

# Downtown Livability Initiative

## Planning Commission Recommendations on Downtown Land Use Code Amendments



City Council Study Session  
July 10, 2017

Carol Helland, Code and Policy Director  
Dan Stroh, Planning Director  
Emil King AICP, Strategic Planning Manager  
Trish Byers, Code Development Manager  
Kevin McDonald AICP, Principal Planner



# Tonight's Study Session

## First Set of Memory Book Topics

- Downtown Transportation Analysis
- Tower Separation and Tower Setbacks
- Downtown Parking Flexibility
- Small Site Exceptions and Deviations
- Identify Any Other Council Follow-up Requests

Attachment A

### Memory Book

The following matrix represents a compilation of the topics raised or questions asked by the City Council during its review of the Planning Commission Recommendation on the Downtown Land Use Code Update. Each of the topics and questions is identified by the date that was raised, the origin of the comment, and by the date that the topic question was discussed and resolved.

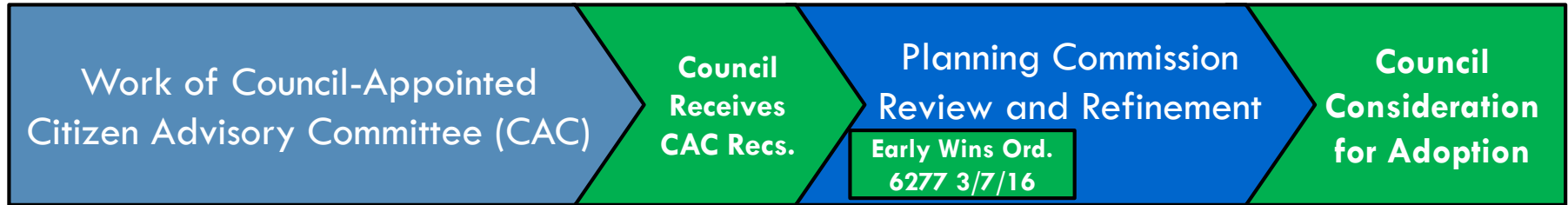
TOPICS AND FOLLOW-UP	REQUESTOR	TARGET DATE FOR DISCUSSION/RESOLUTION
June 26, 2017 – Code Topics for Follow-Up		
Downtown Office Limited Business District floorplates	Chelminiak Robinson	July 17
• Density/design parameters (height, floorplates)		
• Incentives		
• Relationship to East Main Station Area		
Planning		
Floorplate reduction with added height	Chelminiak Wallace	July 17
10% open space with added height	Chelminiak Robinson	July 10
Tower separation (w/visuals)	Wallace	
Transportation analysis briefing	Lee	July 10
Downtown parking flexibility	Wallace Lee	July 10
Small site exceptions and deviations	Chelminiak Wallace	July 10
Details of affordable housing exemption	Chelminiak	July 10
20' Downtown boundary buffer/landscaping strip	Reserved in Code for Council Discussion	July 17
Fee in lieu incentive zoning for parks	Chelminiak	Sept 5
Accessibility & utility of alleys	Robinson	Sept 5
	Robinson	Sept 5

# Proposed Meeting Schedule

Council Meeting Date	Topics
<b>Meeting 2</b> <b>July 10 – Study Session</b>	<ul style="list-style-type: none"><li>• Downtown Transportation Analysis</li><li>• Tower Separation and Tower Setbacks</li><li>• Downtown Parking Flexibility</li><li>• Small Site Exceptions and Deviations</li></ul>
<b>Meeting 3</b> <b>July 17 – Study Session</b>	<ul style="list-style-type: none"><li>• Office Limited Business District density and design (<i>may need to be deferred to future meeting</i>)</li><li>• Floor plate reduction and Open Space requirement with added height</li><li>• Affordable Housing</li></ul>
<b>July 24 – Study Session</b> <b><u>(if needed)</u></b>	<ul style="list-style-type: none"><li>• Additional Study Session if needed for follow-up on July 17 topics.</li></ul>
<b>Meeting 4</b> <b>Sept 5 – Study Session</b>	<ul style="list-style-type: none"><li>• Wrap-Up Minor Topics</li><li>• Downtown Boundary Linear Buffer</li><li>• Fee in lieu for parks</li><li>• Accessibility and use of alleys</li></ul>
<b>Meeting 5</b> <b>Sept 18 – Regular Session</b>	<ul style="list-style-type: none"><li>• Final Adoption</li></ul>

# Process w/ CAC, Commission, Council

## PUBLIC ENGAGEMENT



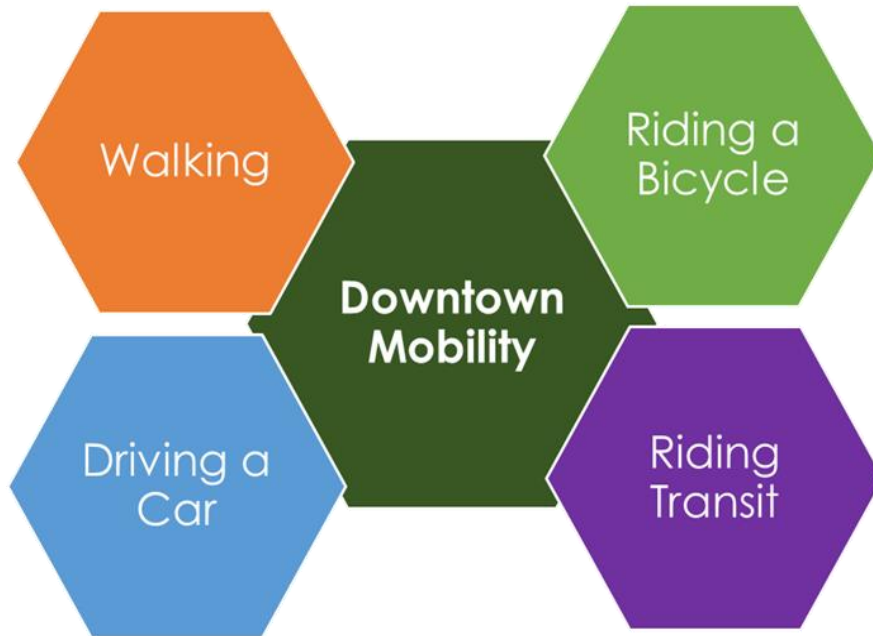
**We Are Here**



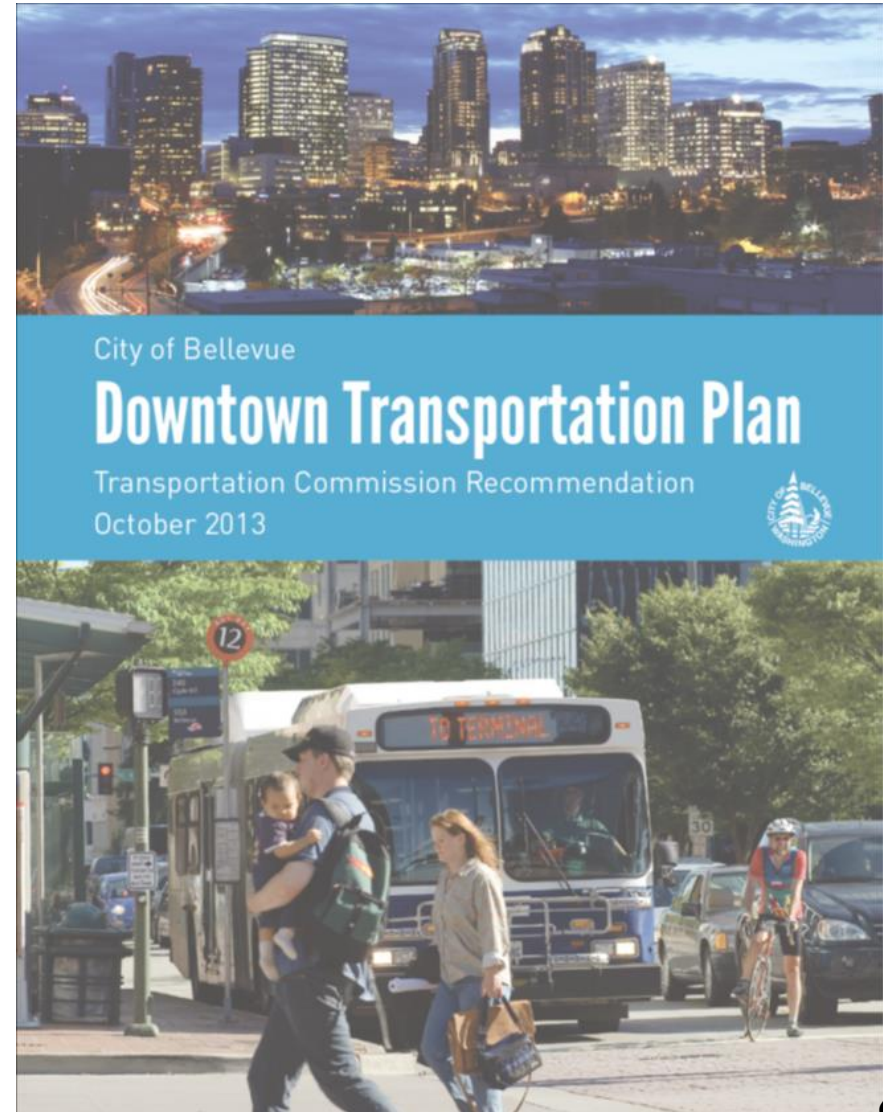


# Downtown Transportation Analysis

# Downtown Mobility



Transportation Commission recommends an **“all-of-the-above”** strategy for mobility to support land use and livability in Downtown Bellevue



# DTP + DLI Downtown Land Use Forecast

	1990	2000	2010	2030	2010/2030 Growth
Employment	22,257	34,042	42,525	70,300	+27,775
Population	1,182	2,588	7,147	19,000	+11,853





# Downtown Population + Employment 2010

Including Medical Institution District



## 2010 Employment and Population Totals by TAZ

Downtown Transportation Plan Update

### 2010 Baseline

# Transportation Analysis Zone Number (TAZ)

### Combined Totals

No Jobs or Residents  
 1 to 1,500  
 1,501 to 3,000  
 3,001 to 4,500  
 4,501 to 6,000  
 Over 6,000

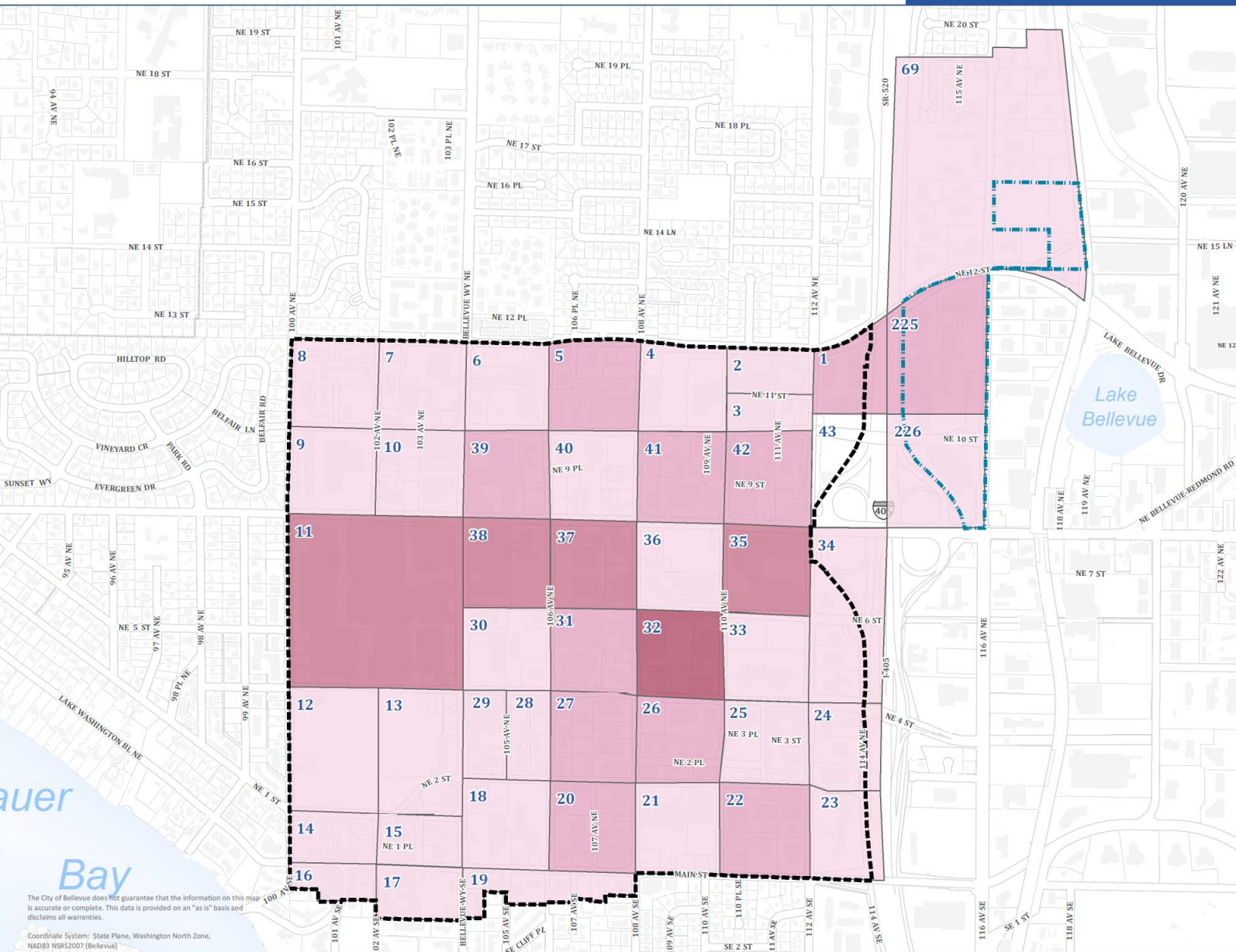
### Area Boundaries

Downtown Bellevue  
 Medical Institution District



80,000 Feet

Sources:  
City of Bellevue  
Building Footprints:  
Spring 2009



The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NRS2007 (Bellevue)

# Downtown Population + Employment 2030

Including Medical Institution District



## 2030 Employment and Population Totals by TAZ

Downtown Transportation Plan Update

### 2030 Projections

# Transportation Analysis Zone Number (TAZ)

### Combined Totals

No Jobs or Residents  
 1 to 1,500  
 1,501 to 3,000  
 3,001 to 4,500  
 4,501 to 6,000  
 Over 6,000

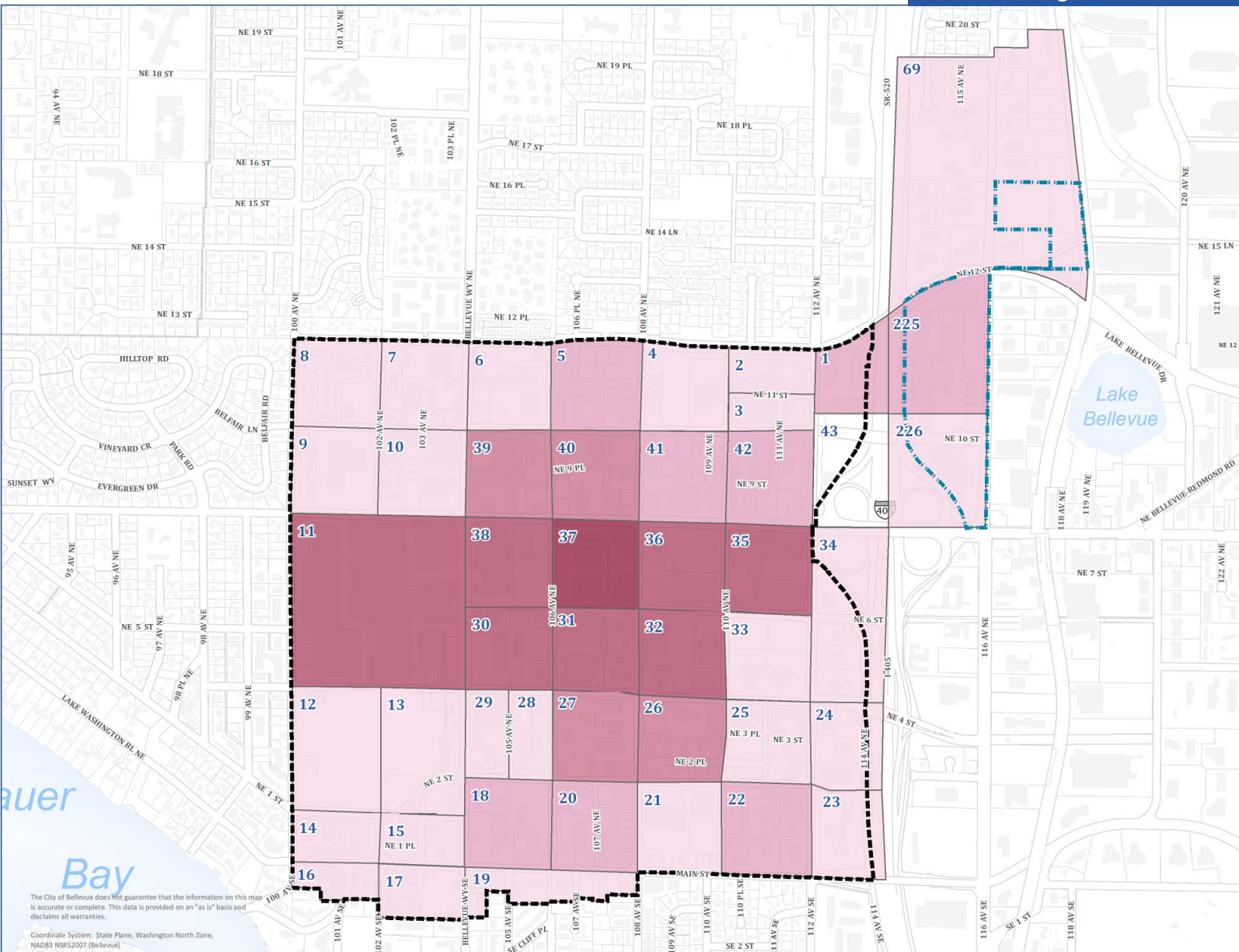
### Area Boundaries

Downtown Bellevue  
 Medical Institution District



80,000  
Foot

Sources:  
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# Existing and Forecast Downtown Person Trips

## BKR Travel Demand Model

2010

385K Daily  
Person Trips

2030

665K Daily  
Person Trips



# 1991-2015

## Vehicle Counts on Downtown Arterials



City of  
Bellevue  
GIS Services

### Average Annual Weekday Traffic

Downtown Bellevue

#### Legend

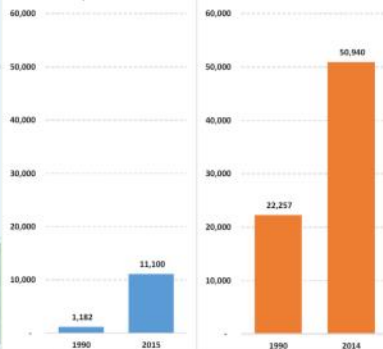


Note: Data values at "0" on the graph are missing data or no-data for that particular year

#### Population



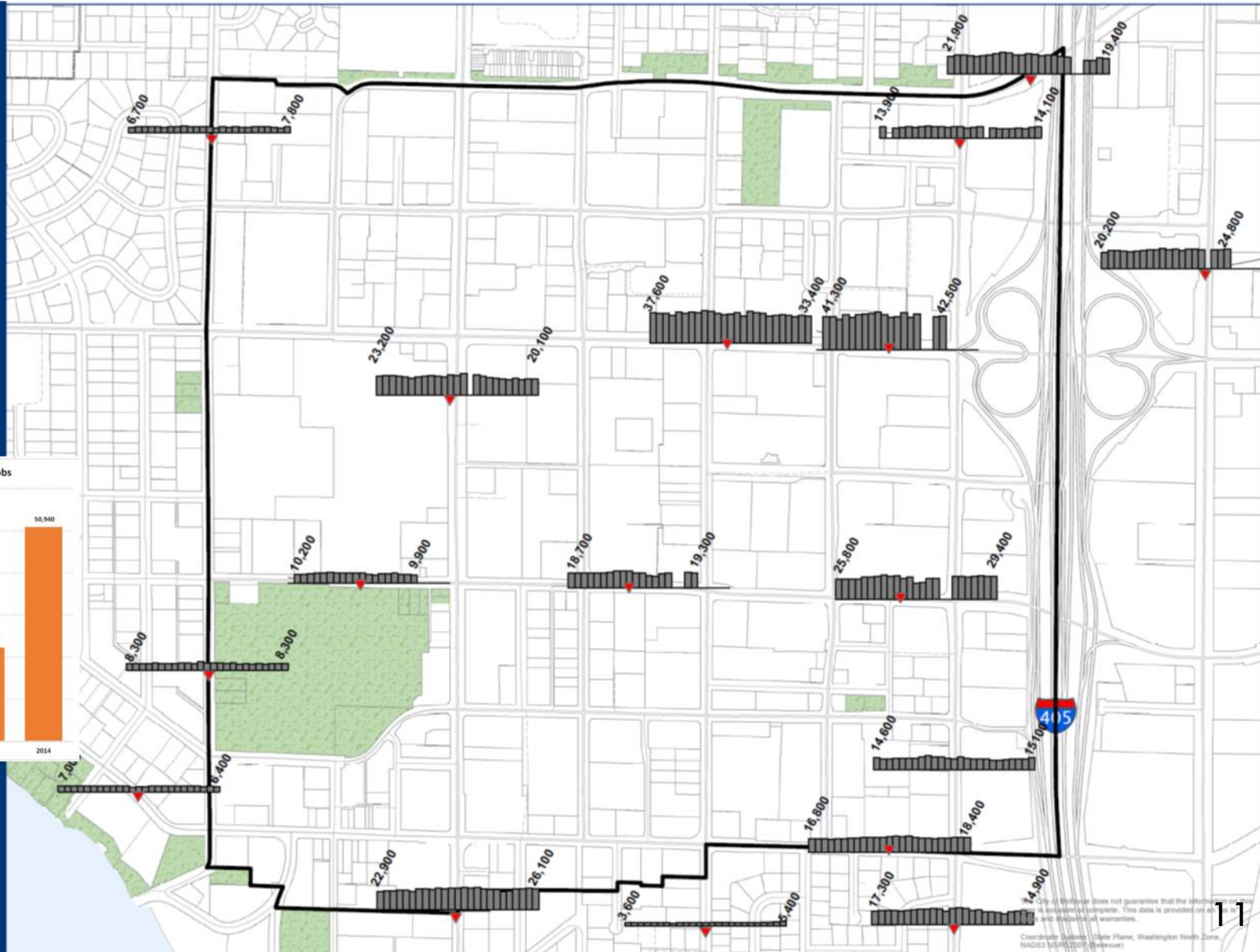
#### Jobs



600

Feet

Sources:  
City of Bellevue





# Downtown Mobility Options

## Vehicles



## Transit



## Bicycles



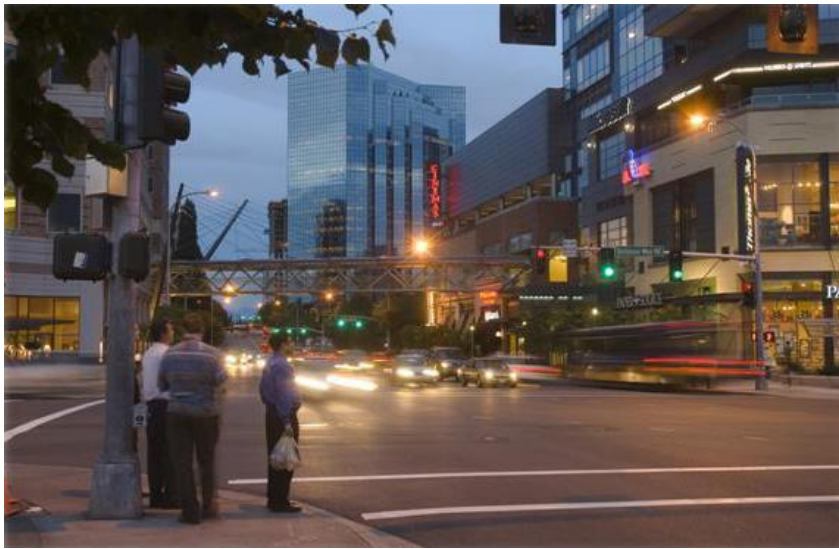
## Pedestrians





# Downtown Vehicle Mobility

## Downtown Access



## Regional + Neighborhood Access



## Roadway Capacity



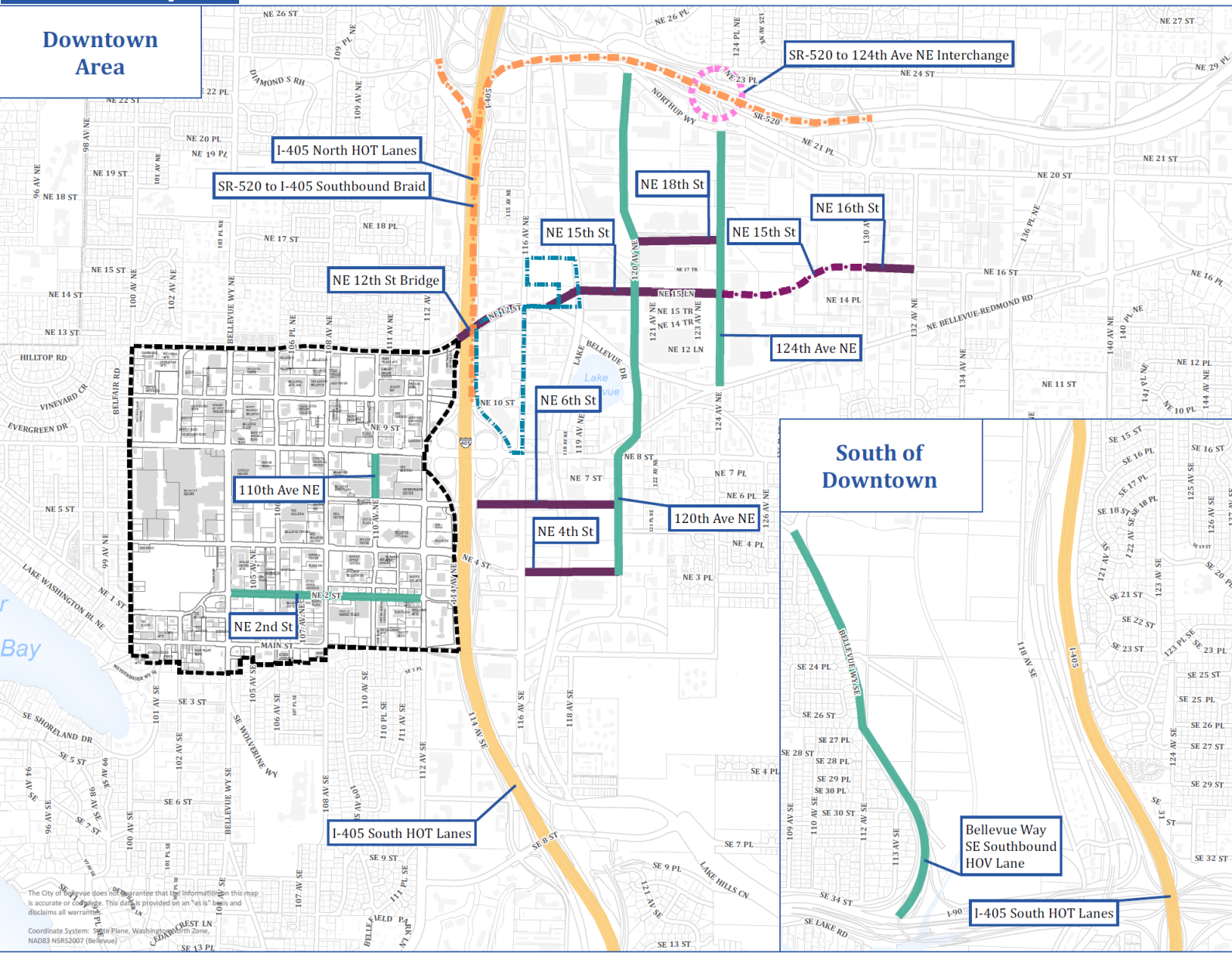
## Roadway Operations



BELLEVUE  
INTELLIGENT TRANSPORTATION SYSTEMS

# 2030 Baseline + Build Roadway Capacity Projects

## Downtown Area



## Roadway Capacity: 2030 Baseline & "Build"

Downtown Area

Downtown Transportation  
Plan Update

### Roadway Projects

#### Baseline

- Arterial Extension
- Arterial Widening
- Freeway

#### "Build"

- Arterial Extension
- Freeway
- Interchange

#### Area Boundaries

- Downtown Bellevue
- Medical Institution District



80,000  
Feet

Sources:  
City of Bellevue  
Building Footprints:  
Spring 2009



# Downtown Pedestrian Mobility

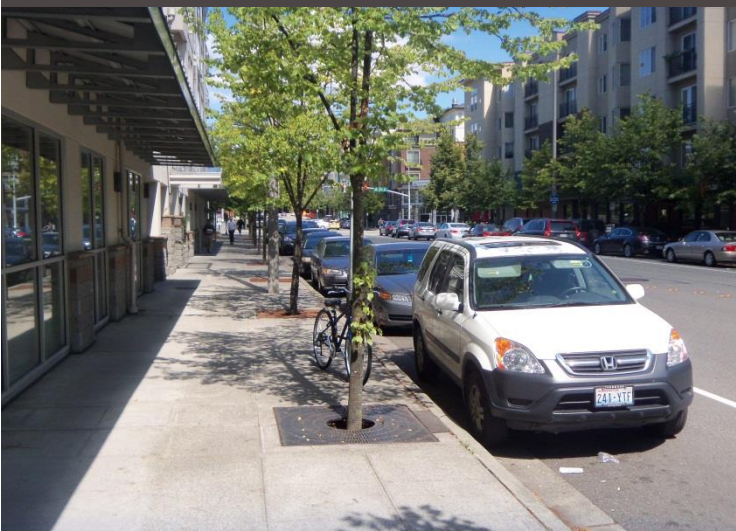
## Intersections



## Mid-Block Crossings



## Sidewalks



## Through-Block Connections





# Improving Mobility and Livability

## NE 4th Street/108th Ave NE Intersection Improvements



**Before**



**After**



# Downtown Bicycle Mobility

## Local Connections



## Regional Connections



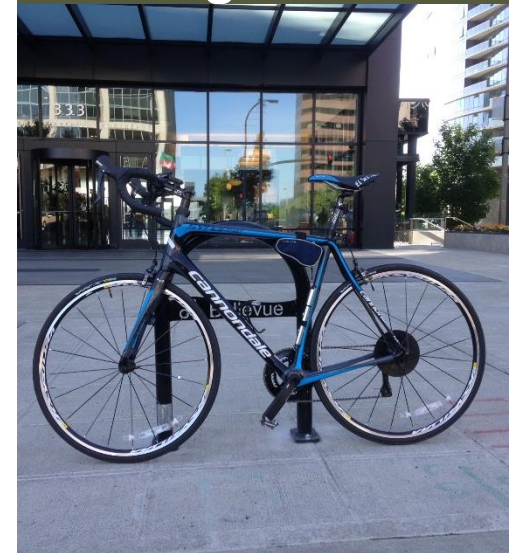
## Getting Around Downtown



## Commuting



## Parking







# Downtown Transit Mobility

## Coverage



## Speed and Reliability



## Capacity



## Comfort/Access/Information

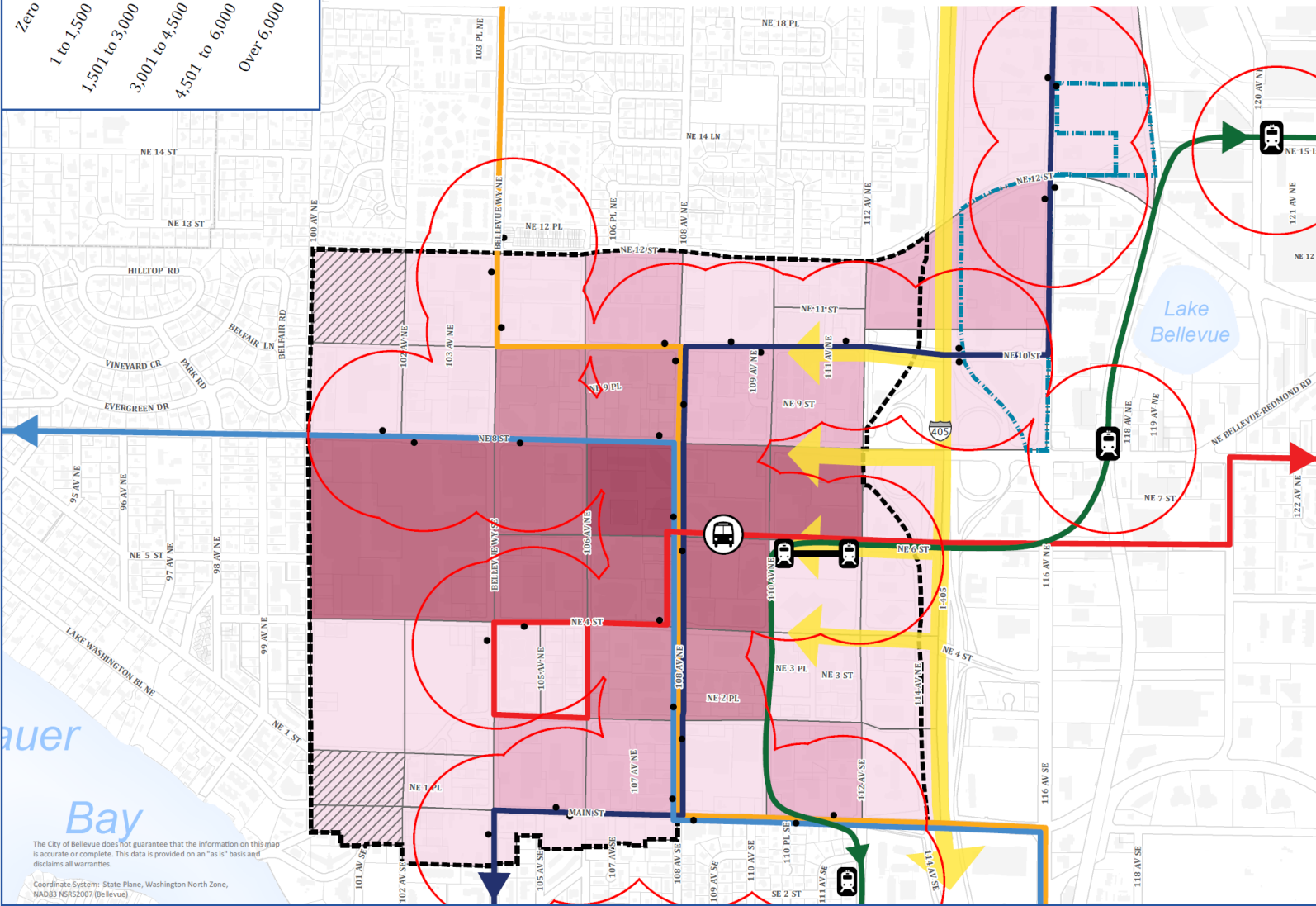
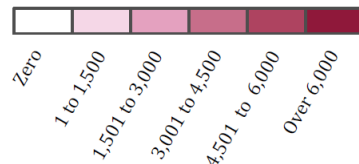




# 2030 Transit Coverage: 97%

**97% of people who live or work Downtown will be within a 600-foot walk of a stop on the Frequent Transit Network in 2030, up from 86% in 2010**

**Transportation Analysis Zones  
Employment and Population Totals**



## 2030 Population and Employment Transit Coverage

Downtown Transportation Plan Update

### Transit Coverage

#### Frequent Transit Network

- East Link Service
- Rapid Ride Service
- Other Frequent Transit Service
- Regional Bus Access
- Transit Center
- Within 600' of a Stop on the Frequent Transit Network
- TAZ without Frequent Transit Network Service

#### Area Boundaries

- Downtown Bellevue
- Medical Institution District



80,000  
Feet

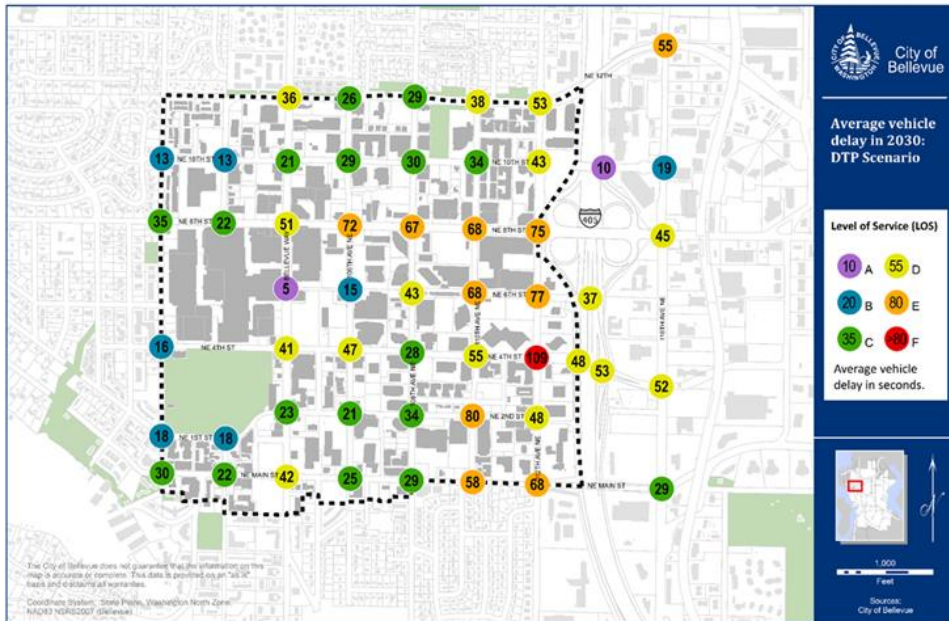
Source:  
City of Bellevue  
Building Footprints:  
Spring 2009





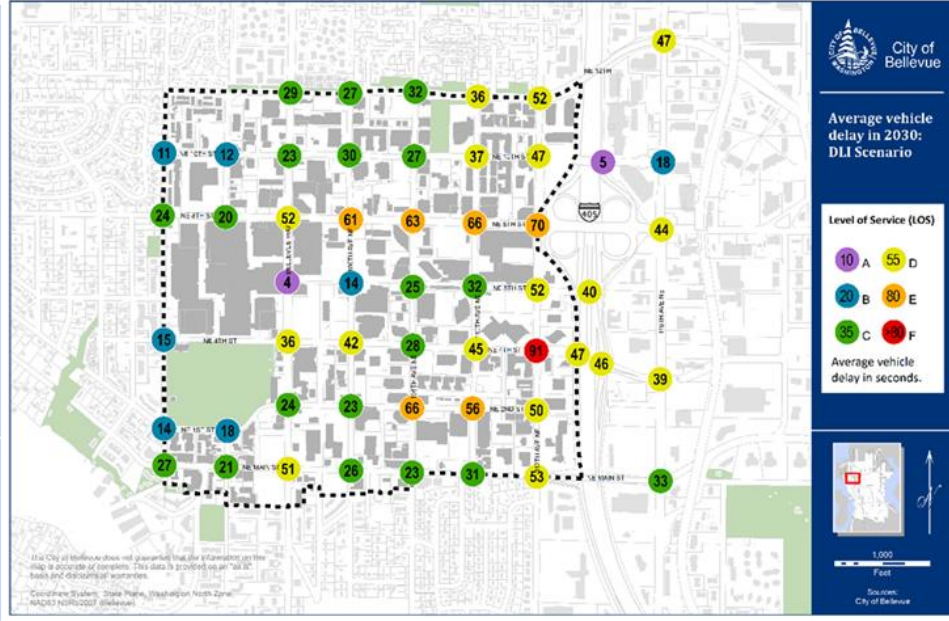
# DTP Scenario

## 2030 Average Vehicle Delay at Downtown Intersections Based on DTP Scenario



# DLI Scenario

## 2030 Average Vehicle Delay at Downtown Intersections Based on DLI Scenario



Downtown	2030 DTP Scenario	2030 DLI Scenario	% Difference
Hourly Vehicle Volume	117,938	116,961	-0.8%
Average Vehicle Delay (sec)	49.2	45.3	-7.9%
Level-of-Service	LOS D	LOS D	--
Total Vehicle Delay (hours)	1,611	1,472	-8.6%

# Mobility and Livability in Downtown Bellevue

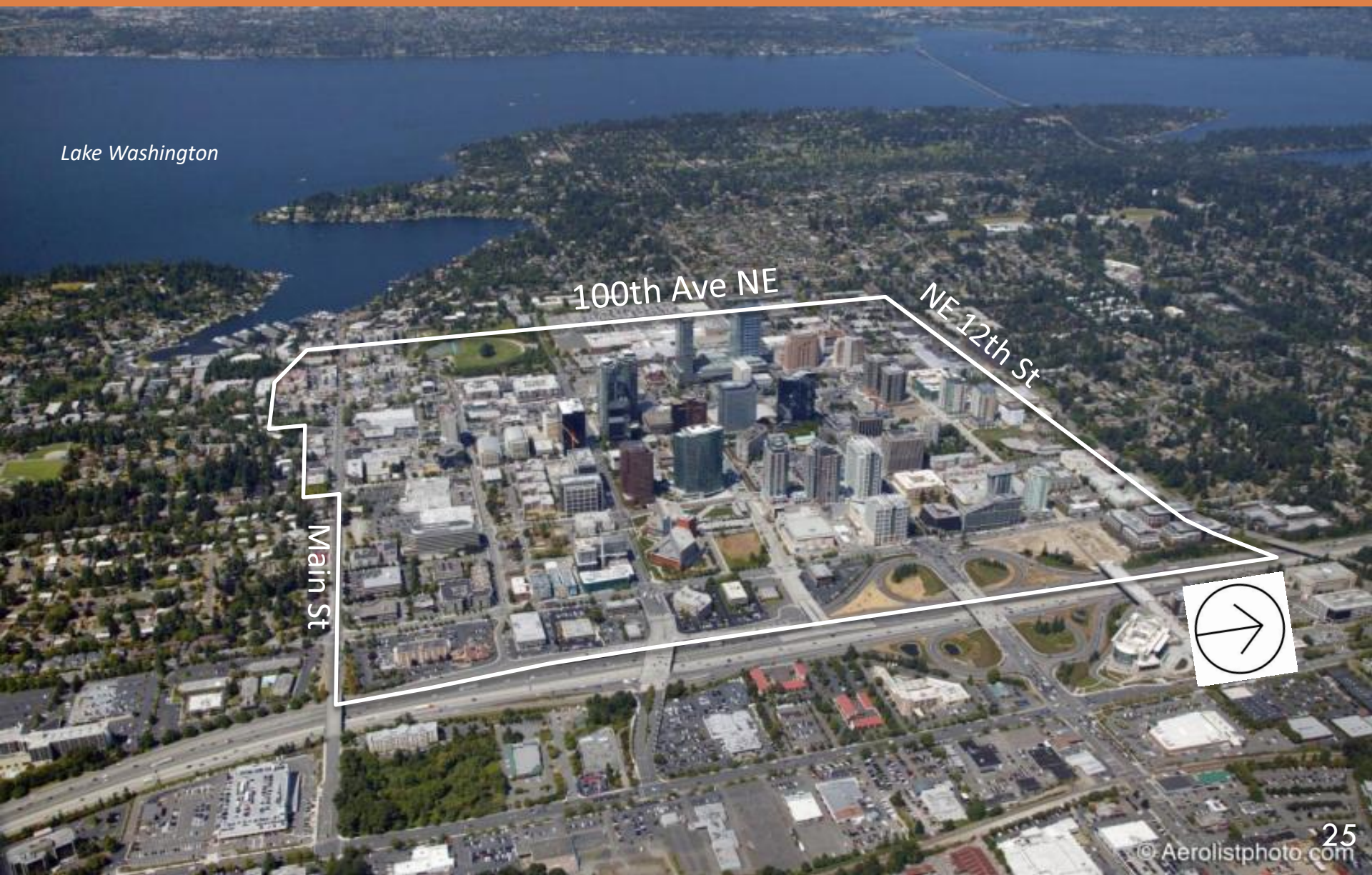
- Transportation and Land Use are linked in policy, plans and function
- A mixed, dense land use pattern creates opportunity for people to walk, bicycle, and ride transit
- An “All of the Above” mobility strategy keeps the rate of traffic growth way below the rate of land use growth
- Community Vision: Create a more Vibrant, Livable, and Memorable - and Mobile Downtown Bellevue

# Tower Separation & Tower Setbacks



# Downtown Subarea

Lake Washington



100th Ave NE

NE 12th St

Main St



# Relationship to Livability

- Access to Light and Air
- Shade and Shadow
- Privacy
- Improved Urban Form; Distinctive Skyline
  - When combined with increase in building height



**Tower spacing;  
taller, more  
slender buildings**

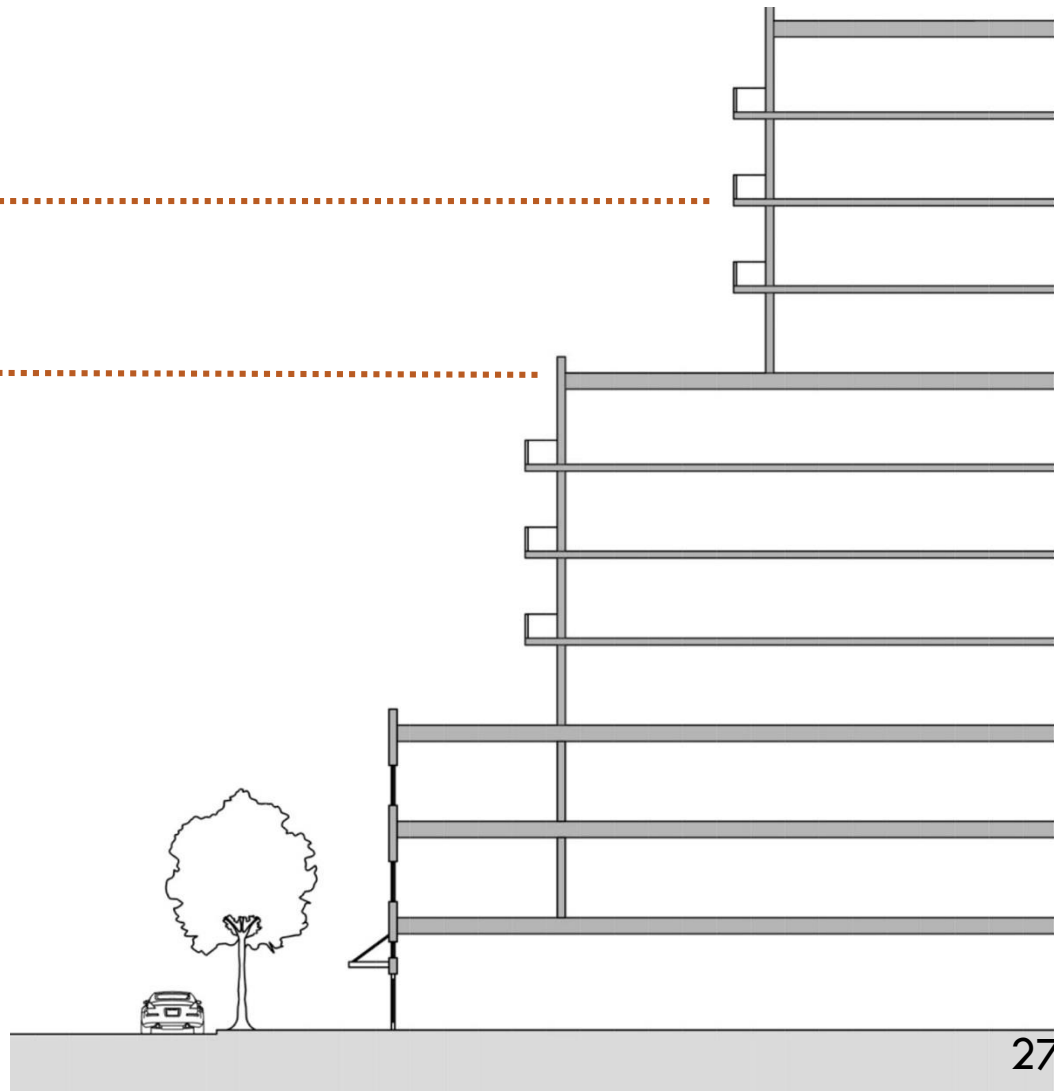




# Where Tower Spacing Applies

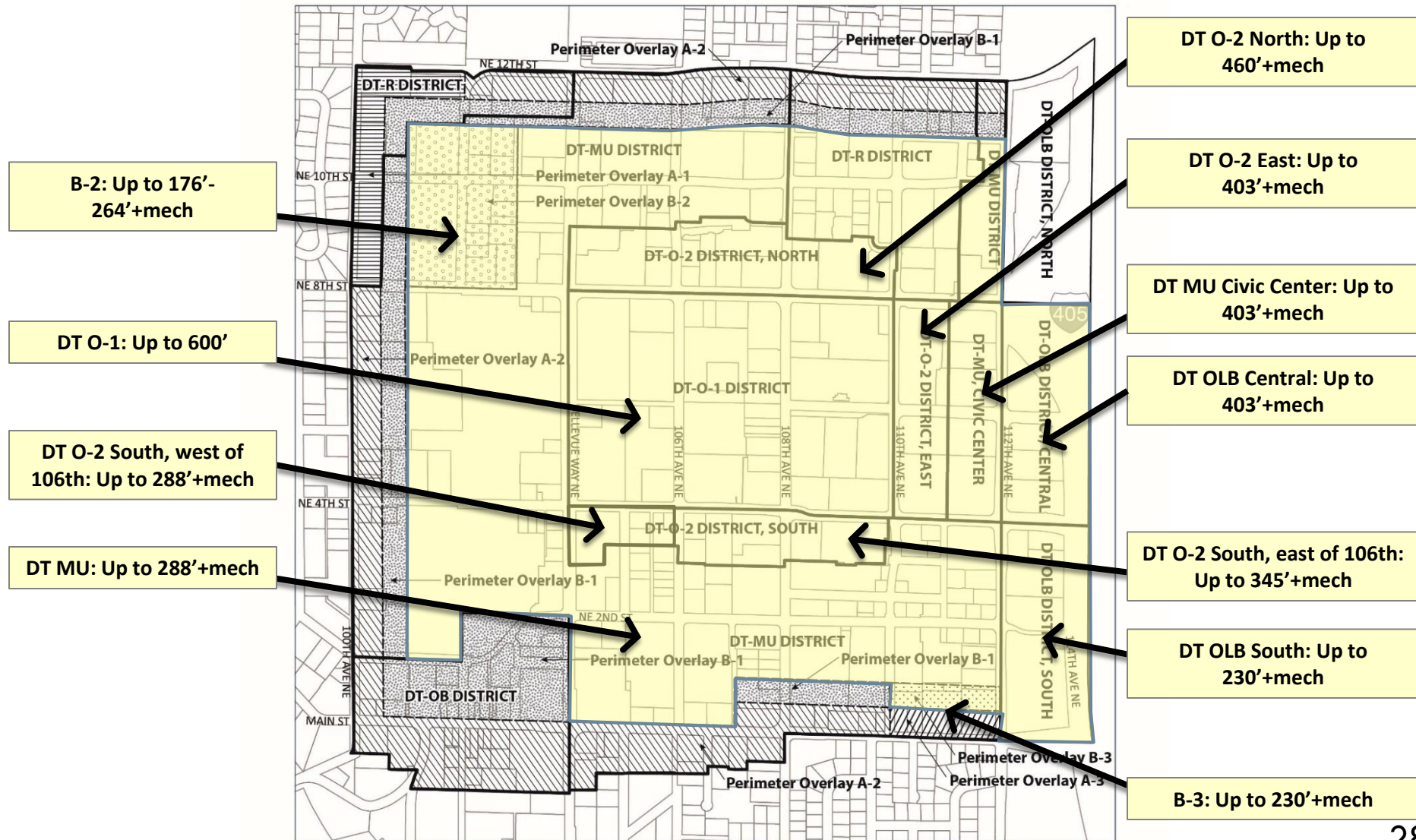
100' – Tower spacing applies to buildings over this height

80' – Begin Tower Spacing

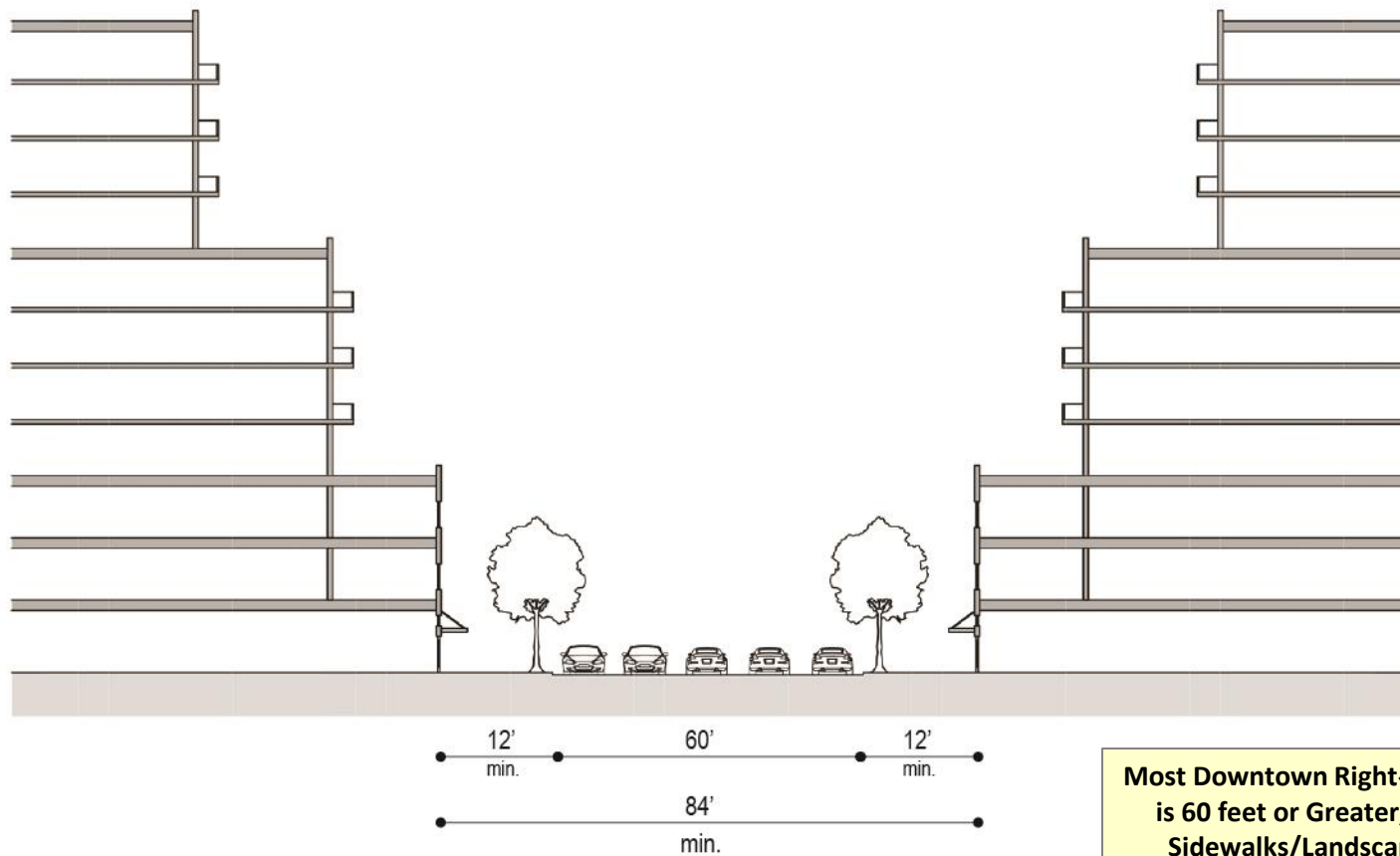




# Areas with Proposed Max Heights of 100+ feet



# Street Right-of-Way



**Most Downtown Right-of-Way  
is 60 feet or Greater, Plus  
Sidewalks/Landscaping**



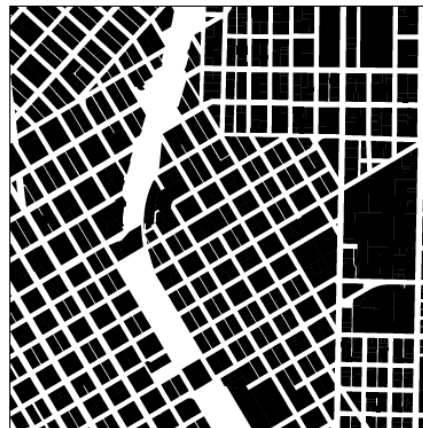
# Examples: Downtown Right-of-Way



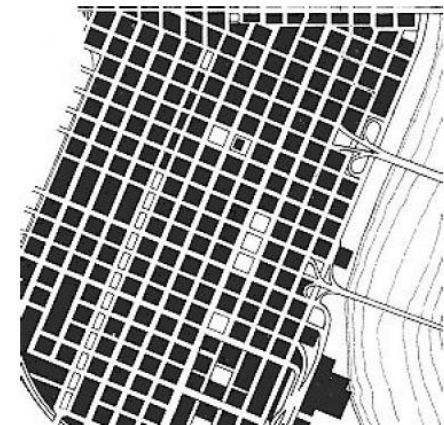
**Downtown Bellevue**



Los Angeles

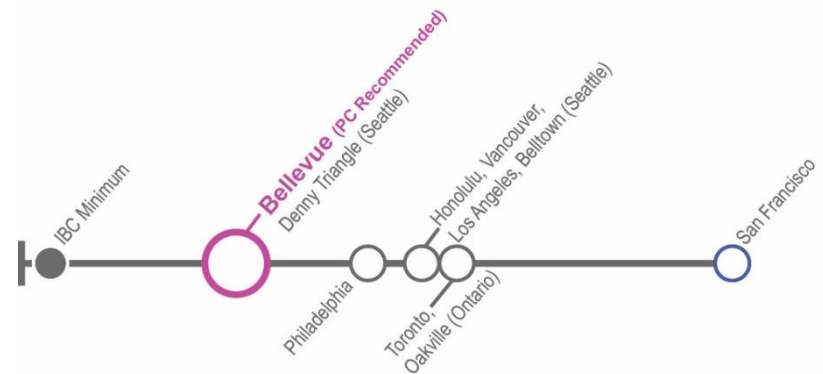
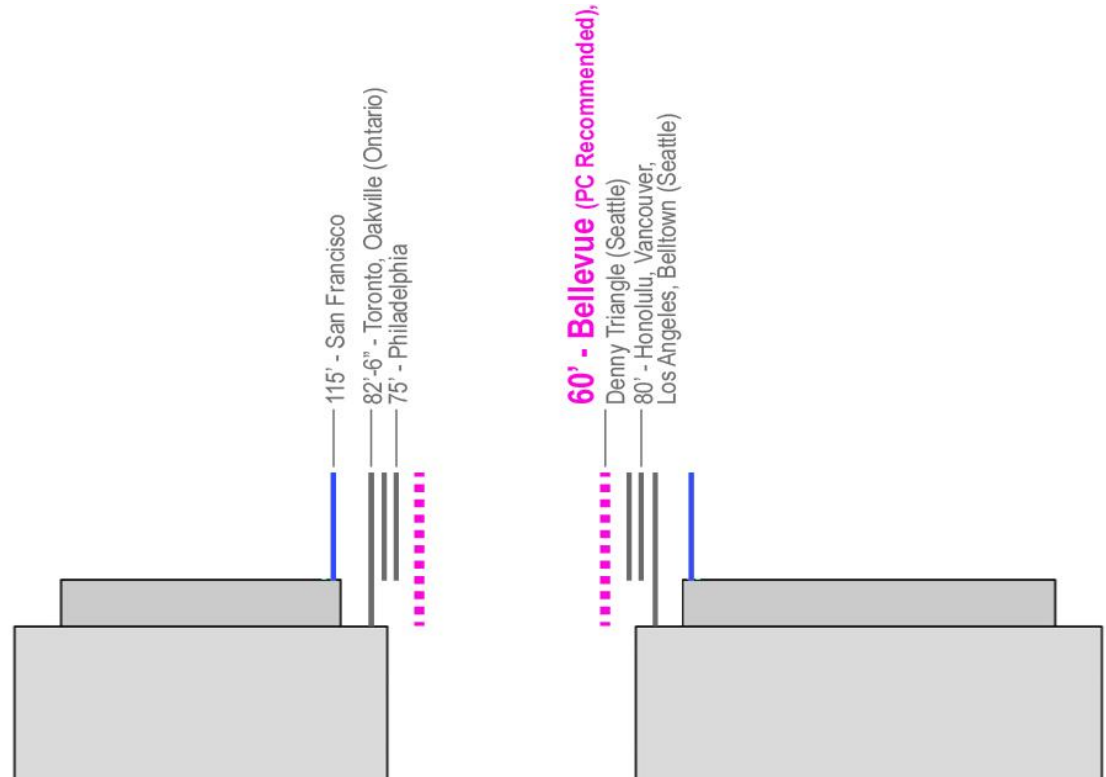
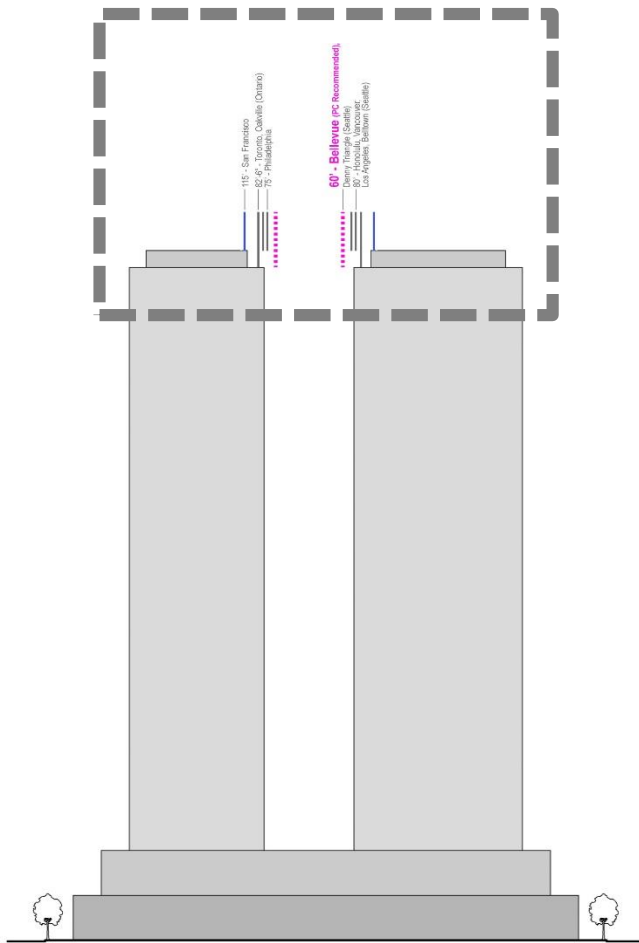


Seattle



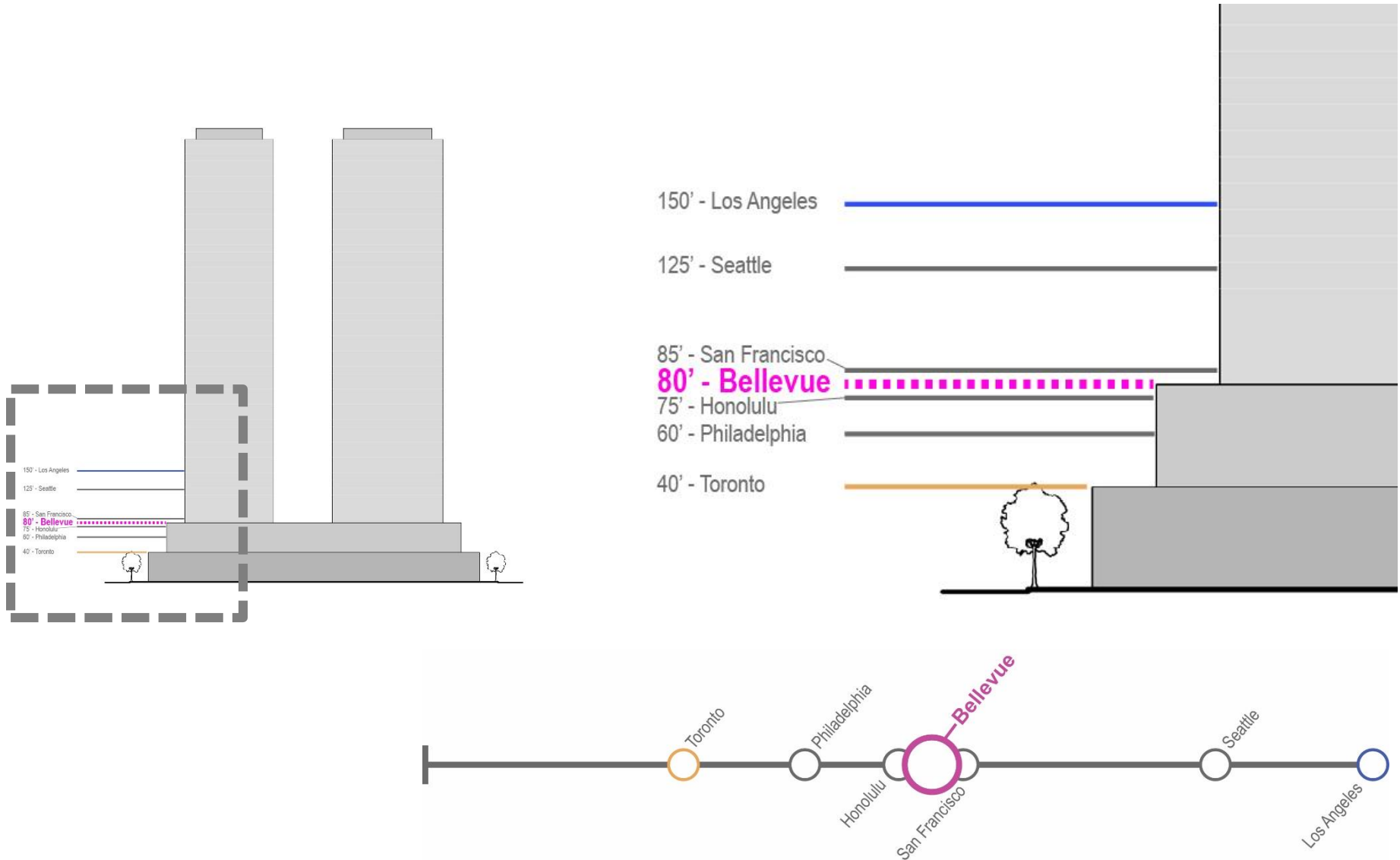
Portland

# Tower Separation - Comparisons

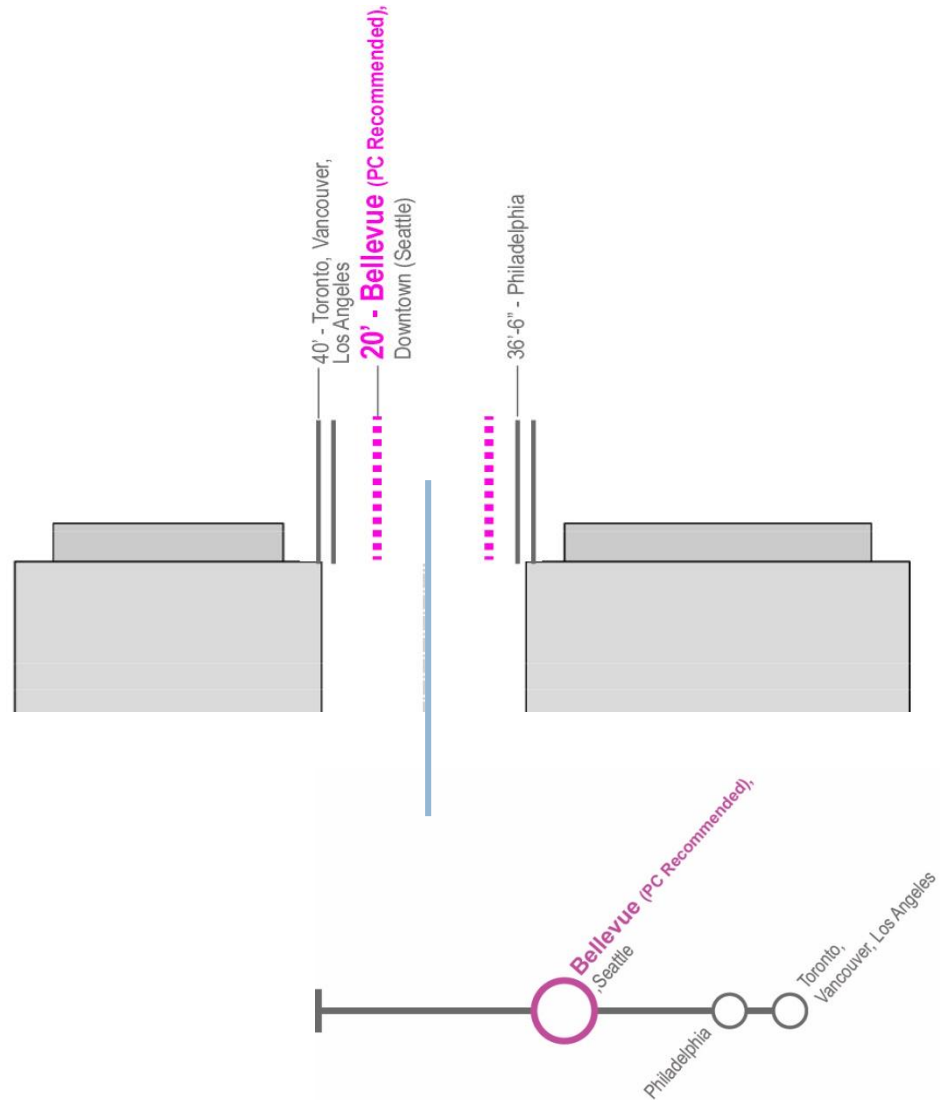
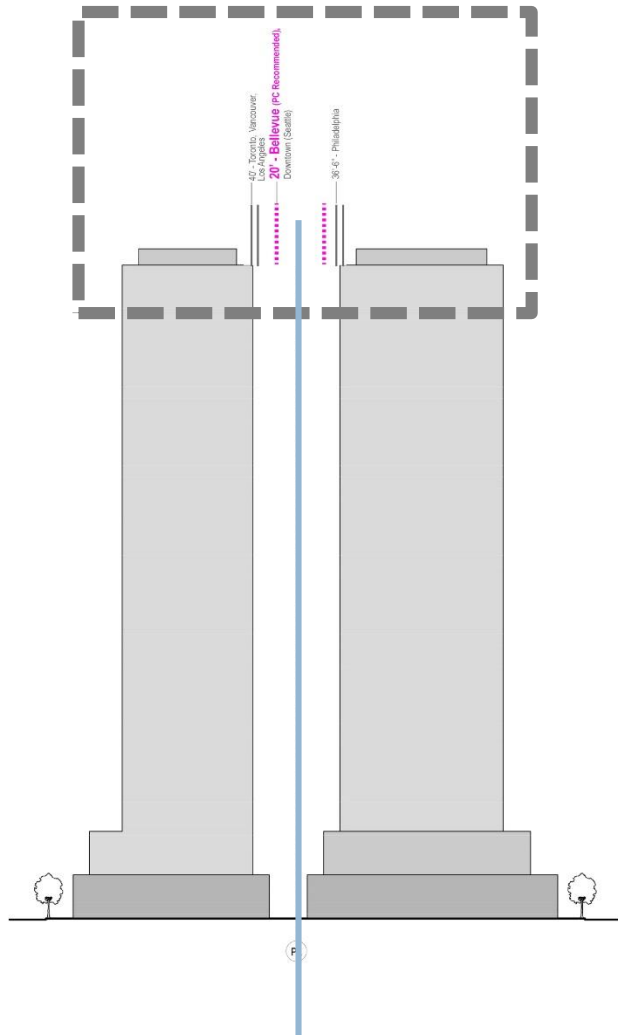




# Beginning Separation Height

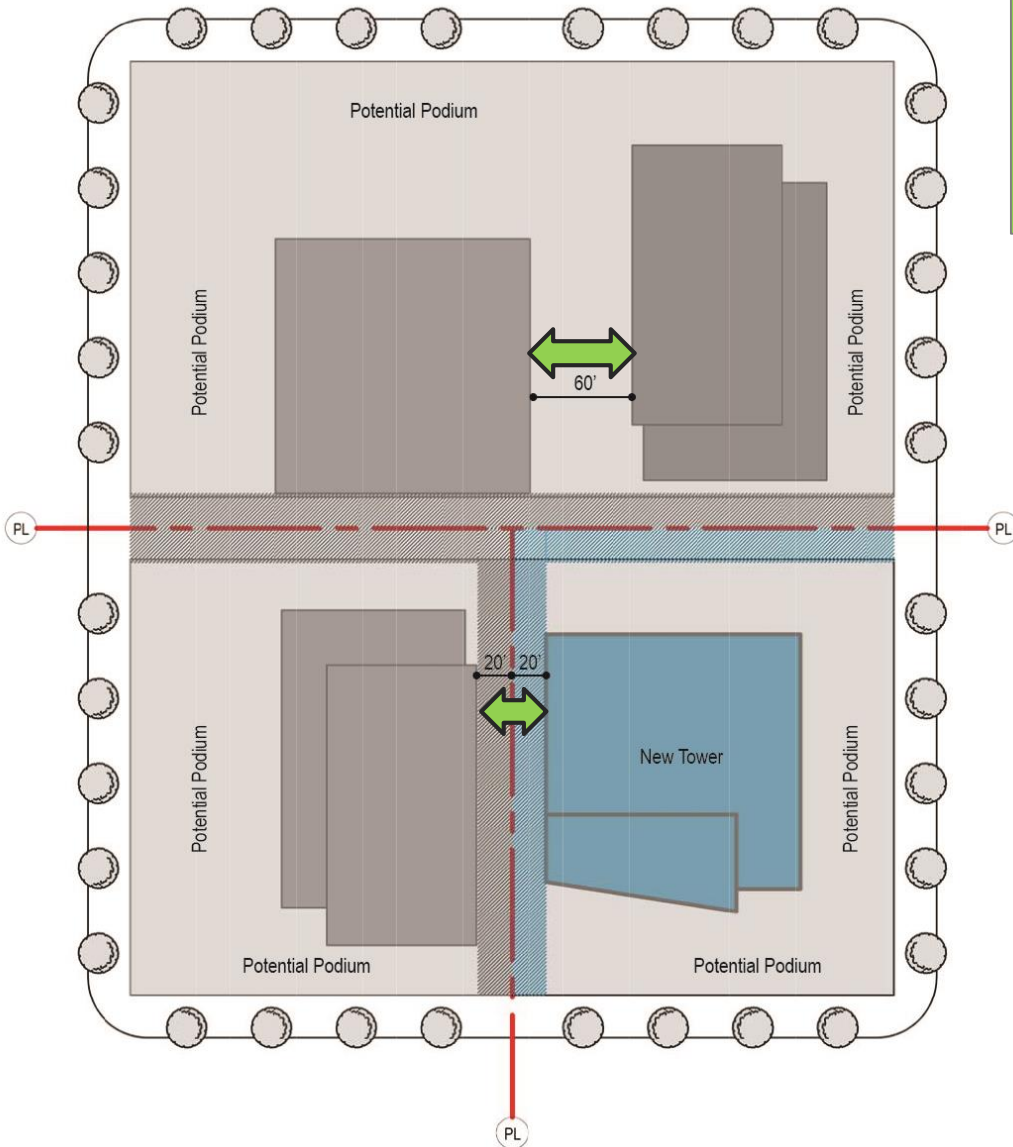


# Internal Property Line Setback

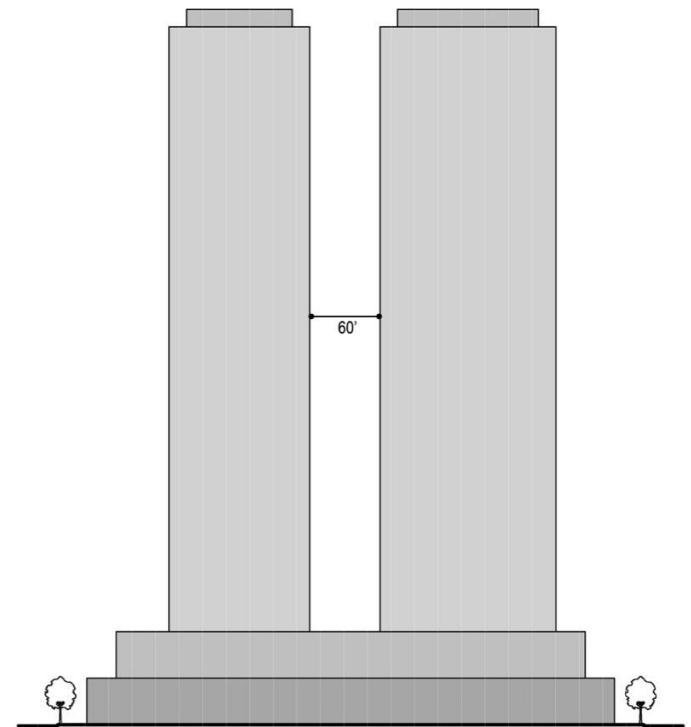




# Planning Commission Recommendation

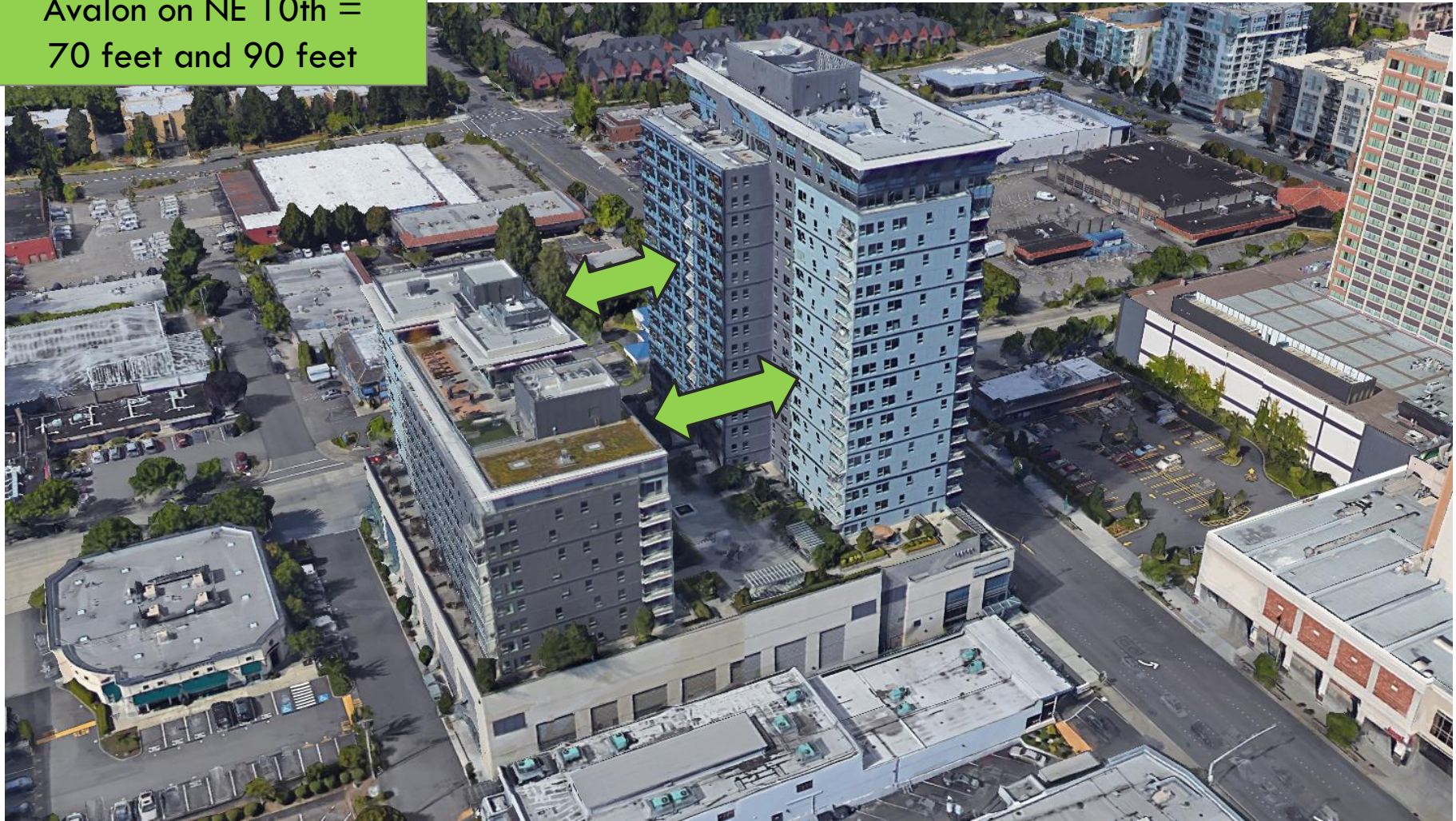


- 60 feet between towers within same project limit
- No change/20-foot setback for separate projects



# Current Downtown Examples

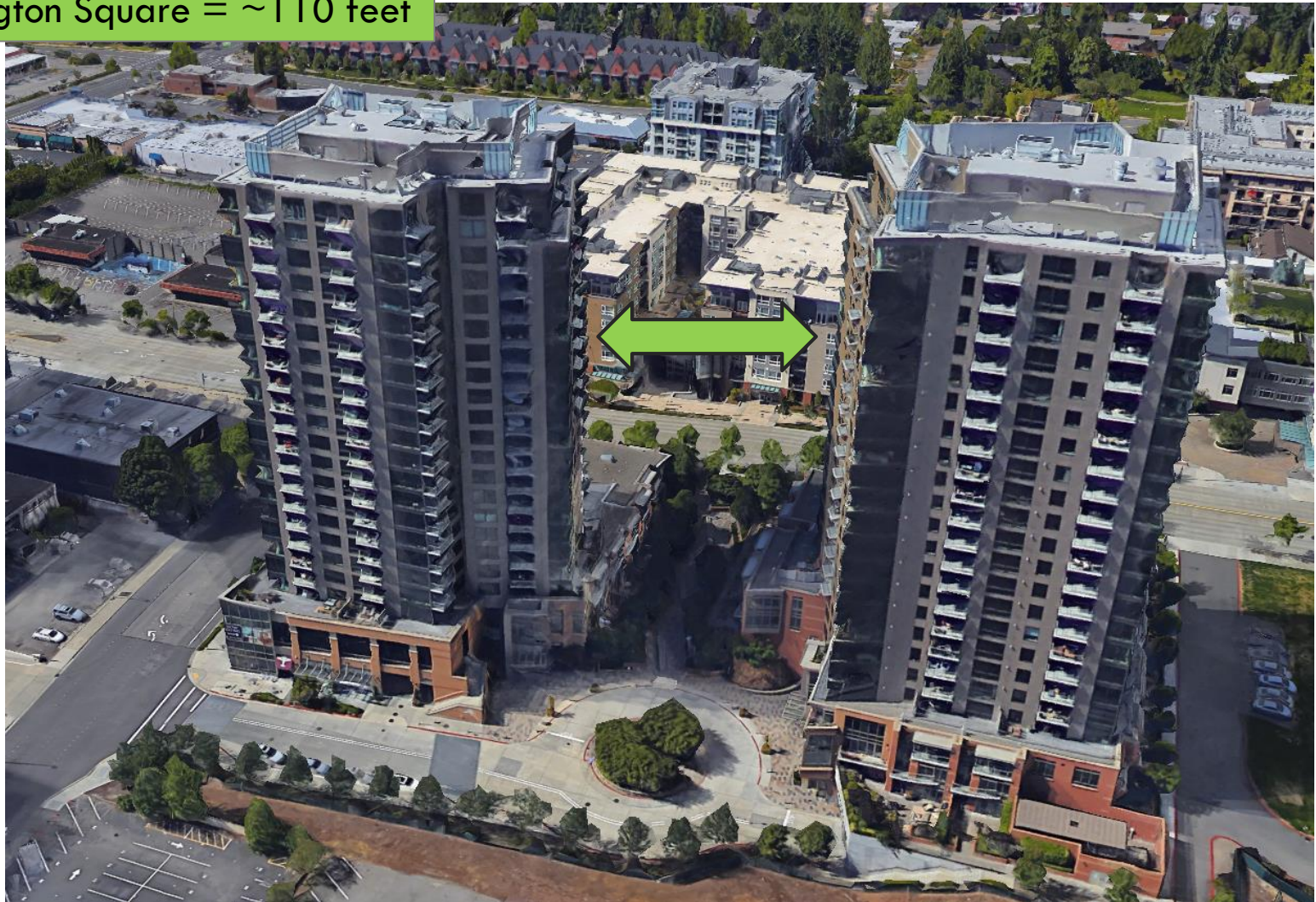
Avalon on NE 10th =  
70 feet and 90 feet





# Current Downtown Examples

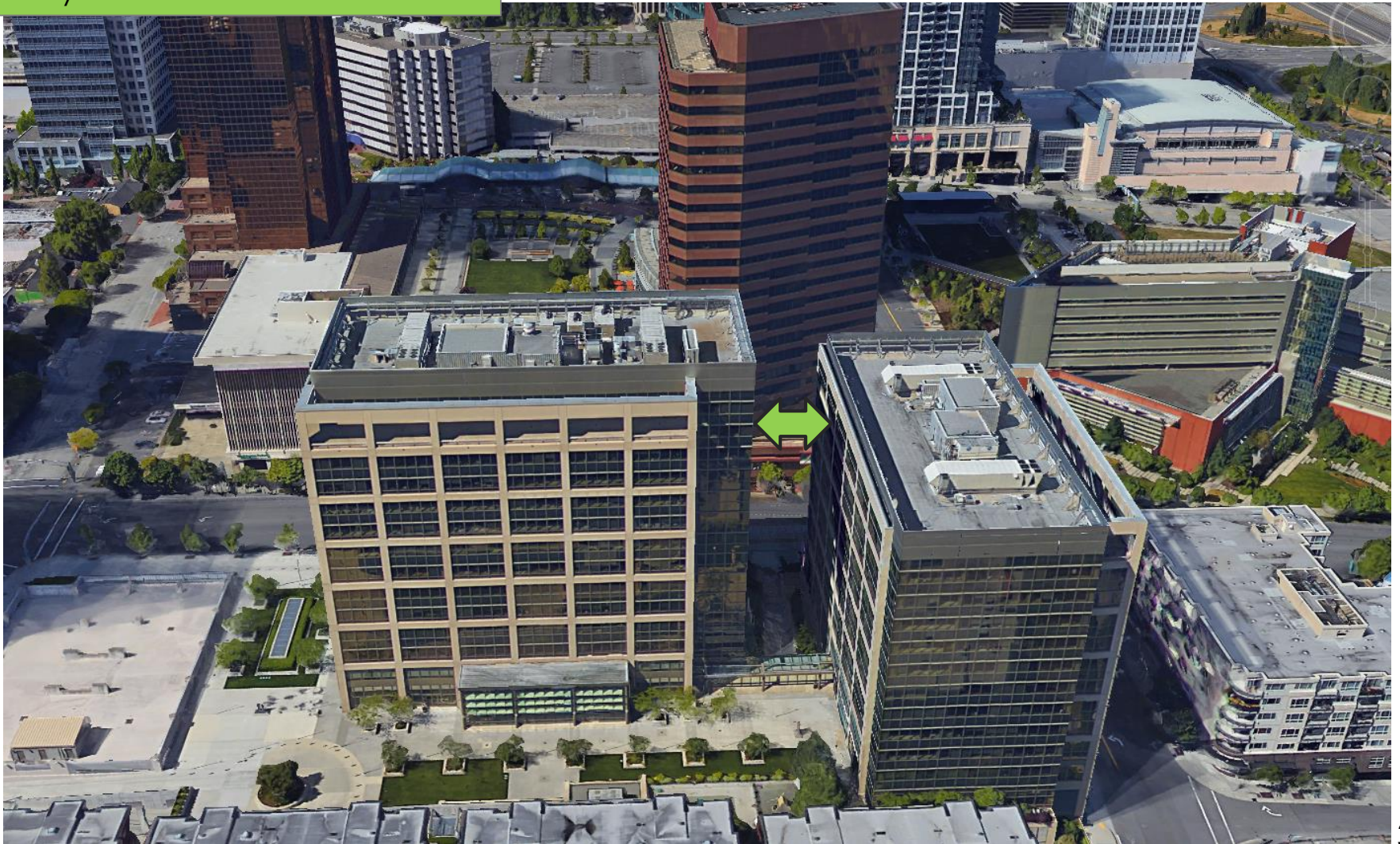
Washington Square = ~110 feet





# Current Downtown Examples

PSE/Summit 1 & 2 = 55 feet



# Downtown Parking



# Parking

- The Price of Parking Stalls

- \$25,000 to \$35,000 above ground
- \$50,000 to \$70,000 below ground

- Trends

- 42 residential projects from 1987-2015 show downward show, transit oriented development, transportation demand management
- More office workers per 1,000 sq. ft (tech.)



# Parking

## Public Hearing Proposal for Additional Flexibility (similar to BelRed)

- Through an Administrative Departure, the Director may increase or decrease parking ratios based on parking demand analysis including:
  - ☐ Documentation regarding actual parking demand;
  - ☐ Evidence in studies relating to proposed use; or
  - ☐ Required parking for the use in other jurisdictions.

## Planning Commission's Recommendation; Carryover from Existing Code Provisions

- Director may require the installation of more than the maximum number of stalls if:
  - ☐ Necessary to meet parking demand for the use;
  - ☐ Shared or off-site parking is not available or not adequate; and
  - ☐ Any required Transportation Management Program remains in effect.

# Small Site Exceptions & Deviations



# Small Site Exceptions

- 40,000 sq. ft. or less
- Amenity system-No minimum allocation for open space amenities unlike large sites (75 %)
- No tower separation required (60 feet)
- Upper level stepbacks can be modified or reduced (20 or 15 feet)
- Green and sustainability factor is reduced to 0.25
- Administrative departures for numeric standards such as :
  - Sidewalk Widths
  - Planter Strips
  - Street Tree Spacing
  - Design Guidelines

# Next Steps

## **Memory Book Topics for Next Council Meeting**

- Office Limited Business District density and design *(proposed to be deferred to future meeting)*
- Floor plate reduction and open space requirement with added height
- Affordable housing