

New Neighborhoods on Industrial Acreage

The Bel-Red Subarea Plan Bellevue, Washington

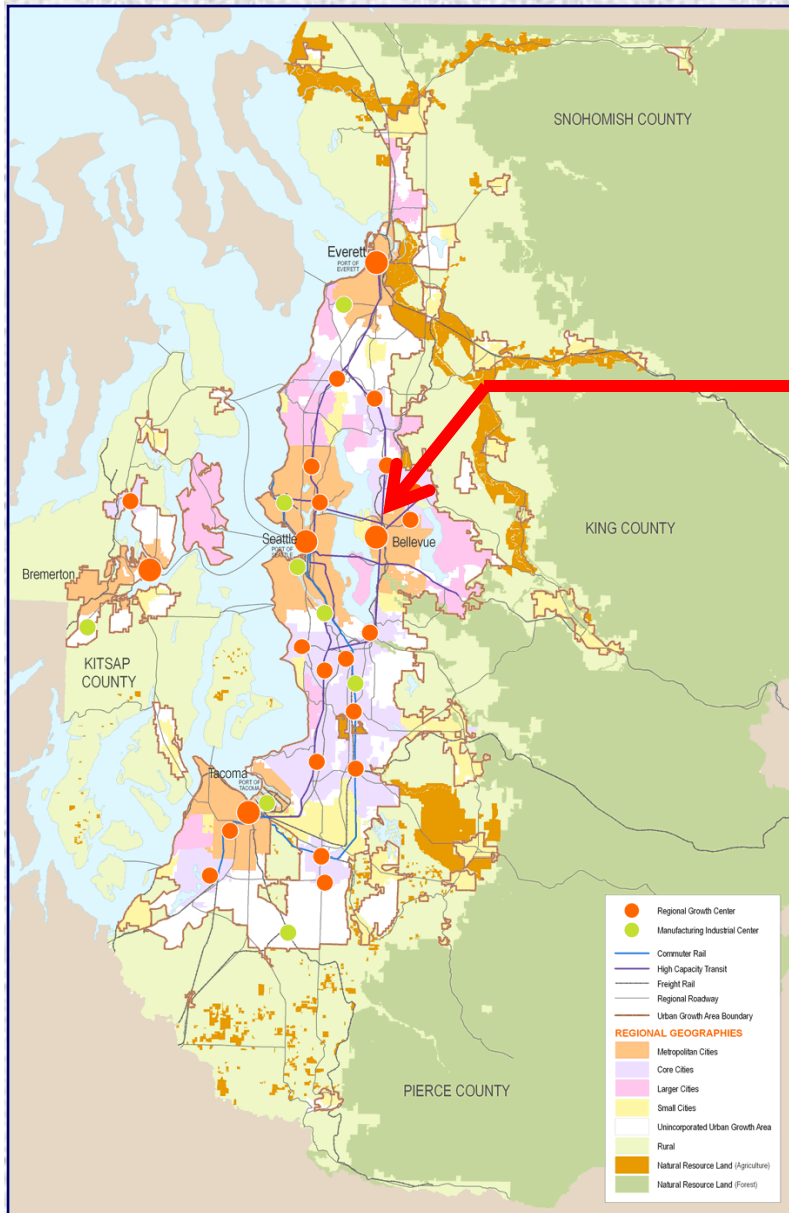


BEL RED
corridor project

Tuesday, November 17, 2009

**Kevin McDonald, AICP
City of Bellevue, Senior Transportation Planner**

Regional Context: Vision 2040



Bellevue is one of five metropolitan centers in the Seattle/Puget Sound region

**Regional goal: Use urban area efficiently, and integrate land use and transportation planning
(Puget Sound Regional Council)**

Presentation Overview

- **Project overview and project team**
- **Bel-Red Vision**
 - Mixed use, transit oriented land use
 - Transportation choices
 - Environment/sustainability
- **Implementation**
 - Development pattern in transit-oriented nodes
 - Infrastructure investment and financial strategy
 - Land use incentives

Overview of Project

Bel-Red Corridor

- 900-acres
- Light industrial and low density commercial
- Very little housing
- Fortuitously located between Downtown Bellevue and the Microsoft campus
- Planning process initiated by City Council in August, 2005
- Subarea Plan for new high-density, mixed use neighborhoods centered around light rail stations adopted February 17, 2009
- Zoning adopted May 18, 2009



Bel-Red Corridor Project Team



**Planning and Community Development
Transportation
Development Services
Parks & Community Services
Utilities
City Attorneys Office**



Property Counselors

CRANDALL ARAMBULA
Revitalizing America's Cities

EDAW | AECOM



...where is Bellevue, WA



Downtown Bellevue 1975



Downtown Bellevue 2009





***Bel-Red Corridor
View West Toward Downtown***



***Bel-Red Corridor
View East Toward Cascade Mountains***

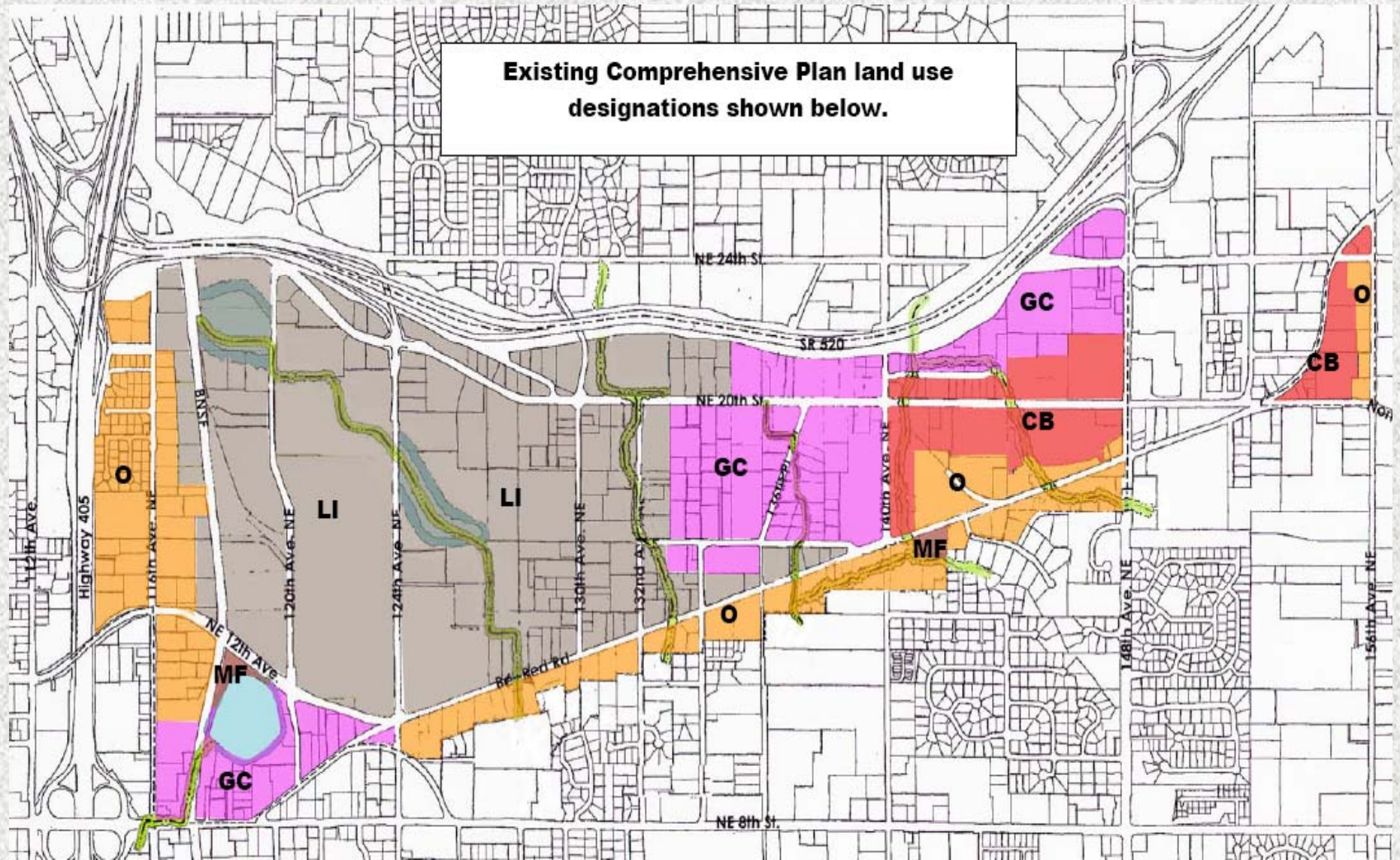


BEL RED
corridor project

Bel-Red Today



Pre-Existing Zoning

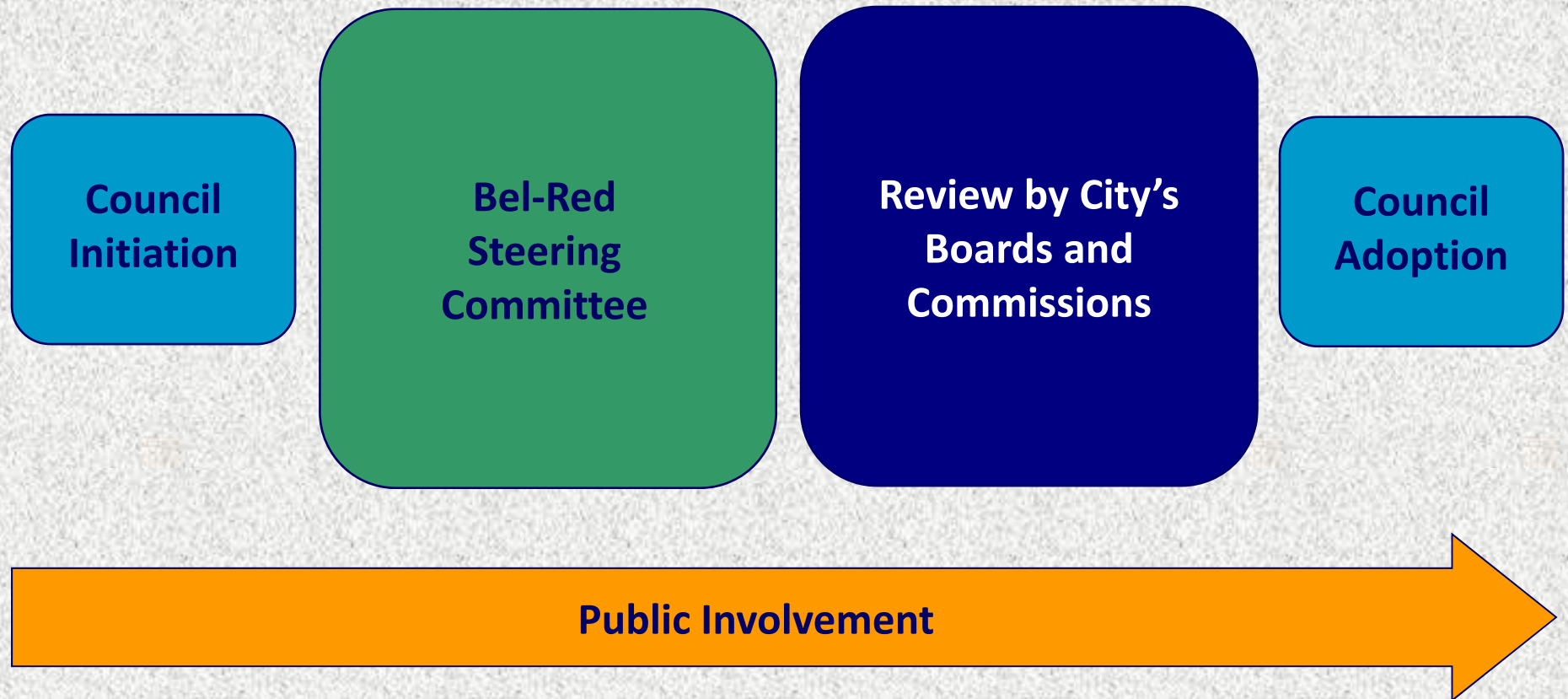


Planning Process

Late 2005

Sept 2007

Early 2009

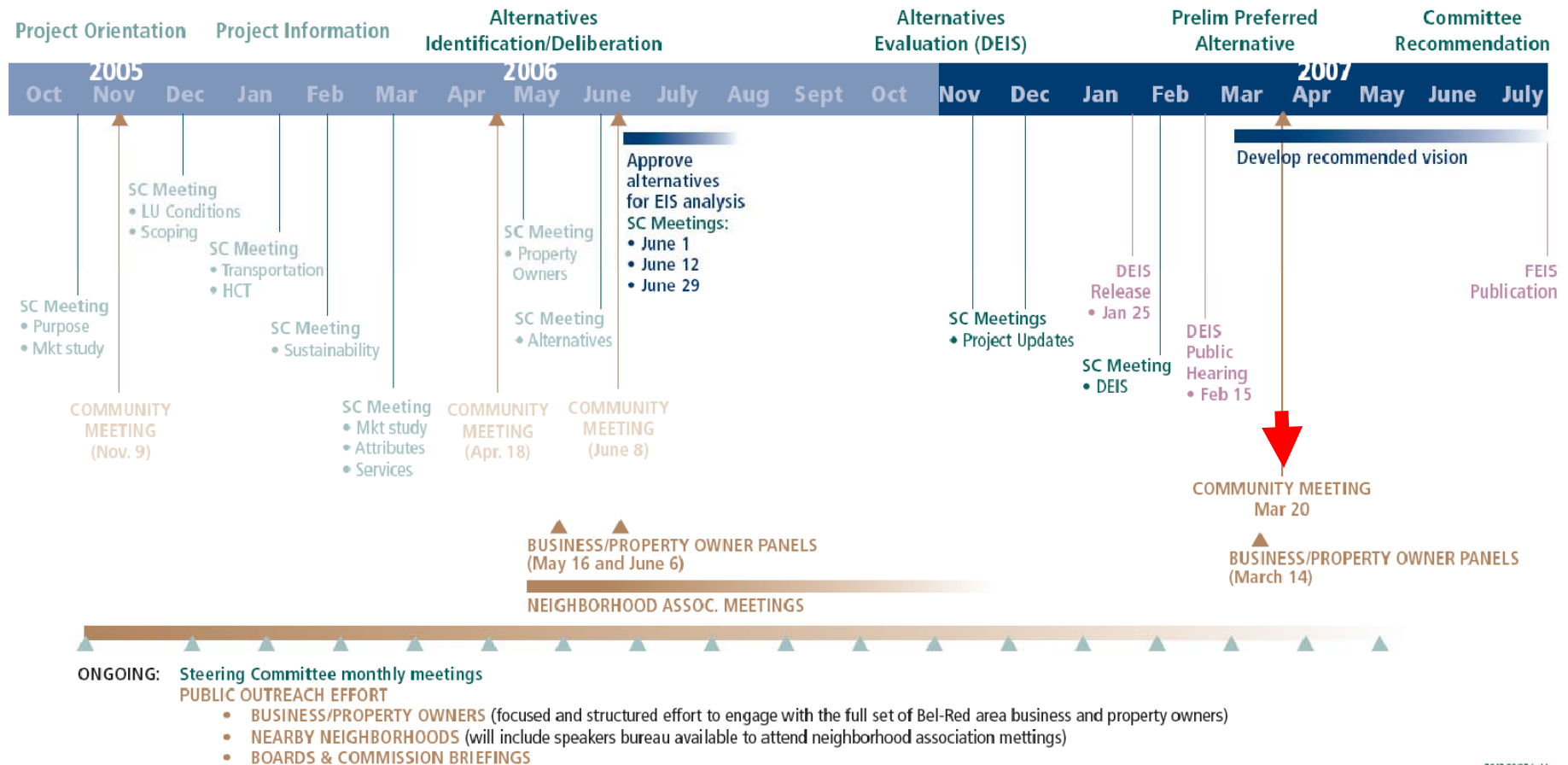


Public Process Timeline



Bel-Red Corridor Project Timeline

March 2007



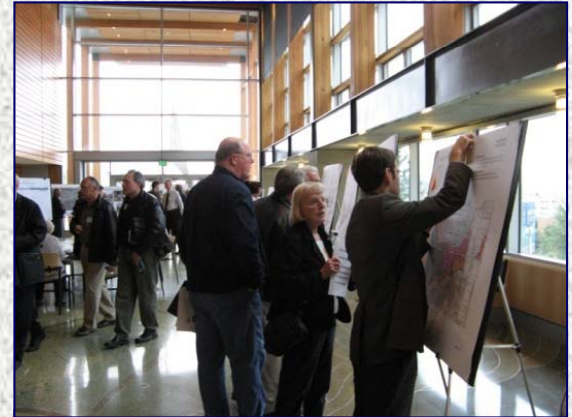
Council's Principles

1. ***Long-Term Vision.***
2. ***Economic Vitality.***
3. ***Differentiated Economic Niche.***
4. ***Building from Existing Assets.***
5. ***High Capacity Transit as an Opportunity.***
6. ***Land Use/Transportation Integration.***
7. ***Community Amenities and Quality of Life.***
8. ***Neighborhood Protection, Enhancement, and Creation.***
9. ***Sustainability.***
10. ***Coordination.***



Public Engagement

- Three-year planning process
- Council-appointed Steering Committee
 - 19 Steering Committee meetings
 - Final recommendation September 2007
- Broad public involvement
 - 7 community meetings
 - 2 panel discussions with business and property owners
 - Public hearing w/340 comments on alternatives
 - City Council updates and briefings
 - Unprecedented involvement of 6 City boards/commissions, including 2 joint meetings
- Environmental Impact Statement
 - 45- day public comment



Bel-Red Steering Committee

- Council Appointed 16 Steering Committee Members
- Co Chairs – 2 former mayors
- Boards and Commissions
 - Planning Commission
 - Transportation Commission
 - Parks & Community Services Commission
- Neighborhood Interests
- Business Community Interests
- Intentionally no direct representatives from Bel-Red

Economic/Market Study Summary of Recommendations

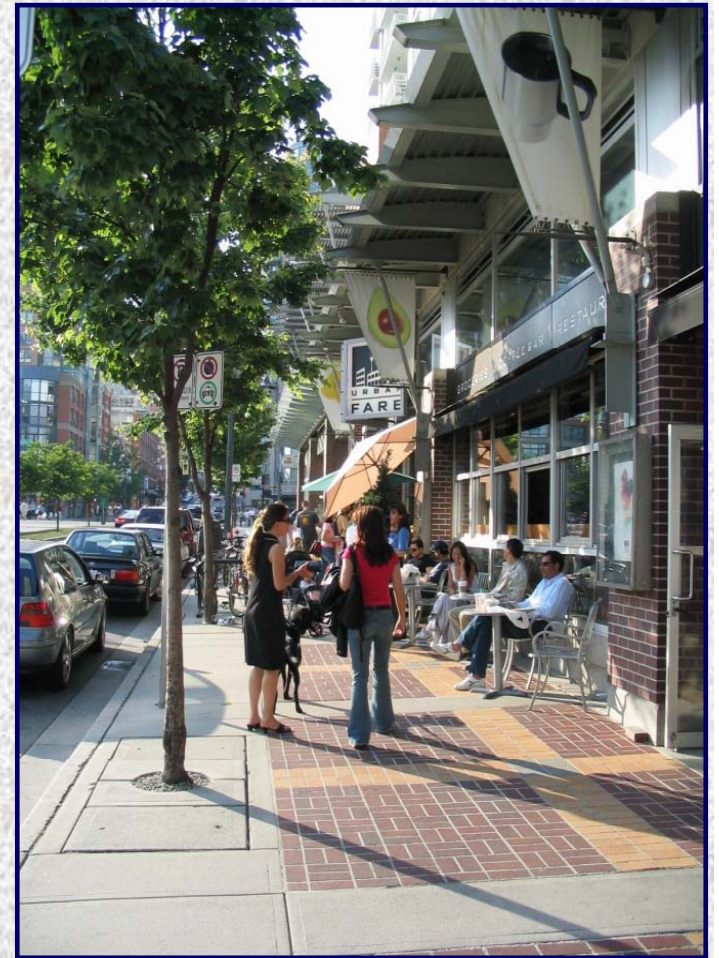
- A “do nothing” scenario will likely result in stagnation
- Create new identity
- Compete for corporations
 - Attract development that will complement, not compete with, Downtown Bellevue
- Build housing
- Treat wetlands and stream corridors as development amenities
- Establish transit villages and align transit to encourage new development



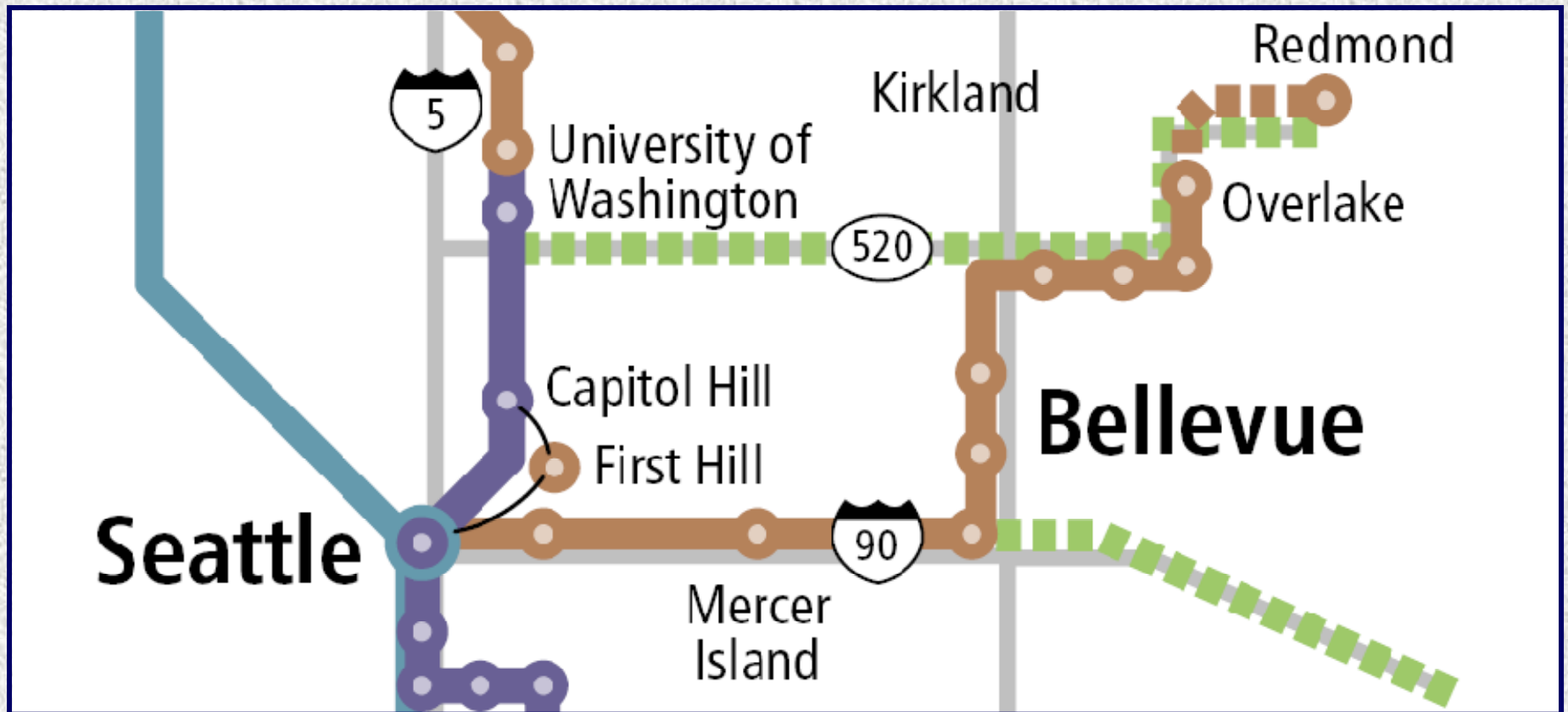
Bel-Red Market Forecast

Between now and 2030:

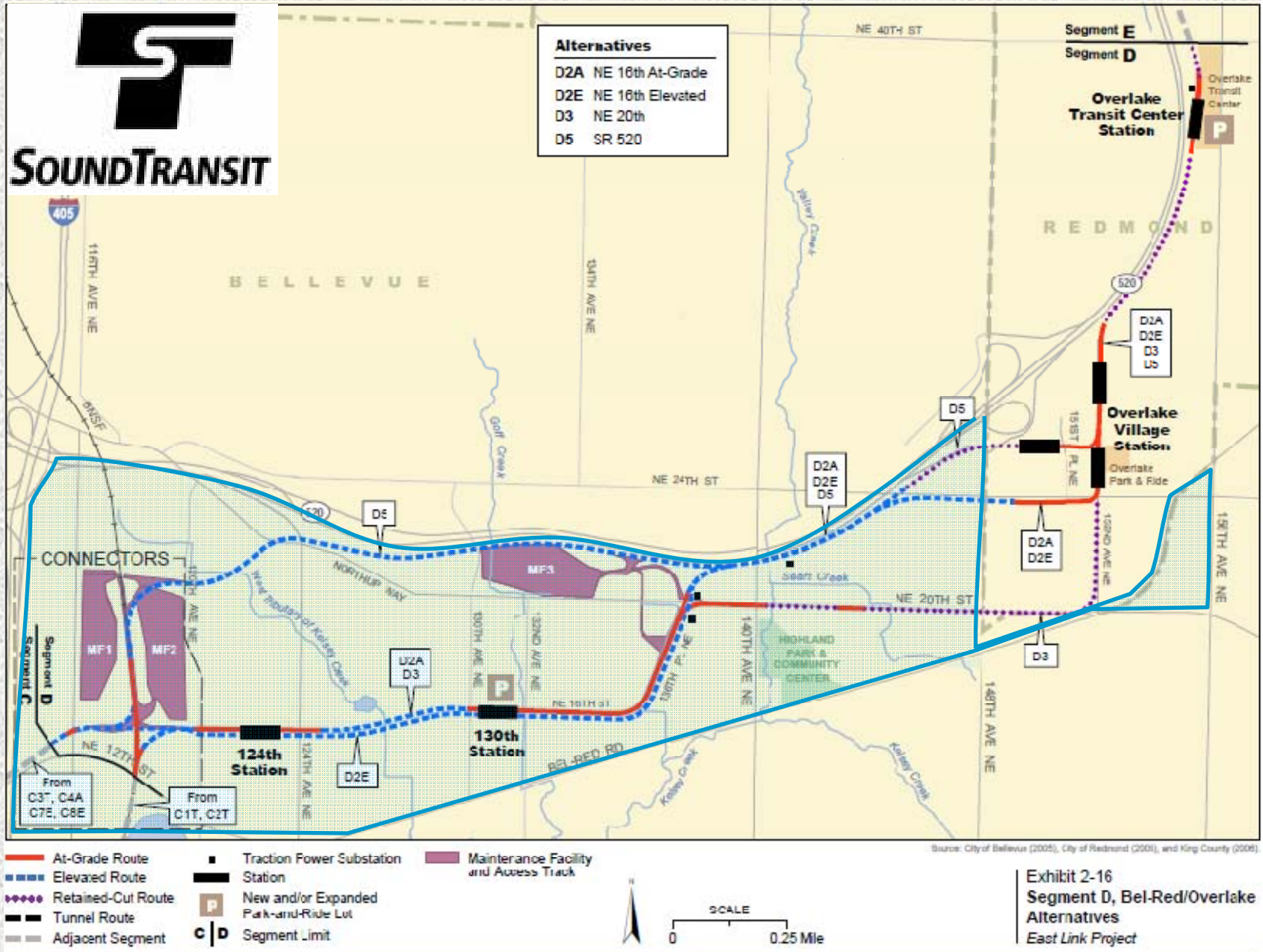
- 4.5 million sq. ft. commercial (10,000 new jobs)
- 5,000 housing units (9,500 new residents)



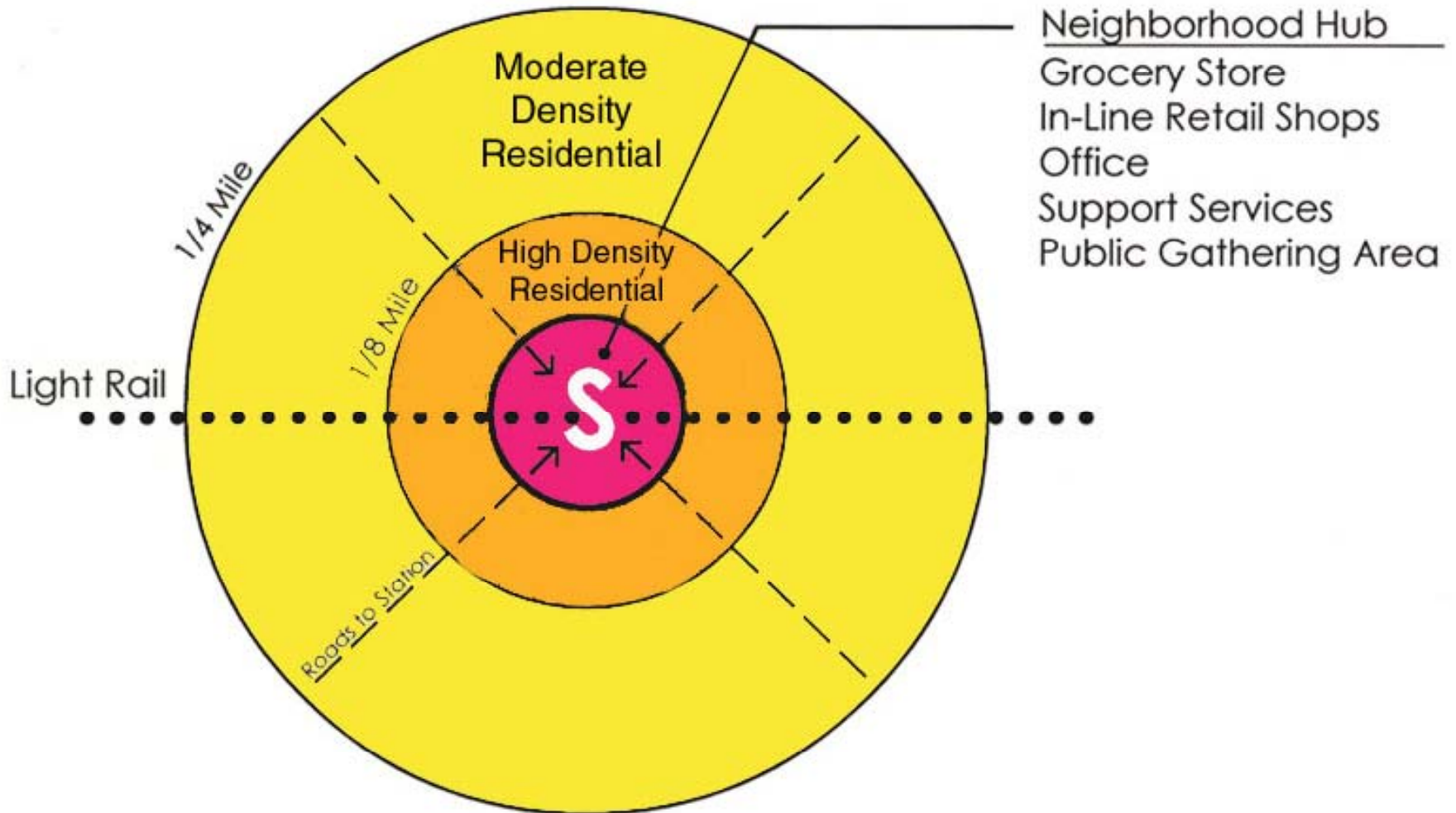
Regional Transportation



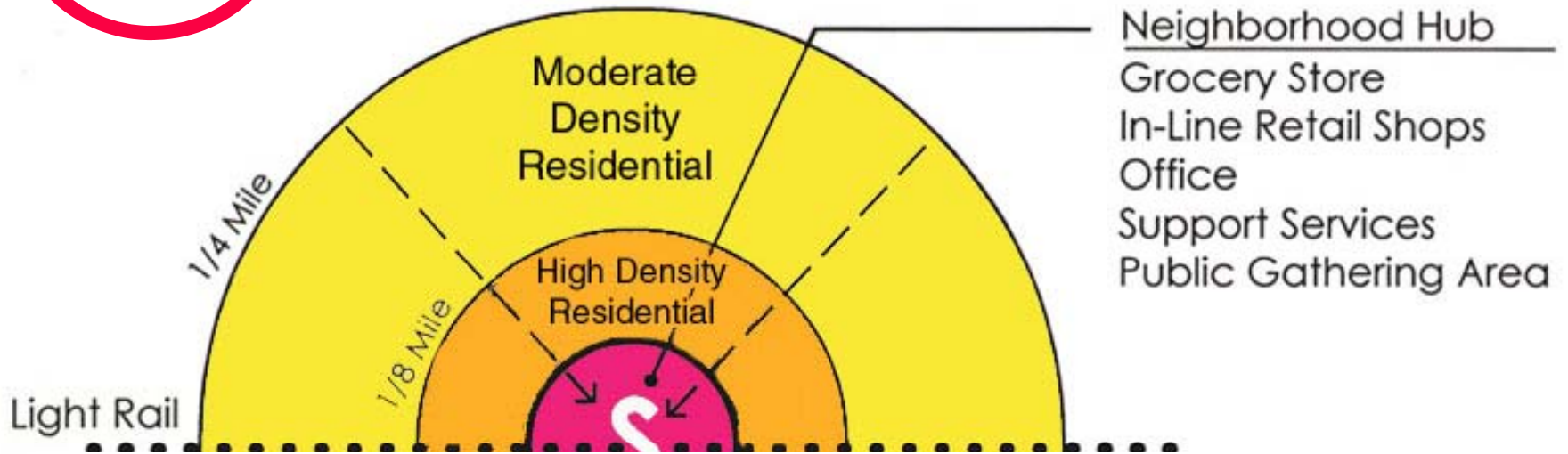
Light Rail Alignment Alternatives



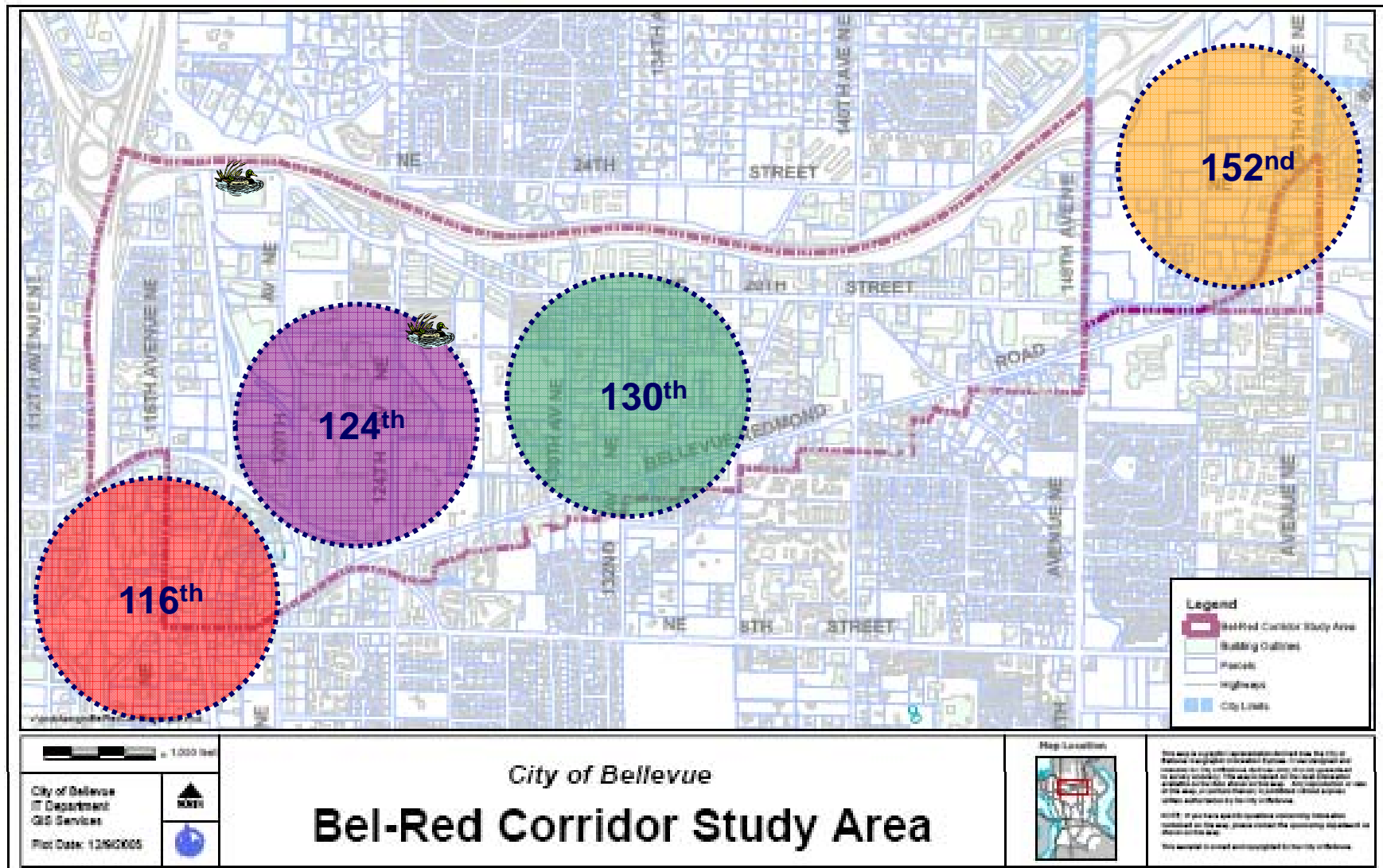
Ideal Station



~~**Ideal
Station**~~



Potential HCT Stations/Mixed-use nodes

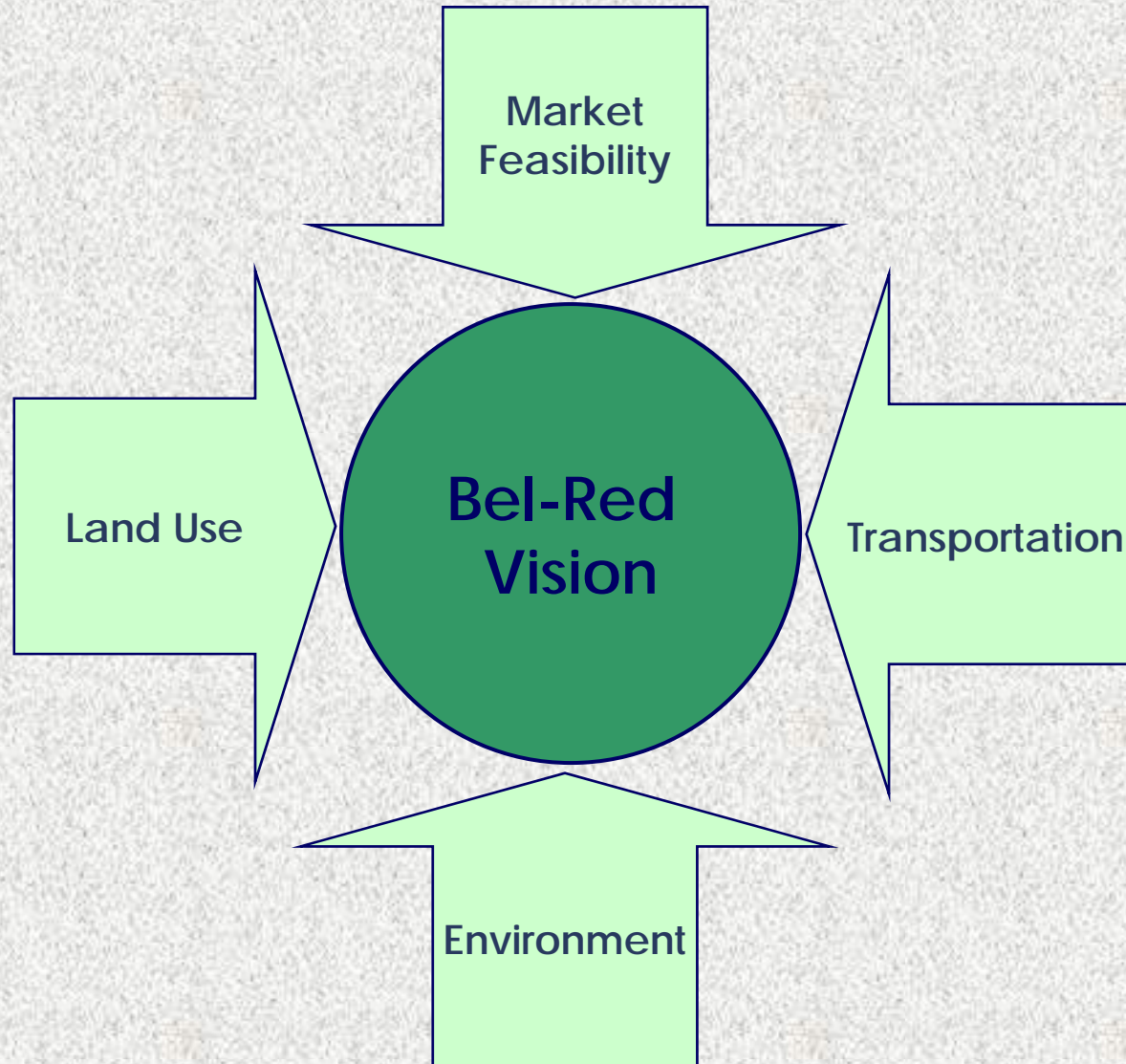


Regional Transit Investment

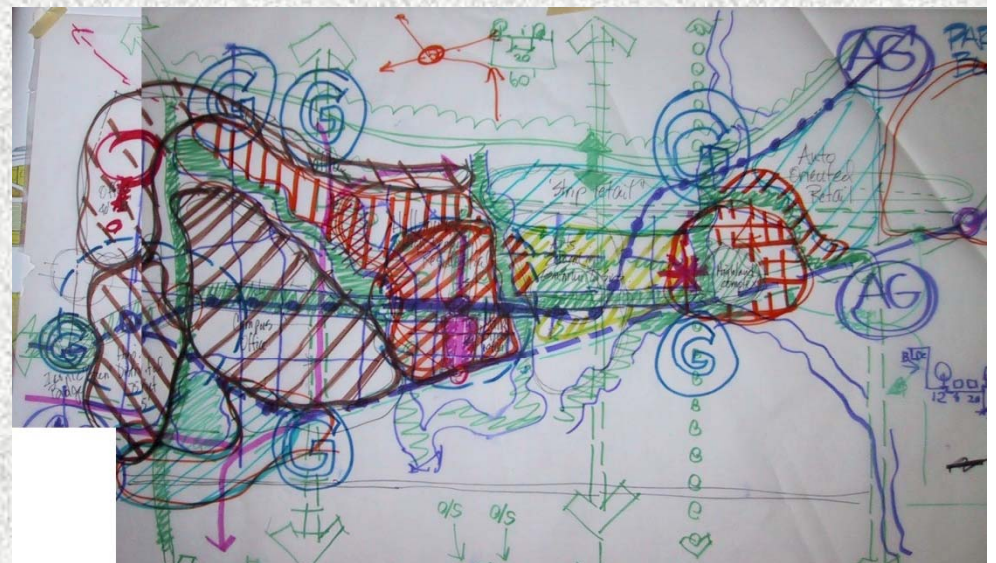
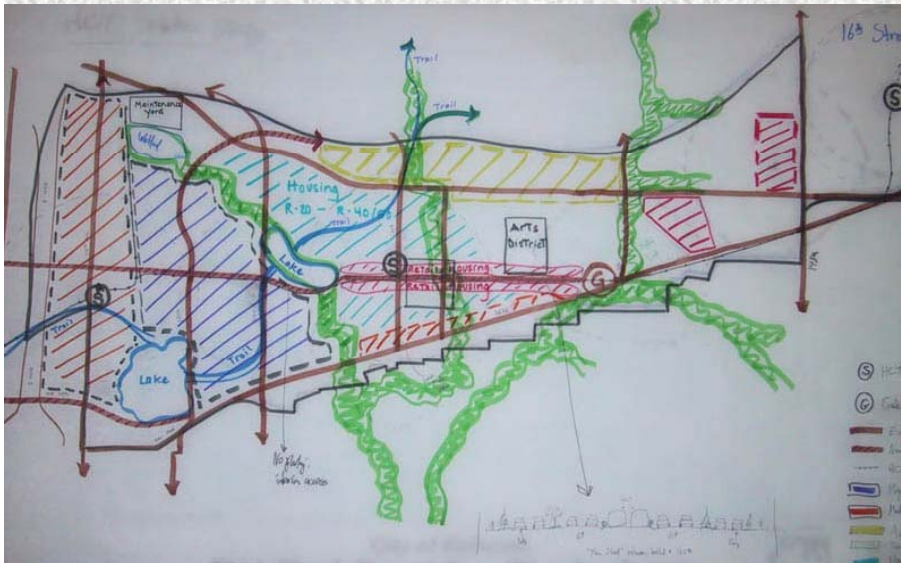
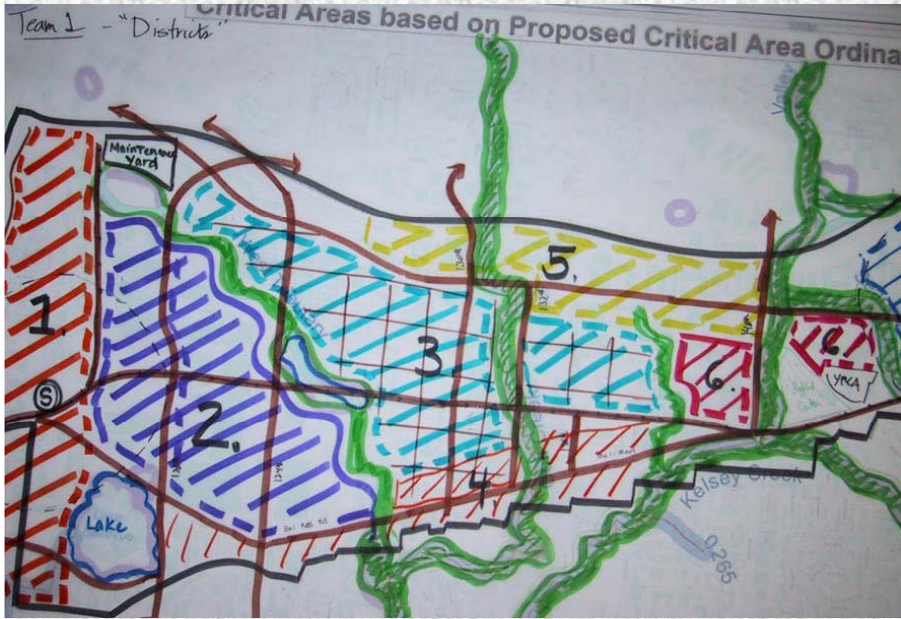
\$18 billion voter approved investment to expand light rail from Seattle to Bellevue and Redmond



Key Elements



Developing Alternatives



Steering Committee Vision for Bel-Red

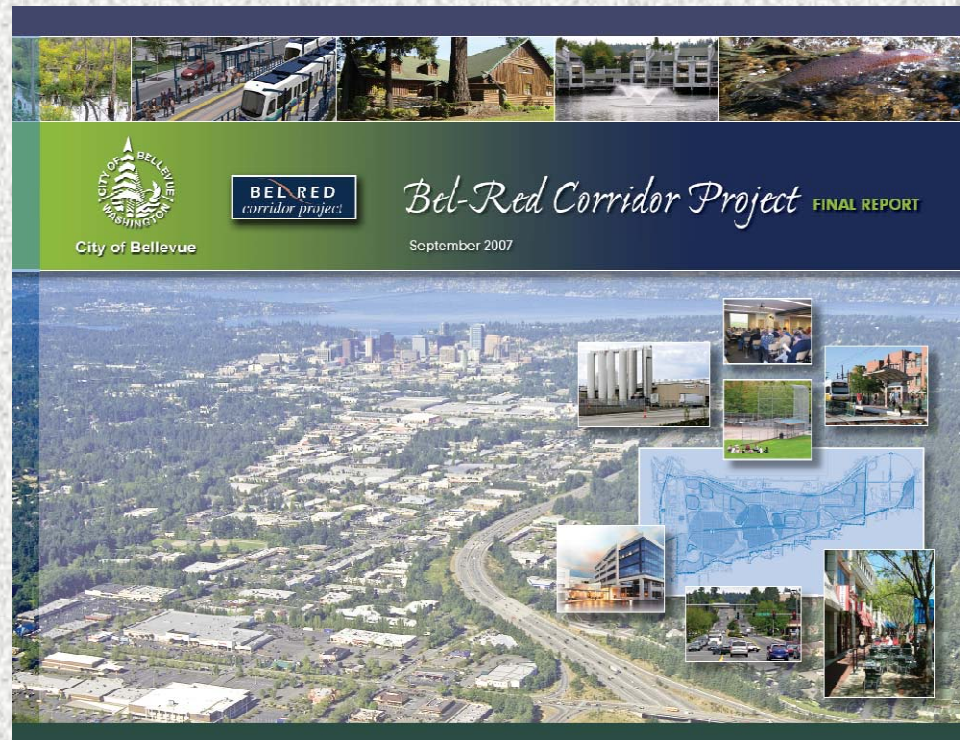
We are excited about the extraordinary potential of the Bel-Red area, and we believe the Committee's recommendations set the stage for transforming the area into a model of sustainable development, where land use transportation, environment and economy are closely linked.

Bel-Red Steering Committee Transmittal



Key Messages in Steering Committee Recommendation

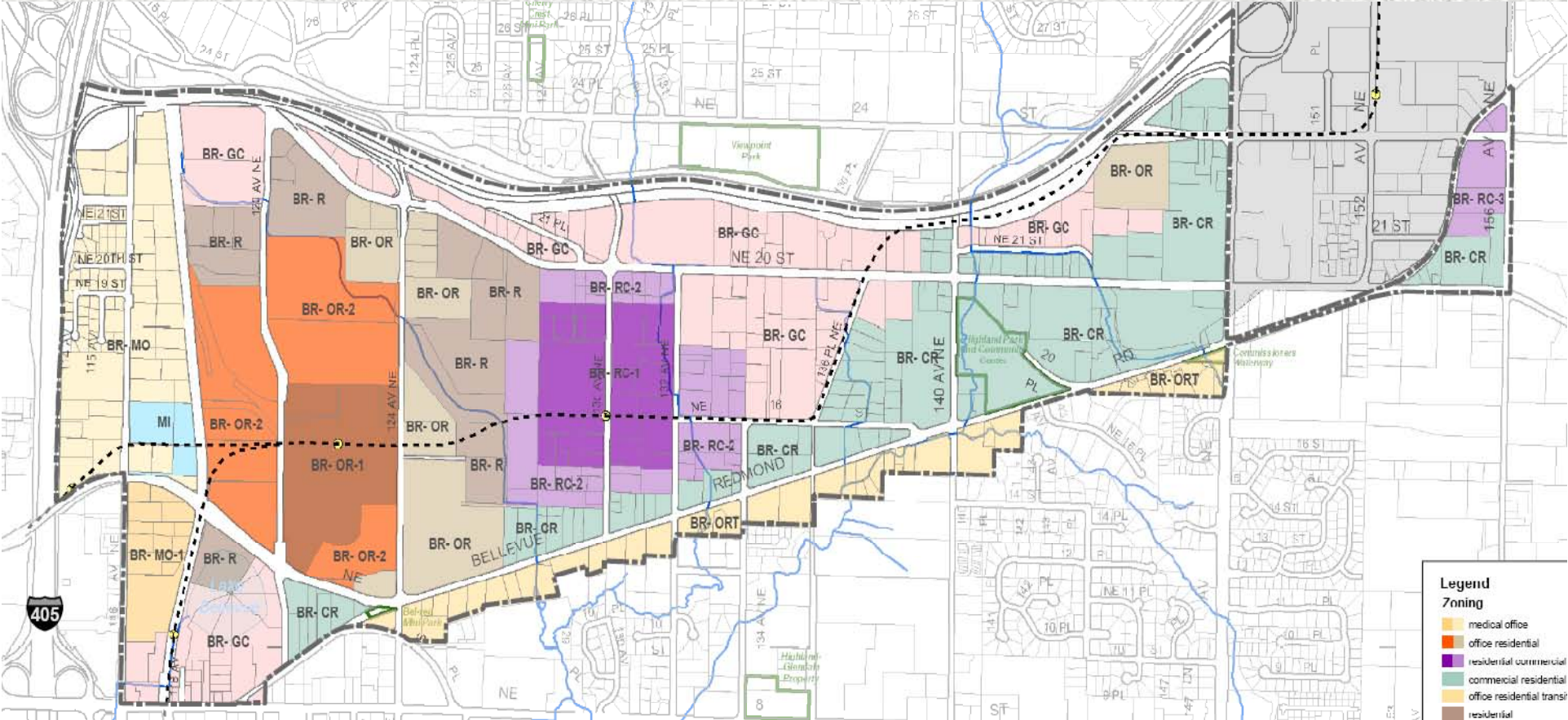
- Bel-Red redevelopment and change should have citywide benefit
- Bel-Red should be a model of environmental sustainability
- The Bel-Red plan respects existing businesses
- Bel-Red plan implementation is critical, and requires a robust financing strategy



Steering Committee Preferred Alternative



Bel-Red Subarea Plan Land Use



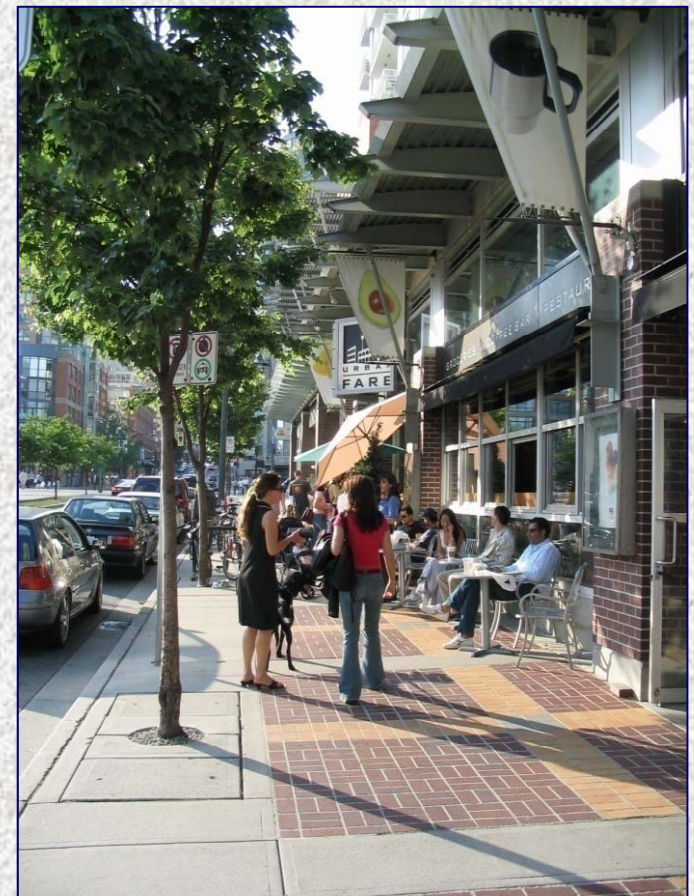
Legend
Zoning

- medical office
- office residential
- residential commercial
- commercial residential
- office residential transit
- residential

Bel-Red Subarea Plan

“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”

- Thriving economy
- Multi-modal transportation system
- Vibrant, diverse neighborhoods
- Comprehensive, connected parks and open space system
- Environmental improvements and sustainability
- Sense of place
- Unique cultural environment
- Affordable housing
- Market Forecast - 2030:
 - 4.5 million sq. ft. commercial (10,000 new jobs)
 - 5,000 housing units (9,500 new residents)



Land Use

- Higher density neighborhoods with a mix of office, residential and retail uses
- Design character that results in distinctive places which evoke a strong sense of the Northwest
- New parks, open space & trails
- Potential cultural/arts district, with focus on “making art”
- Graceful transition of existing commercial and service uses



Existing Uses

- Some existing uses continue to be allowed
- Some uses allowed in mixed use zones with size limits
- Existing light industrial and service uses may continue
- No new LI uses allowed
- Expansion allowed with limitations
- Destroyed LI and service structures may be reconstructed in original configuration



Housing

- Diversity of housing types and prices
- Promote owner and rental affordability with targets for:
 - Low income households
 - Moderate income households
 - “Work force” household above the low and moderate levels



Urban Design

- Design character that results in beautiful, distinctive, and long-lasting places
- Evoke a strong sense of Bellevue and the Northwest
- Dynamic public spaces that encourage social interaction



Environment

- Re-develop the Bel-Red area as a model of environmental sustainability.
- Take advantage of new development to achieve dramatic improvements from current degraded conditions.



“Great Streams” Strategy

- Improve ecological function
- Create wider riparian corridors
- More “place-making” with streams
- Co-locate parks, trails, bike paths, stormwater facilities within stream corridors
- Integrate ecological improvements in public & private projects



Streams/wetlands - 1965

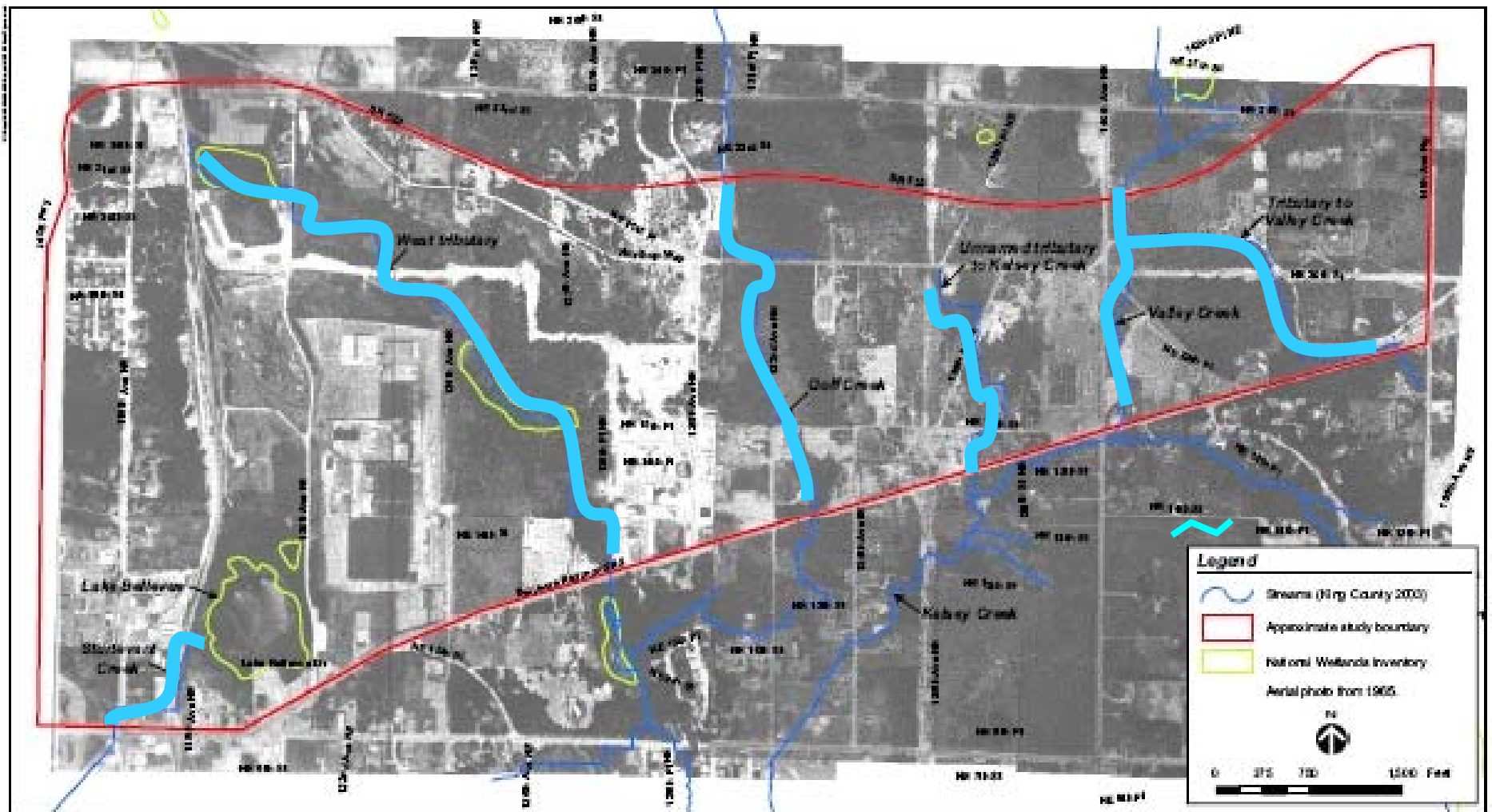


Figure 1. 1965 aerial photo of the Bellevue-Redmond Road study corridor.

Stream Quality Evaluation

Summary rating using median of each parameter by category and all factors

SUMMARY RATINGS by PARAMETER: Good=3, Moderate=2, Poor=1

Stream ID	Fish use	Physical stream corridor conditions	Fish access	Fish habitat conditions	Riparian Condition	Summary of all parameters (median)
Sturtevant	1	1	2.5	2.5	2	1
Unnamed tributary to Kelsey Creek	2	1	2.75	2.25	2	1.5
West Tributary	2	1.5	2.75	1.5	1.5	1.5
Goff	1.5	1.5	2.75	1.5	2	2
Valley	3	2	3	2.5	1	3
Sears	2	1	2.5	1.5	2	2

Note: summary of all parameters includes upstream and downstream parameters

Stream Corridors 2009

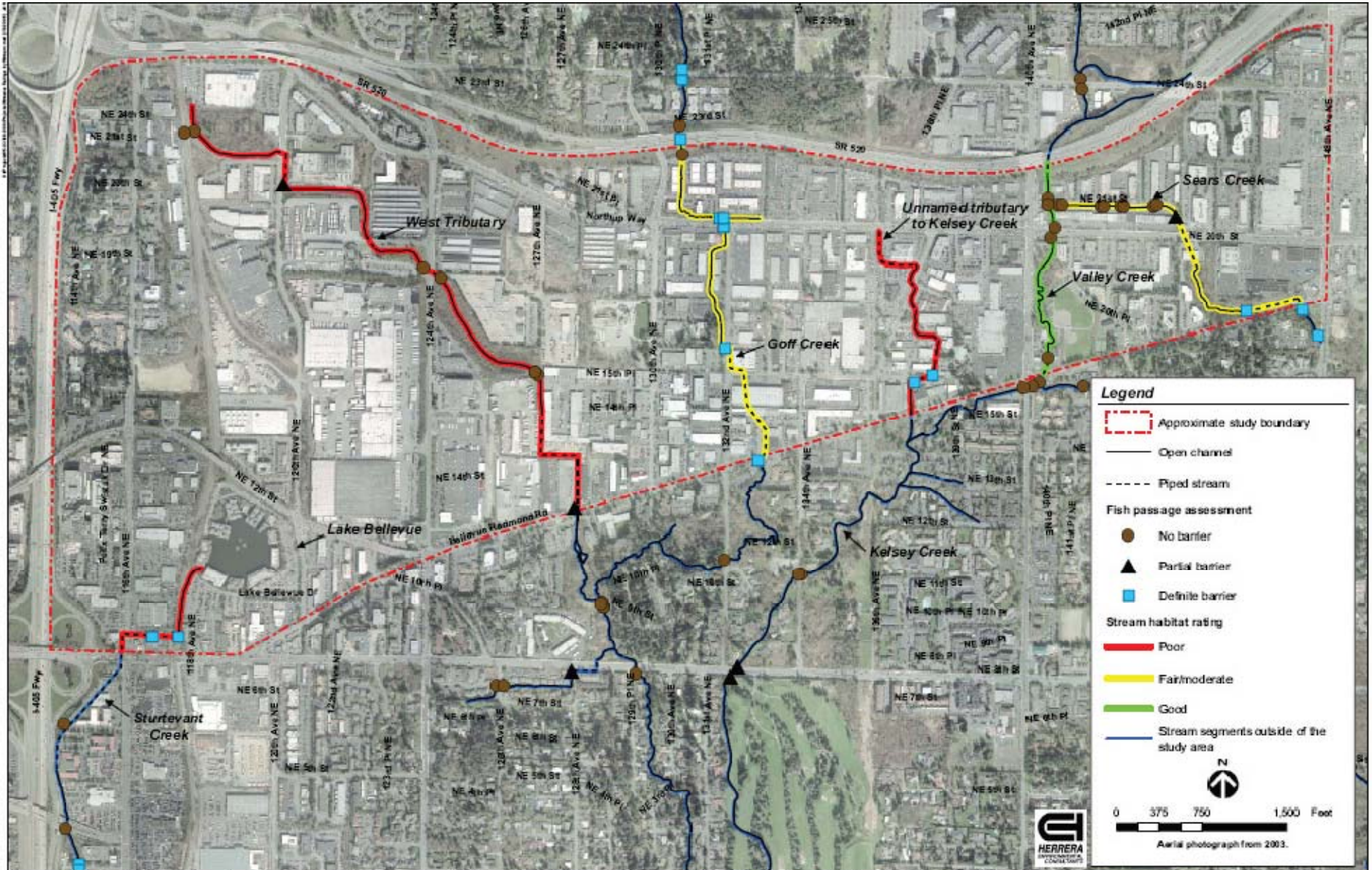
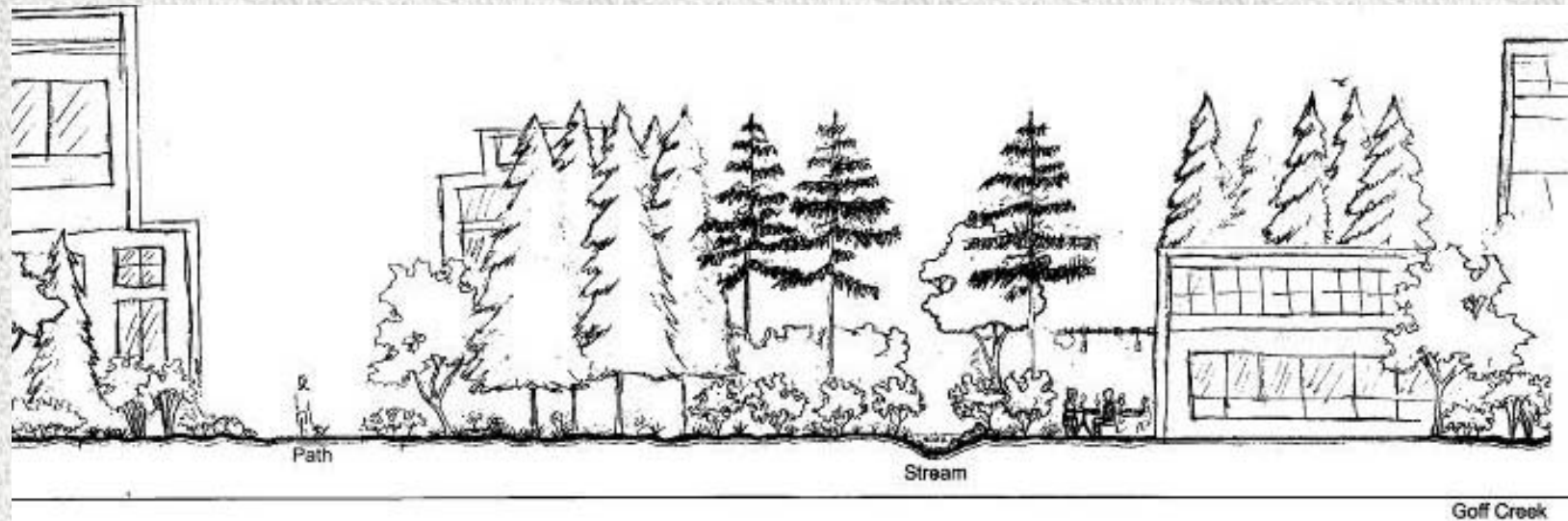


Figure 1. Stream habitat ratings by entire stream, piped stream and fish barriers within the Bellevue-Redmond Road study corridor

Stream Improvements



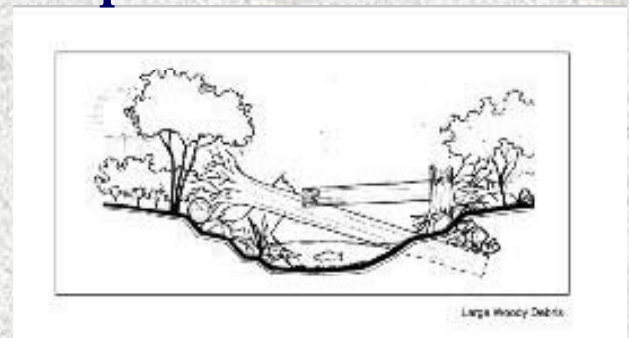
Riparian Corridors



Trails and Environmental Interpretation



Fish passage & habitat improvement



Goff Creek Today



Vision for Goff Creek



Goff Creek

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

West Tributary Today

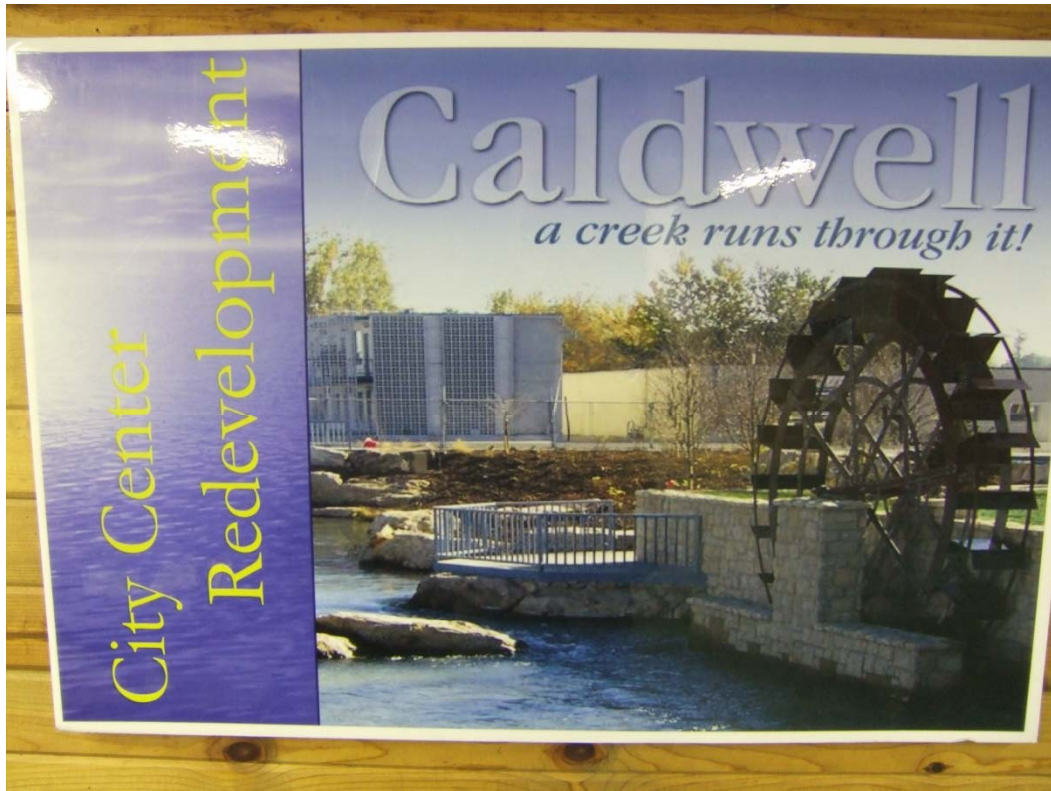


Vision for West Tributary



West Tributary

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

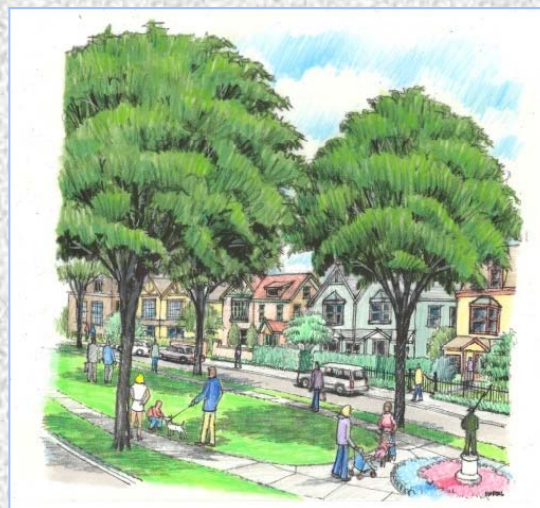


Indian Creek



Parks & Open Space

- Enhanced stream corridors for recreation and habitat
- Variety of park types to support Bel-Red residents and citywide users
- Trails
- Green infrastructure

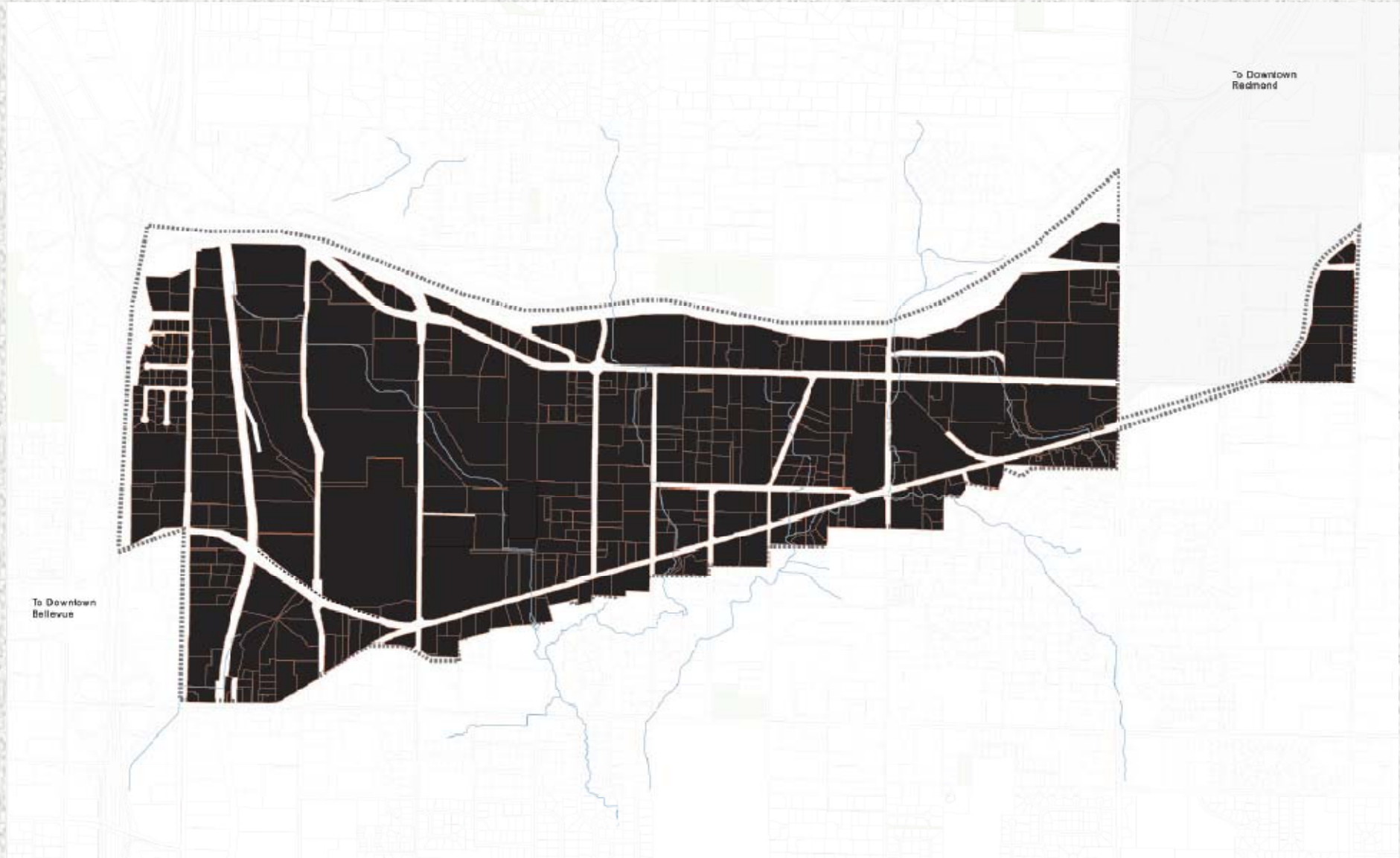


Transportation

- Complete, connected, and well balanced transportation system
- Protect neighborhoods from spillover traffic impacts
- Ensure that transportation investments contribute to sense of place and sustainability.
 - Roadways
 - Transit
 - Pedestrian/Bicycle
 - Neighborhood Traffic Calming



Existing Street Network



New Local Streets



Transportation Choices

Street connectivity and capacity

- Fine street grid; increased block density
- New arterials and local streets

Pedestrian and bicycle system

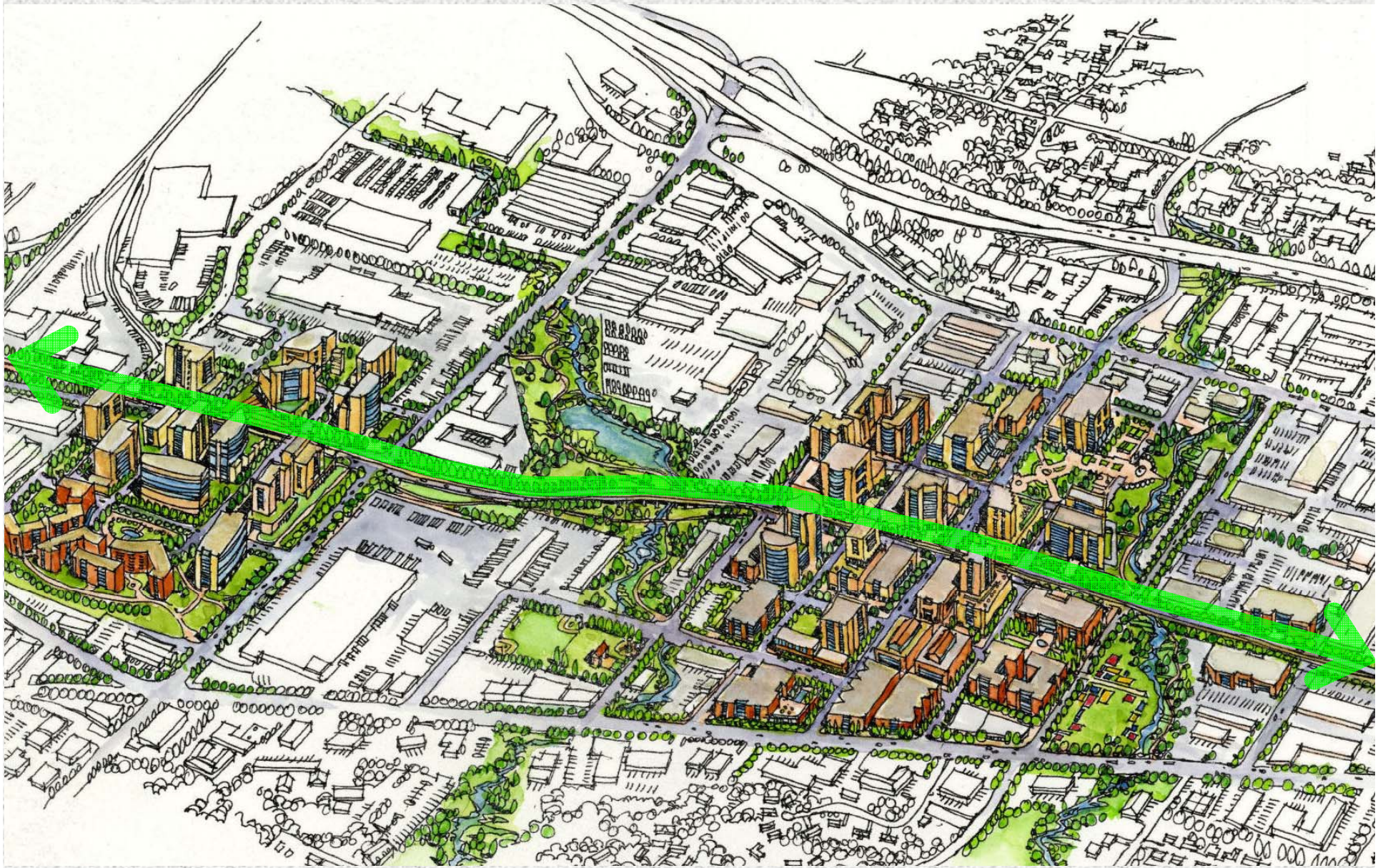
- Sidewalks, bike lanes, off-street paths
- Trail connectivity within Bel-Red and to regional system

Transit facilities and service

- Regional light rail and local bus transit



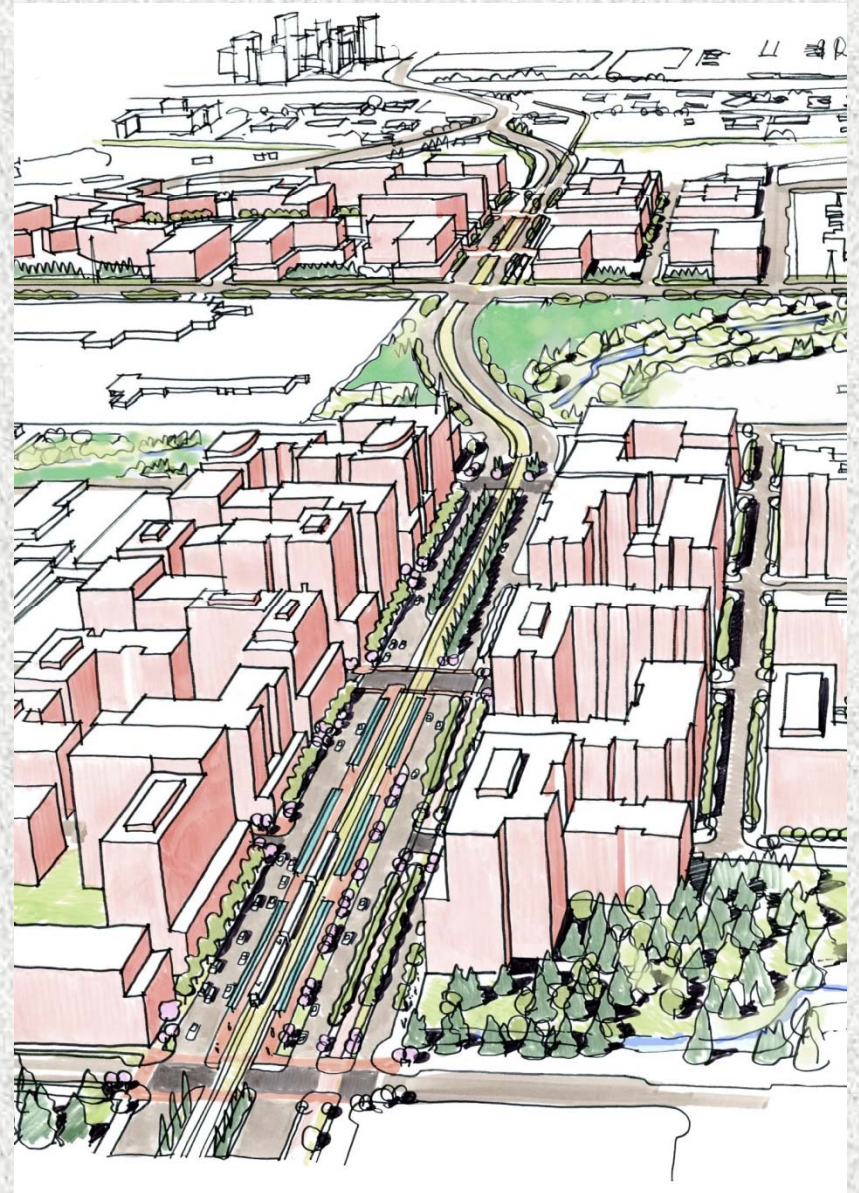
New NE 15th /16th Boulevard



NE 15th/16th Street Existing



NE 15th / 16th Boulevard - View West

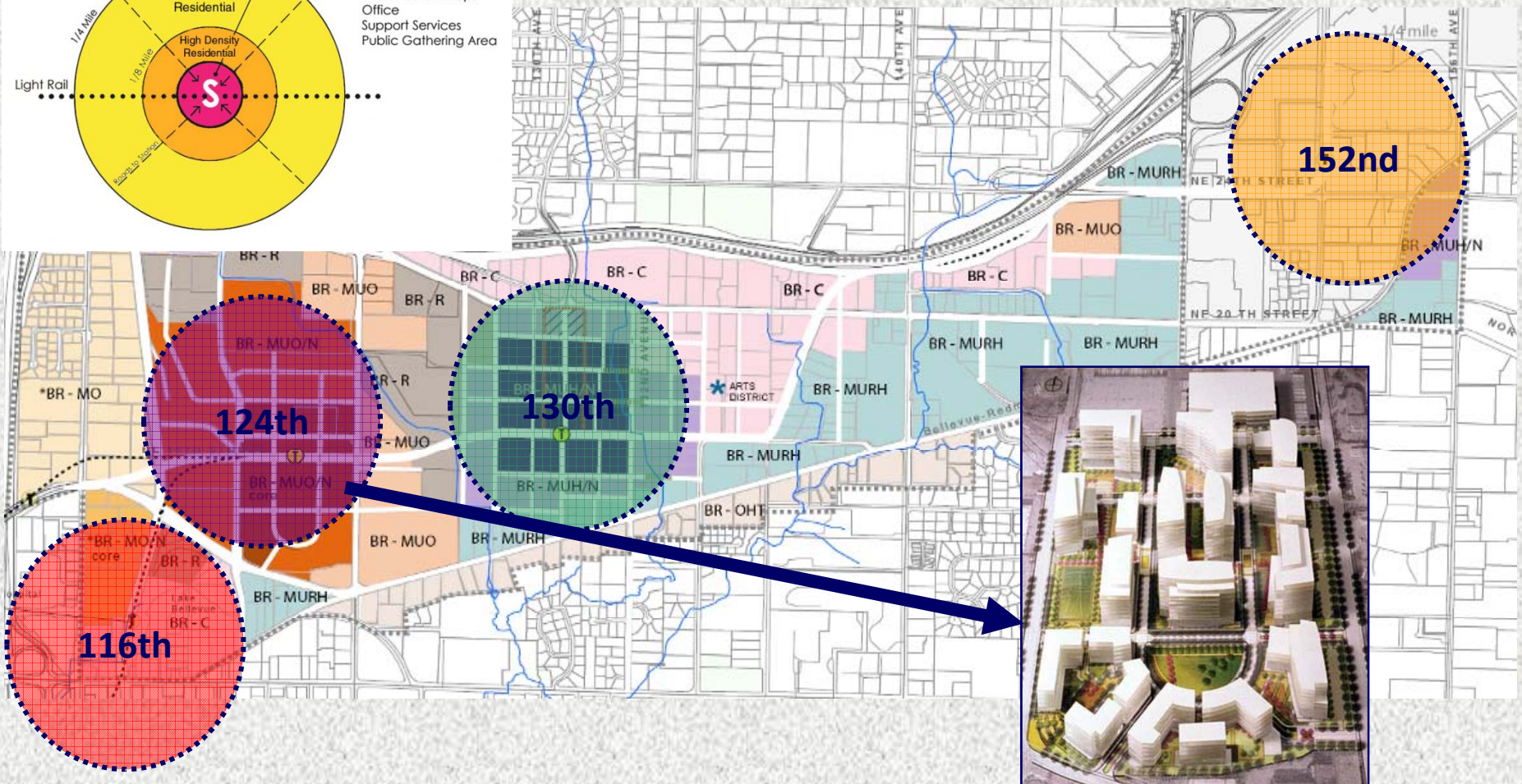
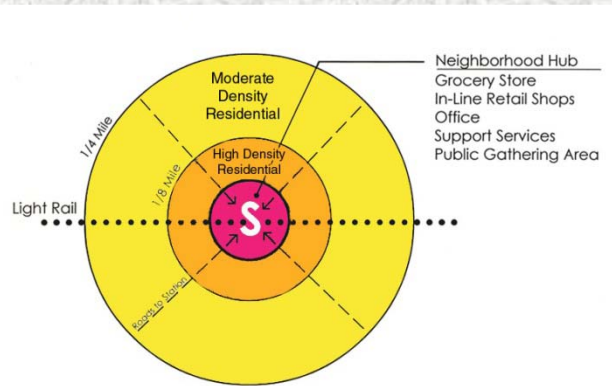


NE 15th /16th Vision

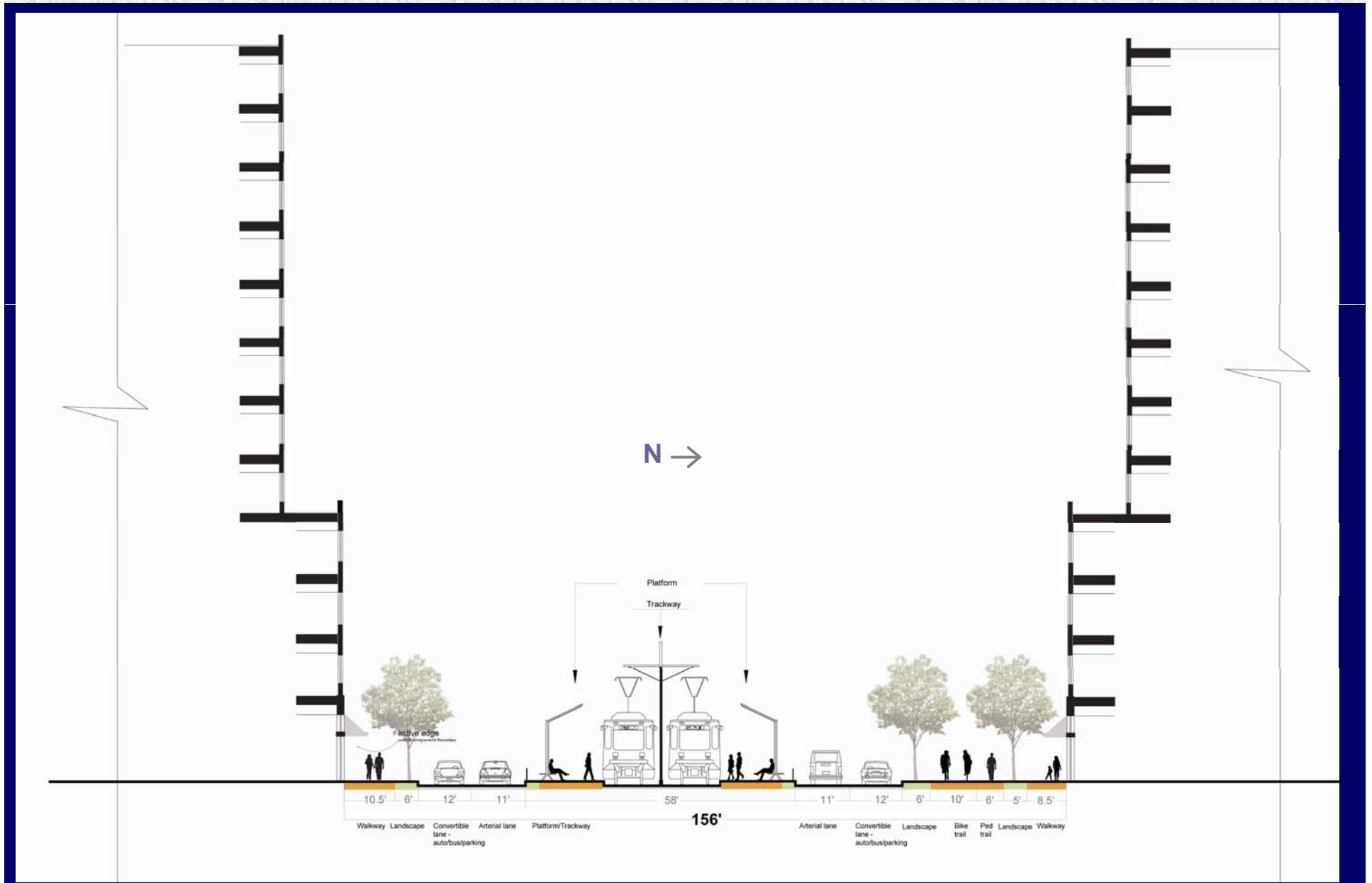


Transit Nodes Along 15th/16th

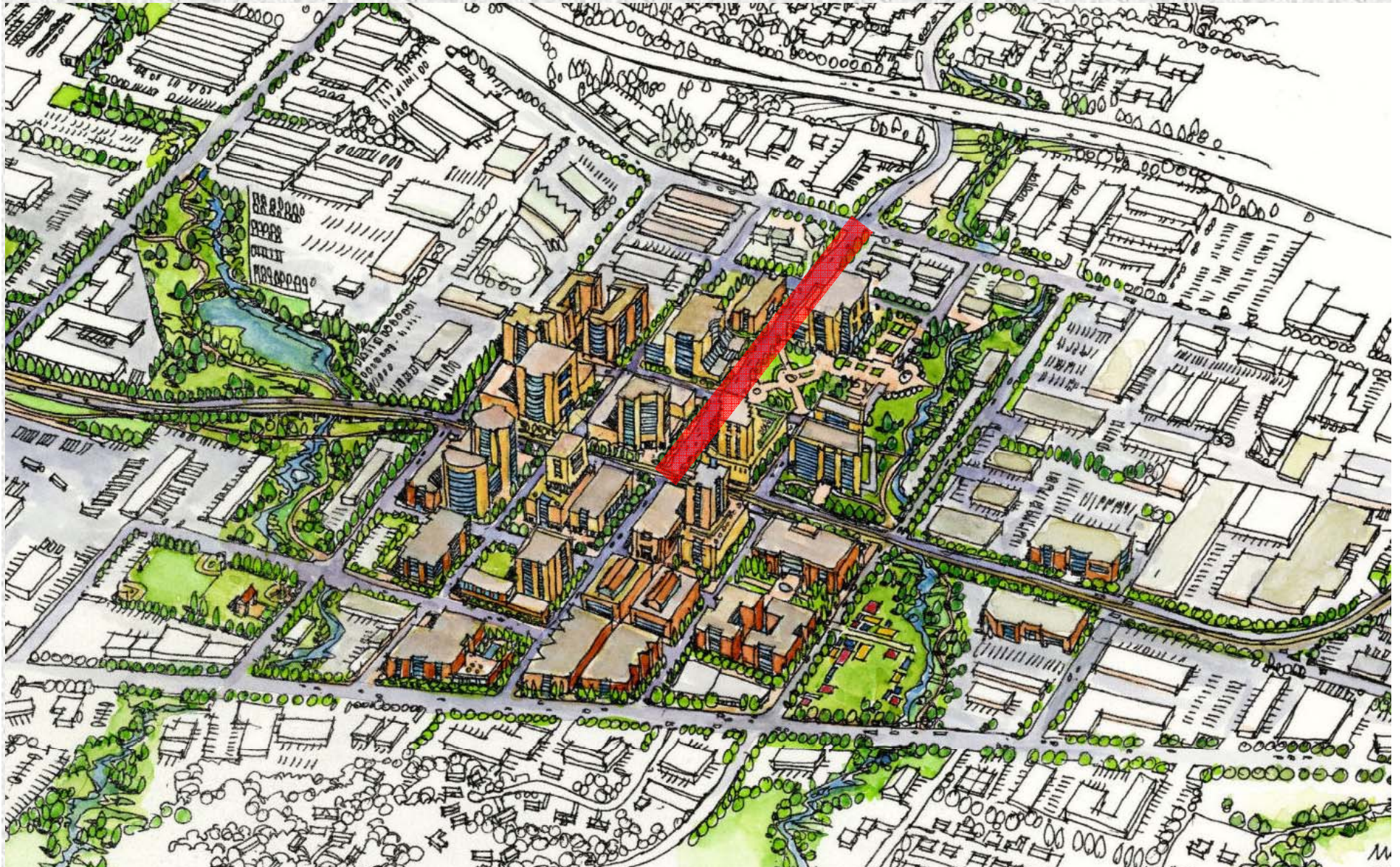
Compact development, mix of uses, walkable



124th Avenue Station Right-of-Way



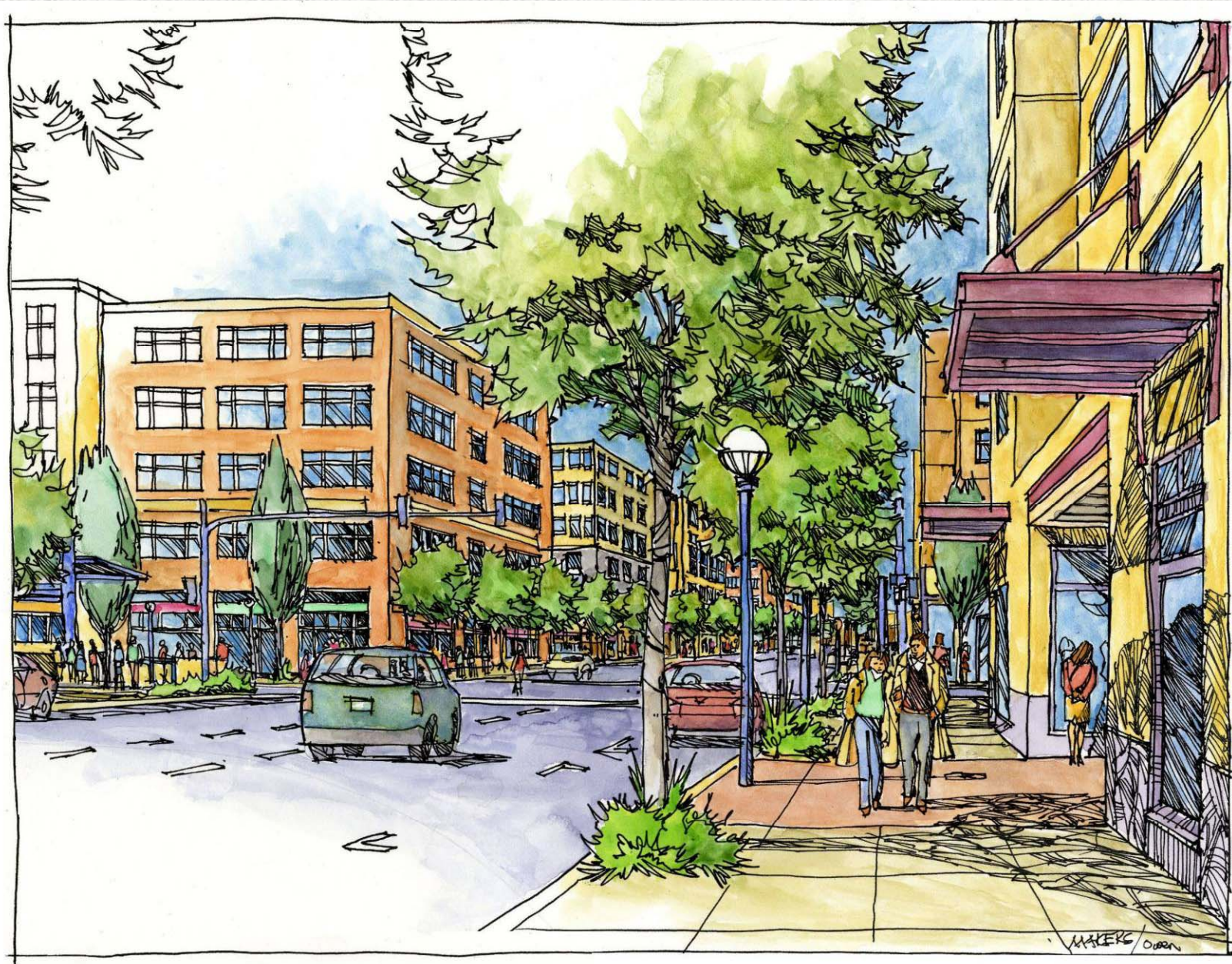
130th Avenue Retail Street



Existing 130th Avenue



130th Avenue Retail Street



Multimodal Transportation

Bel-Red Subarea 2030 Land Use

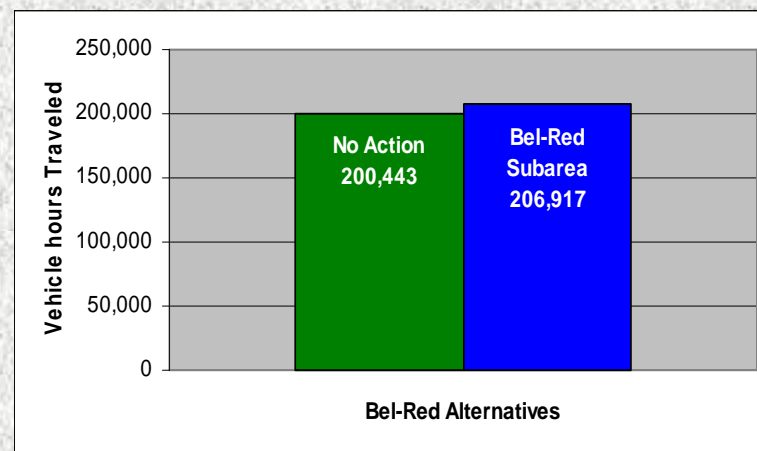
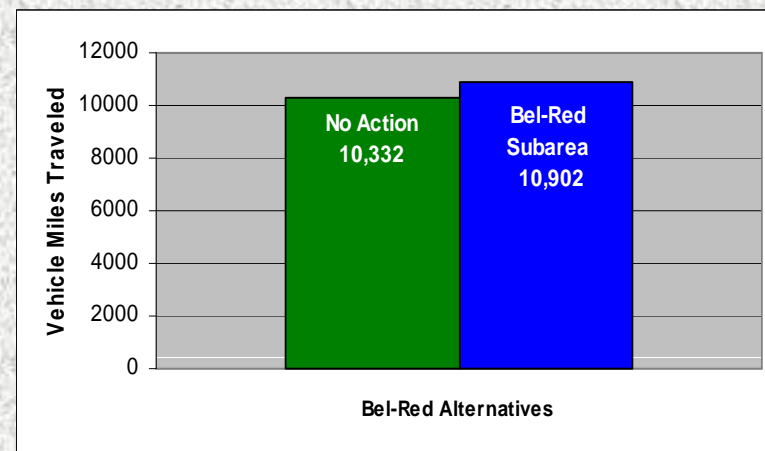
+ 4.5 million square feet of commercial
+ 5,000 new households

Bel-Red Subarea Plan incorporates components of...

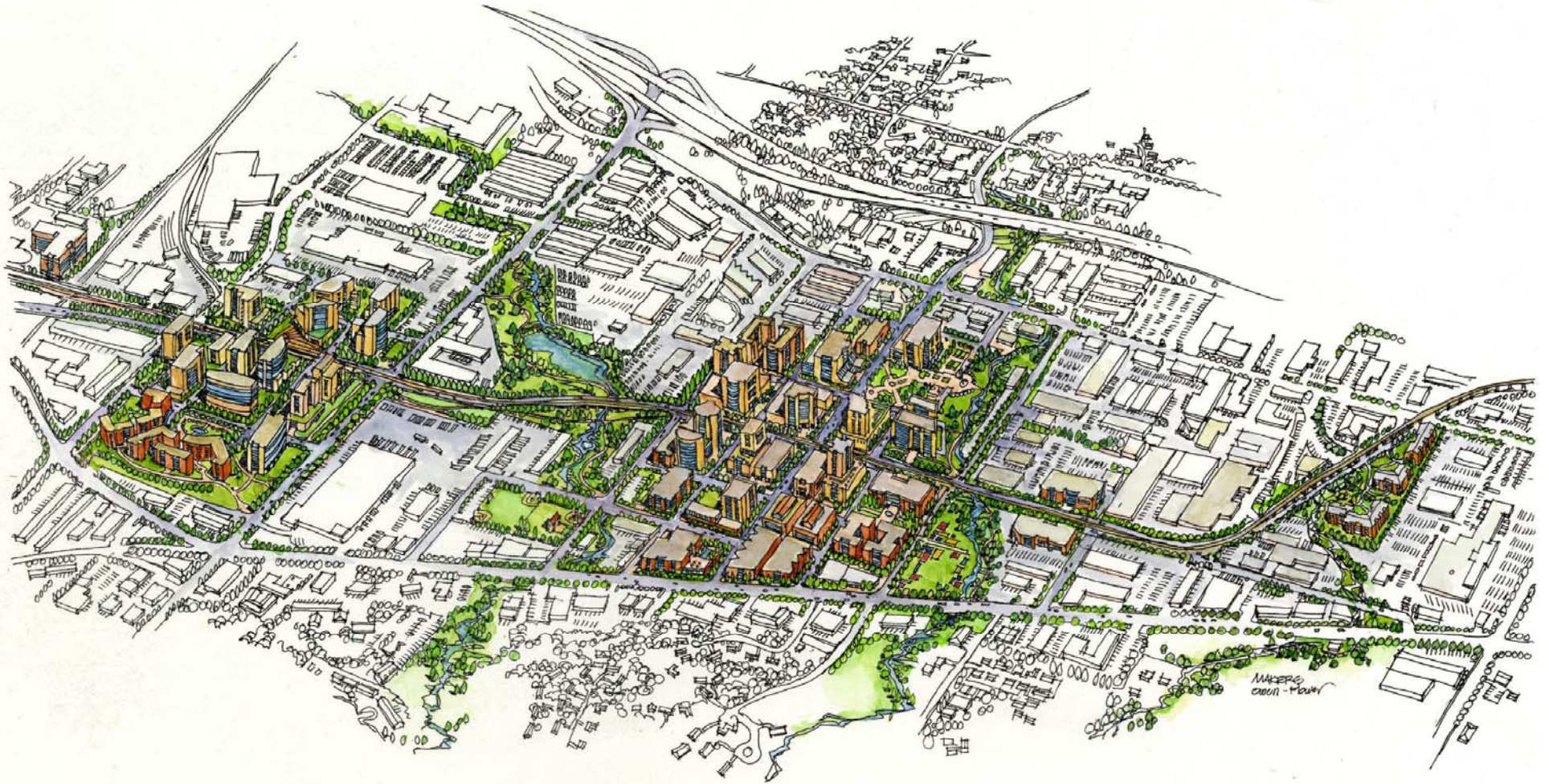
- Density
- Diversity
- Design
- Destination accessibility
- Distance to transit

...to achieve greater sustainability

**Per capita – appears that VMT and
VHT decrease within the Bel-Red
Subarea as density and diversity of
land use increases.**



Implementing the Vision

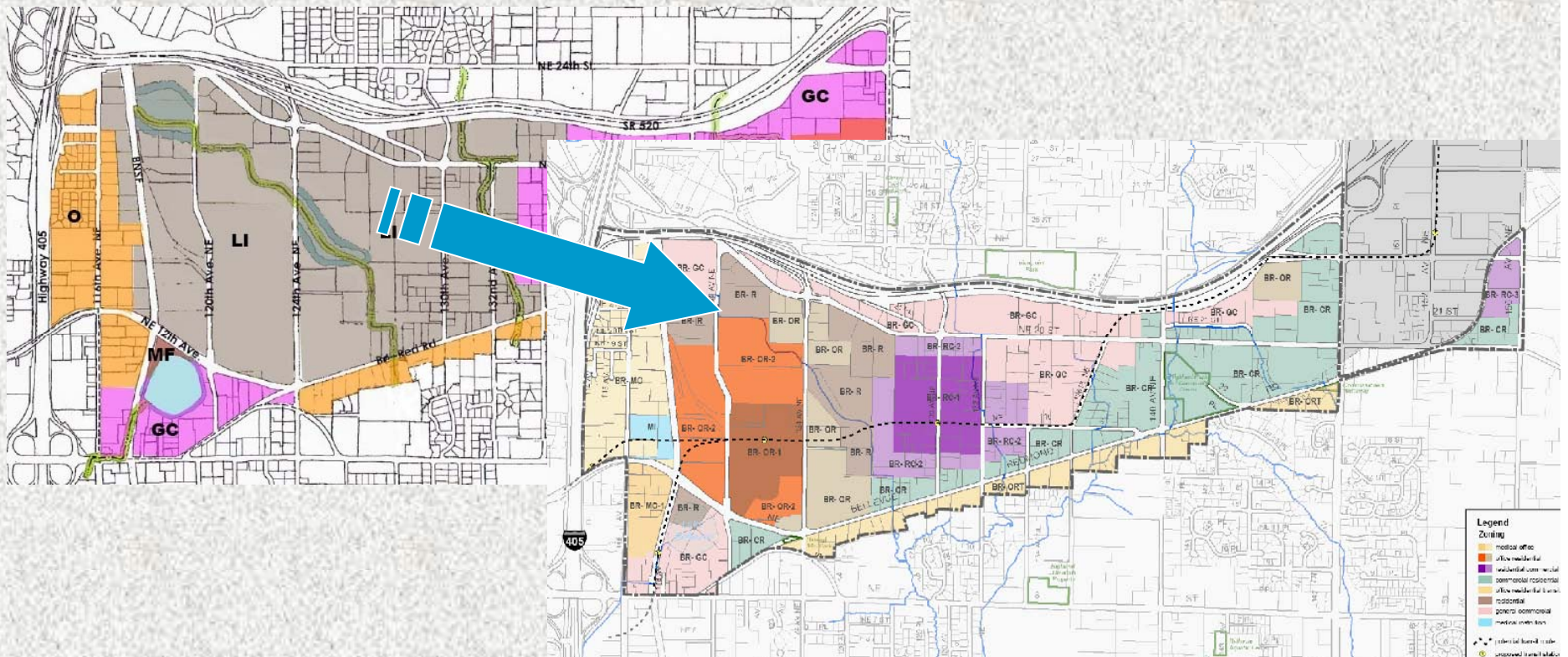


Implementing the Vision

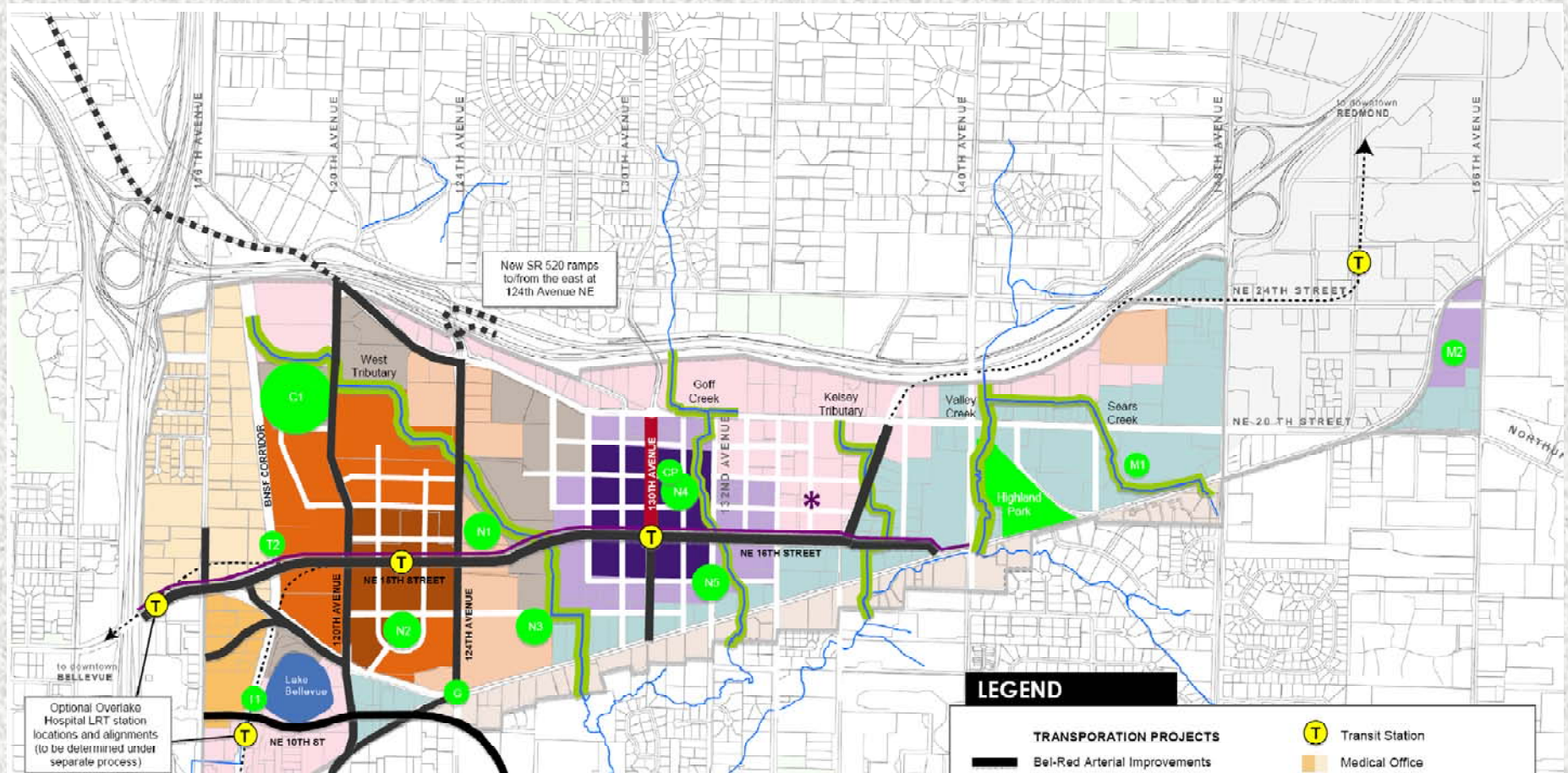
- Bel-Red Subarea Plan = policy
- Land Use Code = regulations
- Design guidelines
- Funding strategy and capital investments
- Coordination with Sound Transit on light rail alignment, station locations, and station design

Land Use and Zoning

- Legislative rezone for entire Subarea
- 8 new zoning classifications
- Density measured by FAR (floor area ratio), with maximums ranging from 0.75 to 4.0
- Height limits range from 45 ft to 150 ft



Local Infrastructure Investments



- New NE 15th Street multi-modal corridor
- Arterial street improvements
- New community and neighborhood parks
- Revitalized stream corridors

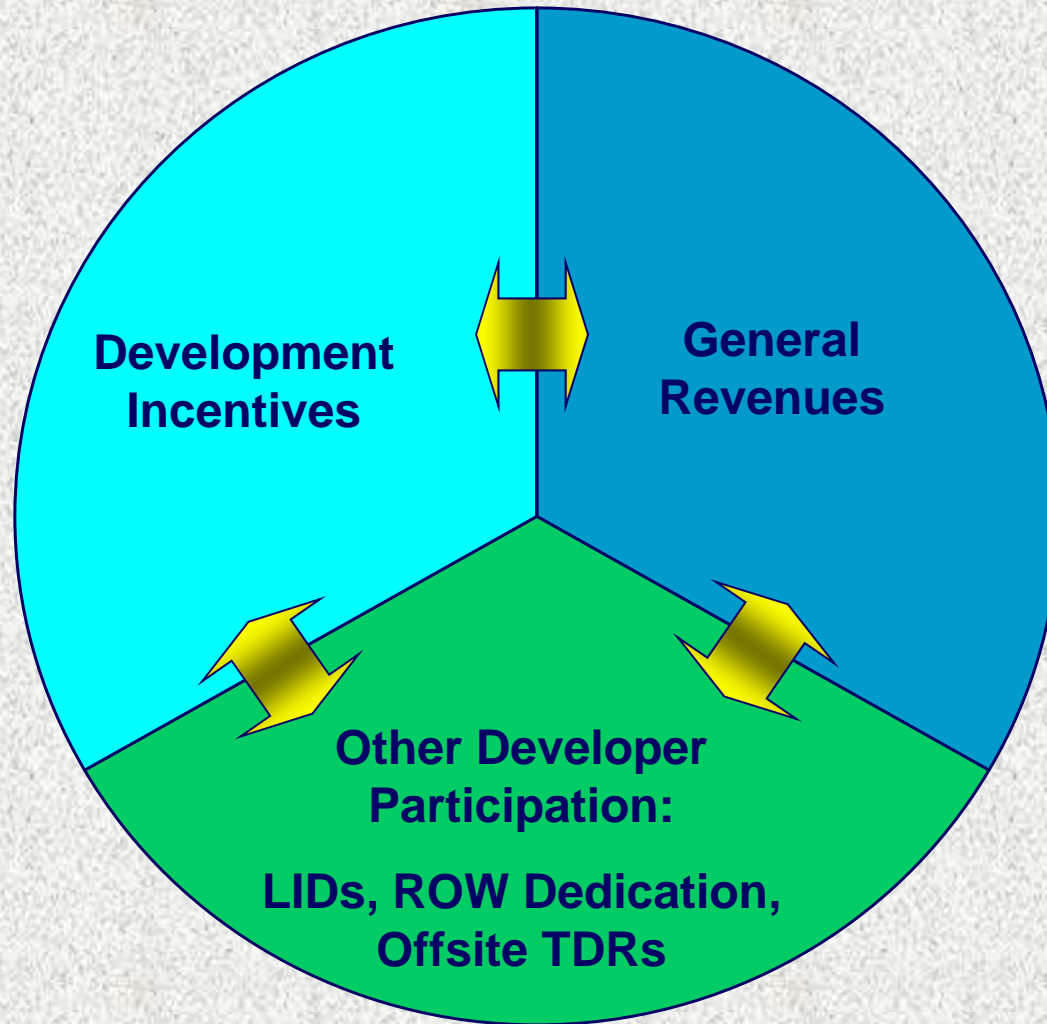
LEGEND	
TRANSPORTATION PROJECTS	T Transit Station
Bel-Red Arterial Improvements	Medical Office
Other Improvements	Mixed Office/Residential
CONCEPTUAL PARK LOCATIONS (potential major recreation facility not shown)	Mixed Residential/Commercial
Community (C), Neighborhood (N), Mini (M), Gateway (G), Civic Plaza (CP), Trailhead (T)	Mixed Commercial/Residential
NE 15th/16th Pedestrian-Bike Greenway	Office/Residential Transition
STREAM CORRIDORS	Residential
Enhancement opportunity areas (including daylighting, stream restoration, trail system)	General Commercial
	130th Avenue Retail Street
	Arts/Cultural District

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
TOTAL	\$246.8		\$226.6	\$108.5	\$581.9

Doesn't include regional light rail, freeway interchange, or regional multi-use trail

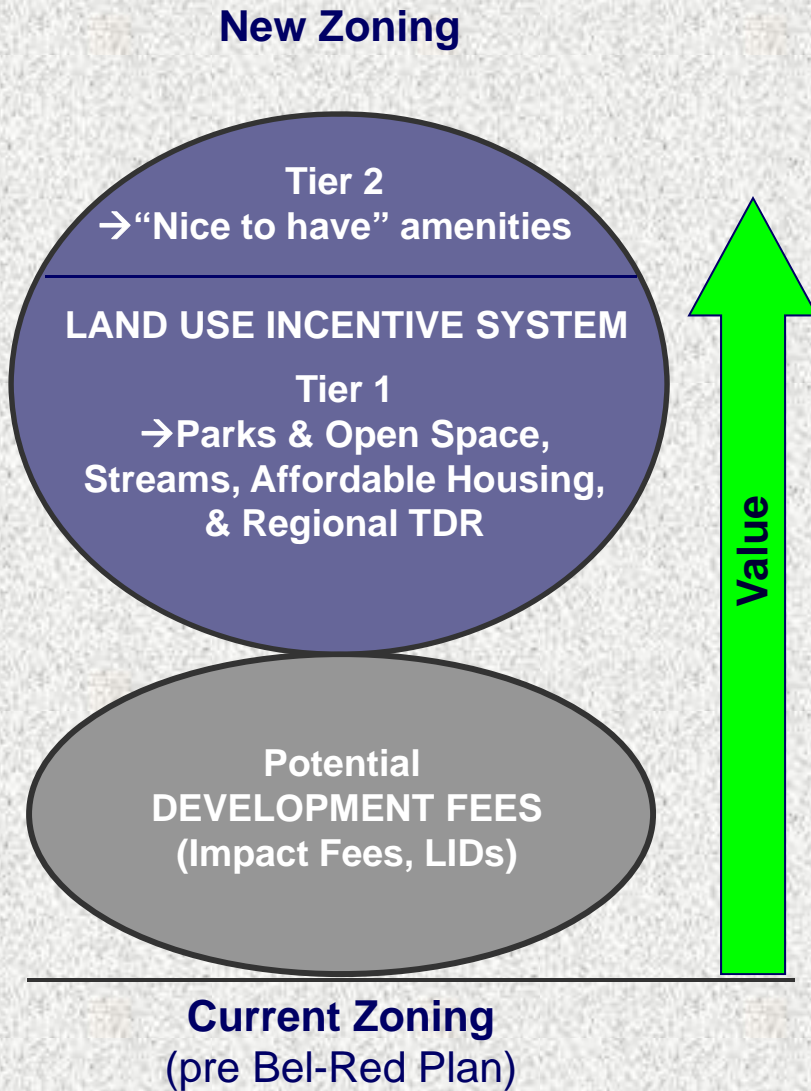
Funding Strategy



Investment Strategy

- **Developer contributions:**
 - Transportation impact fees
 - Local improvement districts (LID)
 - Dedication of ROW in some circumstances
 - Incentive zoning system
- **Other City investments:**
 - General CIP funds (increase in property tax rate)
 - Share of growth in tax revenue
 - Storm drainage fees
- **Other revenue sources:**
 - Grants
 - ROW sellback

Incentive System Framework



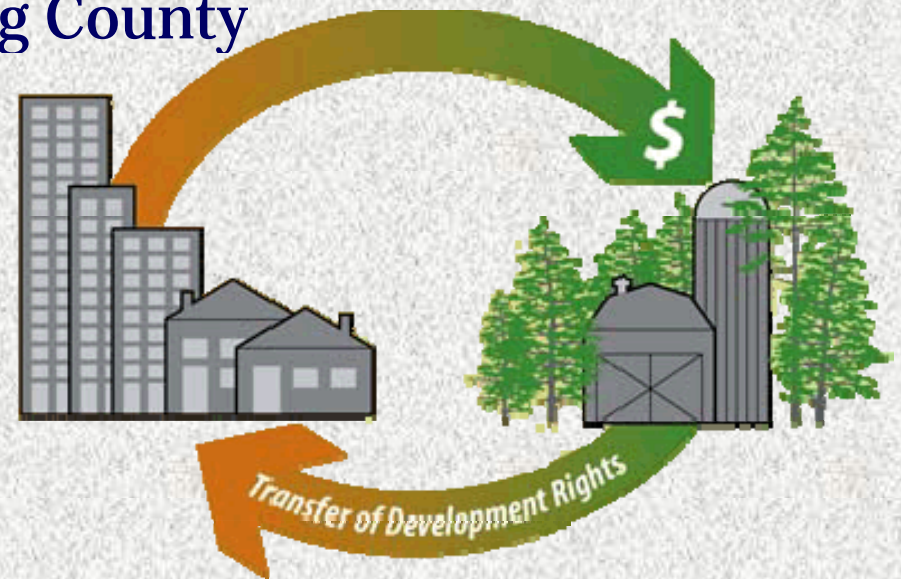
Lift in Land Value

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



Regional Transfer of Development Rights

- Tier 1 amenity in Bel-Red
- Market mechanism to preserve land, relocating growth from rural areas into designated urban areas
- Rural landowners receive compensation from private developers who use development rights to build in urban receiving areas
- Interlocal agreement with King County

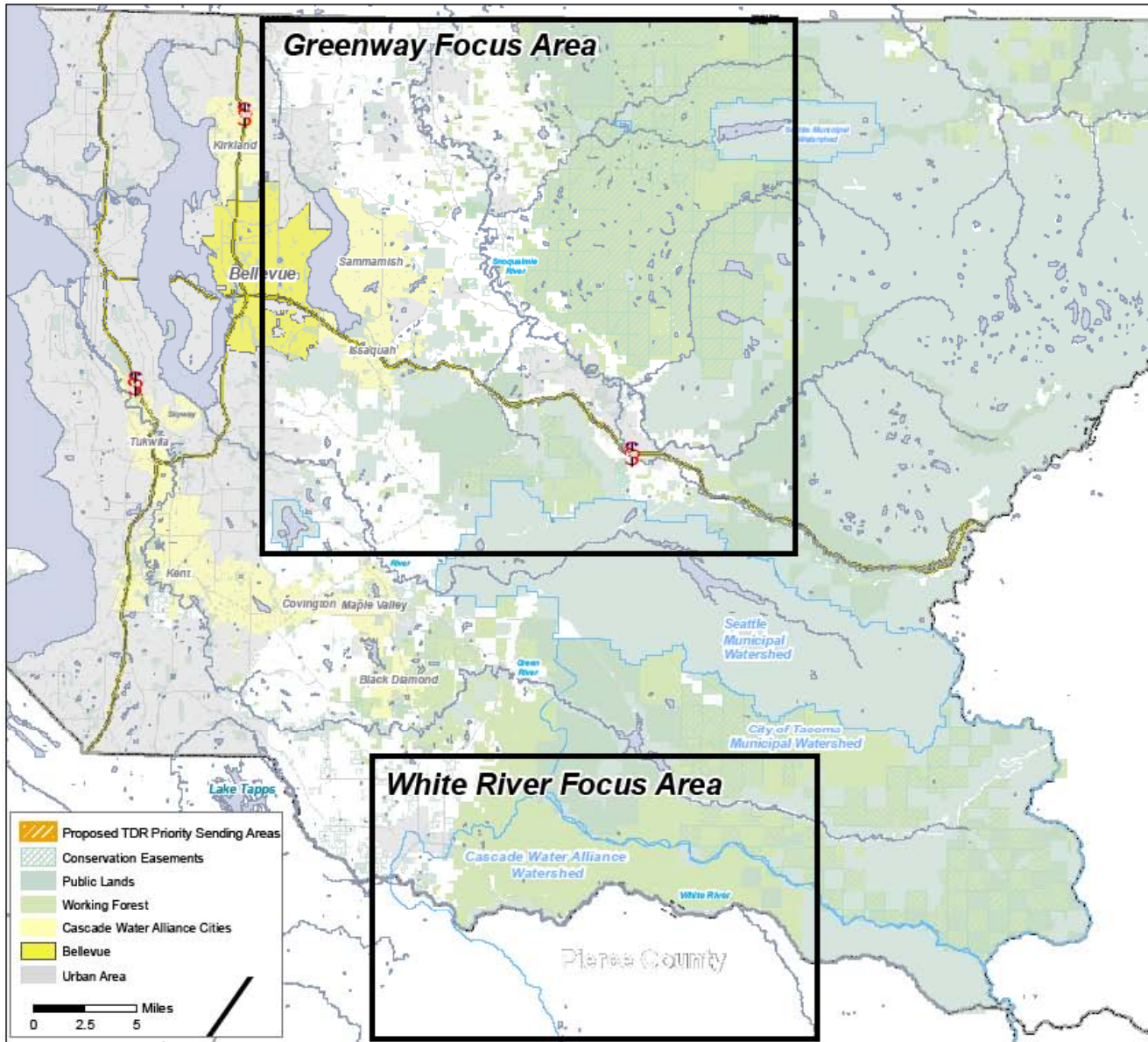


Regional TDR

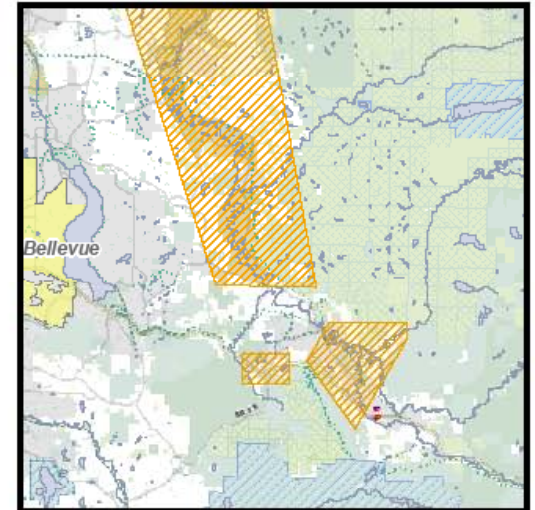
Benefits to Bellevue and the Region

- City received \$750,000 up-front to purchase open space in Bel-Red
- Rural lands important to Bellevue are protected
- Participating in Regional TDR places Bel-Red in broader regional growth management context
- Climate change benefits – transferred development rights help reduce transportation-related GHG emissions
- Mountains to Sound Greenway Focus
 - I-90 viewshed protected
 - Unprotected farmlands connected to Bellevue Farmers' Market preserved
- White River Watershed Focus: municipal watershed

TDR Sending Areas



Bellevue-King County Regional Transfer of Development Rights Potential Focus Areas



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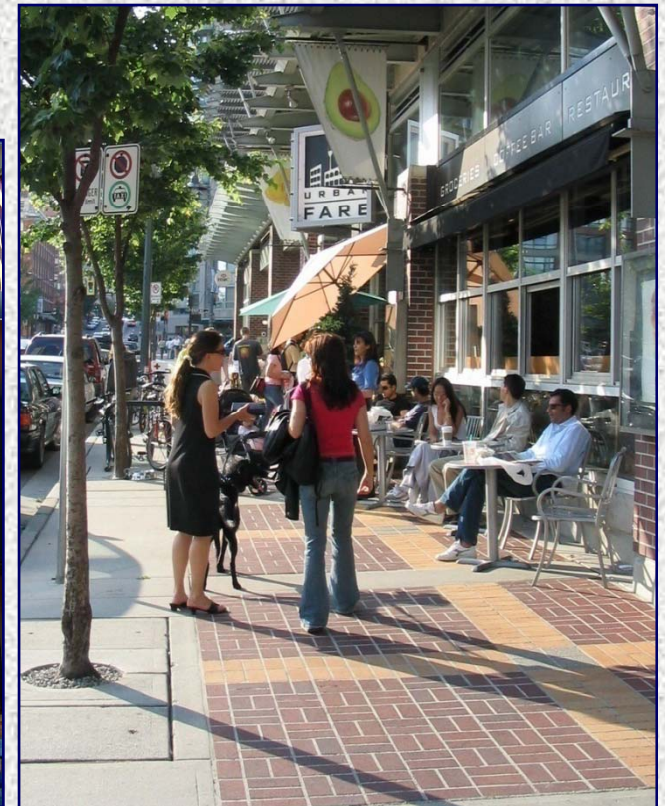
Significance of Bel-Red Plan & Vision

- Planned by the community as a whole
- Benefits the community as a whole
- Creates new commercial and residential neighborhoods, allowing for growth in the right place
- Helps shape land use around light rail to maximize benefits
- Helps reduce auto dependency and address climate change
- Balance of City-pays and development-pays

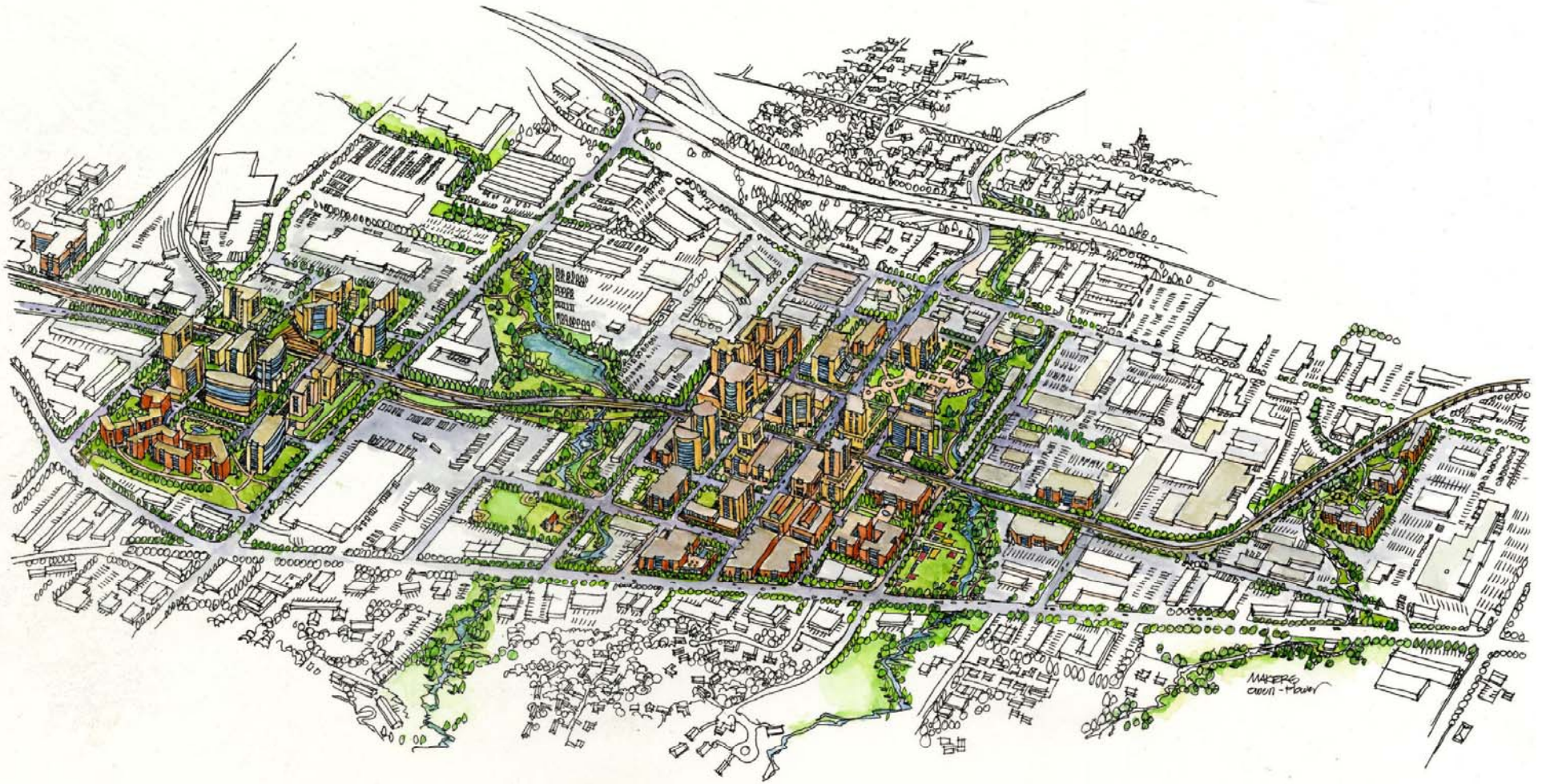


Significance of Bel-Red Plan & Vision

- Helps diversify Bellevue's economy
- Helps restore streams and associated habitat
- Creates new parks, open spaces and trails
- Contributes to housing supply/affordable housing



A Vision for 2030



New Neighborhoods on Industrial Acreage

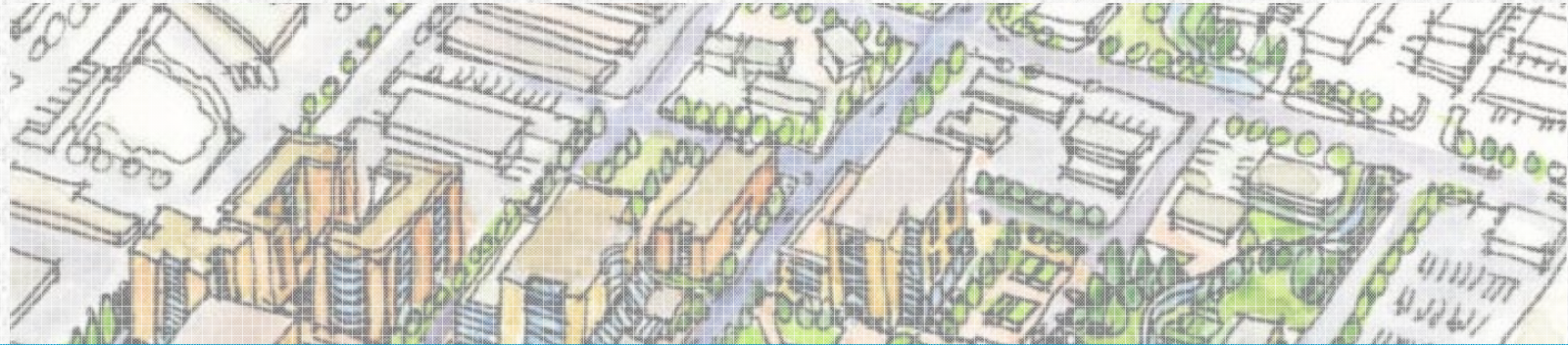
For More Information:

***Kevin McDonald, AICP
425-452-4558
kmcdonald@bellevuewa.gov***



Project website:

www.bellevuewa.gov/belred_intro.htm



Thank You!
Questions?

