

Downtown Livability Initiative Land Use Code Update



Transportation Commission Meeting February 23, 2017

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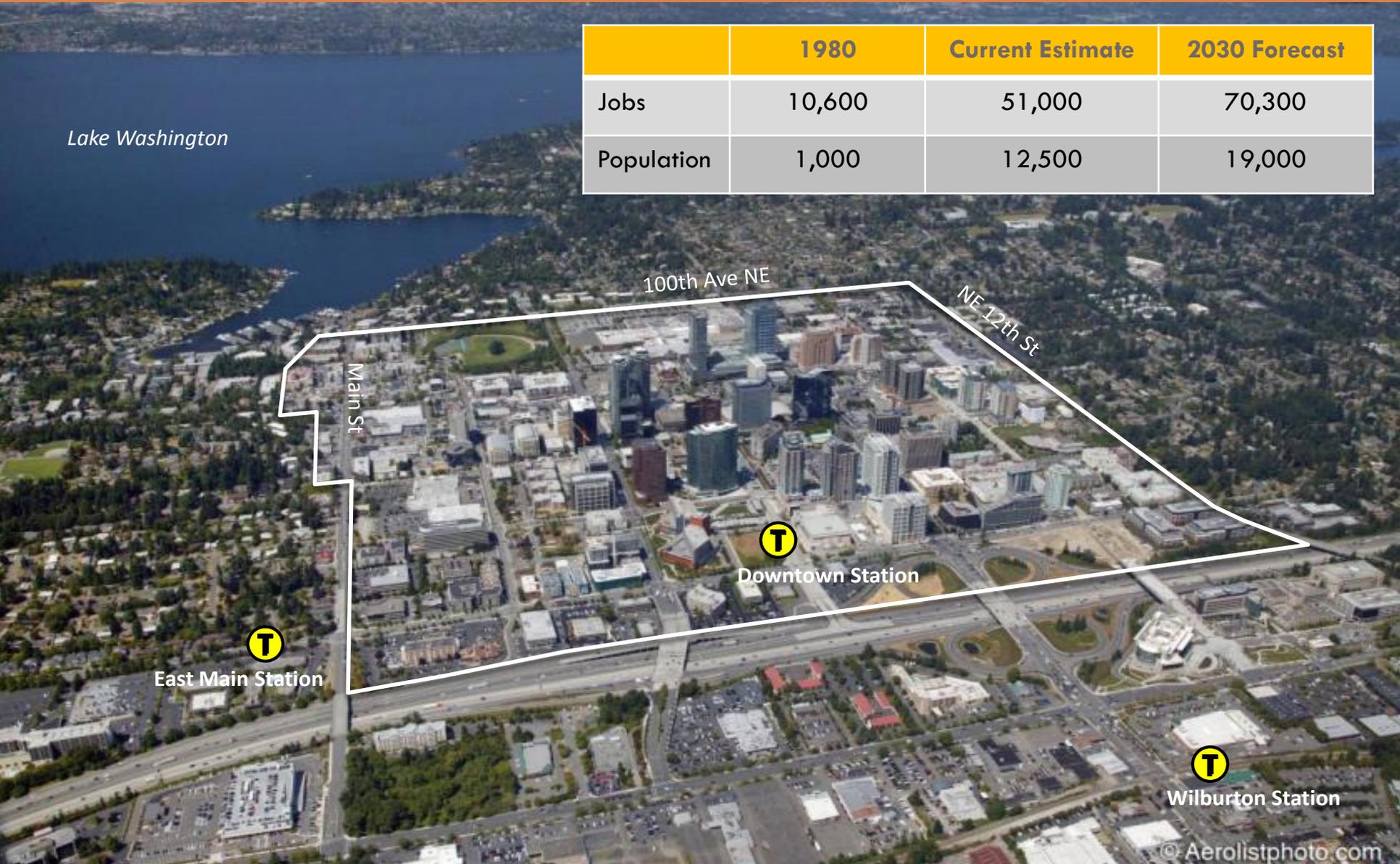
Tonight's Meeting

- Update on Downtown Livability Land Use Code Update timeline
- Per request, provide details on draft Downtown height and density changes and their relationship to City land use forecasting and modeling efforts
- Answer Commission questions

Study Area: Downtown Subarea

	1980	Current Estimate	2030 Forecast
Jobs	10,600	51,000	70,300
Population	1,000	12,500	19,000

Lake Washington



Main St

100th Ave NE

NE 12th St



East Main Station



Downtown Station

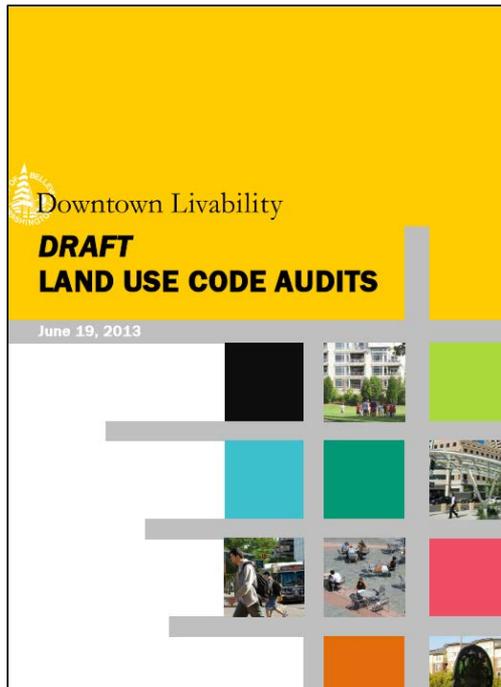


Wilburton Station

Work of Advisory Committee

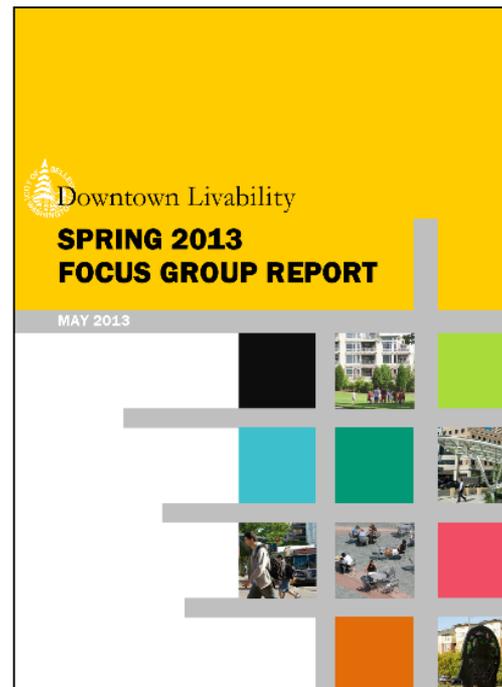
Land Use Code Audit

- Review existing code.
What's working well?
- Room for improvement?
- Not building new code from scratch



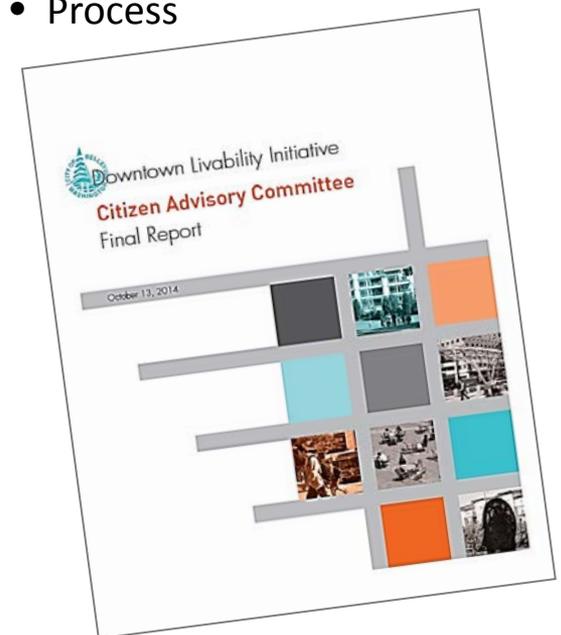
Public Outreach

- Broad range of engagement
- Open Houses
- Focus Groups
- Walking Tours
- Community Meetings
- Website



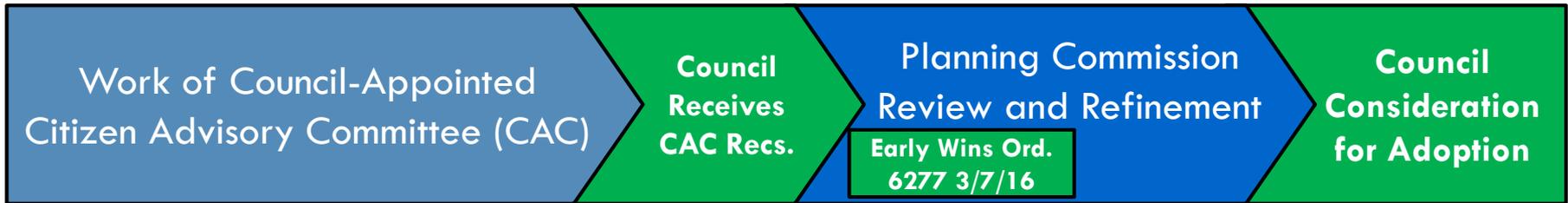
CAC Final Report

- Public Open Space
- Pedestrian Corridor
- Design Guidelines
- Amenity Incentive System
- Station Area Planning
- Building Height & Form
- Parking
- Other Topics
- Process

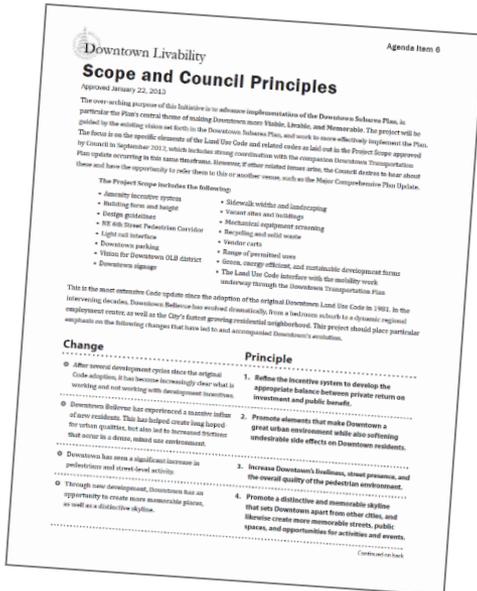


Overall Downtown Livability Process

PUBLIC ENGAGEMENT



We Are Here



Major Council Direction to Date:

- Overall Scope and Project Principles (2013)
- Charge to Planning Commission re: Review of CAC Recs. (5/2015)
- Council principles to guide incentive zoning update (1/2016)
- Proposed approach to update incentive system (6/2016)

Code Update Part of Broader Livability Effort

Update on Broader Livability Efforts for Downtown Bellevue

May 2015

The current work on updating the Downtown Land Use Code through the Downtown Livability Initiative is part of a broader agenda to make Downtown more people-friendly, vibrant and memorable, and add to the amenities that make for a great city center. This includes a wide variety of new and upcoming projects, programs and events in the following categories that provide on-the-ground examples of how the City and other participants are furthering livability in Downtown Bellevue beyond the Code update.



Safety and security

Council has set aside funding to begin site selection for a **new Fire Station #10** to serve Downtown and the surrounding area. This funding will secure land for a facility to provide rapid response for fire and emergency medical calls. The Police Department has a designated **Downtown Policing Squad** comprised of a lieutenant, corporal, and four officers.



Schools

Over 1,000 children (ages 0-18) are currently living Downtown per City estimate. The City has worked with the Bellevue School District and they recently identified a site at 124th Ave NE and Main Street for a **new elementary school** to serve the growing number of Downtown families. Anticipating this need, the school was fully funded in the district's 2014 capital construction bond.



Walkability/ pedestrian comfort

Creating a safer, more convenient and inviting pedestrian environment is a prime goal of the City. Current

projects to improve walkability and implement the Downtown Transportation Plan include: **enhancing the pedestrian crossing at 100th Ave NE/NE 4th Street**; **improving the intersections for pedestrians on the south side of Downtown Park**; **elevating the 106th Ave NE/NE 6th Street intersection** adjacent to Compass Plaza to create a safer raised "table"; and a wider and **gently sloping ramp in the "Garden Hillclimb"** segment of the Pedestrian Corridor. The City is also **following up with improvements for people that are mobility-impaired**. Council provided a dedicated resource in the new Capital Investment Plan adopted in December 2014 for addressing citizen accessibility requests and implementing high priority improvements in the City's ADA Transition Plan.



Character

One of Council's adopted priorities for 2015-16 referred to as the **Grand Connection** will create major placemaking elements and open space from Meydenbauer Bay, through Downtown, and across I-405 to the Eastside Rail Corridor trail (old Burlington Northern rail line). Conceptual design work will be proceeding in 2015 on what will become a signature feature for Downtown. The **Old Bellevue identity project** including gateway signage, district markers, and historical utility box wraps was completed in early 2015. A downtown-wide **median study** will prioritize planted median locations that will green the Downtown, aid in pedestrian safety and enhance neighborhood and gateway character. Implementation will take place in coordination with existing and planned transportation improvements.

Downtown Bellevue (continued)



Vehicular mobility

A number of street projects are underway or in the works to **improve vehicle access to Downtown**. The new NE 4th Street extension from 116th Ave NE to 120th Ave NE, and the widening of 120th Ave NE, add capacity for traffic entering and exiting Downtown. Both will be completed in 2015. Full funding is now in place for the Spring Boulevard connection between NE 12th Street and 120th Ave NE, which will provide additional capacity at the north end of Downtown. Council also recently approved funding for full design and environmental review of **high-occupancy vehicle (HOV) improvements on Bellevue Way just south of Downtown**, which would add significant capacity to move people during the evening commute period. In the Old Bellevue area, **25 new on-street parking spaces** have been added to support local small businesses, as recommended in the companion Downtown Transportation Plan.



Parks and open space

Council approved funding and work is expected to be underway this summer to **complete Downtown Park**, which includes constructing the remaining portion of the circular water feature and promenade, and completing a "gateway" at the Park's northeast quarter fronting on Bellevue Way. The Rotary Club of Bellevue has partnered with the City to help fund and build **Inspiration Playground** within Downtown Park. It will feature universally accessible design and sensory-rich play experiences suitable for all ages and abilities. Work also continues on the **first phase of Meydenbauer Bay Park**, which will result in a spectacular connection between Downtown and the Lake Washington waterfront.

Downtown Bellevue (continued)



Affordable/ workforce housing

Downtown is Bellevue's fastest growing neighborhood and the location planned for the largest share of the City's residential growth. As part of a broader City housing strategy, Bellevue is considering use of a **multifamily tax exemption (MFTE) program** to encourage development of workforce housing in Downtown, Bel-Red, Eastgate, Newport Hills Commercial Area, Crossroads, and Wilburton Commercial. The Low Income Housing Institute (LIHI) recently completed **August Wilson Place**, which adds 57 units of affordable workforce housing to Downtown, including 12 units for homeless people, eight units for veterans, and three units for families with developmental disabilities.



Neighborhood services

To serve the needs of residents living Downtown and the surrounding neighborhoods, a third major grocery store opened in the subarea. **The Asian supermarket Hmart now joins QFC and Safeway in Downtown Bellevue**. In addition, Downtown continues to **evolve with an ever-growing mix of retail, restaurants and coffee shops, and entertainment venues** that offer services to Downtown residents, workers, and nearby neighborhoods as well as the rest of Bellevue and the region.

Framework from Comprehensive Plan

LAND USE

CITY OF BELLEVUE COMPREHENSIVE PLAN



LAND USE

WHAT YOU WILL FIND IN THIS CHAPTER

- ▶ Information about the city's expected population and employment growth.
- ▶ Discussion of challenges and opportunities the city will face as it evolves over the next twenty years.
- ▶ A map of planned land uses.
- ▶ Policies about the city's growth strategy and land uses, as required by the Washington State Growth Management Act.

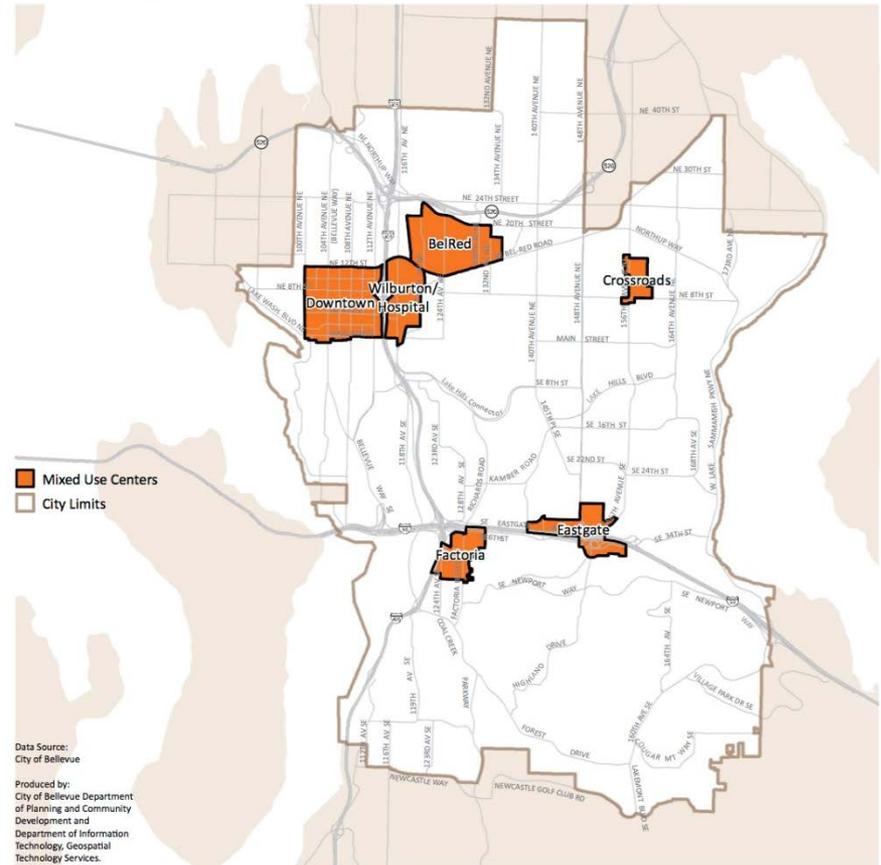
LAND USE VISION

BELLEVUE GROWS IN A MANNER THAT ENHANCES THE LIVABILITY OF THE COMMUNITY, WHILE MAINTAINING THE ELEMENTS THAT RESIDENTS CHERISH.

Growth in Bellevue is focused in denser mixed use centers, like Downtown, BelRed, and Eastgate, while maintaining the city's outstanding natural environment and the health and vitality of established residential neighborhoods.

Map LU-4. Mixed Use Centers

Bellevue has many areas that allow a mix of uses. However, certain mixed use areas are anticipated to accommodate a significant proportion of the city's projected growth. These centers allow for different amounts and types of growth. The three centers traversed by the future light rail extension (Downtown, Wilburton/Hospital, and BelRed) also encourage transit oriented development (TOD) – mixed use development with strong connections to transit.



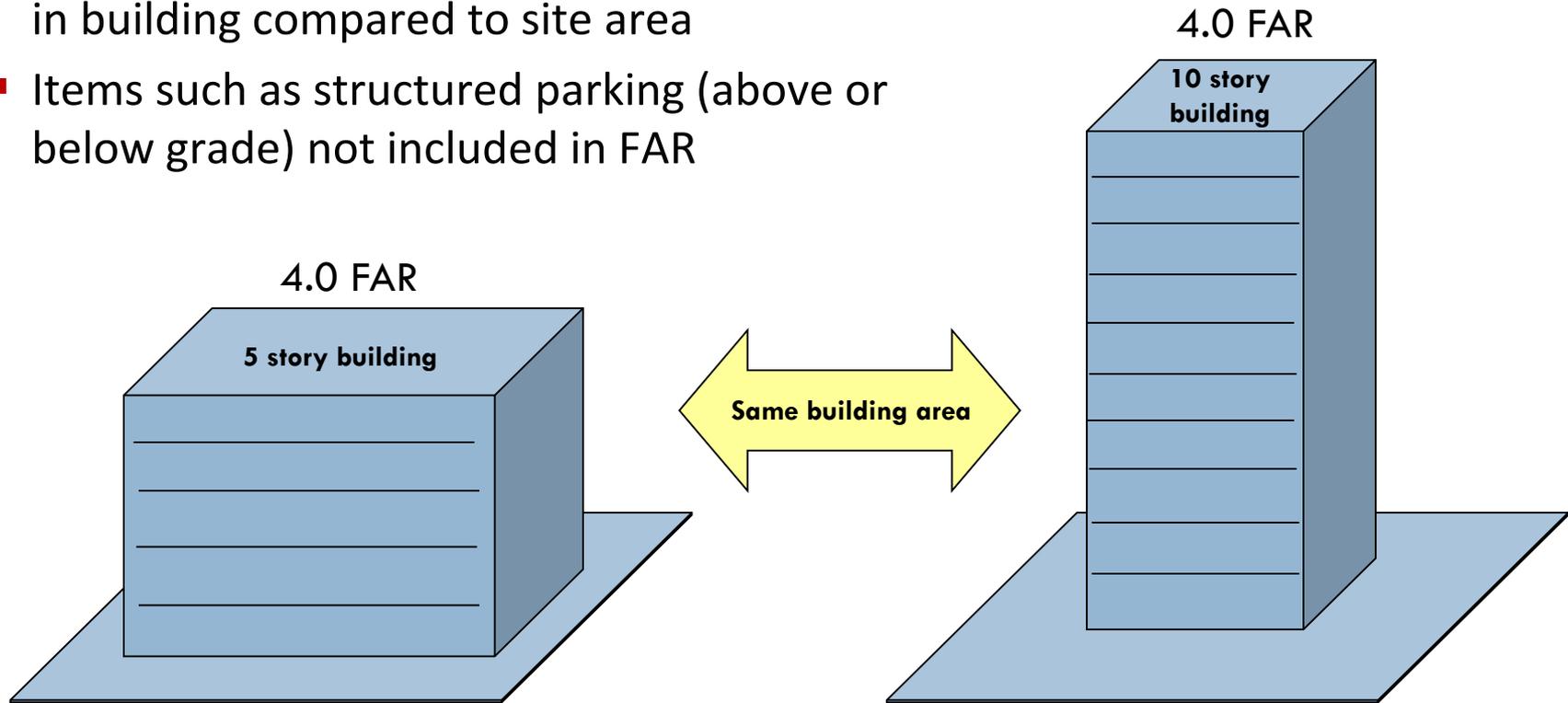
Downtown Growth Projections

	1990	2000	2010	Current	2030	2035
Downtown Jobs	22,257	34,042	42,525	51,000	70,300	72,700
Downtown Population	1,182	2,588	7,147	12,500	19,000	22,200
Downtown Jobs/City Jobs		26.7% 34,042/ 127,416		33.9% 51,000/ 150,579		37.7% 72,700/ 192,800
Downtown Pop/City Pop		2.4% 2,588/ 109,827		9.0% 12,500/ 139,400		13.8% 22,200/ 160,400

- **City's growth projections based on:**
 - ▣ King County Countywide Planning Policies & associated growth targets for 2006-2031
 - ▣ Washington State Office of Financial Management population projection in King County
 - ▣ Market-based jobs forecast from the Puget Sound Regional Council

How Various Heights Can be Expressed with the Same Density/Floor Area Ratio (FAR)

- FAR Definition: Measurement of total floor area in building compared to site area
- Items such as structured parking (above or below grade) not included in FAR



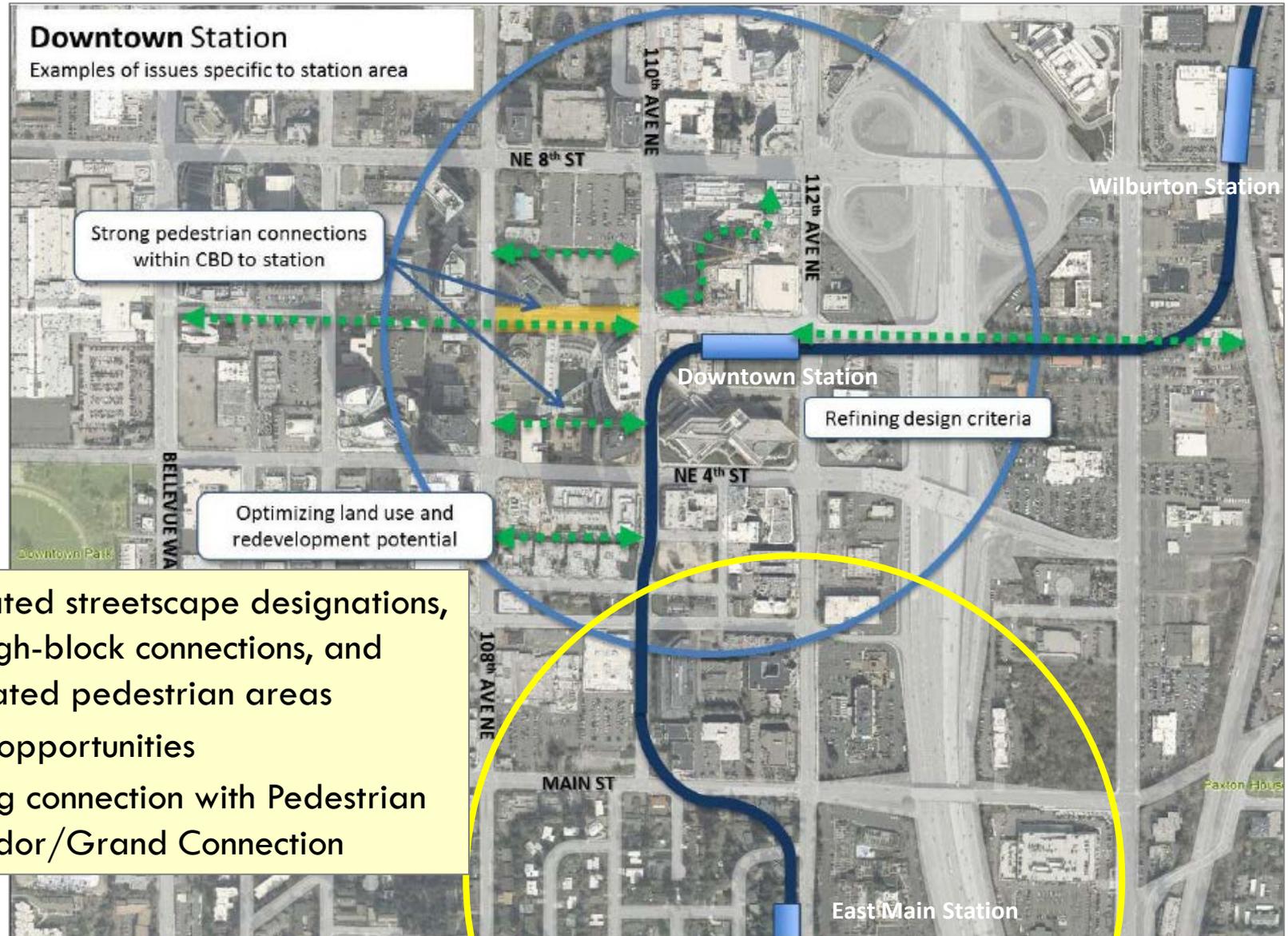
5 floors at 24,000 sf each = **120,000 total sf**
120,000 total sf / 30,000 sf site area = 4.0 FAR

10 floors at 12,000 sf each = **120,000 total sf**
120,000 total sf / 30,000 sf site area = 4.0 FAR

Height and Form – Relationship to Livability

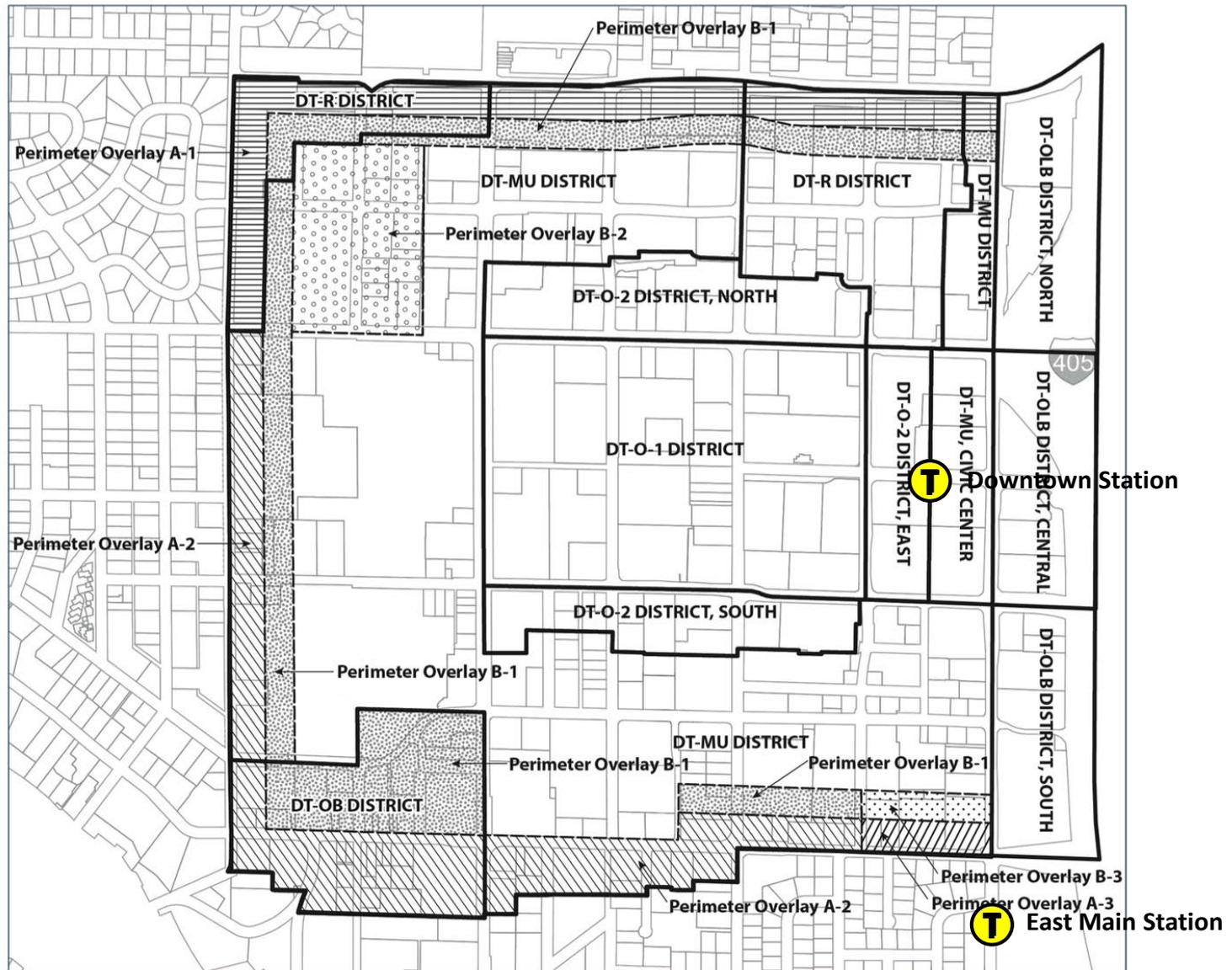
- **Opportunity for more light and air between buildings by allowing additional height**
 - *80-foot tower spacing in draft code, 10% reduction in floorplates*
- **Opportunity for more ground-level open space**
 - *10% outdoor plaza requirement to exceed current maximum building height*
- **Ability to promote variability in building heights**
 - *Gets away from building height plateaus while still following “wedding cake”*
- **Ability to reinforce district identity**
 - *Allows for more slender towers and ground-level open space*
- **Potential for additional height or FAR to add “lift” to incentive system**
 - *Added amenities to offset the livability impacts of increased building height and density*
- **Opportunity to create a more distinctive skyline and interesting/memorable architecture**
 - *Added height to foster the use of distinctive architecture that contributes to a variable and recognizable skyline.*
- **Potential to add density around light rail transit investment**
 - *Increased height and FAR in DT-OLB Central and DT-OLB South with improved pedestrian connections*

Focus on Station Area Planning

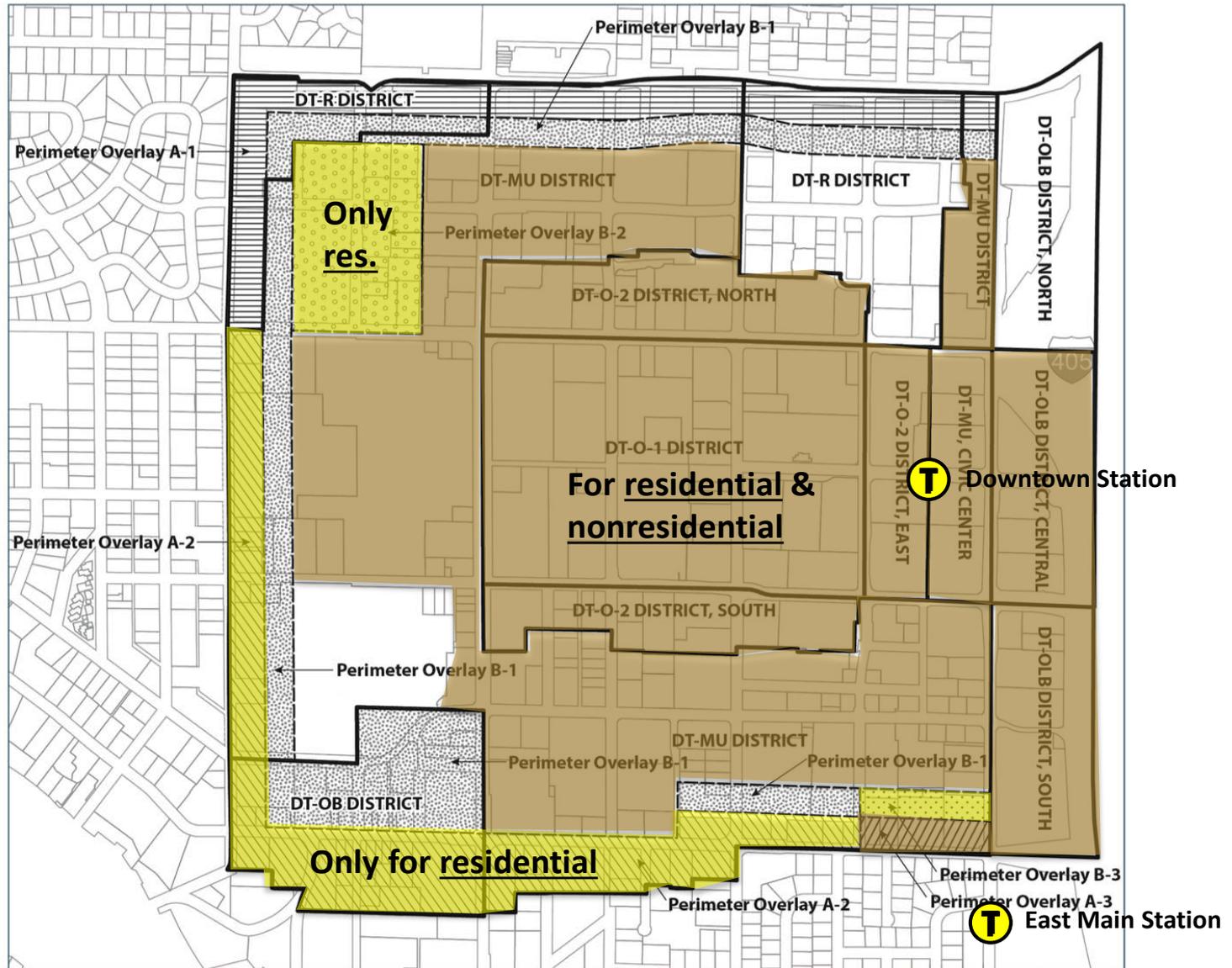


- Updated streetscape designations, through-block connections, and activated pedestrian areas
- TOD opportunities
- Strong connection with Pedestrian Corridor/Grand Connection

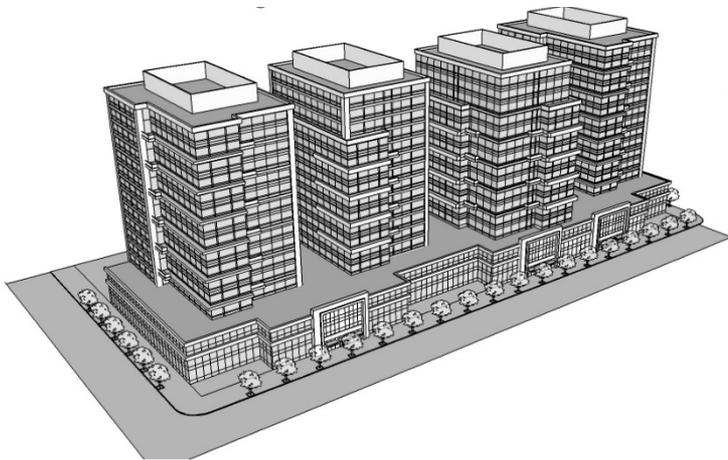
Downtown Land Use Districts & Overlays



Draft Changes to Max. Building Height



Example: Increased Height w/o Added FAR



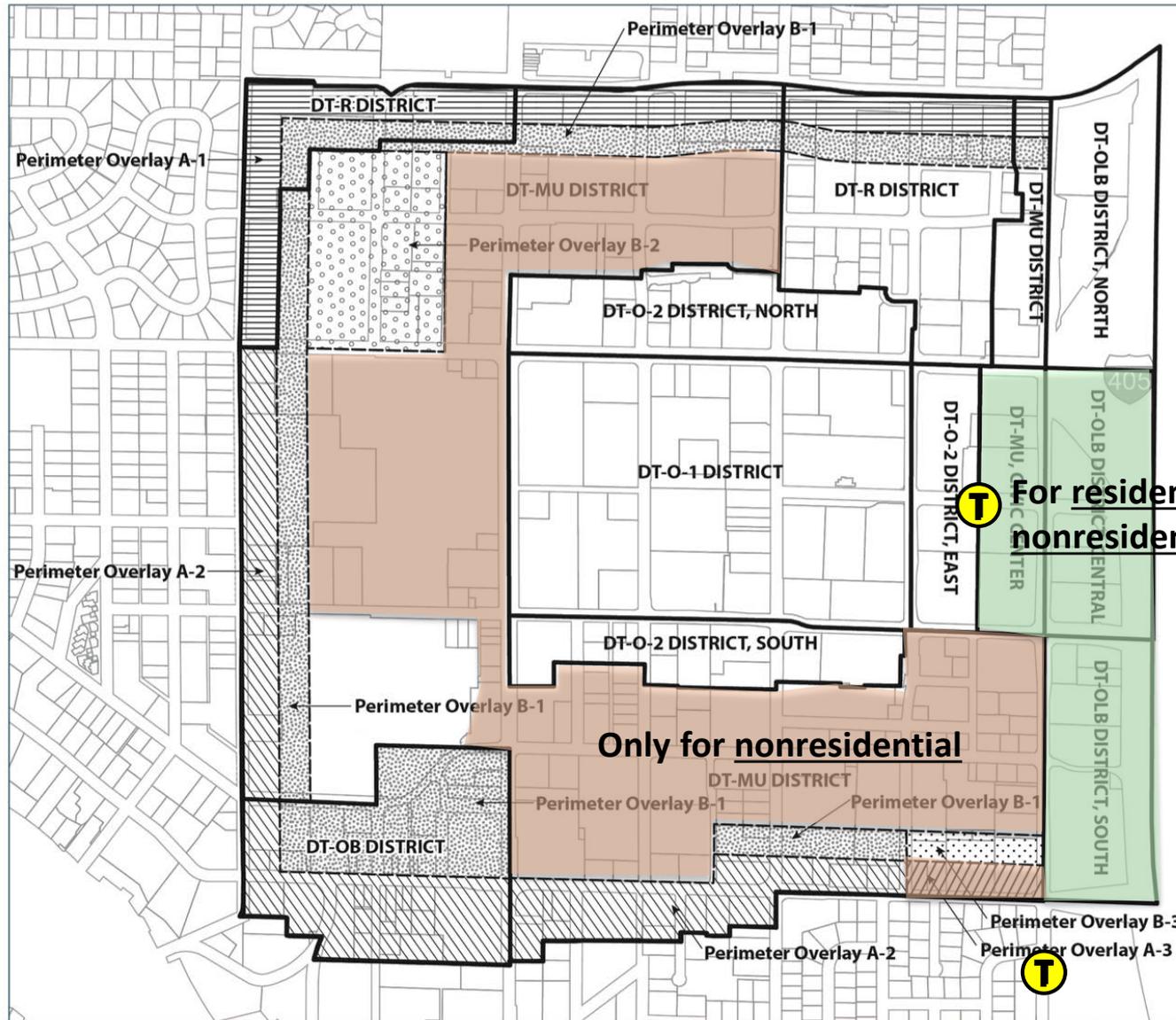
Per Current Code



**Additional Height
without Additional FAR**

- Increased tower spacing
- More ground level open space
- Opportunity for variation in tower heights

Draft Changes to Max. Height and Max. FAR



T For residential & nonresidential

Only for nonresidential

T

Example: Added Height and FAR in OLB



Per Current Code

- Maximum 3.0 FAR
- 90 to 105-foot height limit
- Suburban setbacks and pedestrian environment

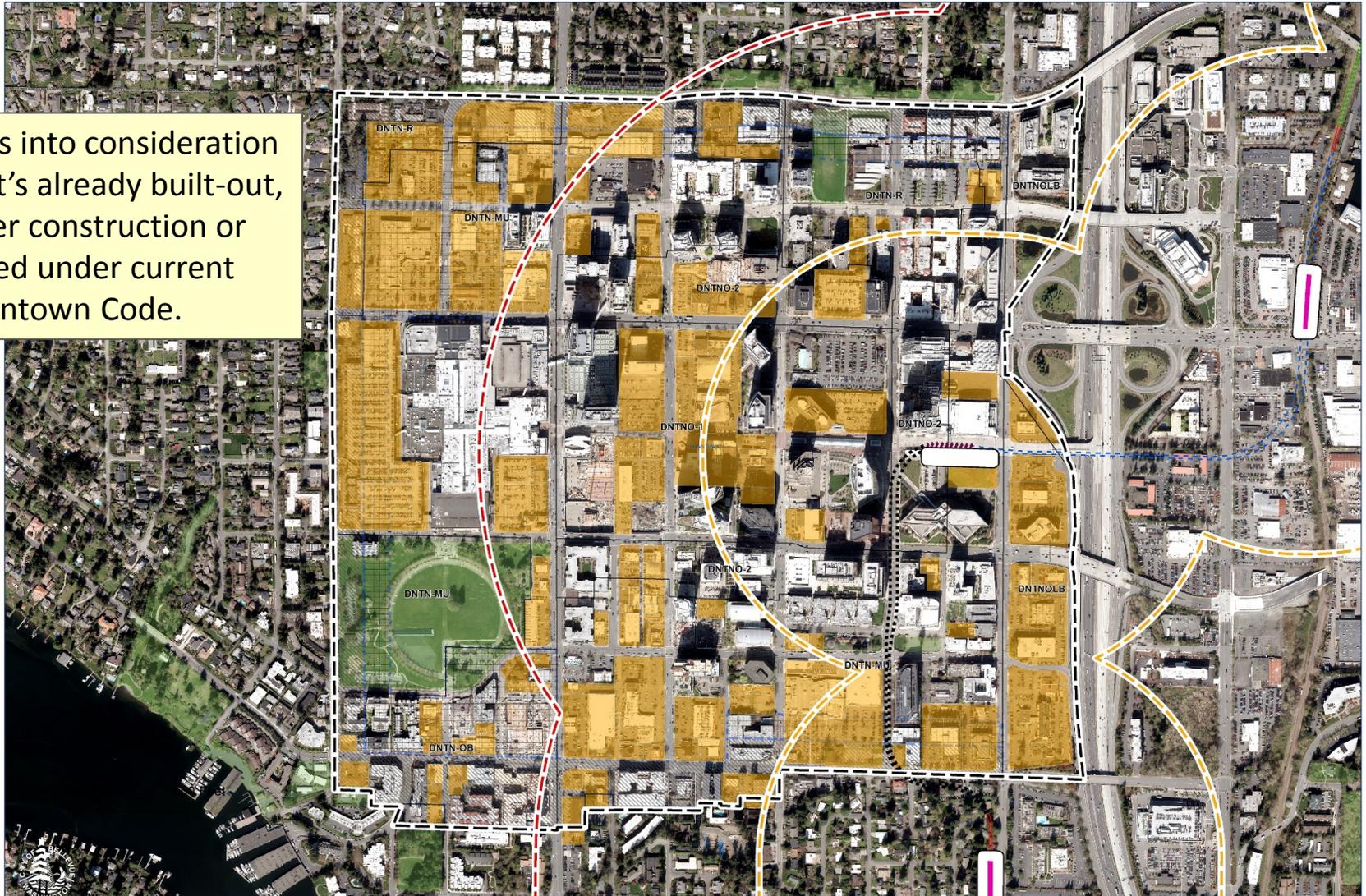


Additional Height and FAR

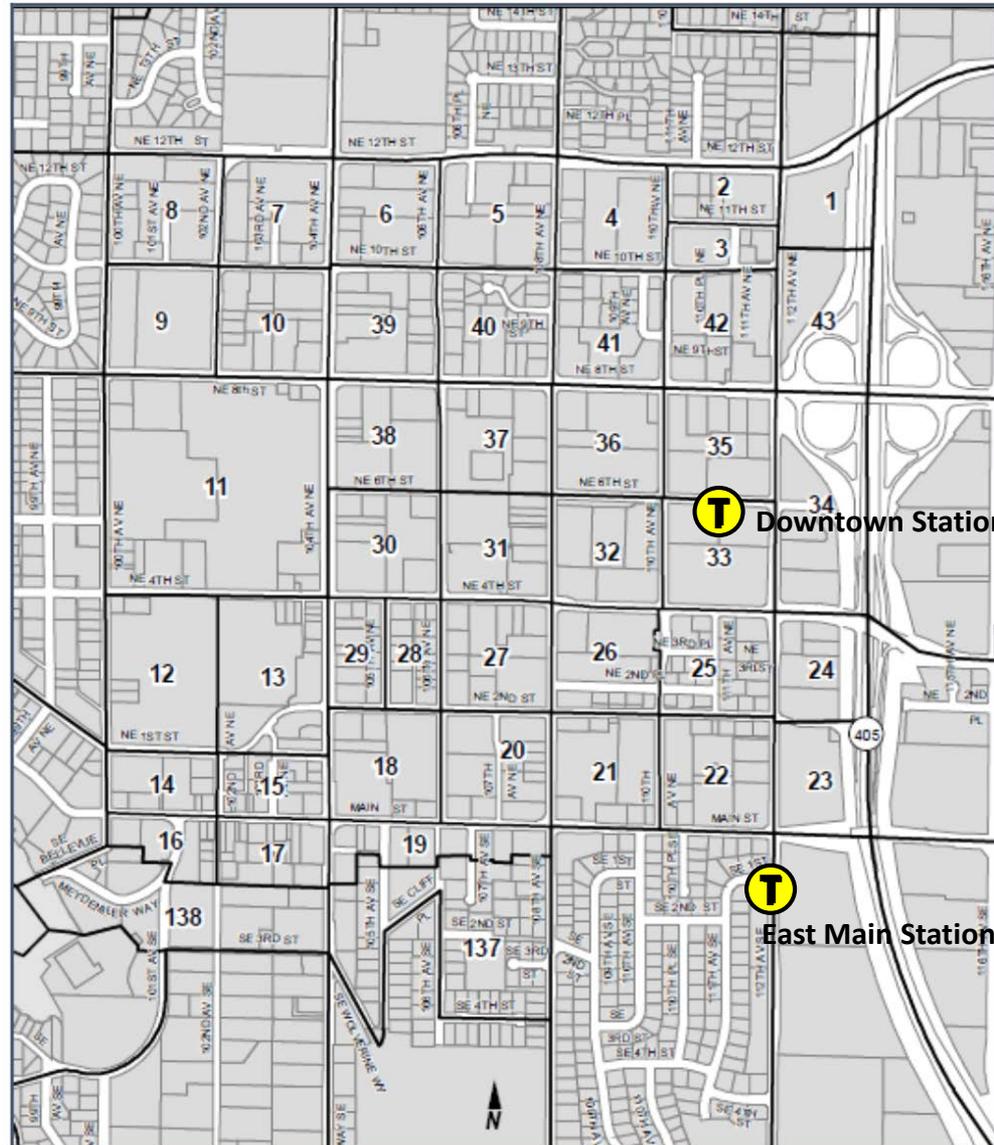
- Increased FARs to 5.0/6.0
- Tower heights to 230-400 feet
- Increased tower spacing
- More ground level open space

Potential Sites to Redevelop Under New Code

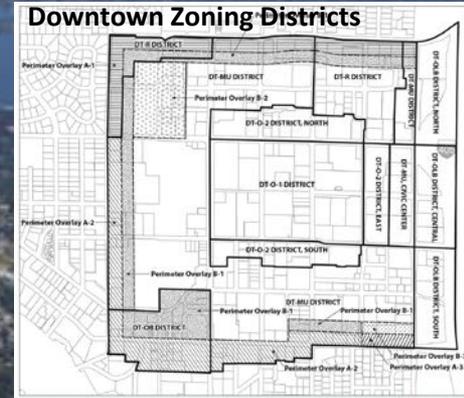
Takes into consideration what's already built-out, under construction or vested under current Downtown Code.



Downtown TAZ Structure (1-43)



Redistribution of 2030 Growth



Affordable Housing Exemption

- Proposed 1.0 FAR exemption targeted at housing affordability (*Currently deferred pending Council direction from the citywide Affordable Housing Technical Advisory Group's work*)
 - ▣ Would allow residential development to include mix of affordable and market square footage comprising 1.0 FAR
 - ▣ Could increase living options for Bellevue workforce employed in service and retail jobs
 - ▣ Potential for shorter commute distances and increased share of alternative travel modes

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