

# Bel-Red Subarea

Comprehensive Plan, Land Use Code and Zoning Amendments  
Financial Strategy  
BROTS Interlocal Agreement

**Bellevue City Council**

**September 22, 2008**

The logo for the Bel-Red Corridor Project. It features the words "BEL RED" in a bold, white, sans-serif font, with a thin, curved line passing through the letters. Below "BEL RED", the words "corridor project" are written in a white, lowercase, serif font. The entire logo is set against a dark blue rectangular background.

**BEL RED**  
*corridor project*

## Presentation Overview

- Tonight
  - Introduction and overview
  
  - Review the recommended plan for Bel-Red with Planning Commission Chair Orrico
  
  - Also hear from
    - Arts Commission
    - Parks and Community Service Commission
    - Transportation Commission
  
  - Staff presentation on:
    - Bel-Red vision
    - Subarea Plan
    - Land Use Code Amendments

## Upcoming Council Presentations

### Schedule for Bel-Red related study sessions

- **September 22** – Bel-Red Subarea Plan and Code: Planning Commission recommendation
- **October 6** – Incentive System and ULI and Property Counselors recommendations
  - Also, identify Subarea Plan and Code issues for additional follow up
- **October 13** – Long-range capital planning and financing strategy, including infrastructure needs for Bel-Red
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Planning Commission  
Recommendation

## Planning Commission Recommendation

- **The Planning Commission unanimously recommends approval of the new Bel-Red Subarea Plan and related Comprehensive Plan amendments**
- **The Planning Commission unanimously recommends approval of Bel-Red Land Use Code amendments, design guidelines and related code amendments**

## Planning Commission Recommendation

- **Recognized the vision for Bel-Red recommended by the Steering Committee**
- **Heard from and incorporated recommendation from the other boards and commissions**
- **Carefully considered and responded to comments from the public and stakeholders**
- **In keeping with its charge from Council, the Planning Commission did not address the economics of the incentive system or the phasing limitations**

## Public Review and Engagement

- Three-year planning process
- Council-appointed Steering Committee
  - Final committee recommendation September 2007
- Preparation of Draft EIS and Final EIS; analysis of a range of alternatives
- Broad public involvement
  - 7 community-wide meetings
  - Series of panel discussions with business and property owners
  - Formal public hearing w/340 individual comments on hearing drafts
  - Regular City Council updates and briefings
  - Unprecedented involvement of 6 City boards/commissions, including 2 joint meetings



## Responded to Stakeholder Input

- **Input from the boards and the commissions and from the public led to greater review and a number of changes to the early drafts, including such items as:**
  - FAR and height limits                      the zoning map
  - Uses    housing targets
  - NE 15th corridor design                      floor plate maximums
  - auto sales    vesting
  - the parks system                                      parking ratios
  - park-and-rides                                      drive thrus
  - design guidelines                                      TDR
  - signs
- **In keeping with its charge from Council, the Planning Commission did not address the economics of the incentive system or the phasing limitations**

## Land Use Vision

- Carefully considered and remained true to the Bel-Red Steering Committee vision
- Heard wide support from the public and stakeholders
- The Planning Commission recommends
  - Areas centered around planned transit stations for new, higher density neighborhoods with varying mixes of new office, housing, retail uses that lend to a thriving economy
  - Other areas that continue to support general commercial services and provisions that allow existing businesses to continue operate under new zoning
  - Environmental improvements and sustainable design and development practices
  - A sense of place with cultural offerings and a character different from Downtown and other Bellevue neighborhoods



## Nodal Densities

- **Heard the most comments from stakeholders that higher FAR levels were needed to activate the area, make it economically feasible to redevelopment and to meet the vision for an urban character**
- **Recommend increased maximum densities (FAR)**
  - Consistent with charge, did not consider how FAR relates to economic feasibility
  - Higher FAR would better achieve vision for pedestrian and transit oriented character in the area
  - Node densities are recommended to have FAR as high as 3.0/3.5 (up from the original recommendation of 2.5/3.0)
  - Two non-node mixed use areas are recommended to have FAR as high as 2.0 (up from original 1.0)
  - Higher FAR will enhance urban character and better facilitate mixed use mid-rise construction
  - Proposed maximums will continue to support an overall land use form different from Downtown

## Housing

- **Heard from Human Services Commission and other housing advocates about the importance of affordable housing**
  
- **Recommend seeking development of housing available for a range of incomes**
  - Policy targets for housing affordability
  - Focus was on ensuring that housing that is built is affordable to those that would work in the area
  - Objective of affordability in Bel-Red within the framework of the citywide housing strategy that needs to include a combination of public and private tools
  - “Tier 1” bonus for new developments that include affordable housing
  - Commission encourages consideration of other tools to work in conjunction with the land use bonus, such as the multifamily tax exemption

## Parks, Trails and Open Space System

- **Heard from the Parks Board about the need for a comprehensive parks and open space system**
  
- **Recommend a system of parks, trails and open space consistent with the Parks Board recommendation**
  - A comprehensive system connected internally and to the larger city and regional parks systems
  - Recognized as projects in the Subarea Plan at the same level as transportation projects
  - Critical to create new neighborhoods and attractive places for people to live and work
  - “Tier 1” incentives for parks, trails and open space recognizing the difficulty of acquiring land
  - One change from Parks Board recommendation
    - A shift of 3 acres from one park to another to make acquiring park land more feasible while maintaining the Parks Board vision for the parks system



## NE 15<sup>th</sup>/16<sup>th</sup> Corridor

- **Heard from Transportation Commission and Parks Board about the need for this corridor to meet multiple needs**
  
- **Recommend a major new NE 15<sup>th</sup>/16<sup>th</sup> Corridor as a place making feature for the Subarea**
  - Not just about transportation functionality; design will influence the urban character of the area
  - Concern about impact of overall width of the corridor on properties and pedestrians
  - Recommend a project design that includes all of the critical “building blocks”:
    - Arterial street
    - Bicycle/pedestrian separated path
    - Significant green elements
    - Transit
    - Sidewalks of an urban character
  - Commission removed additional on-street parking and the frontage road concept from the original design to reduce the overall width

## Boards and Commissions

**Arts Commission**  
**Environmental Services Commission**  
**Parks and Community Services Board**  
**Transportation Commission**

## Council Principles

Included:

Long-term, ambitious vision rooted in reality...

Establish a solid and dynamic economic future...

Integrate land use with a balanced transportation system that capitalizes on high capacity transit

...identify a package of new community amenities

...opportunities for neighborhood enhancements and creation

...Protect natural resources and manage the area's natural resources in a sustainable manner



## The Vision for Bel-Red

***We are excited about the extraordinary potential of the Bel-Red area, and we believe the Committee's recommendations set the stage for transforming the area into a model of sustainable development, where land use transportation, environment and economy are closely linked.***

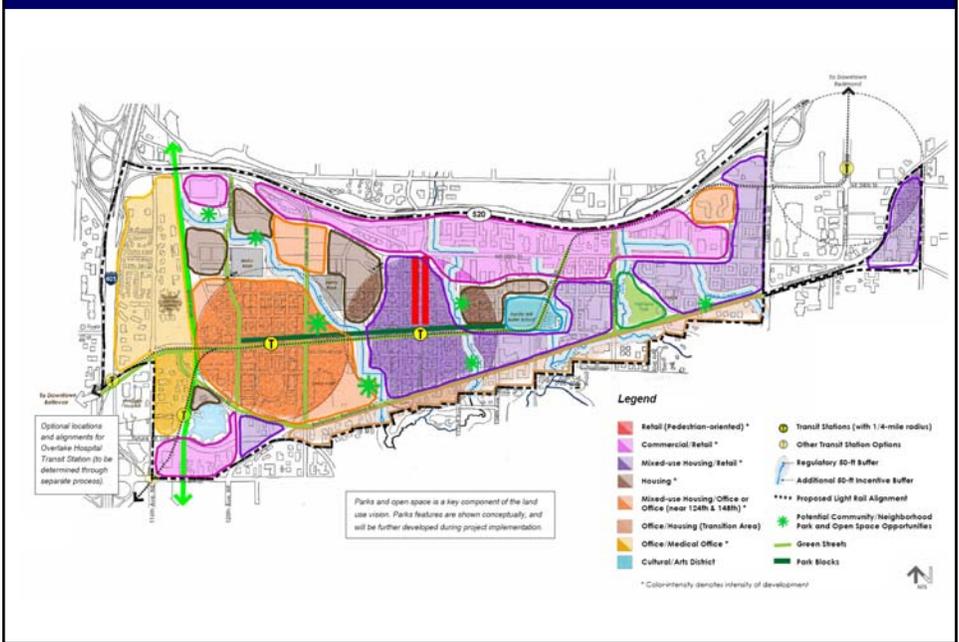
From the Bel-Red Steering Committee's Transmittal



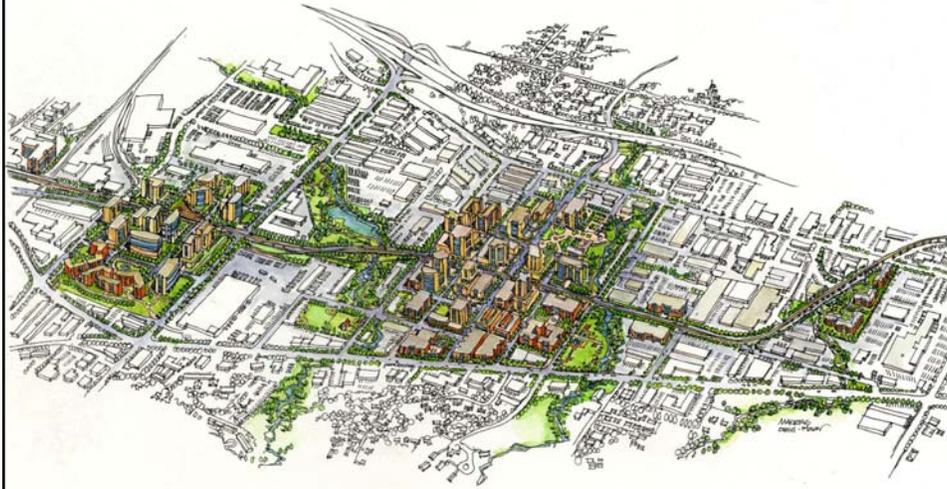
# Today's Bel-Red



# Steering Committee Recommendation

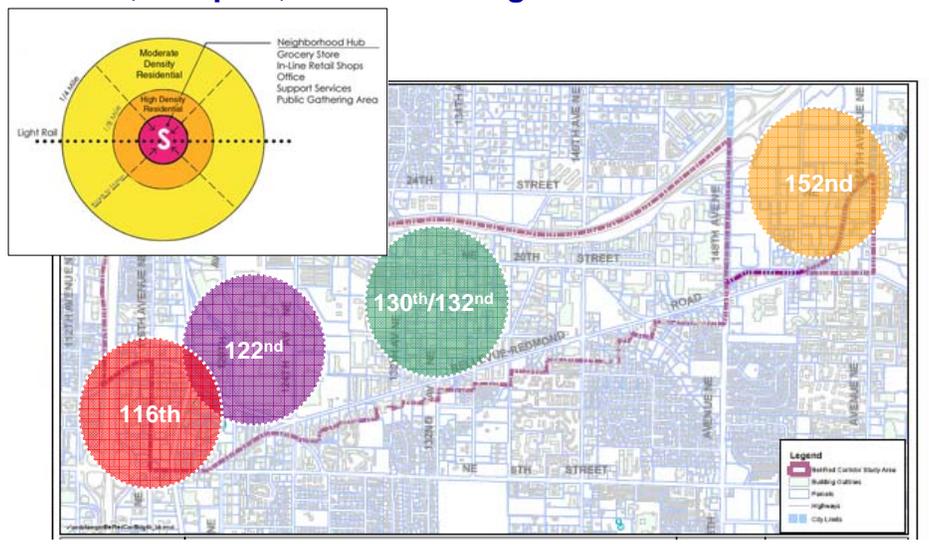


## A Vision for 2030



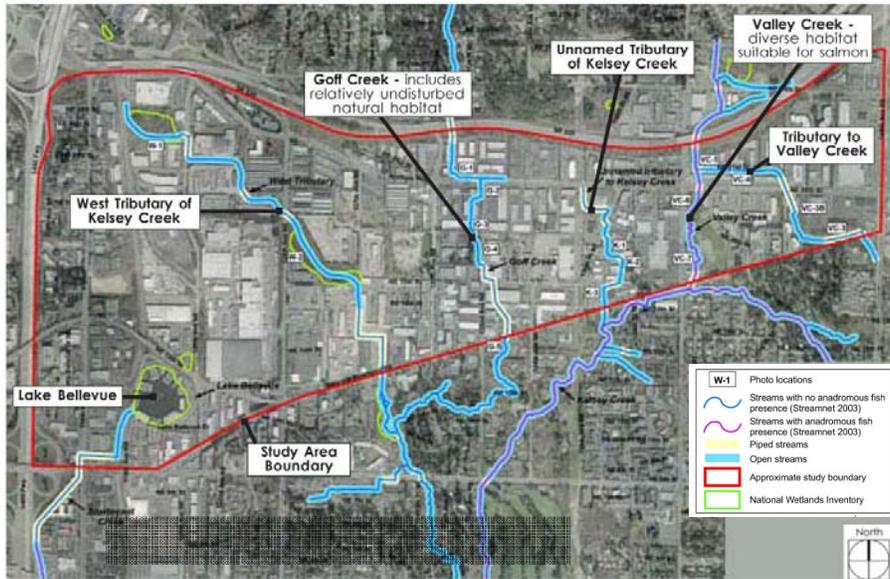
## Breaking Down the Vision—Key Elements

### 1. Transit Oriented Development Nodes Focus Land Use into new, compact, mixed use neighborhoods.

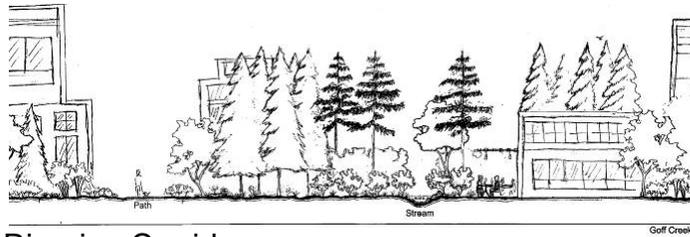




# Headwaters of Kelsey Creek



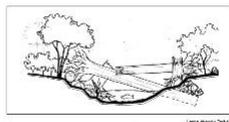
# Potential Stream Improvements



Riparian Corridors

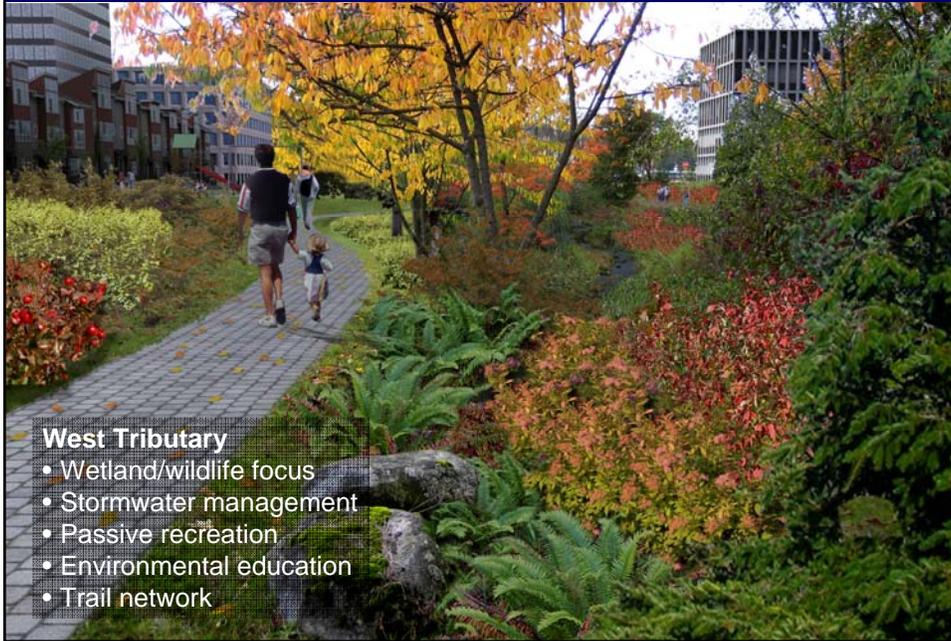


Fish passage & habitat improvements



Trails and Features

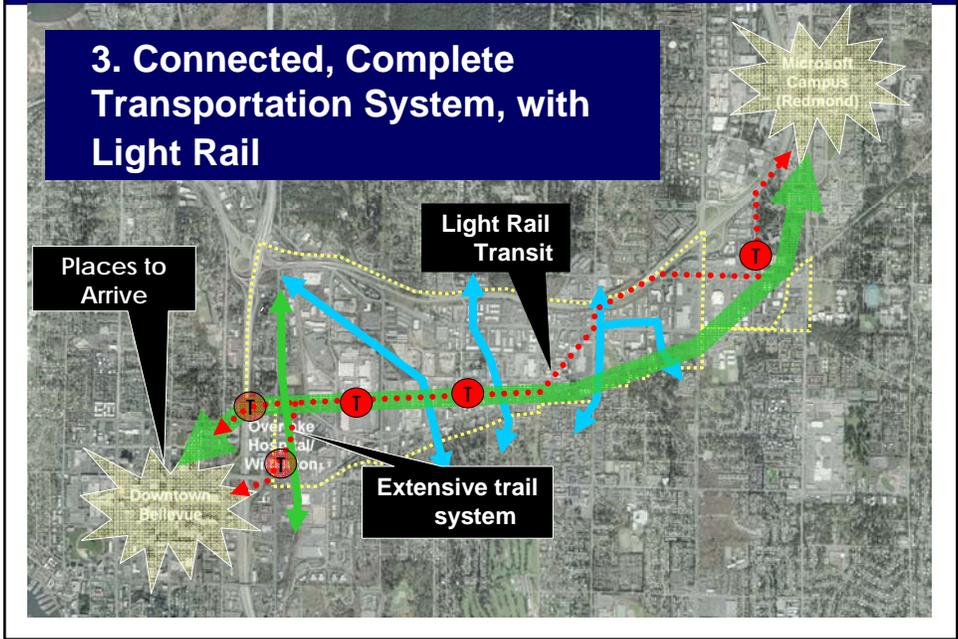
## Today v. Future



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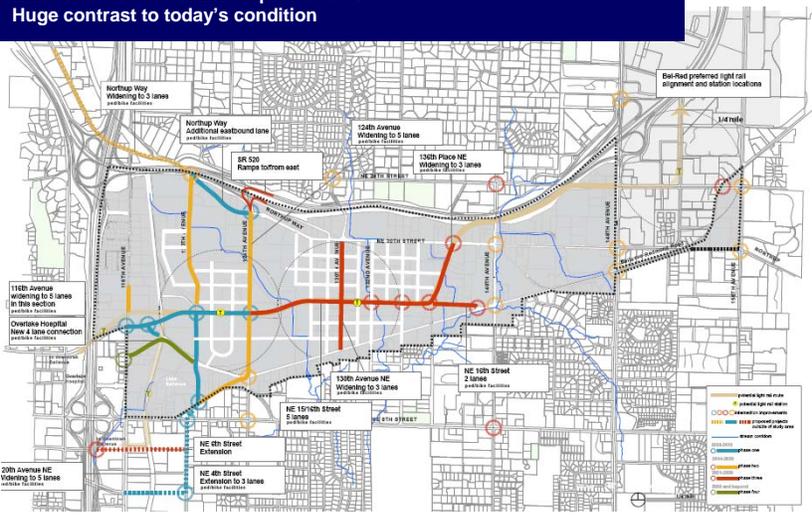


## Breaking Down the Vision—Key Elements



## Breaking Downtown the Vision—Key Elements

- Connected and Complete Transportation System**
- New and expanded arterials
  - New local street grid in transit nodes—for access and walkability
  - Extensive non-motorized improvements
  - Huge contrast to today's condition



## Breaking Downtown the Vision—Key Elements

### 4. NE 15<sup>th</sup>/16<sup>th</sup>: a lynch-pin project

#### Dual and equal drivers: place-making and transportation functionality

- Fills critical need for new E-W connection to help unlock the Bel-Red area, and central spine for light rail
- Connects the park system within Bel-Red and to larger City system
- Opportunity for urban open spaces; significant tree canopy; natural drainage practices; and landscaping
- Its design will greatly influence the “look and feel” of Bel-Red

### NE 15<sup>th</sup>/16<sup>th</sup> Existing



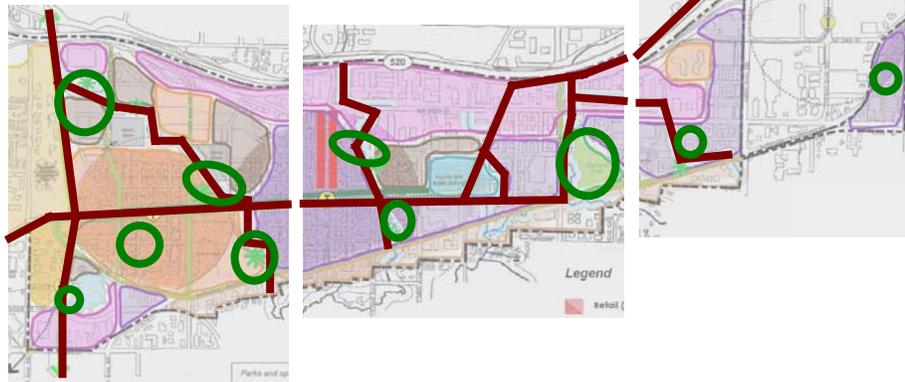
## NE 15<sup>th</sup>-Artist's Concept



## Breaking Down the Vision—Key Elements

### 5. New Parks and Open Spaces Enliven Bel-Red Neighborhoods, and Connect to the Larger City.

#### Parks and Open Spaces System Concept



## Key Element—Park, Open Space & Trail System



Mini Parks, Gateways & Trailheads



Neighborhood Parks



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



Trail Connections along  
Stream Corridors

## Breaking Down the Vision—Key Elements

### New Parks, Open Space & Trails



Civic Plaza

Open space  
adjacent to  
stream

Trail along stream  
corridor

## Breaking Down the Vision—Other Elements

### “Green Infrastructure”

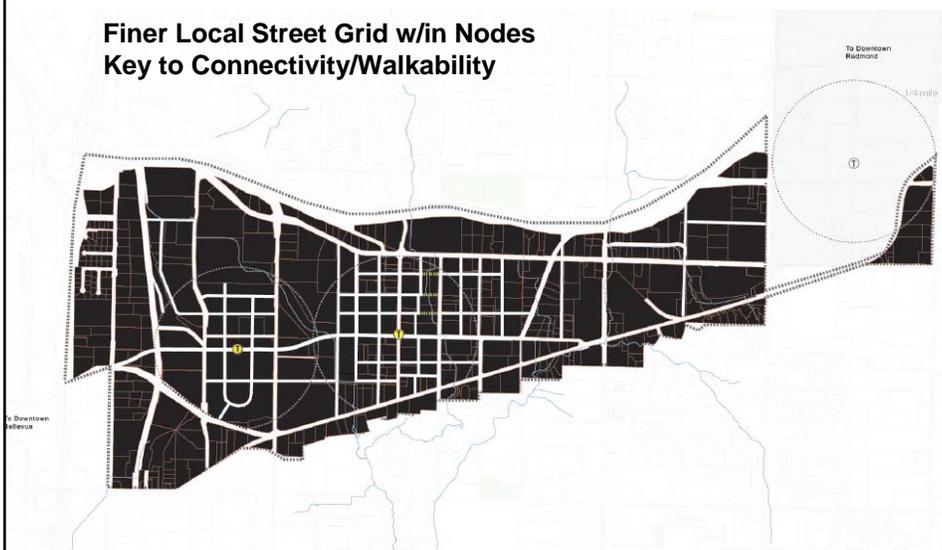
- **Potential Low Impact (Re)Development Elements -- Public and Private Projects**
  - Bioretention
    - Natural Drainage Swales
    - Stormwater Planters
    - Rain Gardens
  - Permeable Pavement
  - Vegetated Roofs
  - Small Scale Surface Detention



## Breaking Down the Vision--Other Elements

### Walkability

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



## Breaking Down the Vision, Other Elements--Walkability



Figure 20.25D.130.C: Required Sidewalk Oriented Development  
Planning Commission Recommendation 07-2318

**Sidewalk oriented development**

## Other Elements—Urban Design & Character



**130th Avenue**

## Breaking Down the Vision—Other Elements

### Affordable Housing

- A diversity of housing types and prices, including a significant share of “workforce housing.”
  - Owner and rental affordability with targets for low and moderate income households



## Breaking Down the Vision—Other Elements

### Culture & Arts

- Broad integration of public art and cultural uses with redevelopment across Bel-Red
- Potential cultural/arts district, with focus on “making art”



## Breaking Down the Vision—Other Elements

### Existing Services

- Existing services seen as a valued contributor to Bel-Red and the wider community
- Extraordinary provisions to allow for their continuance



## Vision → Opportunities

**Some Special Opportunities that could be activated by the Bel-Red Vision**

## Vision for Bel-Red

Metro lid park and housing opportunity

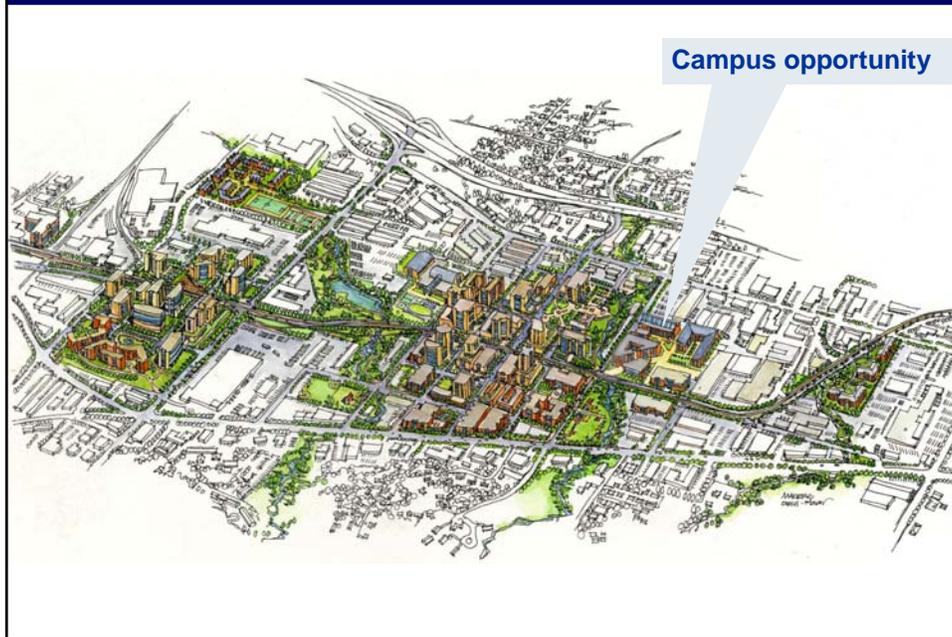


## Vision for Bel-Red

Major recreation facility opportunity



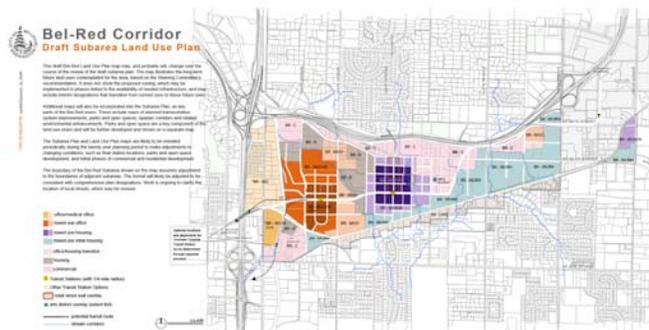
## Vision for Bel-Red



## Translating Vision to City Policies and Codes

### The Draft Bel-Red Subarea Plan

- Would become part of the Comprehensive Plan, the guiding policy document for physical development of the City
- New Land Use Plan Map
- Includes specific project lists for public infrastructure: transportation, parks and open space, environmental/stream enhancement projects
- Addresses a wide framework of other policy and implementation direction, consistent with Vision set forth above



*Develop a sustainable urban development pattern that dramatically reshapes the future of the Bel-Red Subarea, while allowing the area to transition gracefully from its past.*

## Translating Vision to City Policy & Codes

- Other Comprehensive Plan Amendments
- Land Use Code Amendments, Design Guidelines
- Legislative Rezone
- Financing Plan and Ordinances
- Bellevue/Redmond Reconciliation/New Interlocal Agreement

## Why is the Bel-Red Vision worth major effort?

- **Creates new commercial and residential neighborhoods, allowing for growth in the right place**
- **Helps shape light rail to maximize community benefits**
- **Helps reduce auto dependency and address climate change**
- **Helps diversify Bellevue economy**
- **Helps restore streams and their habitat**
- **Creates new parks, open spaces and trails for benefit of the area and the wider City**
- **Contributes to affordable housing**
- **Allows for a graceful transition**

*An extraordinarily ambitious Vision that benefits the community as a whole*



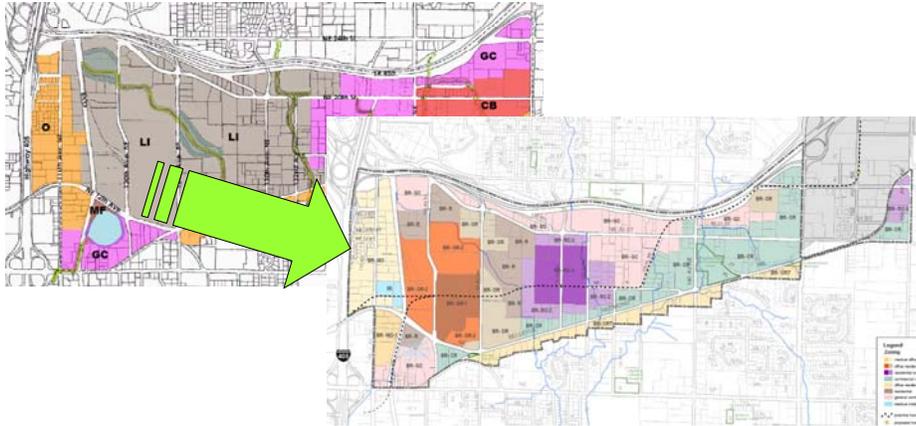
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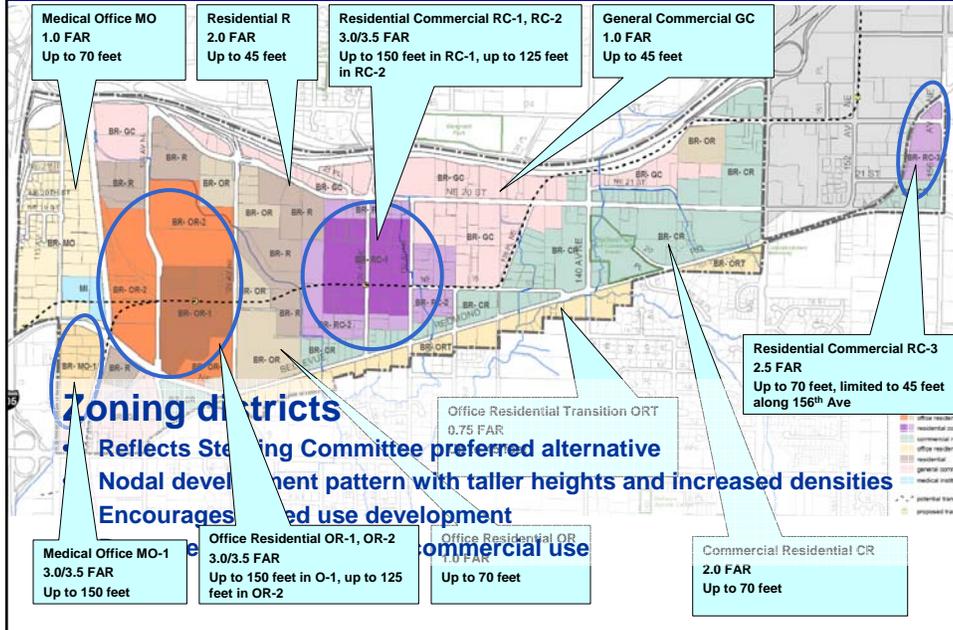
- Presentation will focus on
  - Zoning
  - Heights and density (FAR)
  - Phasing
  - Existing uses and conditions
  - Dimensional requirements
  - Development standards
  - Design guidelines
- New Bel-Red specific land use regulations in Part 20.25D
- Additional revisions to other LUC sections to ensure consistency within the Code

# Land Use and Zoning

- Legislative rezone for entire Subarea consistent with new land use designations
- Will be in effect at time of adoption, subject to phasing limitations

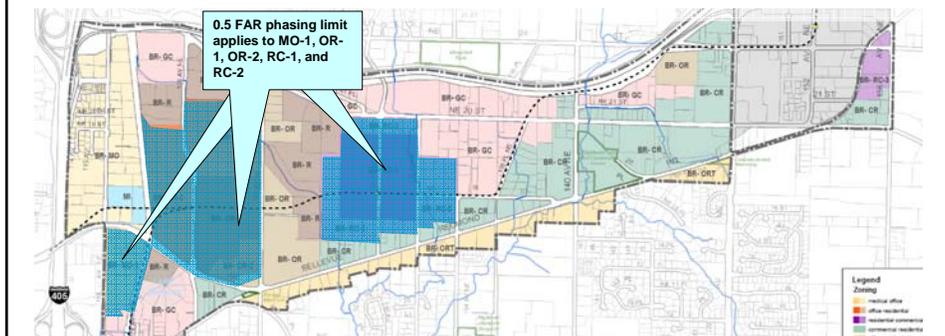


# Land Use and Zoning



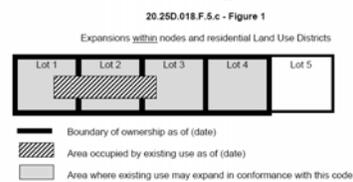
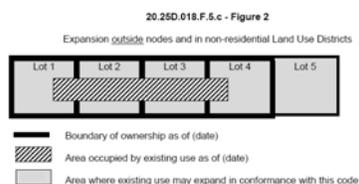
## Phasing Limits – 20.25D.040

- Limit development in nodes to 0.5 FAR until financial strategy is in place
  - Currently, doesn't include non-node areas or eastern RC-3 node
  - May be appropriate to adjust affected area to match potential LID boundaries
- Apply BROTS provisions as adopted and revised
- Establish a long term control of 4.5M SF of commercial development
  - Limit expires when high capacity transit service is provided
- Will revisit phasing provisions with upcoming financial strategy and BROTS discussions



## Existing Conditions

- Some areas continue to support general commercial services similar to today
- New unique “Existing Conditions” code section for Bel-Red - 20.25D.060
  - Existing uses allowed to continue
  - Most new LI uses not allowed –
    - Some allowed with size limitations to facilitate arts
  - Expansion of existing uses allowed outside of nodes and the Residential district
  - Proportional compliance with new standards



## Land Use Code Amendments

- 20.25D.090 FAR amenity incentive system

### October 6

- Will review proposed incentive system with recommendations from ULI and Property Counselors
- Ambitious strategy is a key contributor to parks, stream restoration, affordable housing
  - Tiered system – Tier 1 funds parks, streams, and affordable housing first
  - Tier 2 includes art uses, child care, non-profit space, public restrooms, public art, plazas, LEED gold/platinum, active recreation areas, and natural drainage features



## Dimensional Requirements

- Table of dimensional standards - 20.25D.080
  - Height limits
    - Range from 45 to 150 ft
  - Setbacks
  - FAR
    - Range from 0.75 to 3.0
  - Floor plate
    - Nonresidential – 28,000 SF
    - Residential – 9,000 to 12,000 SF for towers
  - Lot coverage, impervious surface coverage

## Development Standards

- Transferring floor area for park and road dedications
  - May transfer floor area from land dedicated for parks and open space
- Auto sales
- Landscaping
- Parking ratios
- Required ground floor uses
- Build-to lines
- Sidewalk oriented development
- Transition edges
- New local streets
- NE 15th/16th Street and 130<sup>th</sup> Avenue
- Green streets
- On-street parking
- Driveway access
- Street furniture

## Design Guidelines

- Design guidelines - 20.25D150
  - Encourages high quality building design by requiring consideration of:
    - Character and site
      - Such as integration with architectural and natural environment
    - Pedestrian emphasis
    - Architecture
      - Such as materials, building form, and entrances
    - Lighting
    - Signs

## Land Use Code Amendments

- **Will return to review any of the Code sections in greater depth as directed by the Council**
  - Staff is continuing to review the draft code and discuss its application with the public and potential developers
  - Minor technical revisions identified through the staff review will be presented to Council on October 6
  - Will incorporate incentive system bonus ratios and other revisions directed by Council following the October 6 Study Session

## Financial Strategy

- Key to implementing the infrastructure system needed to support the plan and make redevelopment feasible
- Will require new funding tools
- Will return to Council on October 13 for review of the City's long range capital planning, including infrastructure financing for Bel-Red

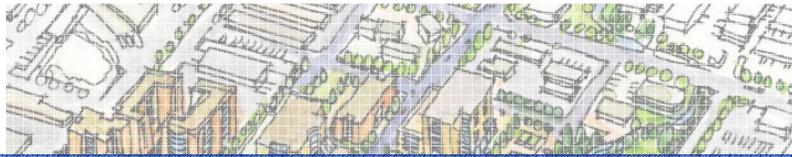
## BROTS

- Interlocal agreement with the City of Redmond to manage traffic impacts
- Current agreement expires in 2012
- Close coordination with Redmond staff
- Ongoing outreach to the neighborhoods in east Bellevue
- Will return to Council on October 20 to review in greater detail

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Questions?

