New Neighborhoods on Industrial Acreage

The Bel-Red Subarea Plan
Bellevue, Washington

Monday, November 16, 2009

Kevin McDonald, AICP
City of Bellevue, Senior Transportation Planner
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

Sound Transit

CH2M HILL

SNW

Crandall Arambula
Revitalizing America’s Cities

Property Counselors

EDAW
AECOM

SVR Design Company

Perreit

MAKERS
architecture · planning · urban design
...where is Bellevue, WA
Downtown Bellevue 1975
Bel-Red – 900 Acres
Downtown Bellevue
400 Acres
Bel-Red Corridor
View West Toward Downtown
Bel-Red Corridor
View East Toward Cascade Mountains
Bel-Red Today
Pre-Existing Zoning

Existing Comprehensive Plan land use designations shown below.
Planning Process

<table>
<thead>
<tr>
<th>Early 2009</th>
<th>Sept 2007</th>
<th>Late 2005</th>
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<tbody>
<tr>
<td>Council Adoption</td>
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<tr>
<td>Review by City’s Boards and Commissions</td>
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<tr>
<td>Bel-Red Steering Committee</td>
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<tr>
<td>Council Initiation</td>
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Public Involvement
Public Process Timeline

Bel-Red Corridor Project Timeline
March 2007

Project Orientation
- Project Information
- Alternatives Identification/Deliberation
- Alternatives Evaluation (DEIS)
- Prelim Preferred Alternative
- Committee Recommendation

2005
- Oct: SC Meeting
  - Purpose
  - Mkt study
- Nov: SC Meeting
  - LU Conditions
  - Scoping
- Dec: SC Meeting
  - Transport
  - ICT
- Jan: SC Meeting
  - Sustainability
- Feb: SC Meeting
  - Property Owners
- Mar: SC Meeting
  - Alternatives
- Apr: COMMUNITY MEETING (Nov 9)
  - Mkt study
  - Attributes
  - Services
- May: COMMUNITY MEETING (Apr 18)
- June: COMMUNITY MEETING (June 8)

2006
- May: SC Meetings
  - Project Updates
- June: SC Meeting
  - DEIS
- July: DEIS Release
  - Jan 25
- Aug: SC Meeting
  - DEIS
- Sept: DEIS
  - Public Hearing
  - Feb 15
- Oct: COMMUNITY MEETING
  - Mar 20

2007
- Apr: DEIS Publication
- May: COMMUNITY MEETING
- June: COMMUNITY MEETING
- July: COMMUNITY MEETING

Ongoing:
- Steering Committee monthly meetings
- Public Outreach Effort
  - Business/Property Owners (focused and structured effort to engage with the full set of Bel-Red area business and property owners)
  - Nearby Neighborhoods (will include speakers bureau available to attend neighborhood association meetings)
  - Boards & Commission Briefings
Council’s Principles

1. Long-Term Vision.
2. Economic Vitality.
4. Building from Existing Assets.
5. High Capacity Transit as an Opportunity.
6. Land Use/Transportation Integration.
7. Community Amenities and Quality of Life.
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

Neighborhood Hub
Grocery Store
In-Line Retail Shops
Office
Support Services
Public Gathering Area

Light Rail

Moderate Density Residential

1/4 Mile

1/8 Mile

High Density Residential
Potential HCT Stations/Mixed-use nodes

116th
124th
130th
152nd
Regional Transit Investment

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

Bel-Red Vision

Market Feasibility

Land Use

Transportation

Environment
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
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
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
### 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

<table>
<thead>
<tr>
<th>Stream ID</th>
<th>Fish use</th>
<th>Physical stream corridor conditions</th>
<th>Fish access</th>
<th>Fish habitat conditions</th>
<th>Riparian Condition</th>
<th>Summary of all parameters (median)</th>
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<tbody>
<tr>
<td>Sturtevant</td>
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<tr>
<td>Unnamed tributary to Kelsey Creek</td>
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<td>2.75</td>
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<td>West Tributary</td>
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<td>2.75</td>
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<td>2.5</td>
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**Note:** summary of all parameters includes upstream and downstream parameters
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

- 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

City Center Redevelopment

Caldwell
a creek runs through it!

Coyotes
Fine Wines on the Creek

Indian Creek Restoration Project
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
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 15\textsuperscript{th}/16\textsuperscript{th} Boulevard - View West
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
## Bel-Red Local Project Cost Estimates

<table>
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<tr>
<th>CAPITAL INVESTMENT AREAS</th>
<th>2008-2014</th>
<th>2014-2020</th>
<th>2020-2030</th>
<th>Beyond 2030</th>
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<td><strong>Transportation</strong></td>
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<td>- NE 15th/16th Corridor</td>
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<tr>
<td>- 120th Avenue</td>
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<td>- 124th Avenue</td>
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<tr>
<td>- NE 6th Street (local share)</td>
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<tr>
<td>- Northup Way</td>
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<tr>
<td><strong>Total</strong></td>
<td>$117.5</td>
<td>$37.5</td>
<td>$181.1</td>
<td>$44.5</td>
<td>$380.6</td>
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| **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

Development Incentives

General Revenues

Other Developer Participation:
LIDs, ROW Dedication, Offsite TDRs
**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**

**New Zoning**

**Tier 2**
- "Nice to have" amenities

**Tier 1**
- Parks & Open Space, Streams, Affordable Housing, & Regional TDR

**LAND USE INCENTIVE SYSTEM**

**Potential DEVELOPMENT FEES**
- (Impact Fees, LIDs)

**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.
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
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?