

Bel-Red Subarea Plan and Land Use Regulations

East Bellevue Community Council

May 6, 2008



Draft Documents



Comp Plan Amendments

- Draft Bel-Red Subarea Plan
- Parks and Transportation Figures
- Project Tables
- Trans Element Amendments
- Crossroads and Wilburton Boundary Changes
- Glossary Amendments



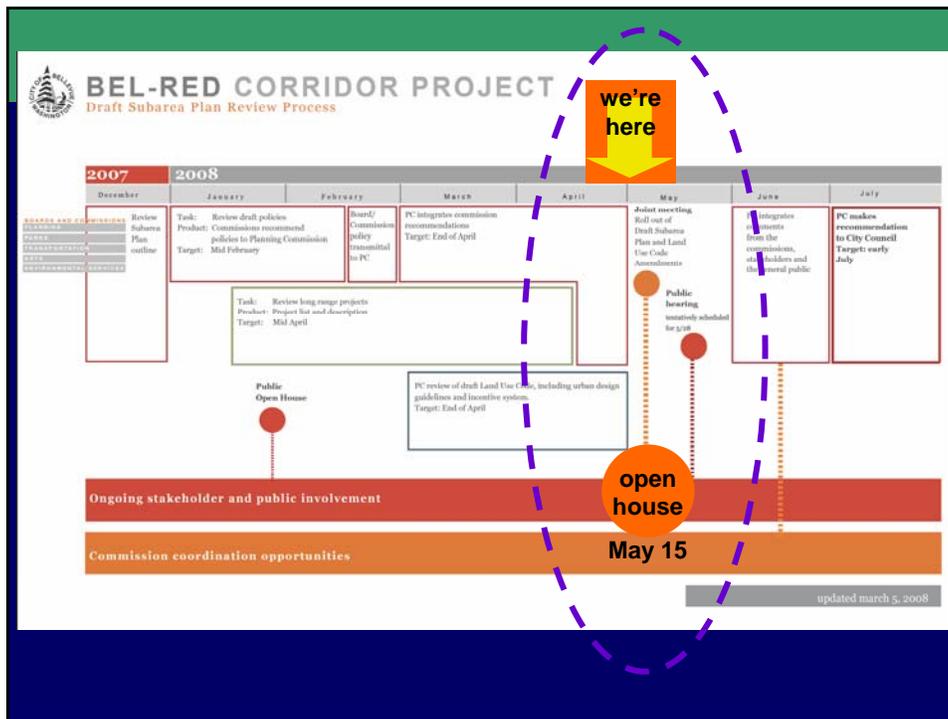
Land Use Code Amendments

- Phasing
- Permitted Uses
- Existing Conditions
- Land Use Charts
- Dimensional Requirements
- Amenity Incentive System
- Zoning Map
- Etc.



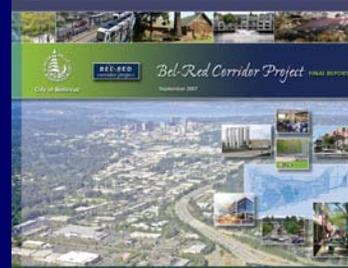
Design Guidelines

- Character and Site Guidelines
- Pedestrian Emphasis Guidelines
- Architecture Guidelines
- Lighting Guidelines
- Sign Guidelines



Vision for Bel-Red

- A thriving, diverse economy – different from Downtown
- Vibrant, diverse neighborhoods with a range of housing choices and a mix of uses
- A comprehensive, connected parks and open space system
- Environmental improvements
- Transit supportive land uses and a multi-modal transportation system
- A sense of place
- Appropriate scale of development
- Timing of development
- Sustainability



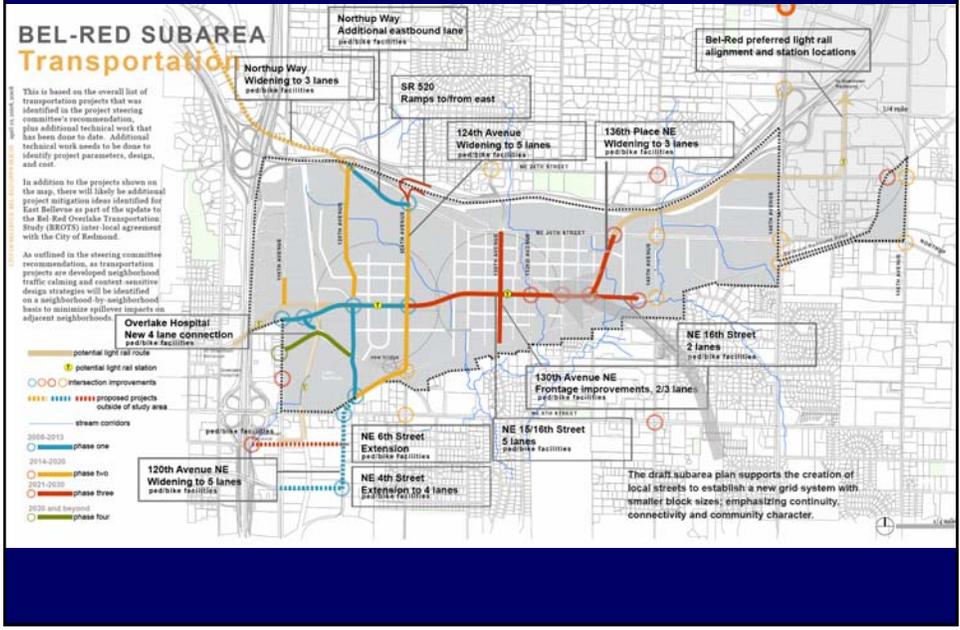
Capital Infrastructure Improvements

- Long range capital project lists are part of the draft Subarea Plan (Tables 1-3):
 - Multi-modal transportation system improvements
 - Stream corridor improvement strategy
 - Park and trail system improvements
- The infrastructure plan reflects level of detail and refinement added to the projects described in the Steering Committee recommendation
- Specific facilities in the plan have been and continue to be reviewed by the other commissions
- Commissions have not examined the financial implications of the plan, or how it might be funded (Council review ongoing)

Transportation System Improvements

- **Roadways**
 - New/expanded arterials - updated list does not include NE 10th Street extension
 - Grid of local streets
- **Transit**
 - LRT corridor/stations along NE 16th Street alignment
 - Support for station near OHMC, specific location depends on alignment from downtown
- **Pedestrian/Bicycle**
 - Separated path along NE 16th, plus facilities at roadways, stream corridors, BNSF corridor
- **Neighborhood Traffic Calming** (Policy H21, page 24 of plan)
- **Phasing**
 - Draft project phasing based on assumptions about where growth is likely to occur within what timeframe, and how to best develop connections
- **BROTS** project(s) being developed separately through Council interaction with Redmond

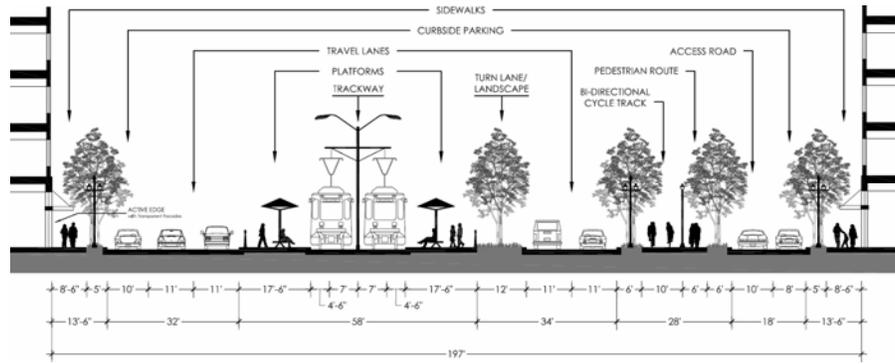
Draft Transportation Phasing Plan



NE 15th/16th Boulevard



NE 15th/16th Right-of-Way Allocation

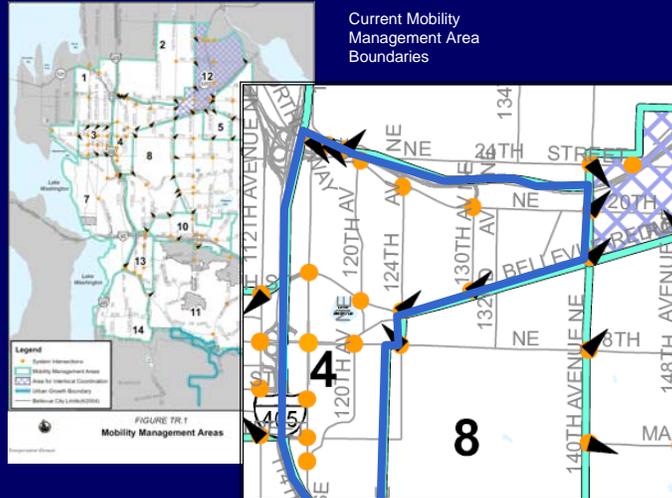


NE 15th/16th Boulevard - View West

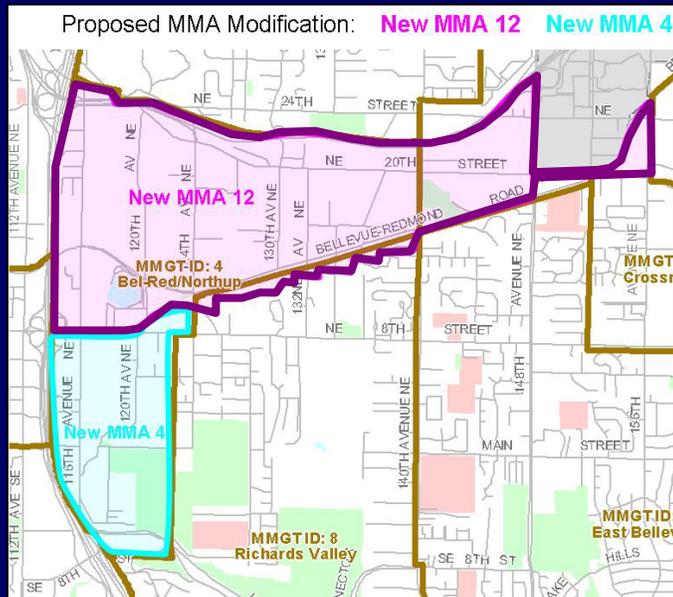


Mobility Management Areas

- Change recommended by Transportation Commission to reflect Bel-Red Subarea



Mobility Management Areas



Level of Service (LOS)

MMA	Existing LOS	LOS Standard	Projected 2013 LOS
New 12 (old 4)	B	Change from D (.9) to E+ (.95)	B (.66)
New 4	N/A	D (.9)	C (.74)

- Steering Committee recommended changing LOS specific to Bel-Red to 0.95 *“to acknowledge the creation of a higher intensity mixed-use area with multimodal transportation choices”*
- Transportation Commission supports change

Riparian Corridors/Green Infrastructure

- “Great Streams” strategy to enhance degraded stream corridors
 - Existing regulations plus incentives
 - Public and private projects

Placemaking



Tanner Springs Park, Portland

Habitat Enhancement



Goff Creek south of Bel-Red Road

Greenways and Trails



Big Dry Creek Bicycle Trail, Littleton, Colorado

Green Infrastructure



High Point, Seattle

West Tributary Vision

- Wetland/wildlife focus
- Stormwater management
- Passive recreation
- Environmental education
- Trail network

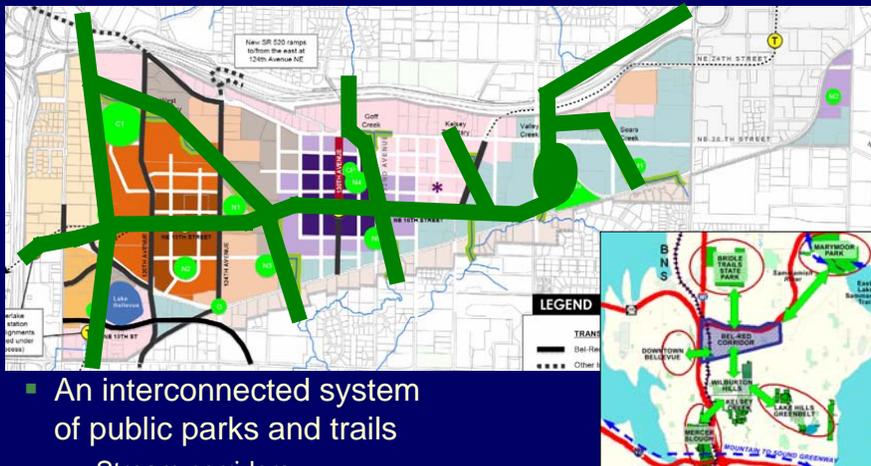


“Great Streams” Vision



Existing Conditions

Parks, Open Space & Trail System



- An interconnected system of public parks and trails
 - Stream corridors
 - NE 15th/16 Boulevard
 - Regional trails

Parks, Open Space & Trail System



Mini Parks, Gateways & Trailheads



Neighborhood Parks

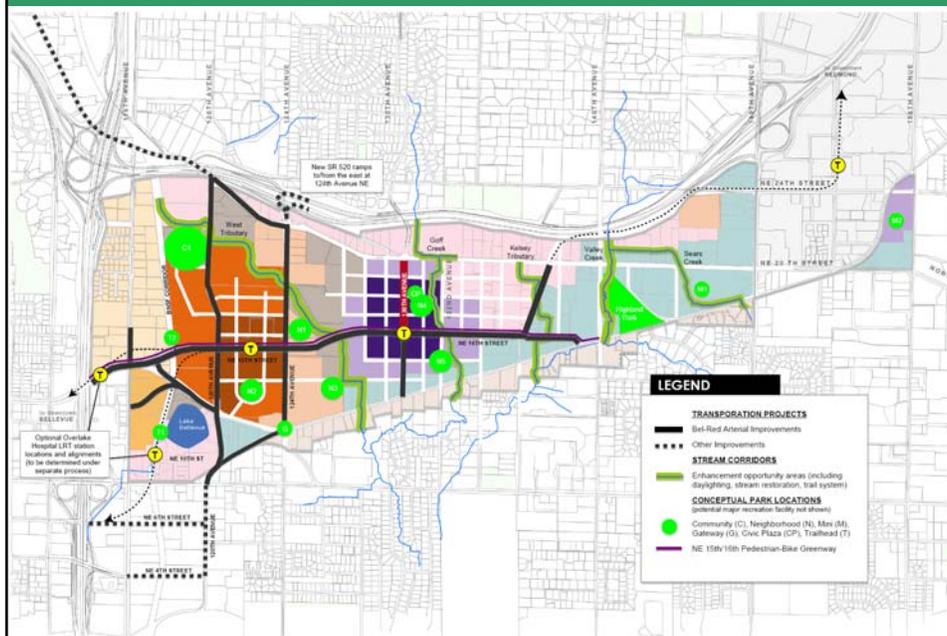


Multi-use Trails
(NE 15th/16th, BNSF)



Trail Connections along Stream Corridors

Parks, Streams and Transportation Improvements



Land Use Districts

- Encourage a mix of uses and higher densities that support transit and urban development patterns
 - Medical office and medical institution
 - Office
 - Residential
 - Retail and service uses

- Uses, character, heights and FAR for each set of districts
 - Medical node and medical office area
 - 122nd node area
 - 130th node area
 - East node area
 - Non-node – commercial, residential

Medical Office Node Area



	Max Heights		FAR	
	Base	Max	Base	Max
BR-MO	45	70	.5-1.0	1.0
BRMO-1 (node)	45	150	.5-1.0	2.5

- Permitted uses include (but not limited to):
 - Hotels
 - Personal services
 - Business services
 - Professional/medical services
 - Administrative Office - General uses at up to 0.5 FAR (consistent with current code)

- MI district regulations will be separate from Bel-Red code chapter

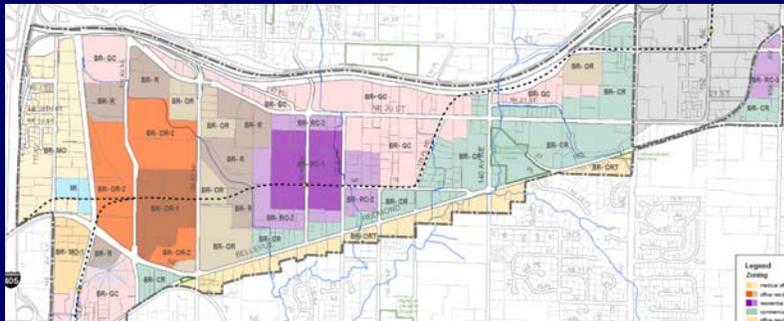
East Node Area



	Max Heights		FAR	
	Base	Max	Base	Max
BR-CR	45	70	.5-1.0	1.0
BR-RC-3	45	70*	.5-1.0	2.5

- Permitted uses include (but not limited to):
 - Residential, hotels
 - Neighborhood oriented retail – some size limitations
 - Personal and business services
 - Administrative Office – General uses be limited to 0.5 FAR within districts
- *Heights limited to 45 ft adjacent to 156th

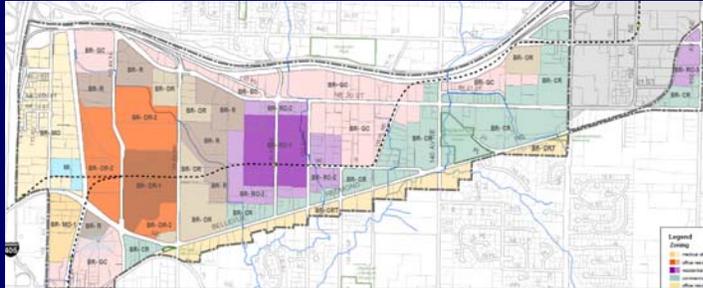
Non-node Commercial



- BR-GC similar to today's GC district
- BR-CR similar to today's CB, with increased focus on mixed use development

	Max Heights		FAR	
	Base	Max	Base	Max
BR-GC	30	45	.5-1.0	1.0
BR-CR	45	70	.5-1.0	1.0

Non-node Residential



- BR-R – residential uses are predominant; limited local commercial services allowed
- BR-ORT allows office and housing at lower height and intensity as a transition to the SF neighborhood to the south

	Max Heights		FAR	
	Base	Max	Base	Max
BR-R	30	45	.5-1.0	1.0
BR-ORT	30	45	.5-0.75	0.75

Use of Incentive System: Value Created By New Zoning

- Bel-Red committee emphasized use of incentives as a principal financial strategy
- Incentive system designed to accomplish affordable housing, capital investment (parks, stream restoration), and other area amenities
- Financial model helps to identify the increase in value created by the change in zoning
- Intent is to design the incentive system so that development is feasible by providing development rights (FAR & height) that offset the cost of providing the amenities
- Not an exact science
 - Range of variation between developments
 - Economic factors may change over time
 - Tracking and periodic reevaluation to occur

Bonus Ranges

- Use of ranges for public hearing draft to acknowledge how financial system may be implemented
- Current ranges may need more refinement, including potentially extending outside of current range
- Bonus range outside of the nodes to be developed following additional direction on financial plan

Incentive Tiers and Draft Bonus Ranges

Amenity	Draft Bonus Range Within Nodes	Outside Nodes
TIER 1		
AFFORDABLE HOUSING (potential to exempt bonused area from FAR calc.)	80% Rental: 3.2-10.9sf : 1sf affordable housing 100% Owner: 5.4-12.4sf : 1sf affordable housing Fee-in-lieu for tier 1: \$11-\$55 per 1sf (or greater – policy discussion) Fee-in-lieu for commercial and tier 2: \$11-\$55 per 1sf	TBD
PARKS	2.1-4.5sf : 1sf park Fee-in-lieu: \$19-\$40 per 1sf	
STREAM RESTORATION	25.2-53.4sf : \$1,000 stream restoration	
TIER 2		
NONPROFIT/COMMUNITY SERVICE SPACE (potential to exempt bonused area from FAR calc.)	4.7-10.0sf : 1sf non-profit/community space Buy-out: \$19-\$40 per 1sf (or higher rate – policy discussion)	TBD
PUBLIC RESTROOMS (potential to exempt bonused area from FAR calc.)	6.3-13.3sf : 1sf restroom space	
PUBLIC ART	25.2-53.4sf : \$1,000 art	
PUBLIC ACCESS TO OUTDOOR PLAZA	0.9-1.9sf : 1sf outdoor plaza	
LEED	0.1- 0.15 FAR bonus for LEED Gold 0.15-0.2 FAR bonus for LEED Platinum (LEED for Neighborhoods in subsequent updates)	
ACTIVE RECREATION AREA (potential to exempt indoor bonused area from FAR calc.)	25.2-53.4sf : \$1,000 active recreation improvement	
NATURAL DRAINAGE FEATURE	0.3 -0.6sf : 1sf effective natural drainage feature	
REGIONAL TDRs	(Reserved for future updates)	

Phasing of Land Use

- Vision seeks to coordinate the development of public infrastructure, including transportation, parks, and open space, with the private redevelopment
- Infrastructure supports development while development helps pay for infrastructure
- Phasing helps to ensure that a basic level of streets, parks and natural open space are programmed to occur with new development

Phasing of Land Use

- Limit medical office node, 122nd node, and 130th node to 0.5 FAR intensity (similar to current levels) until a funding mechanism is in place for initial development of streets, parks and open spaces
 - May occur in conjunction with land use package
- BROTS agreement with Redmond
 - In the process of being updated
- 2030 Sync with High Capacity Transit
 - Limit overall commercial development to 4.5M SF throughout area until light rail or comparable high capacity transit is available

Next Steps

- May 15, at City Hall
 - Public open house (4:00 to 6:30 p.m.) and presentation to city boards and commissions (6:30 p.m.)
 - Part of the City's Spring Forward Expo of planning and transportation projects
- May 28, 6:30 p.m. at City Hall
 - Public hearing with the Planning Commission

Questions?