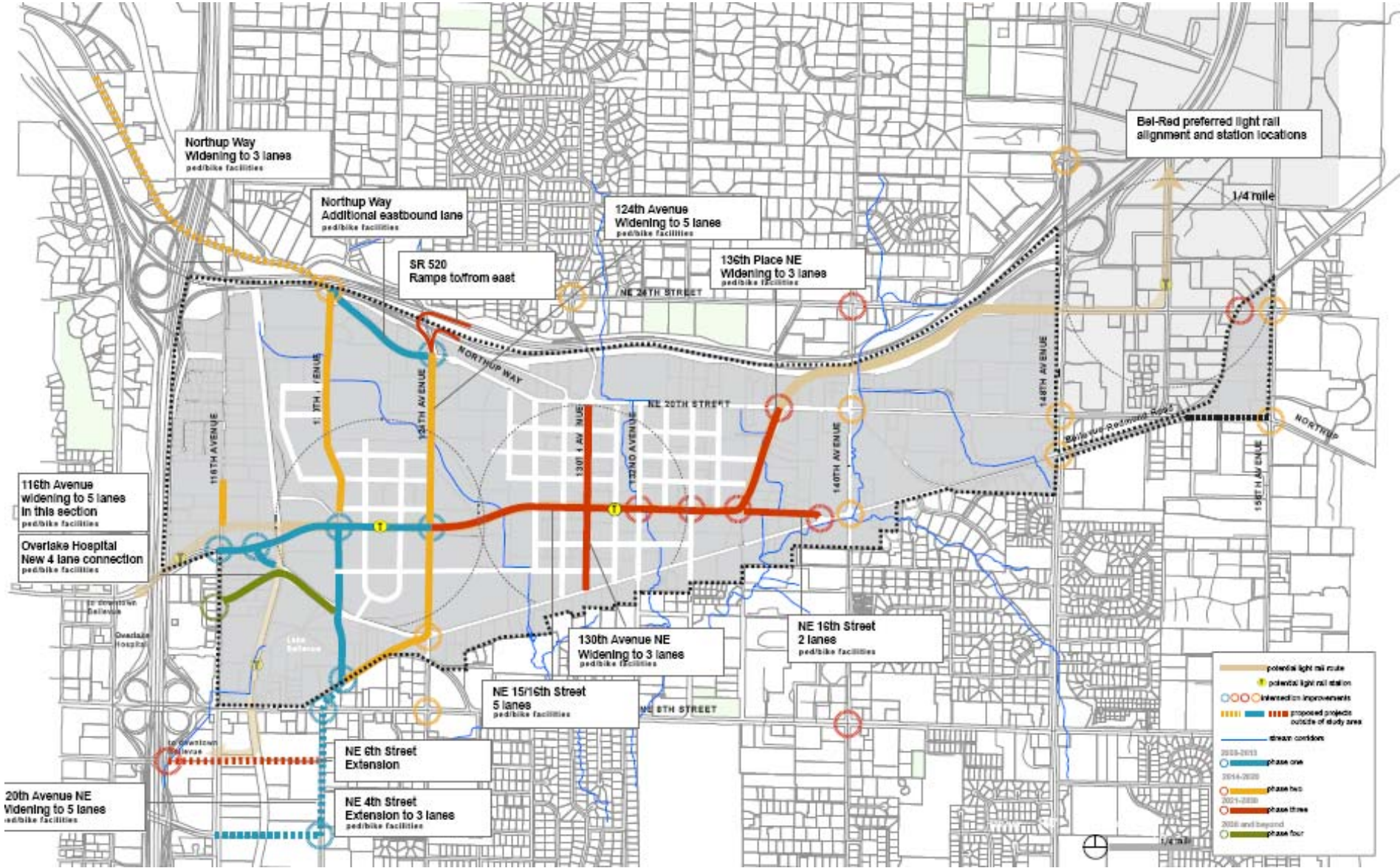
STREAM CORRIDORS

- Enhancement opportunity areas (including daylighting, stream restoration, trail system)

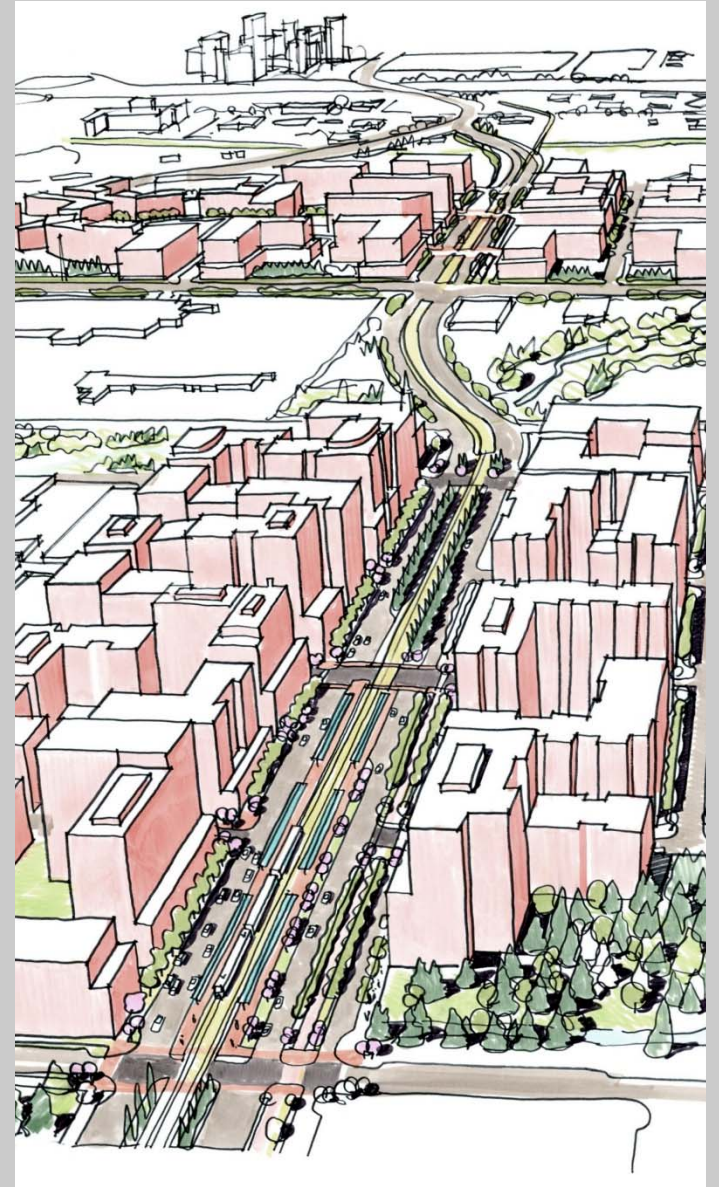
T

- Transit Station
- Medical Office
- Mixed Office/Residential
- Mixed Residential/Commercial
- Mixed Commercial/Residential
- Office/Residential Transition
- Residential
- General Commercial
- 130th Avenue Retail Street
- Arts/Cultural District

Draft Transportation Phasing



NE 15th/16th Street - View West



Current Bel-Red Local Project Cost Estimates

	Estimates in millions in 2008\$				
CAPITAL INVESTMENT AREAS	2008-2014	2014-2020	2020-2030	Beyond 2030	Total
Transportation -NE 15th/16th Corridor -120th Avenue -124th Avenue -NE 6th Street (local share) -Northup Way	\$117.5	\$37.5	\$181.1	\$44.5	\$380.6
Parks Land acquisition and development of neighborhood, community, and mini-parks.	\$43.1		\$41.8	\$39.8	\$124.7
Stream Restoration Potential 50 to 100-foot enhancement with land acquisition as needed.	\$48.7		\$3.7	\$24.2	\$76.6
BROTS	Projects ideas and general cost estimates being developed.				
TOTALS	\$246.8		\$226.6	\$108.5	\$581.9

Funding Strategy

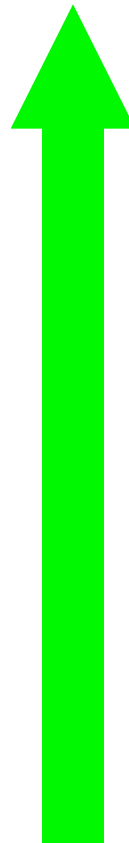


Incentive Zoning & other Development Contributions

New Zoning



Current Zoning
(pre Bel-Red Plan)



Lift in Land Value

The zoning lift has the potential to support the public infrastructure and amenities needed to transform the Bel-Red area.



Incentive Zoning Structure

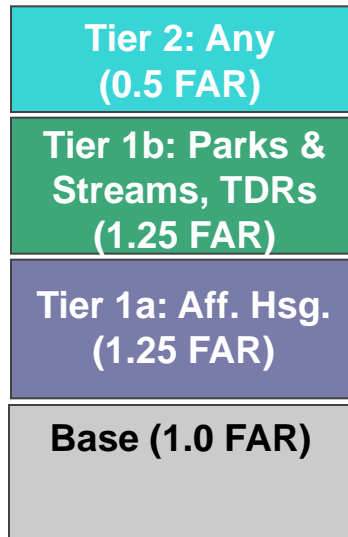
Within Nodes

Max = 4.0 FAR



Commercial
Development
Within Nodes

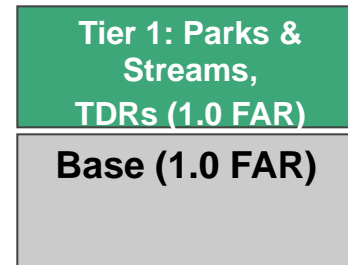
Max = 4.0 FAR



Residential
Development
Within Nodes

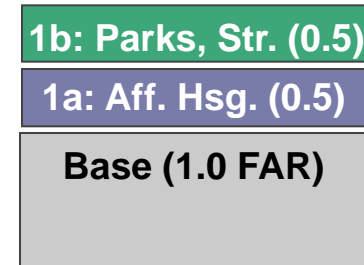
Outside Nodes (R and CR Districts Only)

Max = 2.0 FAR



Commercial
Development

Max = 2.0 FAR



Residential
Development

Summing up—Bel-Red, Sustainability & TOD

The Bel-Red Plan

- ❖ **Growth management** -- new commercial and residential neighborhoods that promote growth in the right place
- ❖ **TOD** – a central organizing principle, integrating land use and transportation
- ❖ Reduces auto dependency and **address climate change**
- ❖ Promotes **economic vitality**
- ❖ **Green infrastructure/ecological benefits** – Plan helps restore streams and urban salmon habitat; creates new parks and open spaces
- ❖ **Equity/Affordable housing**
- ❖ **Integrated vision** that includes the infrastructure and amenities needed to support growth

