

EAST MAIN STATION AREA PLAN

COMPREHENSIVE PLAN AMENDMENT
BELLEVUE CITY COUNCIL STUDY SESSION 1
JANUARY 22, 2019



Purpose: Study Session 1

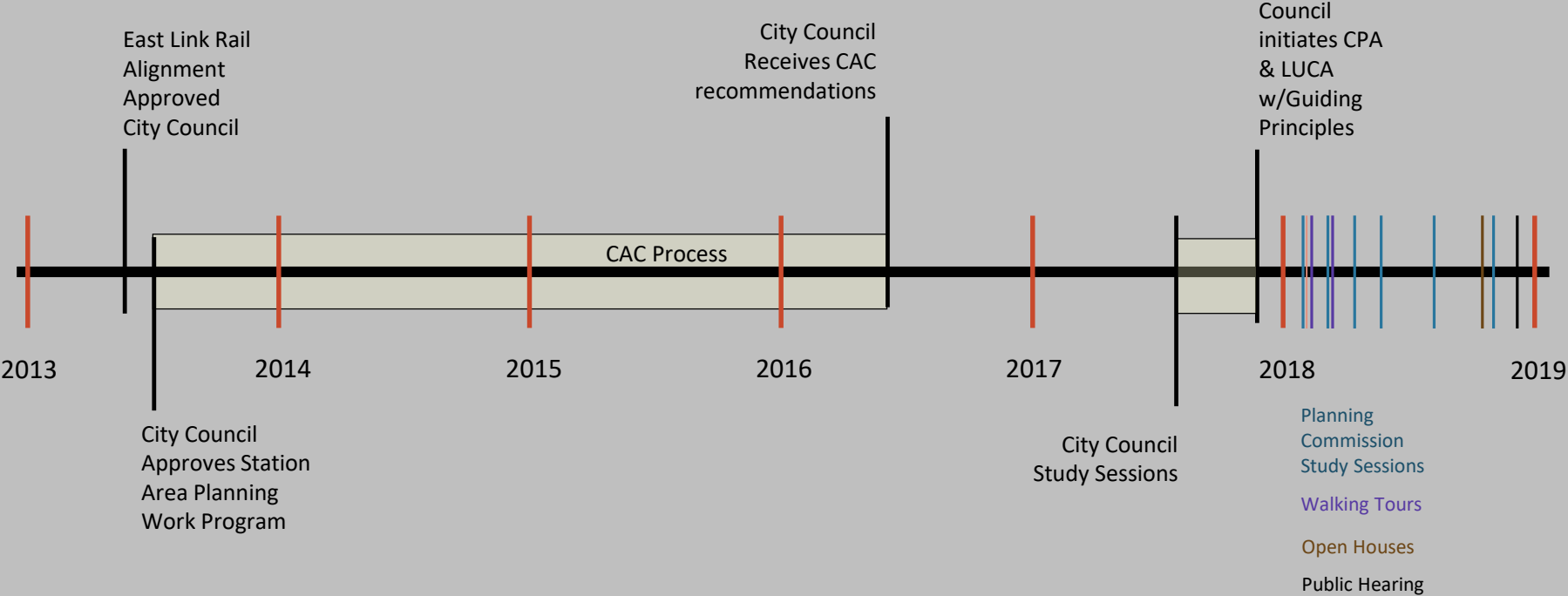
- Recap of the CAC Vision 2035 and associated Council Guiding Principles
- Compare the above with the Planning Commission recommendations
- A first look at what ought to be included in the CPA (Comprehensive Plan Amendment) and concerns that will be addressed in the LUCA (Land Use Amendment Process).



PART 1

CAC Vision 2035 & Timeline

Timeline



Typical Process

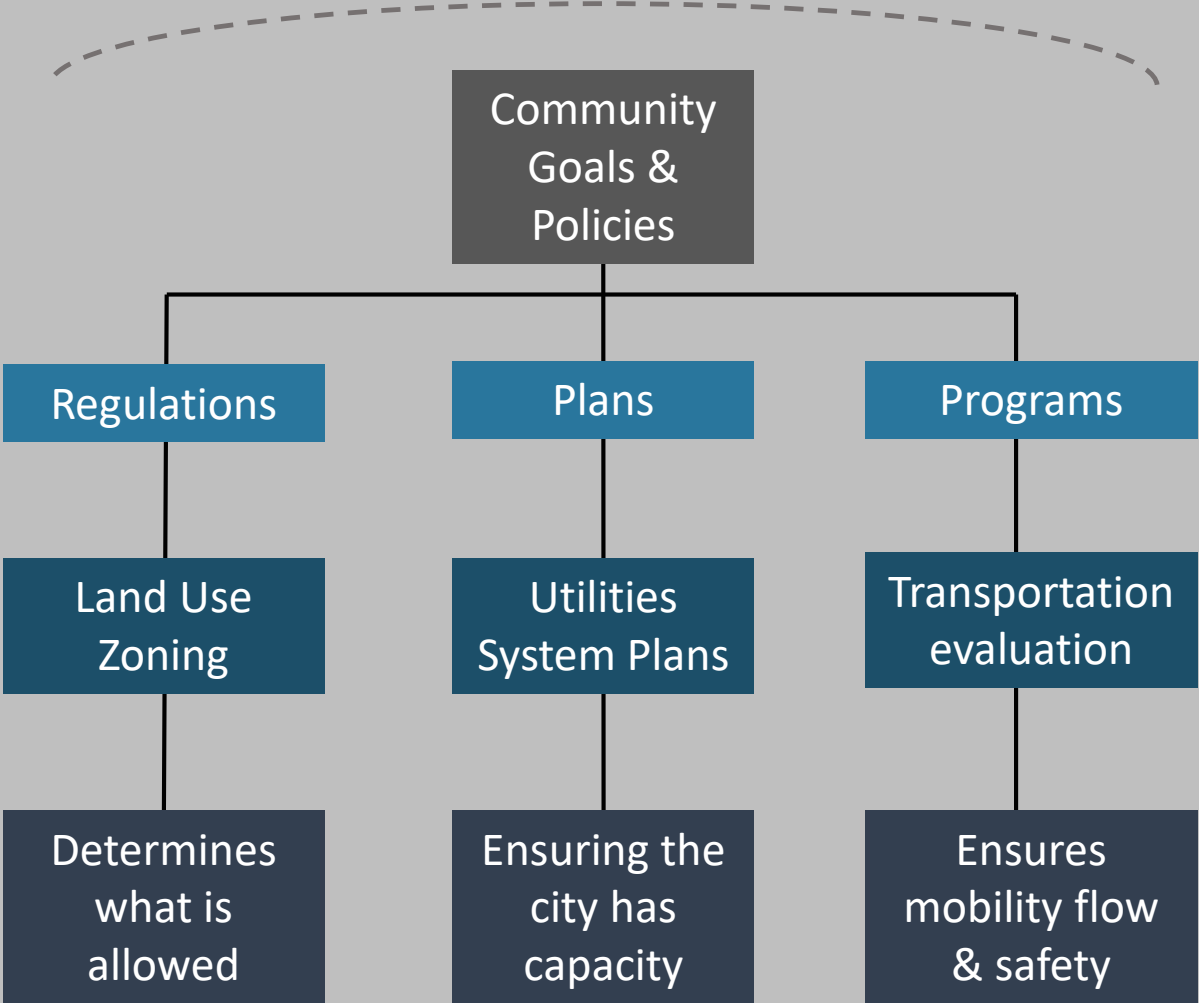
Comprehensive Plan
Policies (umbrella document)



Lead to Citywide:

For example...

Impact



CAC Vision 2035

Mobility

- **Pedestrian and bicycle access** to the station areas is safe and pleasant. (p 14)*
- **Mixed-use development and street enhancement encourage walking, bicycling and transit use** to reduce the need for automobile trips in and around the redevelopment area. (p 14)*
- **Safe and inviting east-west connection allowing pedestrians and bicyclists** of all ages and abilities access to the East Main Station. (p 14)*
- **Internal streets have wide sidewalks, on-street parking and narrow travel lanes.** (p 15)*
- **A pedestrian and bicycle friendly design character** for 112th Ave SE that incorporates a green boulevard look with pedestrian-oriented storefronts and activities. (pp 15,16)*



Ward Village, Honolulu HI

* Bellevue East Main Station Area Plan, CAC Recommendation June 15, 2016

CAC Vision 2035

The Public Realm

- New development uses good site and building design to create a pedestrian-oriented environment with **ample public spaces and landscaping**. (p 15)*
- The location takes advantage of the nearby light rail station to create a new, **unique high-quality neighborhood** next to downtown. (p 15)*
- **Retail and service uses cater primarily to the people who live and work in the new development** and in the community. (p 15)*
- Redevelopment areas emphasize an **attractive and safe pedestrian environment with good lighting and visibility**. (p 15)*
- **Ample public space** is located throughout the redevelopment area to provide trees and green space, passive and active areas that are visually interesting and appealing. (pp 15-16)*



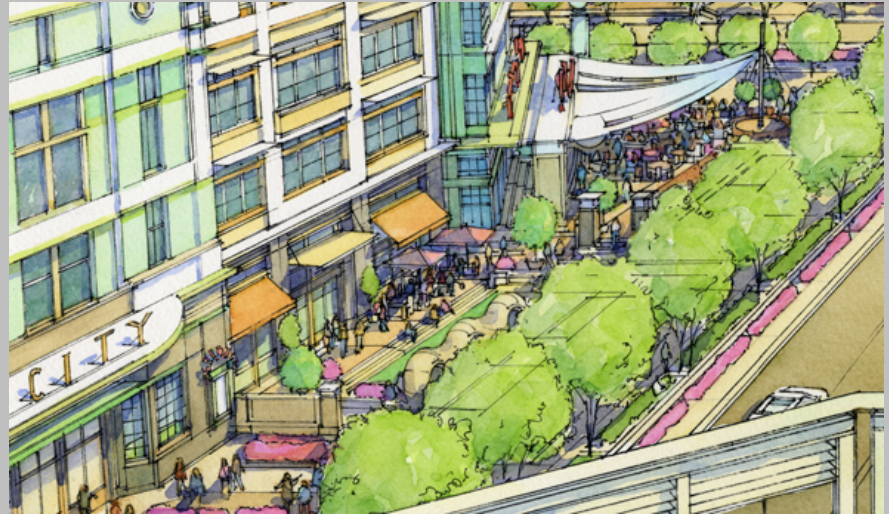
Public plaza around Target Field Station, Minneapolis

* Bellevue East Main Station Area Plan, CAC Recommendation June 15, 2016

CAC Vision 2035

Urban Form

- Development east of 112th Ave SE is **scaled to be compatible with the surrounding area.** (p 15)*
- The Red Lion Hotel site is a successful transit-oriented development with **a mix of residential, office, retail and hotel use that create an active vibrant center during daytime and evening hours.** (p 15)*
- **A mix of uses** within the transit-oriented development (residential, retail, office, hotel). (p 15)*
- **Block lengths are much shorter than downtown with wide sidewalks** that are bustling with activity from shops and cafes with outdoor seating. (p 15)*
- **New residential buildings are located along 112th Ave SE and provide housing for a variety of family sizes and income levels.** (p 16)*



Street life, Discovery City (concept sketch, carrico illustration)

* Bellevue East Main Station Area Plan, CAC Recommendation June 15, 2016

Council CAC Guiding Principles

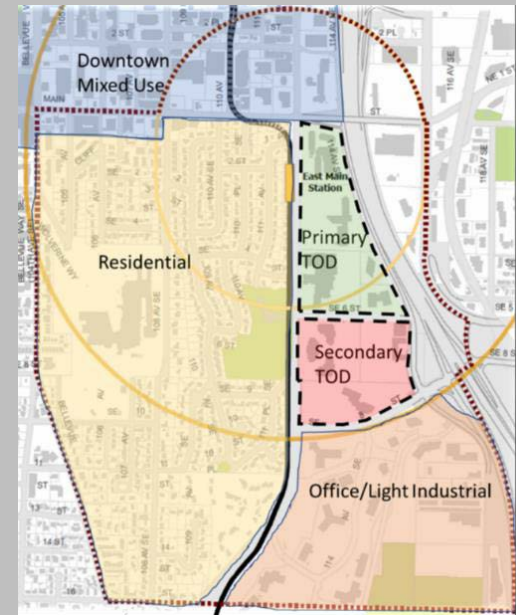
Complimentary to Community

- Noise reduction, addition of significant trees & green space
- Engaging pedestrian oriented street frontage on Eastern edge of 112th Ave SE

Draw people who live and work in the area

- Create an active, people oriented environment with green spaces, trees and small walkable blocks
- Include a mix of uses and activities rather than big box retail or single use campus
- Locating parking structures away from the edges of 112th Ave SE and Main Street

Study area map specifically referencing the redevelopment area.



Complimentary to Downtown

- Continue to reflect distinction from Downtown
- Focus on urban form, economic development & land use not being met in Downtown

Council direction to Planning Commission

General

- Implement the CAC Vision
- Ensure station area plans are compatible in the context of Downtown (E Main, Wilburton)
- Process for public input, keep schedule

LUCA

- Consider large floorplates
- Review height limits and building setbacks
- Walking paths
- Assess if LUCA is consistent with Comprehensive Plan and E Main CPA



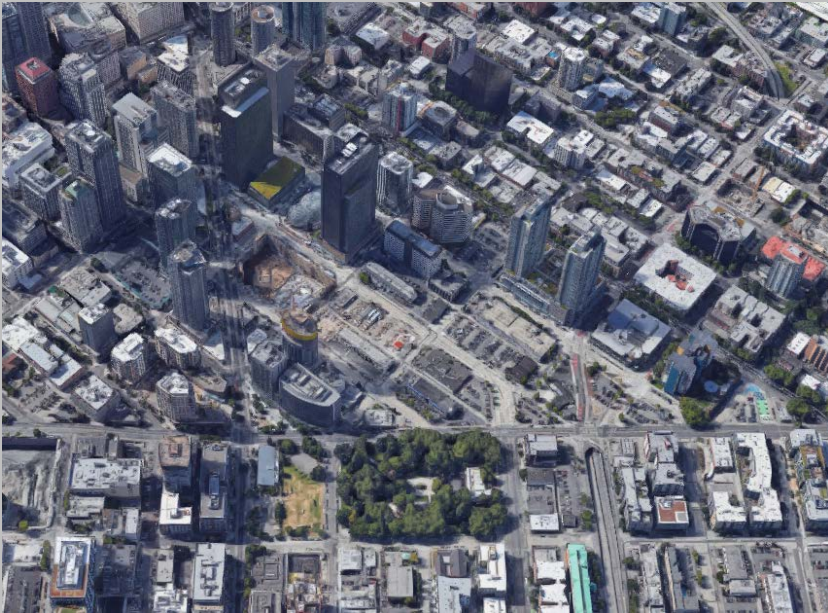
Active street, Discovery City (concept sketch, carrico illustration)

PART 2

Choices

Tech can work in urban settings too...

South Lake Union



Block Size: 300' x 400'
Area: 170 acres
Floorplates: 9-35,000 sq. ft.

Conceptual development model (as shared with Council & planning staff)



Blocks & public streets work



Site Area 120 Acres
Block Size 200' x (200'-400')
Floorplates 12-25,000 sq. ft.
Parking By right (granted after review)

South Waterfront, Portland

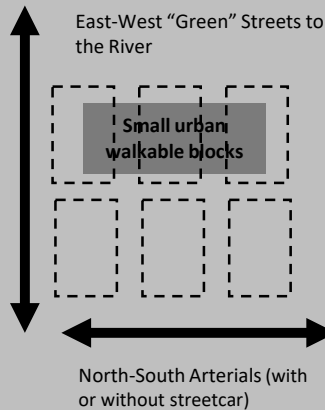


Suburban (Non-Transit)



T-Mobile, Factoria

Site Area 17 Acres
Parcel single
Floorplates 30-35,000 sq. ft.
Total Built Sq. Ft. 811,744 sq. ft.
Parking 3,340



Sunset Office, Eastgate

Site Area 12.4 acres, 540,318 sq. ft.

Distributed grid parking works



Lincoln Square N

Residential	148 Units	148
Office	530,000 GFA	1,261
Retail	428,000 GFA	791
Hotel	337 Rooms	
		2,200

Lincoln Square S

Residential	186 Units	279
Office	652,000 GFA	1,436
Retail	282,620 GFA	1,204
Hotel	245 Rooms	
		2,919

The Bravern

Residential	465 Units	704
Office	619,907 GFA	1,826
Retail	286,755 GFA	578
		3,108



E Main Station Area Primary TOD site

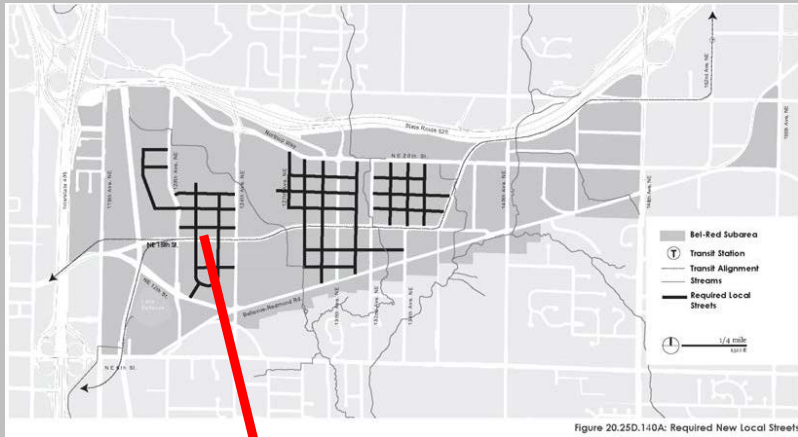
Site Area 678,221 sq. ft. (15.7 acres)
 Red Lion (262, 231 sf) +
 Hilton (415,990 sf)
Parking 5,000 (anticipated)

Public spaces add development value

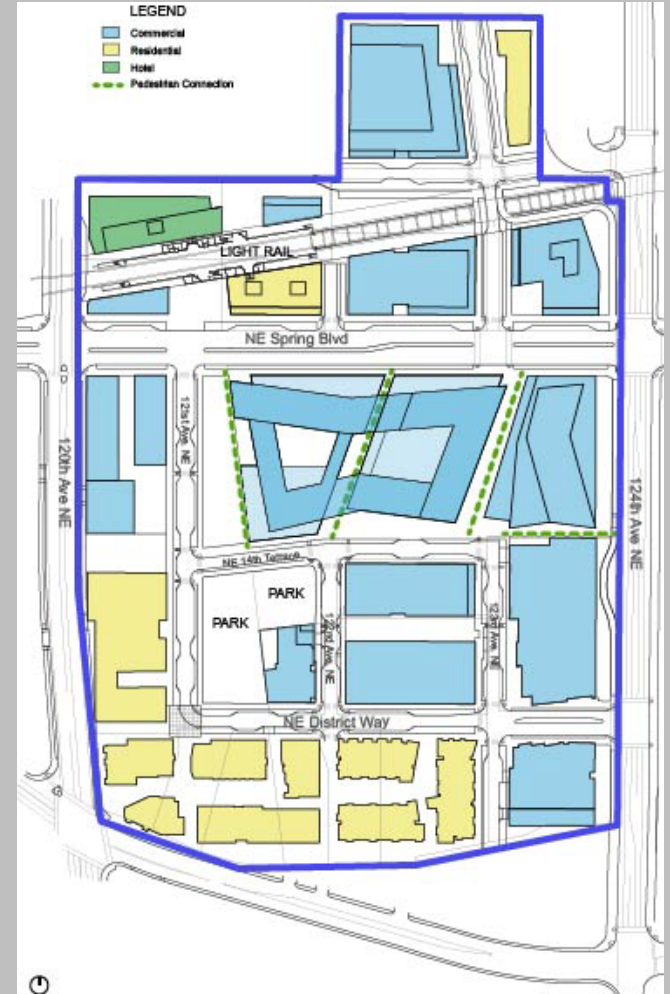
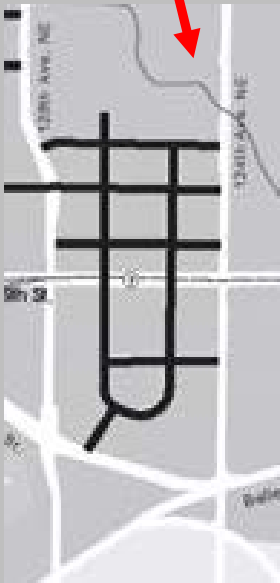


Auckland park with transit
(Behavior Mapping, Enisyeh Gavampour AECOM)

System diagrams are not literal



BelRed Land Use Code
New Local Streets Map



Spring District Master Plan

PART 3

CAC Vision 2035 (+ Council Guiding Principles)
Planning Commission Amendments

CPA relevant issues

CAC

“With redevelopment of the Red Lion and/or Hilton Hotel sites, construct a new public street along or in the immediate vicinity of their common property line to convey automobile, pedestrian and bicycle traffic between 112th Avenue SE and 114th Avenue SE and to provide additional access to both properties.” (p. 47 Implementation Strategies)*

“New development uses good site and building design to create a pedestrian-oriented environment and provides ample public spaces and landscaping.” p. 15*



Public space in New York City

Planning Commission Recommendation

Substitute “*public*” pedestrian system with “*publicly accessible*”

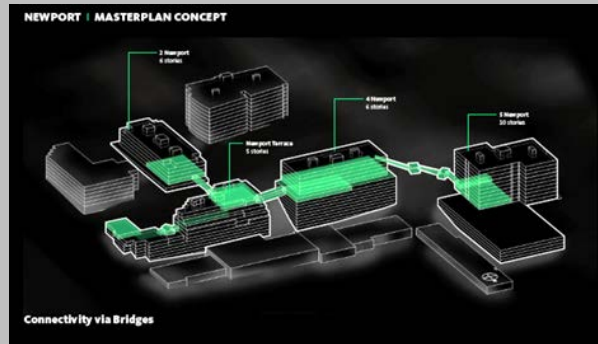
Concern: This implies private and controlled access to the public realm.

CPA relevant issues

CAC

“Install a cross walk on Main Street for the east side of the intersection with 110th Avenue NE.” p. 34 Implementation Strategies*

“Pedestrian bridges may be appropriate over the public right-of-way on Bellevue Way between NE 4th Street and NE 10th Street, NE 4th Street between Bellevue Way and 110th Ave NE, NE 6th Street between 110th Avenue NE and 112th Avenue NE, and NE 8th Street between Bellevue Way and 112th Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.” (S-DT-80. Downtown Subarea Plan – BCC Guiding Principle requires this to be consistent with comprehensive Plan)*



T-Mobile Skybridge network, Factoria

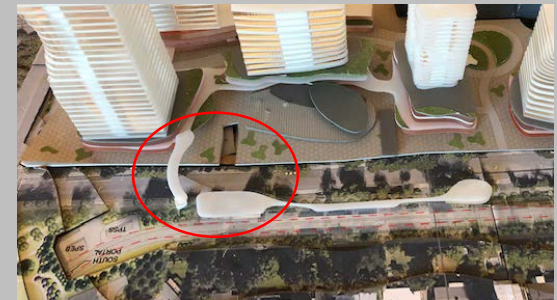


T-Mobile Skybridge, post campus upgrade, Factoria

Planning Commission Recommendation

A location specific request for a skybridge

Concern: This is contrary to CAC Vision which promotes activity at the street level.



Conceptual development model (as shared with Council & planning staff)

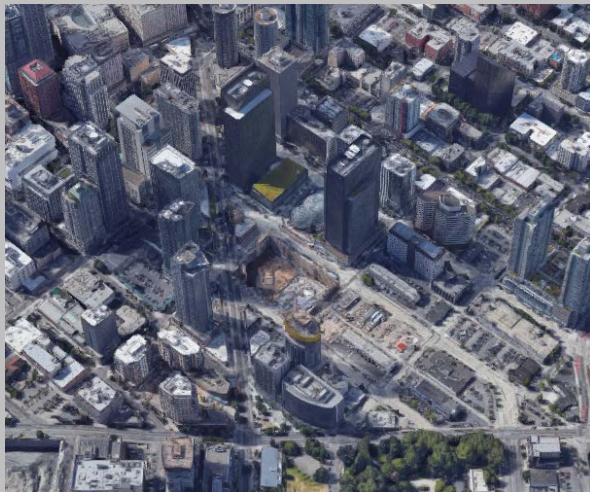
CPA relevant issues

CAC

“Create a network of streets in the redevelopment area with smaller blocks that support pedestrian and bicycle use and are well connected to the non-motorized network.” (p. 12 Guiding Principles, CAC Plan)



Private T-Mobile Street blocked off for a food truck



Amazon urban campus, South Lake Union, Seattle

“ With redevelopment of the Red Lion and/or Hilton Hotel sites, construct a new public street along or in the immediate vicinity of their common property line to convey automobile, pedestrian and bicycle traffic between 112th Avenue SE and 114th Avenue SE and to provide additional access to both properties.” (p 47 Implementation Strategies)*

Planning Commission Recommendation

Remove reference to “*public*” streets

Concern: Public streets do not reduce building entitlements to adjacent blocks. They are essential for utilities, transportation and play a role in vibrant active street life and pedestrian quality.

CPA relevant issues

CAC

“Creating an active, people-oriented environment with trees and green spaces and smaller walkable blocks.” (p. 10 Guiding Principles)*

Create a network of streets in the redevelopment area with smaller blocks that support pedestrian and bicycle use and are well connected to the non-motorized network. (p. 12 Guiding Principles)*

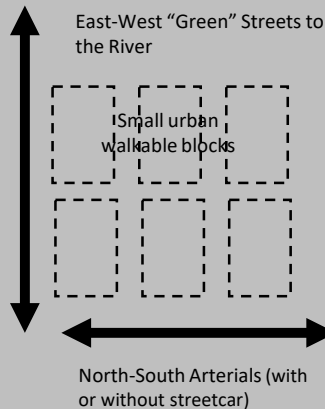
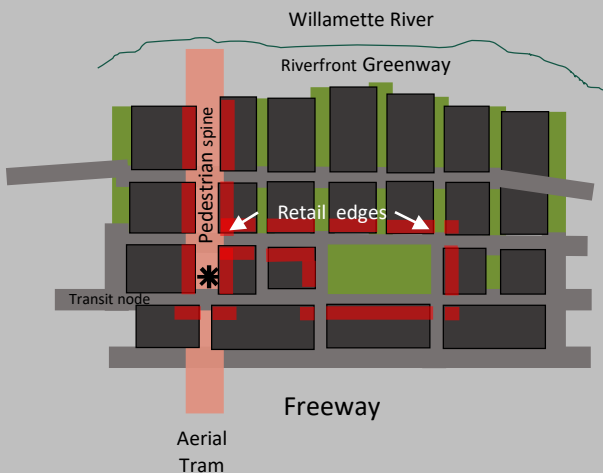


South Waterfront, Portland, OR

Planning Commission Recommendation

Change from “public streets and small block grid” to “streets and block grid.”

Concern: This implies private and controlled access to the public realm. Small walkable blocks are an intentional part of the CAC Vision (Fig 1 Generalized Street Diagram)



CPA relevant issues

CAC

“Locating parking in structures away from the edges of 112th Avenue SE and Main Street. (p. 10 Guiding Principles)*

“Re-evaluate parking ratios for TOD and encourage parking to be structured underground or located internal to other structures.” (p. 48 Implementation Strategies)*



Lincoln Square parking, Bellevue

Planning Commission Recommendation

Introduction of language connection large sites with underground parking garages. (article 16, page 4)

Concern: This is an unnecessary stipulation intended to justify having no streets or blocks under the guise of parking efficiencies.

CPA relevant issues

CAC

Comments indicated support for requirements for green/open space in new development to make it more inviting for pedestrians. (p. 29 Community Engagement comments)*

“Draw people who work and live in the area to the redevelopment by: Creating an active, people-oriented environment with trees and green spaces and smaller walkable blocks.” (p. 10 Guiding Principles)*

“New development uses good site and building design to create a pedestrian-oriented environment and provides ample public spaces and landscaping.” (p. 15 CAC Vision)



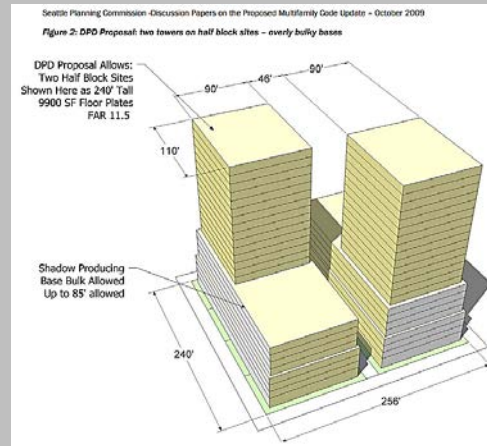
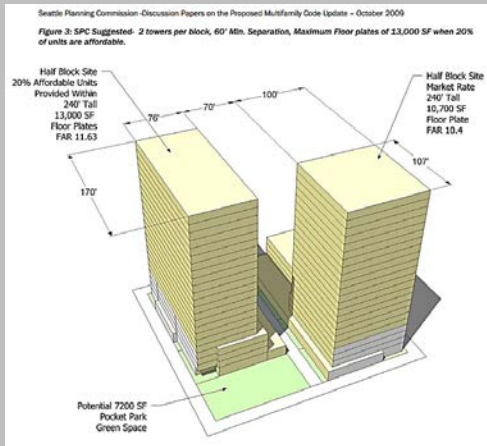
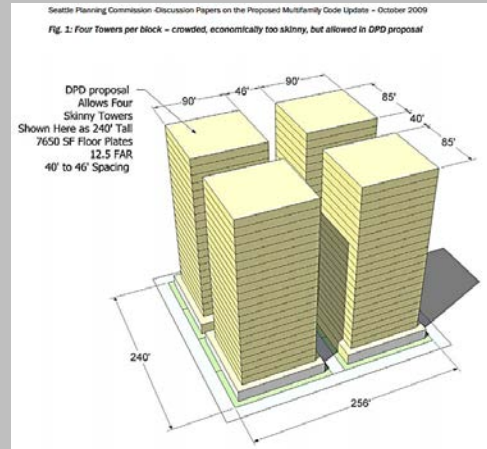
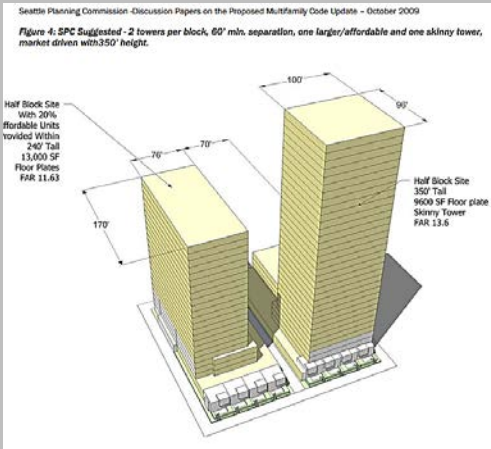
Amazon Roof Garden, S. Lake Union, Seattle

Planning Commission Recommendation

Removal of the word “*public*” in the creation of open space and pedestrian systems. (article 31 A & C, page 5)

Concern: This implies private and controlled access to the public realm.

LUCA relevant issues



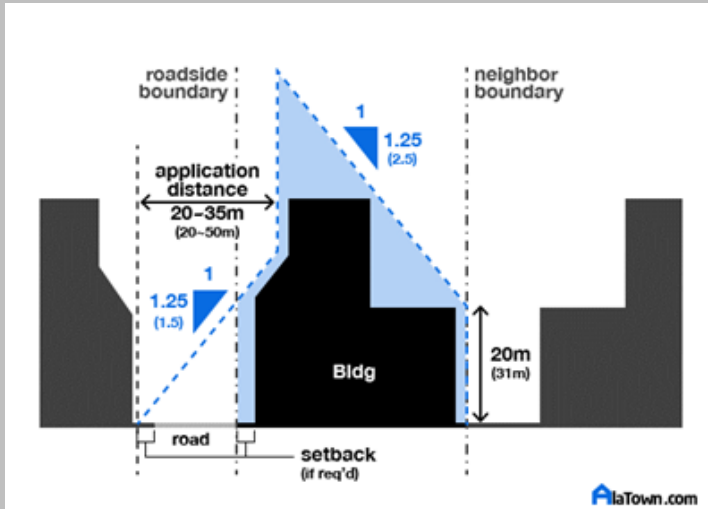
Planning Commission Recommendation

Consideration of larger floor plates (Land Use Element, page 1)

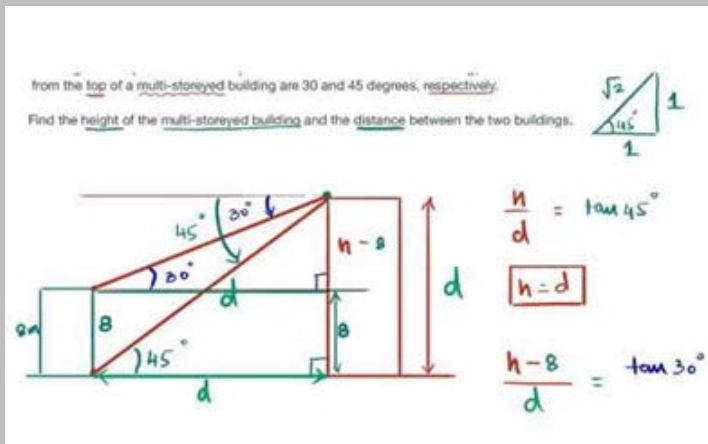
Assertion: This can and will be accommodated and discussed in the LUCA process.

Seattle Planning Commission's height, floor plate & placement explorations

LUCA relevant issues



Typical Height Assessments by city regulatory processes

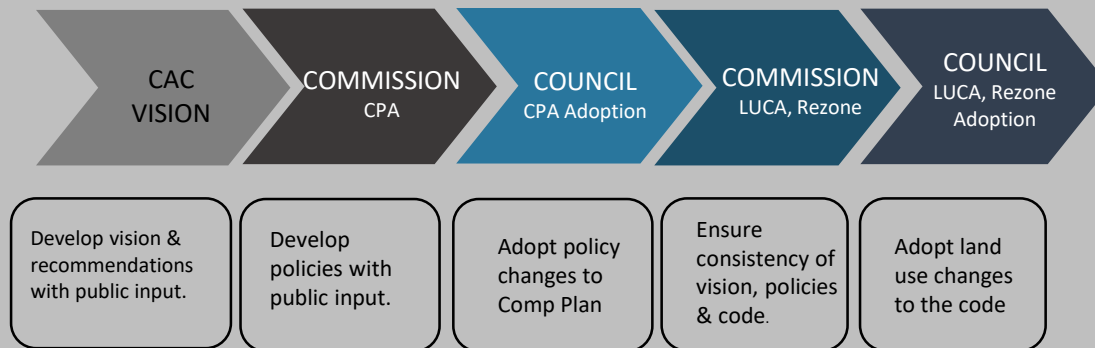


Planning Commission Recommendation

A possible request for additional height (Goals and Policies, article 4, page 3)

Assertion: The appropriateness of any change will be discussed during the LUCA review process.

LUCA relevant issues



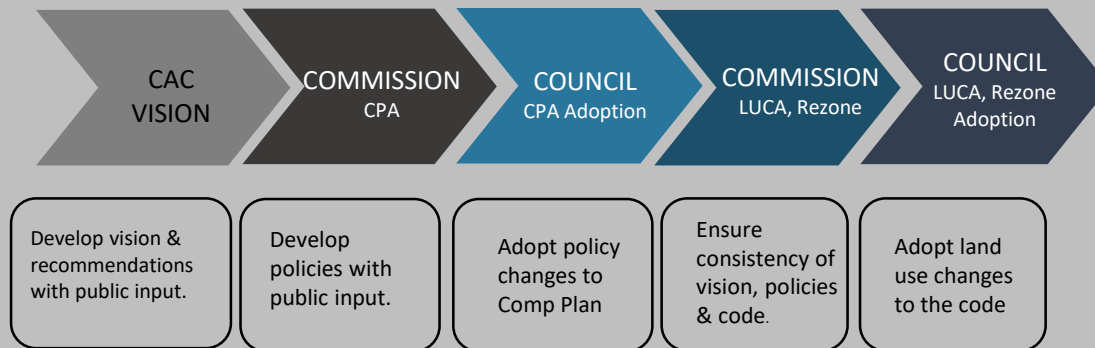
Process towards LUCA

Planning Commission Recommendation

The need for a consistent datum (article 4, page 3)

Assertion: This need cannot be assessed during the CPA policy development phase. A specific proposal would be necessary to the implications of including a datum in the LUCA.

LUCA relevant issues



Process towards LUCA

Planning Commission Recommendation

New location specific N-S street (article 13, page 3 + narrative on page 6)

Assertion: The need for this street and its alignment will be evaluated as part of the LUCA process. The final design and location will be approved as part of the design review process.

Summary

Summary

There are distinct differences between the CAC Vision and the Planning Commission Recommendations.

The CAC Vision can be implemented without impacting financial feasibility.

Many of the Planning Commission recommendations can be fully addressed in the LUCA process.



Would the Council like to move away from the CAC Vision?



Does Council want to put LUCA issues into the CPA?

