PLANNING FOR NEW TRANSIT NODES IN BELLEVUE

Emil King, AICP
Strategic Planning Manager
eaking@bellevuewa.gov

October 21, 2010
Overview

- How Bellevue seeks to capitalize on upcoming light rail investment through redevelopment
- Comparison of two light rail station areas; one residentially focused, the other focused on job growth
- Key considerations taken into account during plan formation
Bellevue in the Region

- Bellevue is one of five metropolitan cities in the central Puget Sound region; and is the 2nd largest in King County

- Regional planning goals:
  - Focus development in centers
  - Use urban area efficiently
  - Integrate land use and transportation planning
  - Build off of regional transportation investment
City Employment Centers

- Downtown Bellevue
  - First subarea plan adopted 1979
  - Primary focus for new development, comprises only 2% of city’s land area
  - Dense mix of office, retail, residential, hospitality, and cultural uses

- Bel-Red Corridor
  - Emerging growth area
  - 900 acres in size
  - Strategically located between Downtown Bellevue and Microsoft Main Campus

- Eastgate
  - Planning effort underway
  - Focus on transportation, vitality and character issues
Growth Forecasts

![Graph showing employment and population growth forecasts from 1990 to 2030.](attachment:\graph.png)
Employment Sectors

- Const/Res
- FIRE
- Mfg.
- Retail
- WTU
- Govt.
- Education
- Services

- Other Services
- Accommodation and Food Svcs
- Arts, Ent. and Recreation
- Health Care & Social Assistance
- Educational Svcs
- Admin. & Support & Waste Mgmt. & Remediation Svcs
- Management
- Professional, Scientific and Technical Svcs
- Information
East Link Transit Investment

- **2004**: Sound Transit long range plan identifies high capacity transit connecting Seattle to Bellevue and Redmond
- **2008**: Voters approves East Link investment
- **2009**: Draft Environmental Impact Statement
- **2010-2011**: Ongoing environmental analysis and route finalization
- **2020-2021**: Planned opening
- **2030**: Forecast 45,000-50,000 daily ridership
East Link Alignment
Light Rail Station Areas

- Downtown Bellevue
- Bel-Red Corridor
- Microsoft HQ (Redmond)
- Hospital District
- T

Rail~Volution 2010
Why Plan for Bel-Red?

- Declining employment; some major employers leaving
- Strategic location
- Maximize opportunities created by light rail
- Need to use urban land efficiently
- Economic health and diversification
Anticipated Market Demand

- **2030 Market Forecast:**
  - 4.5 mil. sq. ft. commercial (10,000 new jobs)
  - 5,000 housing units (9,500 new residents)
A New Vision
Vision for Bel-Red

[Diagram showing Light Rail nodes and surrounding areas with places like Downtown Bellevue, Microsoft/Redmond, and 120th Ave Node and 130th Ave Node marked.]
Character of Nodes

120th AVE NODE
• Mix of office, housing and retail uses; office predominant use.
• 2030 forecast of 3.2 million sq ft new office, 54,000 sq ft new retail & 1,000 MF units.

130th AVE NODE
• Mix of housing, retail and services; focus on residential component and new shopping street.
• Forecast of 1,800 MF units, 250,000 sq ft new retail and 200,000 sq ft office.
Differentiated Economic Niche

- **Council Principle:** “Bel-Red should provide for future growth of jobs and firms that have significant potential for expansion, and which are not well accommodated in other parts of the city.”

- Analysis focused on these differentiating factors:
  - Allowable building height
  - Density/FAR
  - Existing and planned amenities
  - Transportation network
Bel-Red Corridor, Proximity to Downtown
## Differentiated Economic Niche

<table>
<thead>
<tr>
<th>Area</th>
<th>Maximum Height</th>
<th>Maximum FAR</th>
<th>Other Considerations</th>
<th>Competition?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bel-Red Nodes</strong></td>
<td>Analysis of heights up to 150 feet</td>
<td>Up to 4.0 through incentives</td>
<td>Urban amenities and street grid would develop over time</td>
<td></td>
</tr>
<tr>
<td><strong>Downtown-O-1</strong></td>
<td>Up to 300 feet for office &amp; 450 feet for residential</td>
<td>Up to 8.0 for office &amp; unlimited for residential</td>
<td></td>
<td>FARs and height significantly higher than Bel-Red</td>
</tr>
<tr>
<td><strong>Downtown O-2</strong></td>
<td>Up to 250 feet for both office and residential;</td>
<td>Up to 6.0 for office &amp; residential</td>
<td>More defined amenities, defined urban fabric, road network and transit options</td>
<td>FARs and height significantly higher than Bel-Red</td>
</tr>
<tr>
<td><strong>Downtown MU</strong></td>
<td>Up to 100 feet for office &amp; 200 feet for residential</td>
<td>Up to 3.0 for office &amp; 5.0 for residential</td>
<td></td>
<td>Bel-Red would have some overlap with DT-MU, though FARs in Bel-Red are lower</td>
</tr>
<tr>
<td><strong>Factoria Commercial Area (F1, F2, F3)</strong></td>
<td>Up to 60 feet, 75 feet, and 135 feet</td>
<td>Generally limited to 1.26</td>
<td>Well-developed range of amenities and good freeway access, but currently lacks light-rail transit service</td>
<td>FAR lower, good amenities and accessibility, though no light rail</td>
</tr>
<tr>
<td><strong>Eastgate OLB-OS</strong></td>
<td>Up to 85 feet</td>
<td>0.5 with open space dedication</td>
<td>Good access, but limited amenities</td>
<td>FAR generally lower than in Bel-Red</td>
</tr>
<tr>
<td><strong>GC, CB, OLB</strong></td>
<td>Up to 45 feet, 60 feet, and 75 feet respectively</td>
<td>Generally limited to 0.5</td>
<td>Areas dispersed across Bellevue, each with varying levels of accessibility and amenities</td>
<td>FAR generally lower than in Bel-Red</td>
</tr>
<tr>
<td><strong>Medical Institution District</strong></td>
<td>Up to 200 feet for hospital buildings, 140 feet for medical office</td>
<td></td>
<td>Specialized economic niche</td>
<td></td>
</tr>
</tbody>
</table>
Building Form

- **Downtown:**
  - New Office generally 3.0 to 8.0 FAR; 100 to 300 feet tall
  - New Residential generally 5.0 to 8.0 FAR; 200 to 450 feet tall

- **Bel-Red:**
  - In transit nodes, allow up to 4.0 FAR and 150 feet for Office (12+ stories) and Residential (15 stories; ±175 units/acre)
  - Developing Bel-Red with taller buildings, in and of itself, would not likely increase competition with downtown or other parts of the city
  - Some overlap with Downtown’s Mixed-Use district, but amenities and urban fabric key differentiating factors
Street Grid with Neighborhood Feel
Existing Street Network

- 1,000 ft
- 2,300 ft
New Local Streets

Finer Local Street Grid
Key to Connectivity/Walkability
Unique Character of Station Areas

Million Square Feet of Planned Development, 2008-2030

120th Ave Node

130th Ave Node

- Retail
- Residential
- Office
Incorporation of Housing

- Minimum 20% residential required at 120th Node (on all sites 5+ acres)
- To be provided proportionally for phased development or through Master Development Plan
- Rationale for housing component:
  - Complementary mix of uses within node
  - Strong market demand for workforce housing
  - Support for retail and services (stronger than office alone)
  - Boosts ridership at light rail station
  - Enhances feel of 24/7 node – avoid shutting down at 5pm
120th Ave Development Concept
Amenity Incentive System

- Tiered system puts priority on affordable housing, parks, streams and TDR program

Max density

<table>
<thead>
<tr>
<th>Tier 1: Parks, Streams &amp; TDRs</th>
<th>Tier 2 Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base (as-of-right)</td>
<td>Tier 1b: Parks, Streams &amp; TDRs</td>
</tr>
<tr>
<td></td>
<td>Tier 1a: Affordable Housing</td>
</tr>
<tr>
<td></td>
<td>Base (as-of-right)</td>
</tr>
</tbody>
</table>

Lift in Land Value
The value of the zoning lift supports the public infrastructure, affordable housing and amenities needed to transform the Bel-Red area.
COMMENTS/QUESTIONS

Emil King, AICP
Strategic Planning Manager
eaking@bellevuewa.gov

October 21, 2010