

Bel-Red Corridor Project: Draft Alternatives

Community Meeting

June 8, 2006

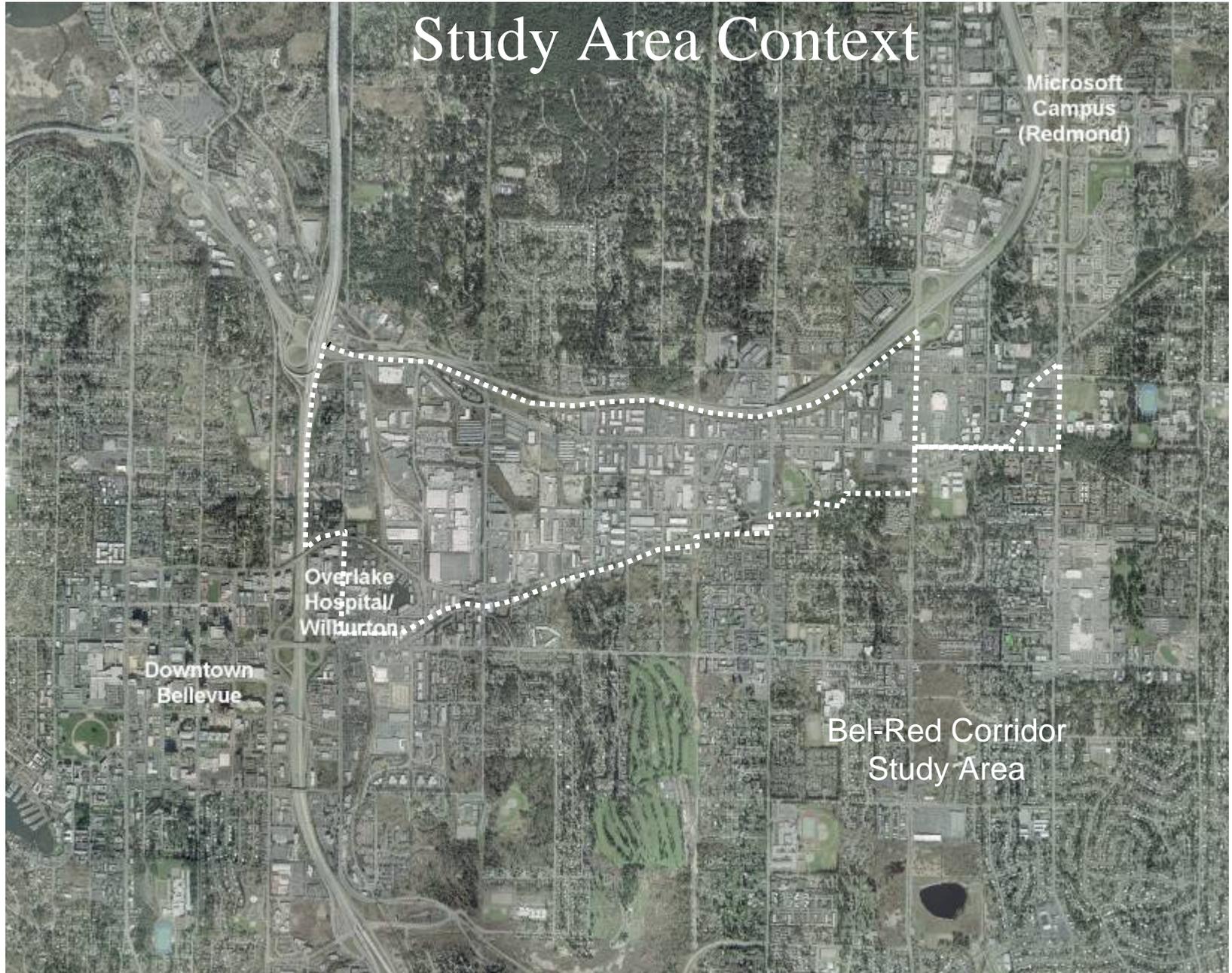
The logo for the Bel-Red Corridor Project is set against a dark blue rectangular background. It features the words "BEL RED" in a bold, white, sans-serif font. A thin, curved line in a light brown or orange color arches over the letters "L" and "R". Below "BEL RED", the words "corridor project" are written in a white, lowercase, serif font.

BEL RED
corridor project

Summary of the Project—What Are We Doing?

- Develop a long-term vision for the Bel-Red corridor (Planning to the Year 2030)
 - Determine future land use in a thoughtful, comprehensive manner
 - Integrate land use and transportation planning, including all transportation modes
 - Evaluate the impacts and opportunities presented by a potential high capacity transit (HCT) line through the corridor, and identify a preferred route and station locations
 - Identify community amenities that will contribute to and support the preferred vision
 - Evaluate and protect adjoining areas from impacts of future growth

Study Area Context



Bel-Red Project Principles-Established by City Council

1. *Long-Term Vision.*
2. *Economic Vitality:*
3. *Differentiated Economic Niche.*
4. *Building from Existing Assets.*
5. *High Capacity Transit as an Opportunity.*
6. *Land Use/Transportation Integration*
7. *Community Amenities and Quality of Life.*
8. *Neighborhood Protection, Enhancement, and Creation*
9. *Sustainability.*
10. *Coordination.*

Public Comments

- Opportunities for public involvement and comment:
 - Project scoping (November-December, 2005)
 - Community meetings (November 9, April 18)
 - Comments at steering committee meetings
 - May 4th steering committee “conversation” with business/property owners
 - May 16th and June 6th business/property owner panels

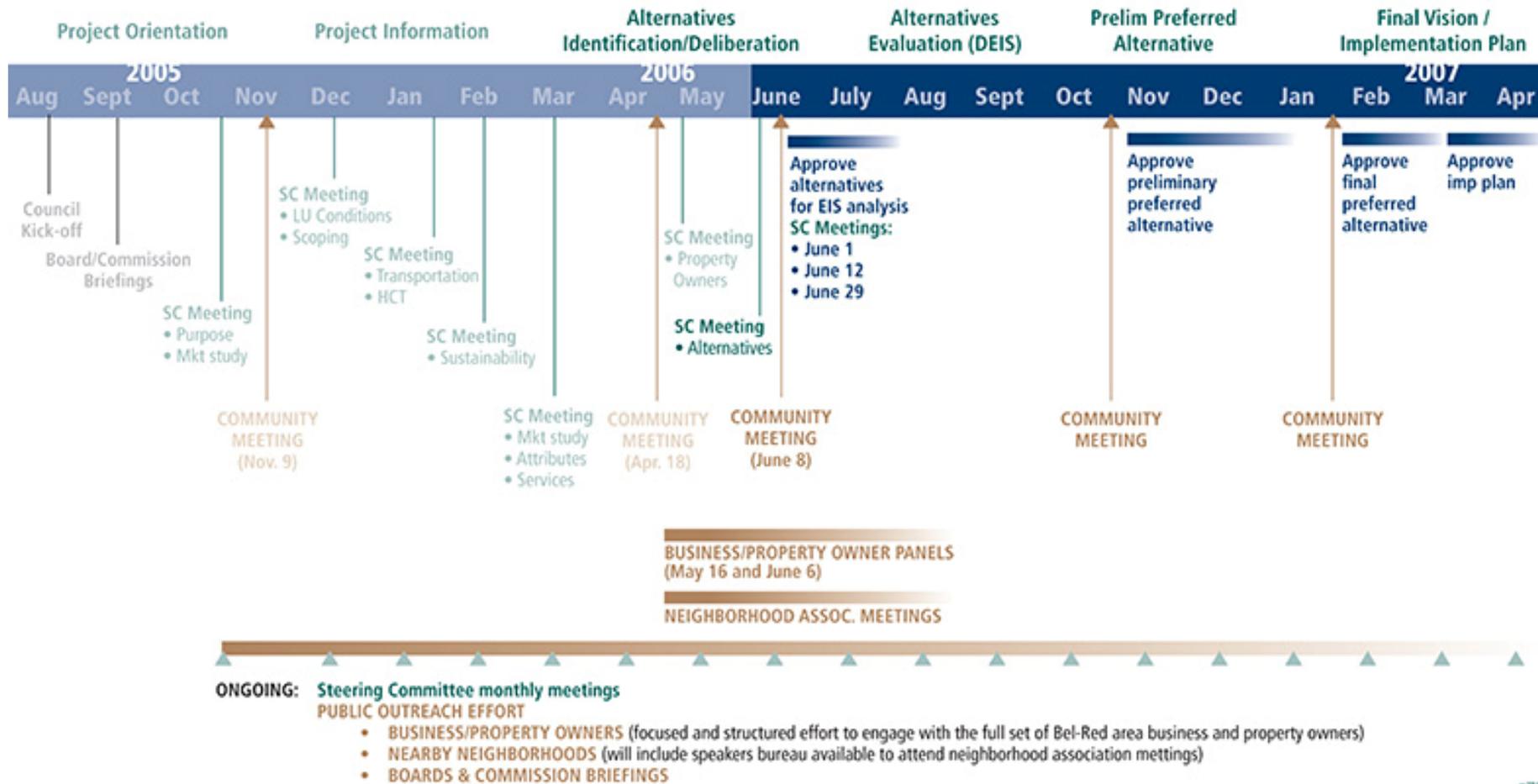
Summary of Public Comments

- Land Use
 - Concern about compatibility between existing land uses/businesses and potential future land uses
 - Desire to preserve service uses and some existing light industrial uses
 - Recognition of potential for additional types of uses (office, housing) given the area's location
 - Desire for land use change expressed by some
 - Capitalize on area's location, regional context
 - Support for housing, mixed use concepts
- Transportation
 - Improvements needed in overall network (more road connections, better ped/bike access, better transit service)
 - Improved access to regional system (particularly SR 520)
 - Interest/questions about Sound Transit HCT corridor and stations

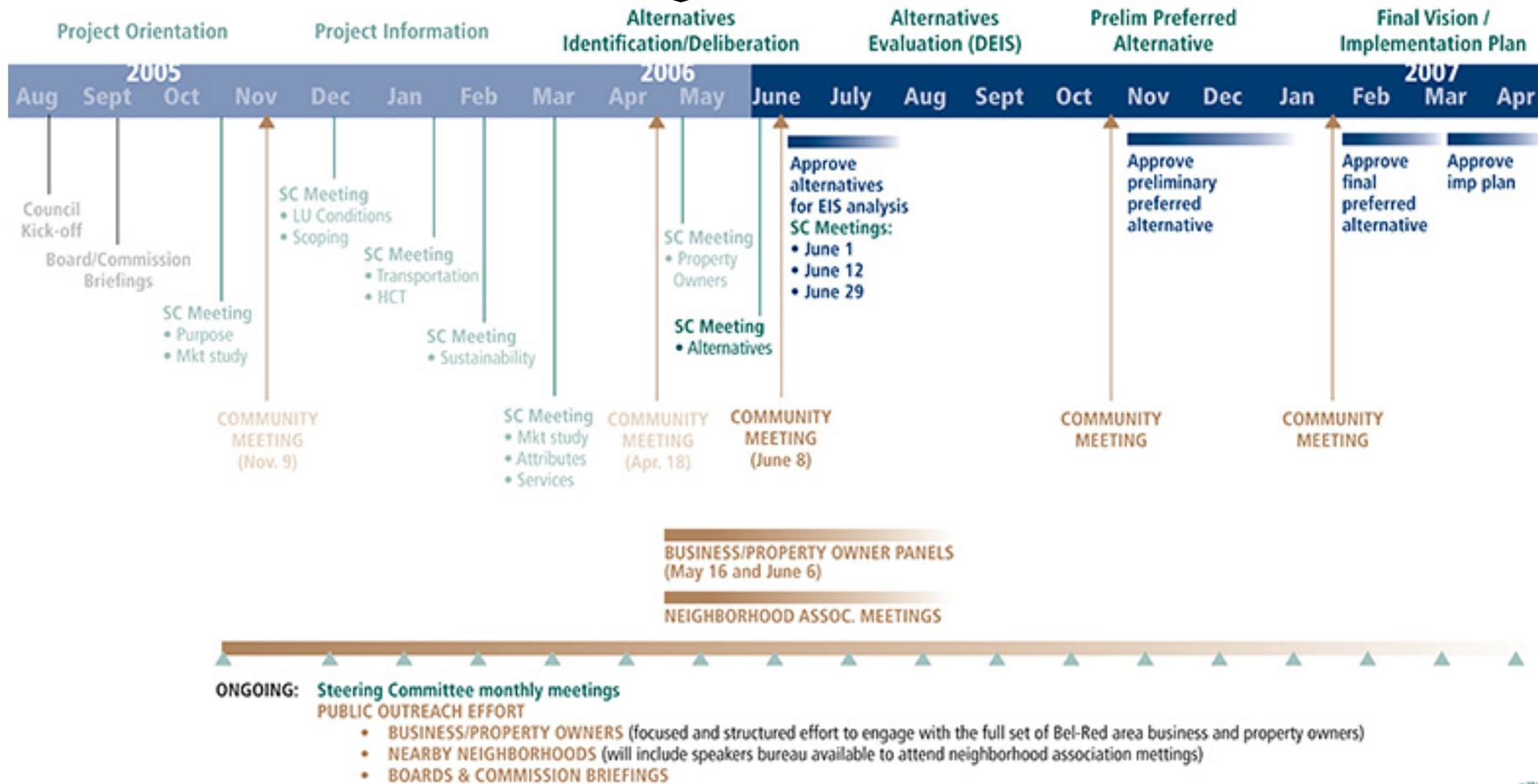
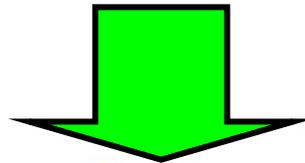
Summary of Public Comments (Cont.)

- Parks/Open Space
 - Support for more “green spaces” in corridor
 - Neighborhood parks
 - Major recreation facility
 - Trails
 - Support in scoping comments for major facility enhancements (ball fields, etc.); support in panels for smaller, pocket parks
- Environment
 - Interest in improving natural resources (wetlands, riparian corridors)
 - Prioritize improvements; don’t try to improve everything

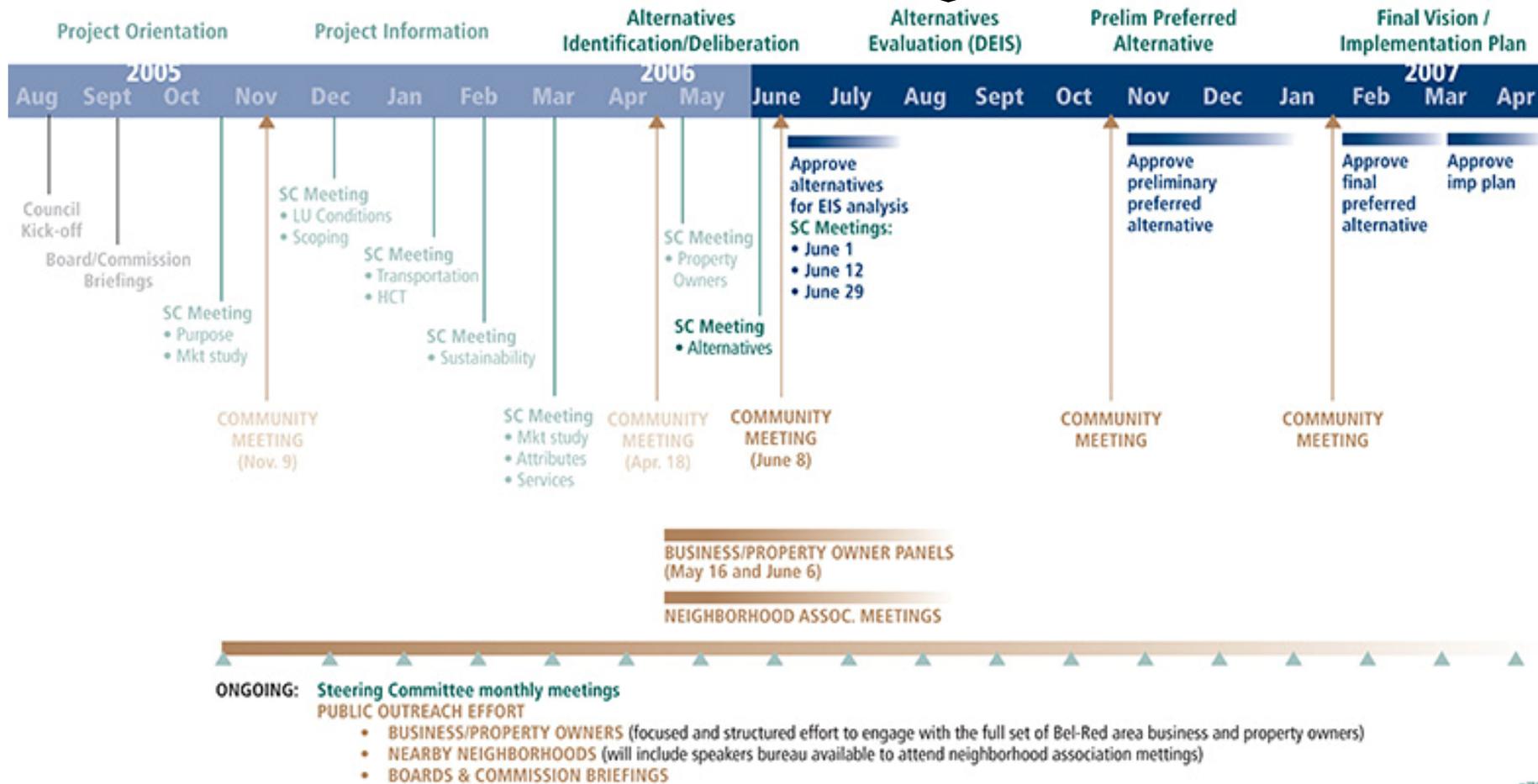
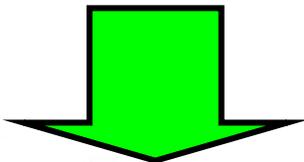
Schedule and Process



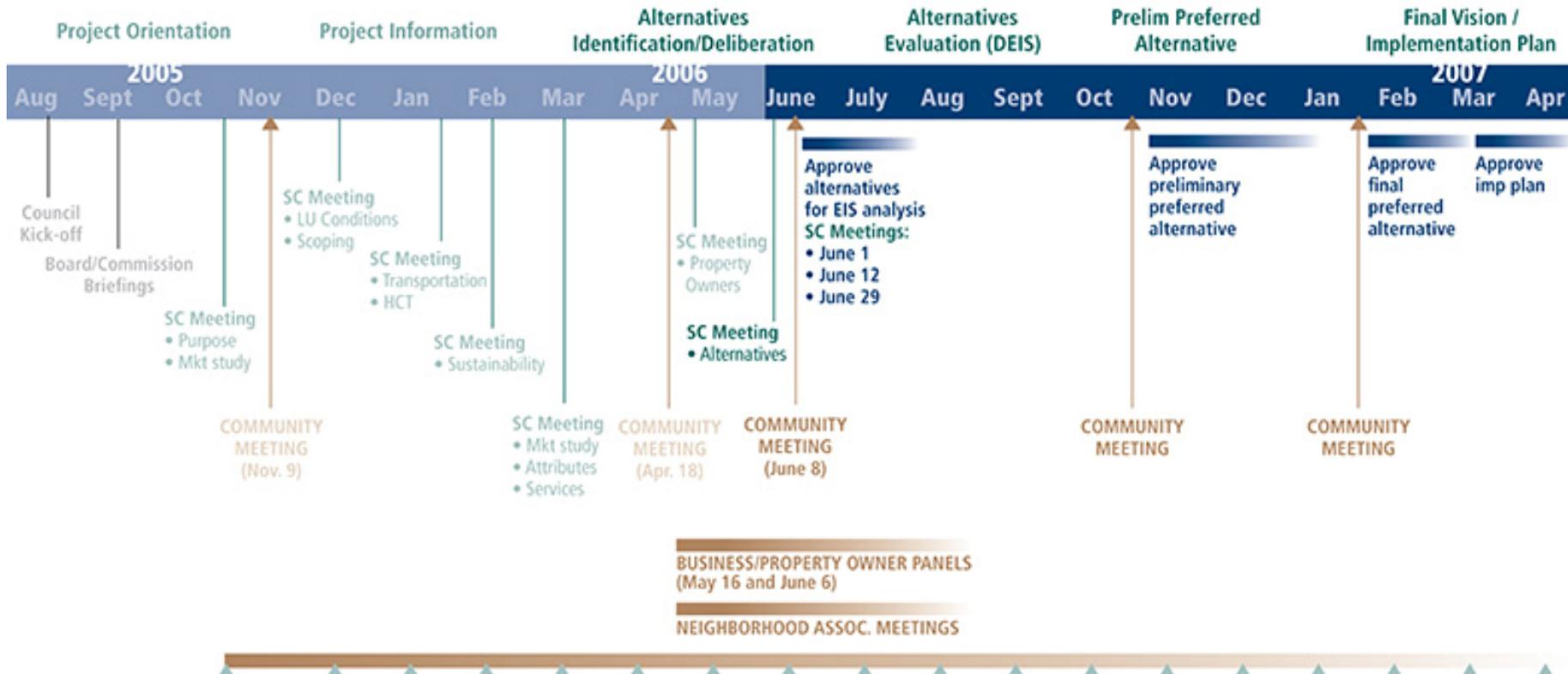
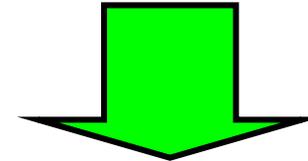
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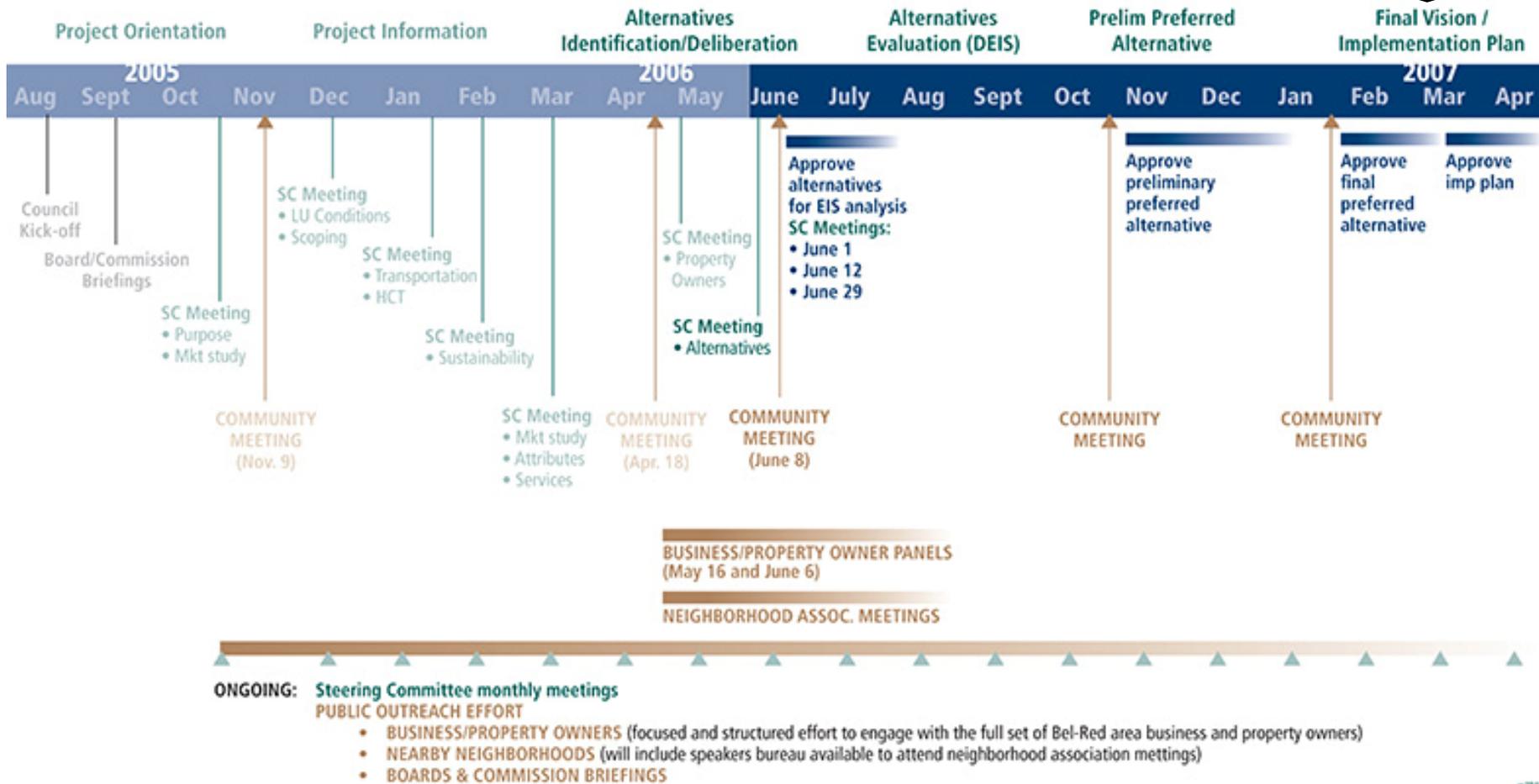
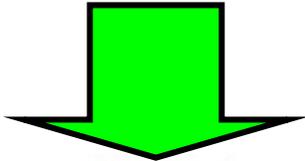
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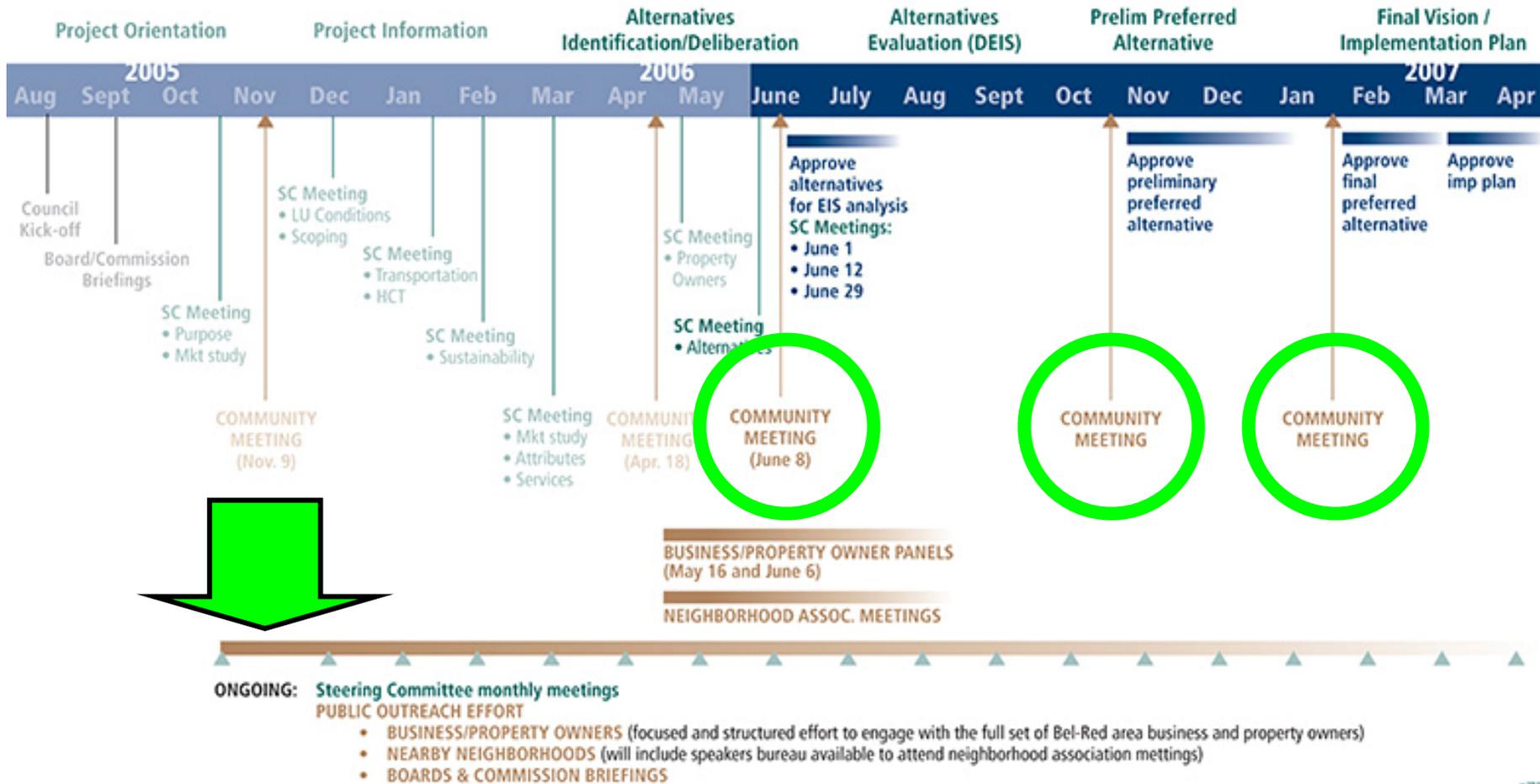
ONGOING: Steering Committee monthly meetings
PUBLIC OUTREACH EFFORT

- 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

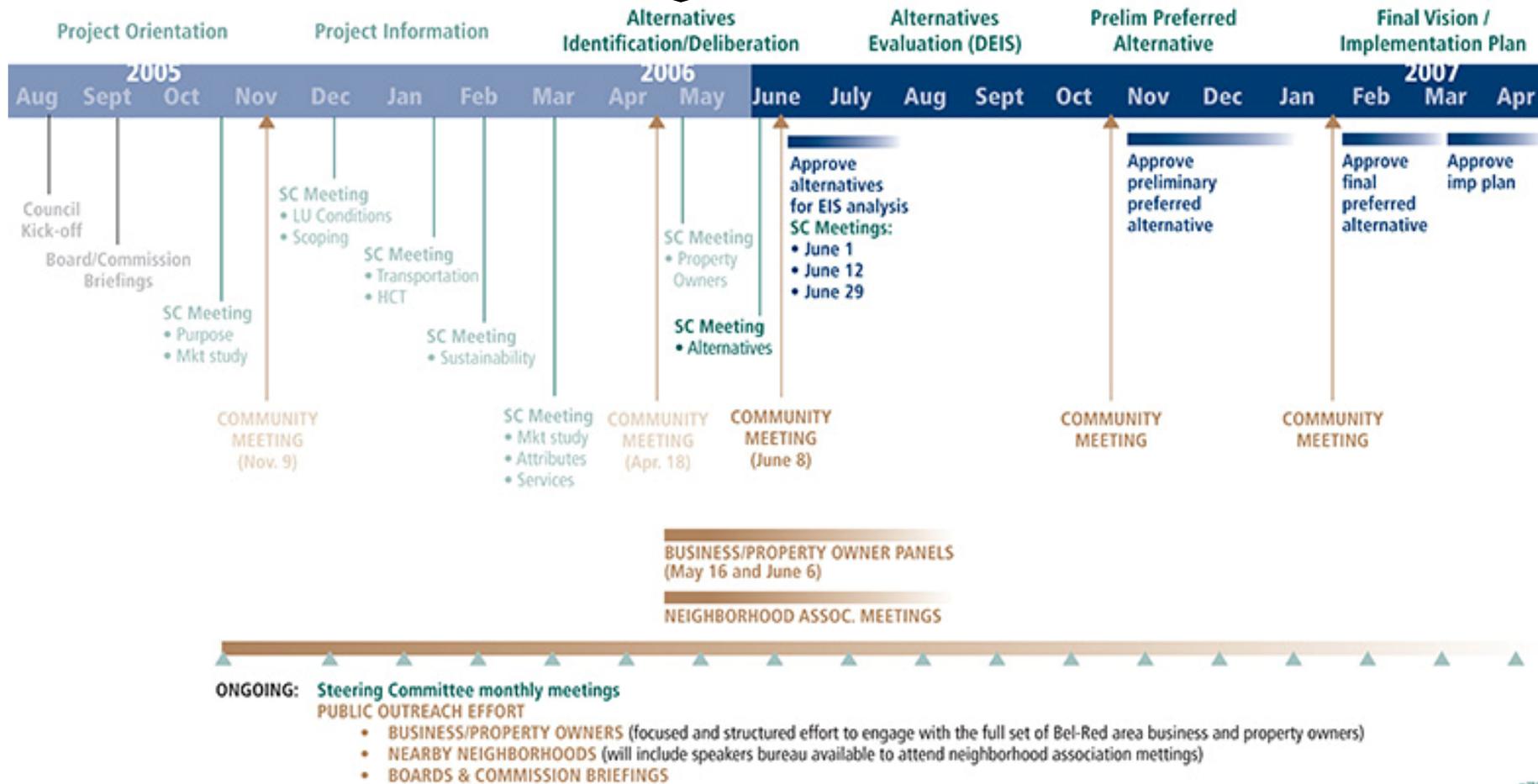
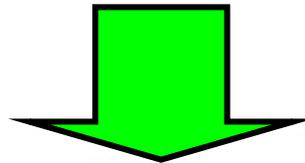
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Bel-Red Objectives

Adopted by the Steering Committee April 6, 2006

MARKET FEASIBILITY

Incorporate elements of market forecast (office, housing, retail)

Serves distinctive market niche

Meets market needs and economic realities

Leverage nearby opportunities (ie, Overlake Hospital expansion)

LAND USE

Jobs-housing relationship (accommodate housing and commercial uses)

Accommodate service uses

Land use takes advantage of HCT stations (mixed use nodes)

Appropriate scale of development within area

NEIGHBORHOOD IMPACTS

Land use sensitive to surrounding areas

Addresses transportation spillover impacts

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ENVIRONMENTAL QUALITY/SUSTAINABILITY

Improve environmental resources (streams, wetlands)

Support sustainable development patterns

PARKS/OPEN SPACE

Parks integrated with future land use concepts

Achieves critical mass of park improvements

Adds value to overall system (include regional facility)

TRANSPORTATION

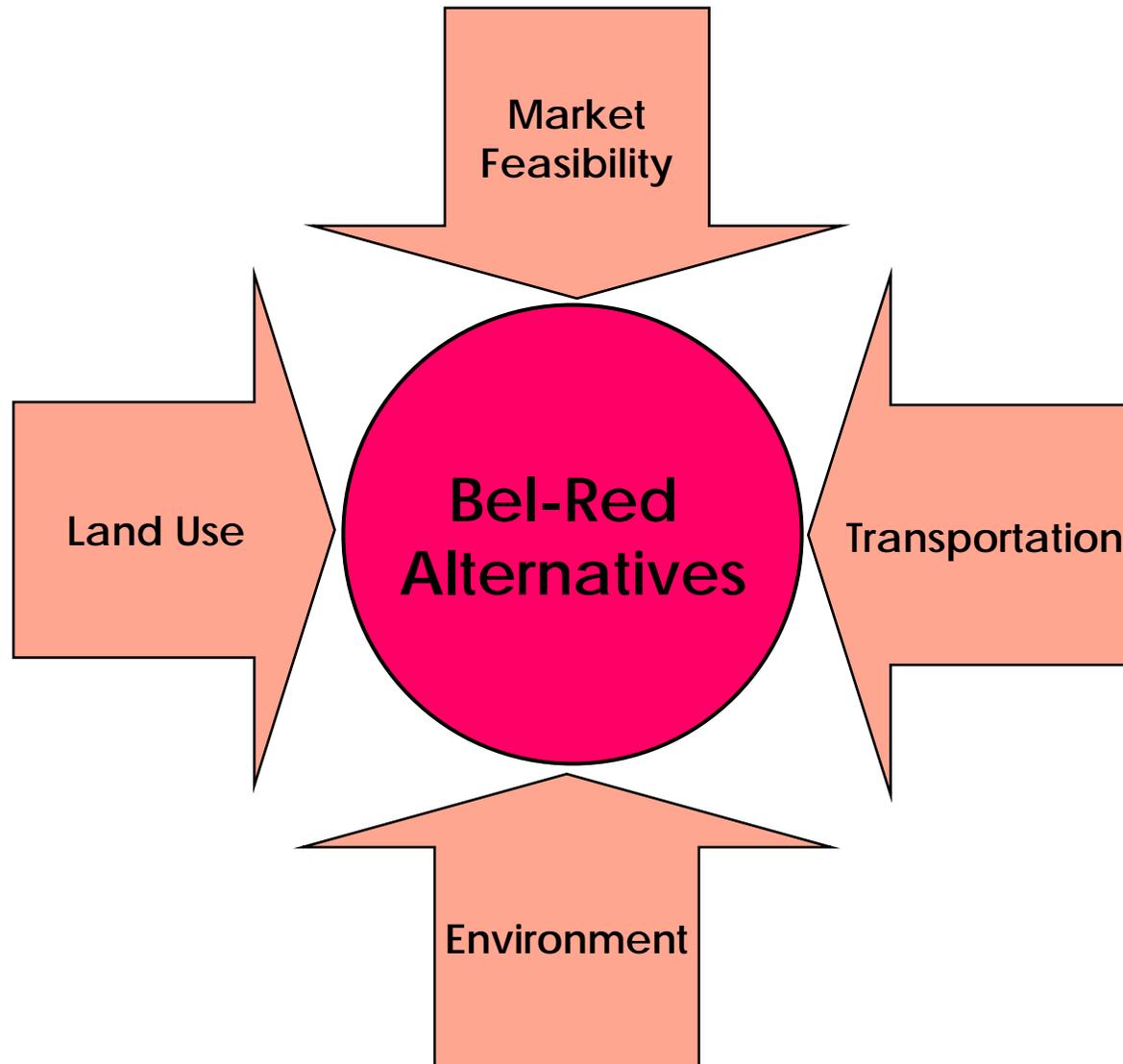
Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods

Provides improved access to regional system

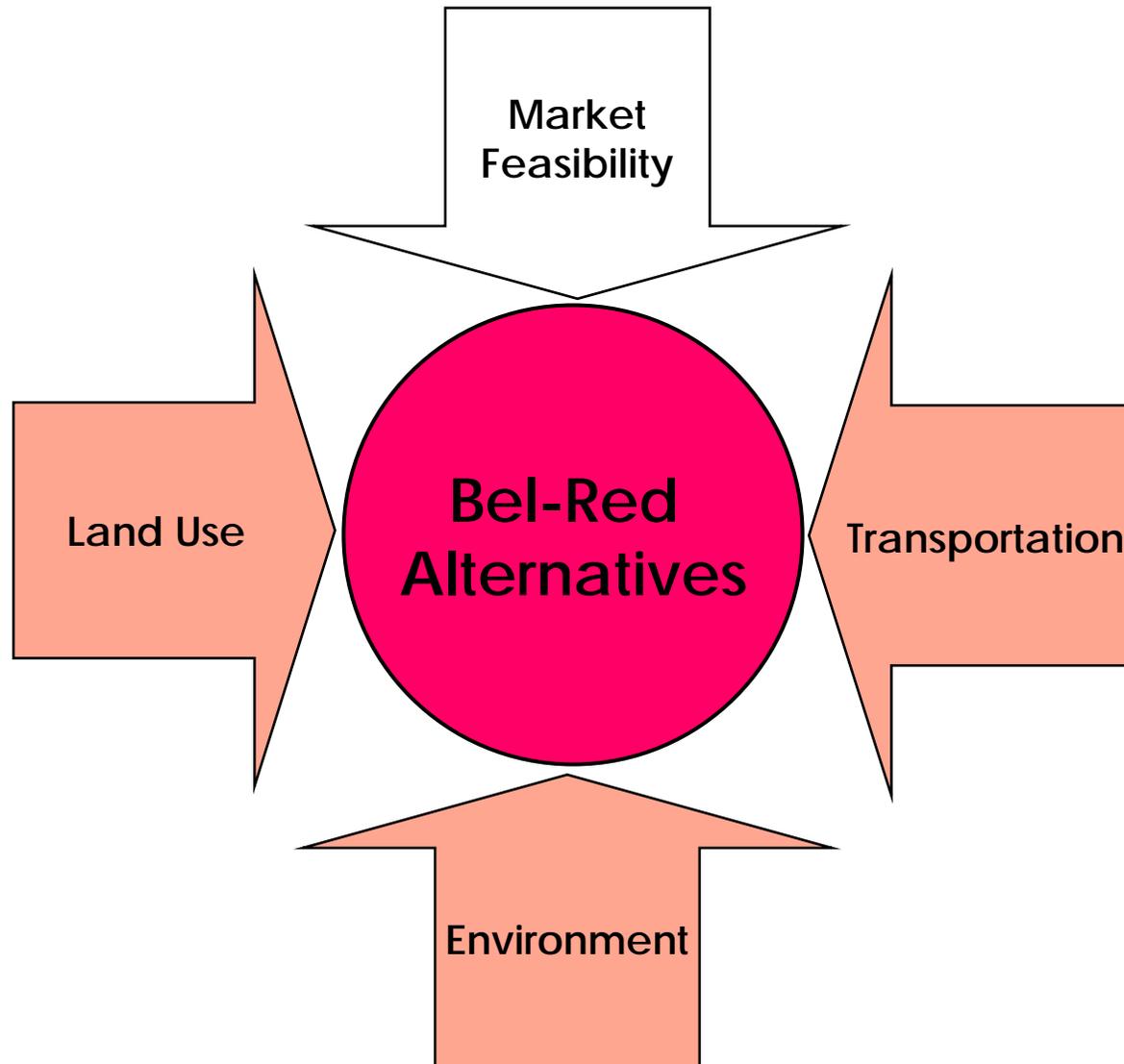
Provides improved local access and circulation

Accommodates planned level of development

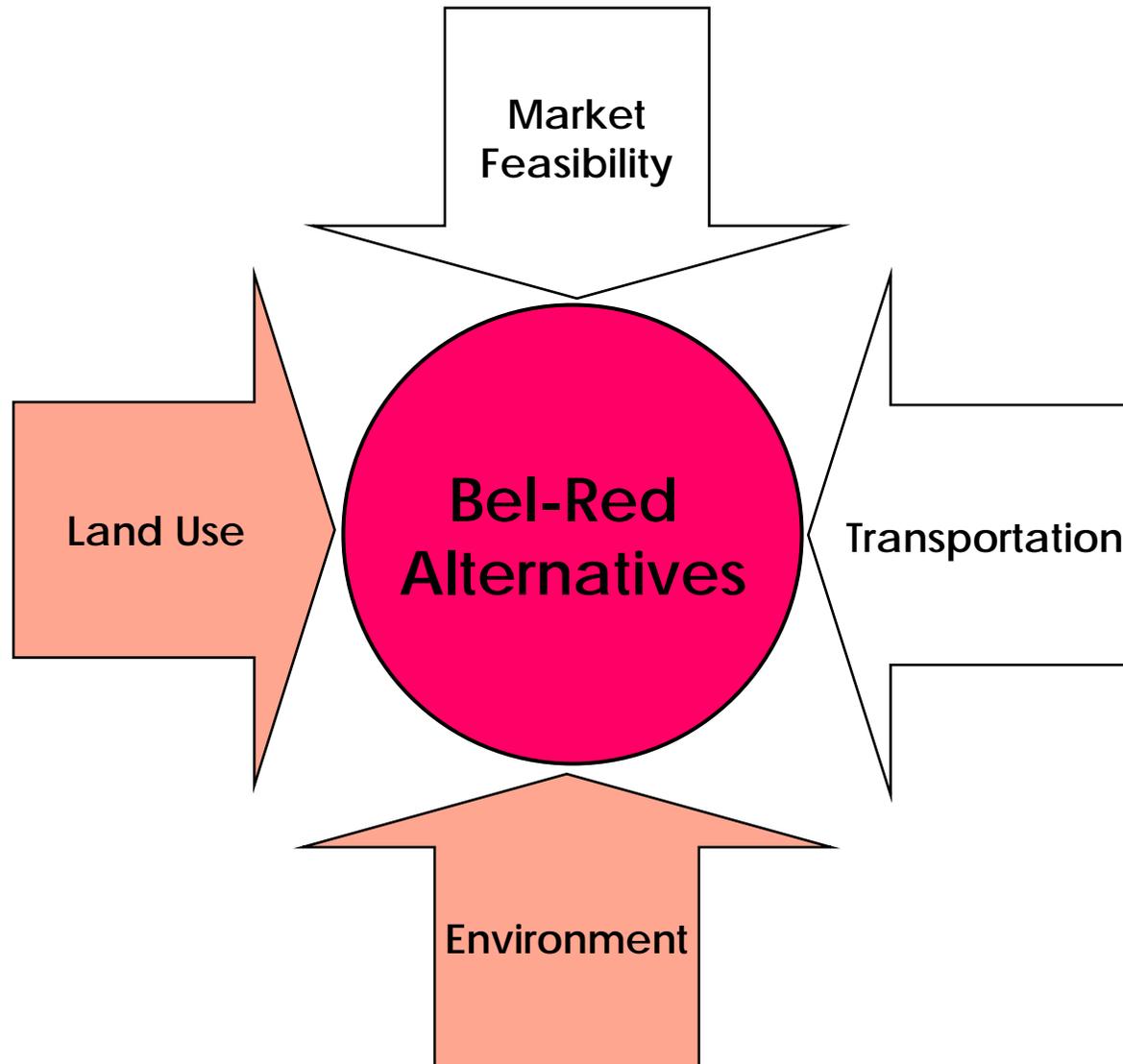
Key Elements



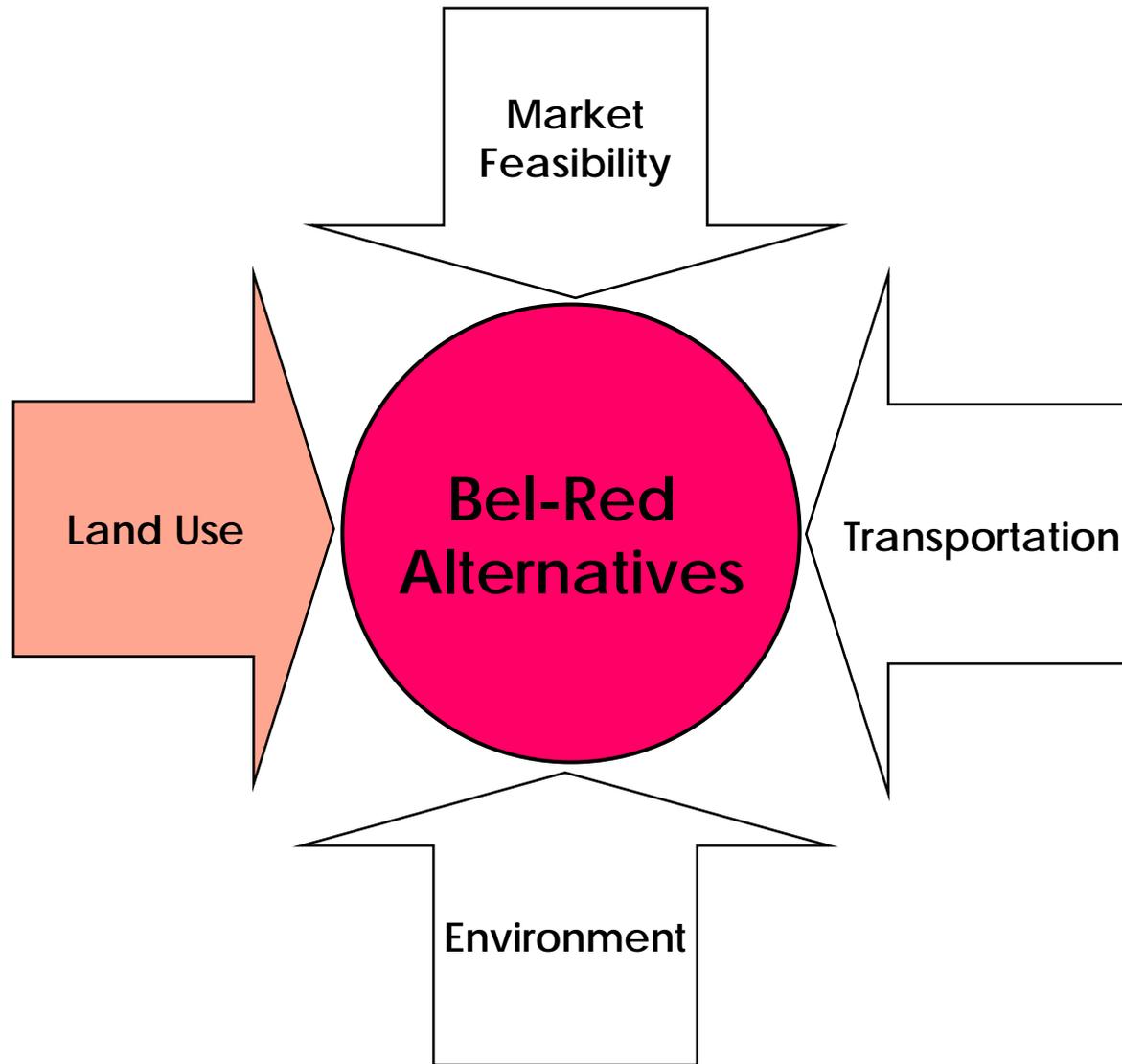
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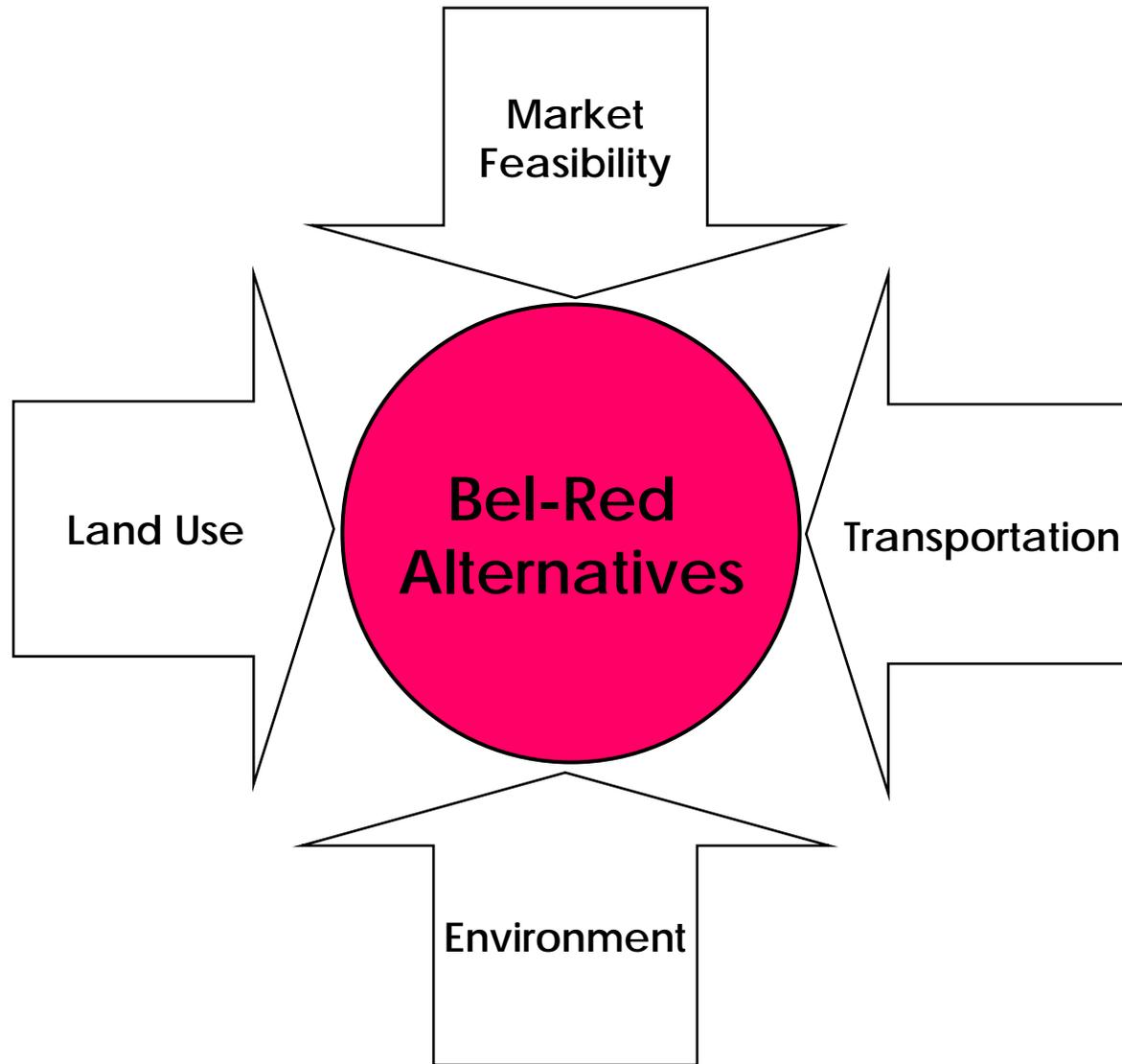
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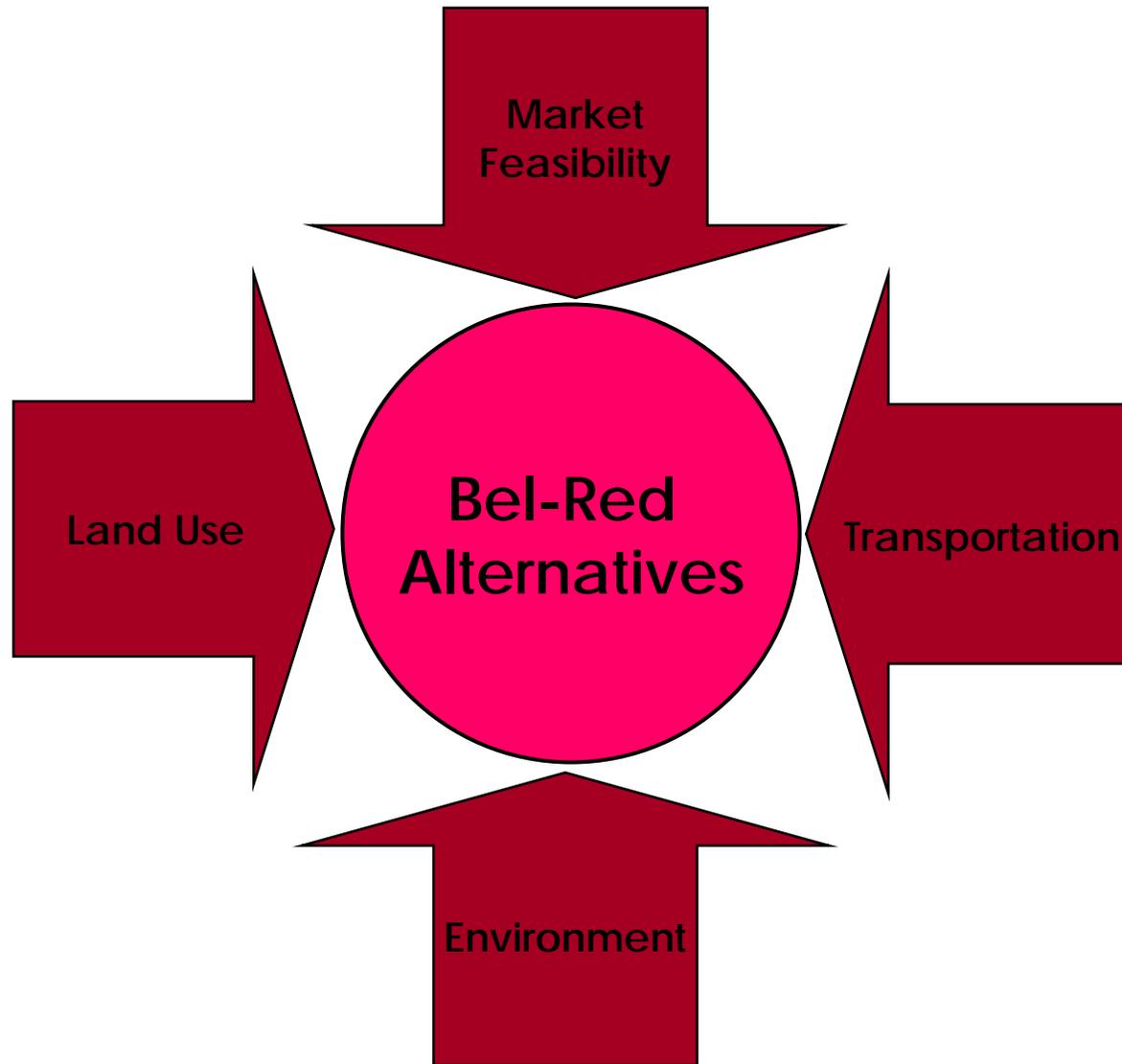
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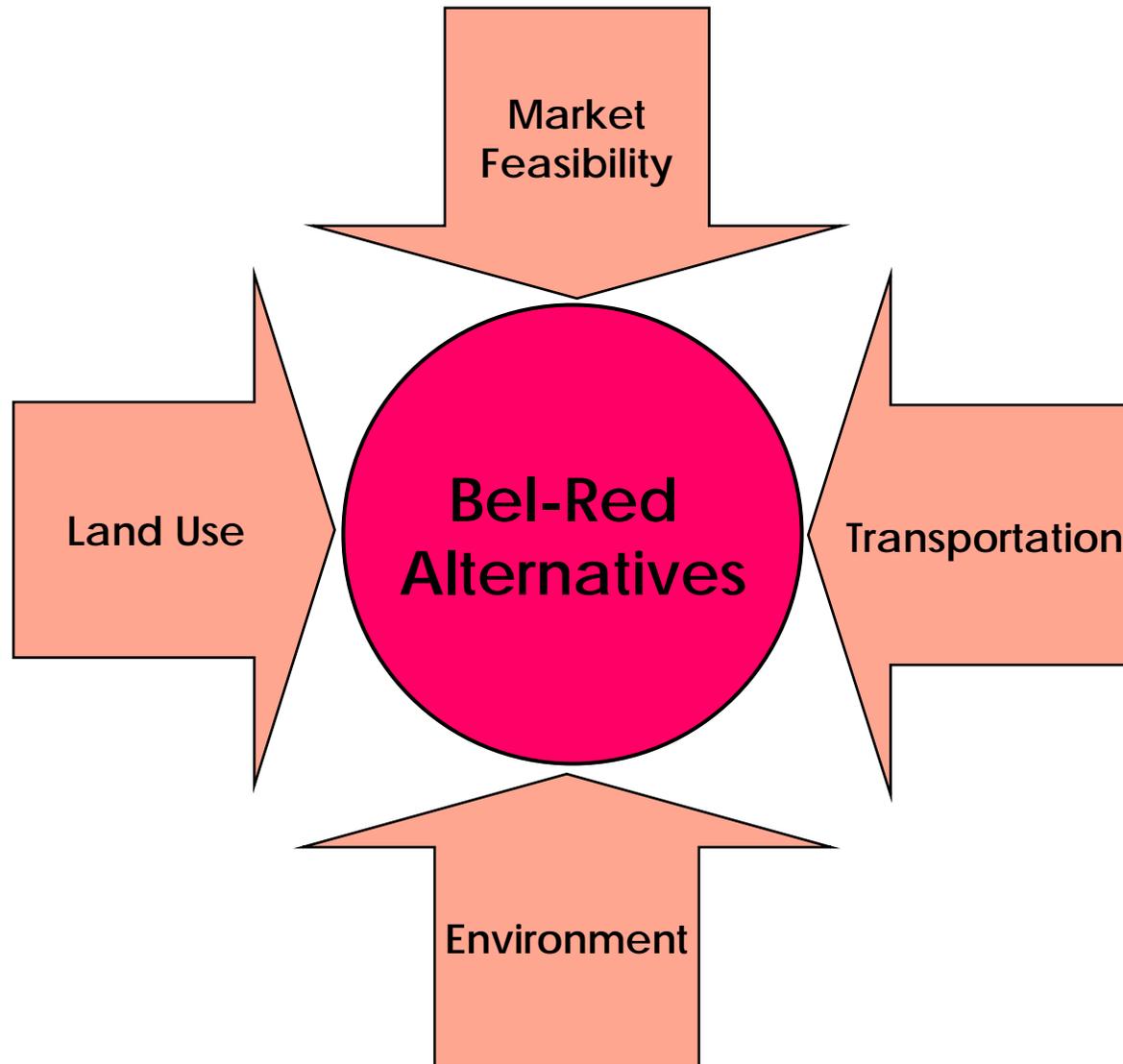
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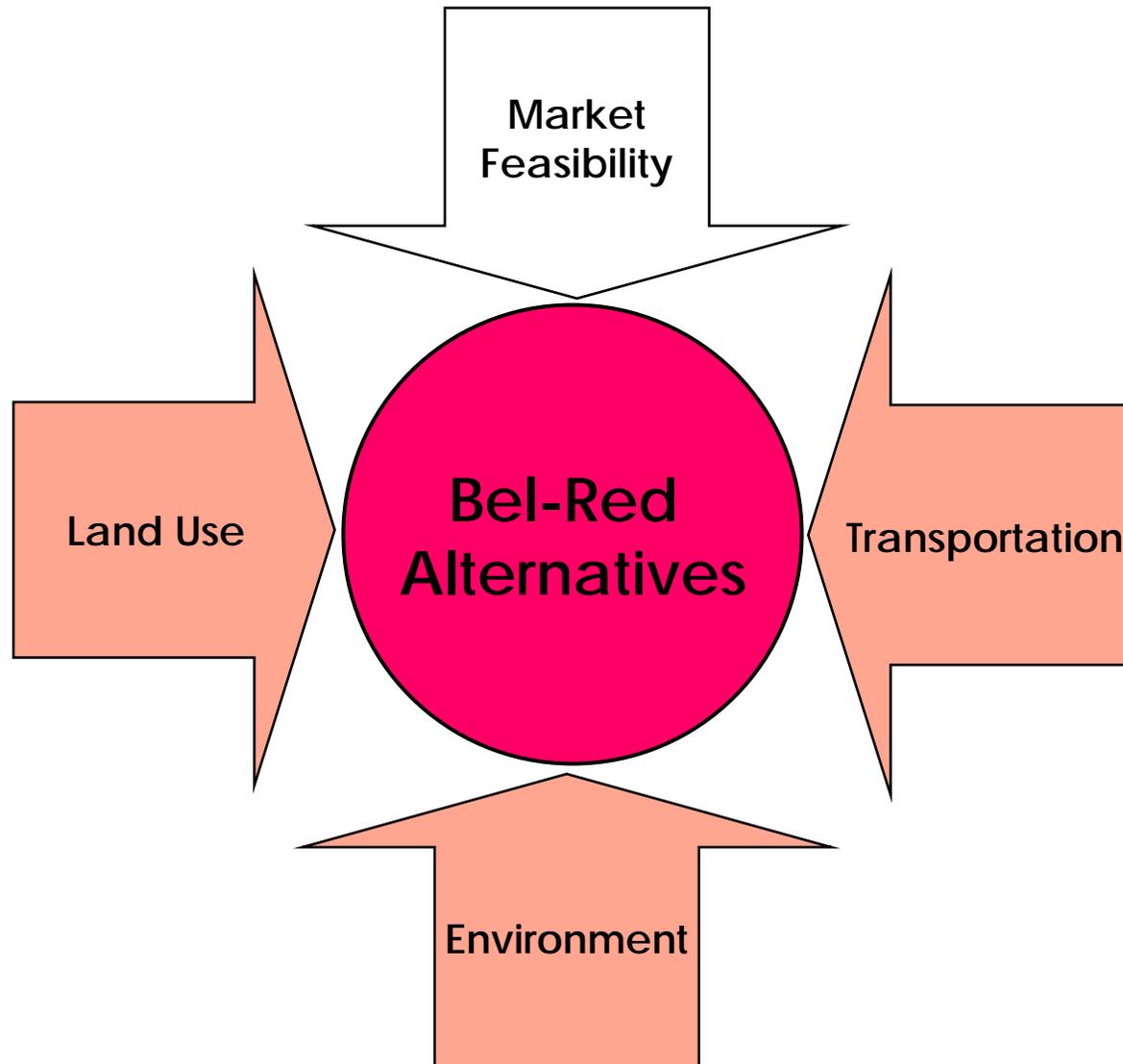
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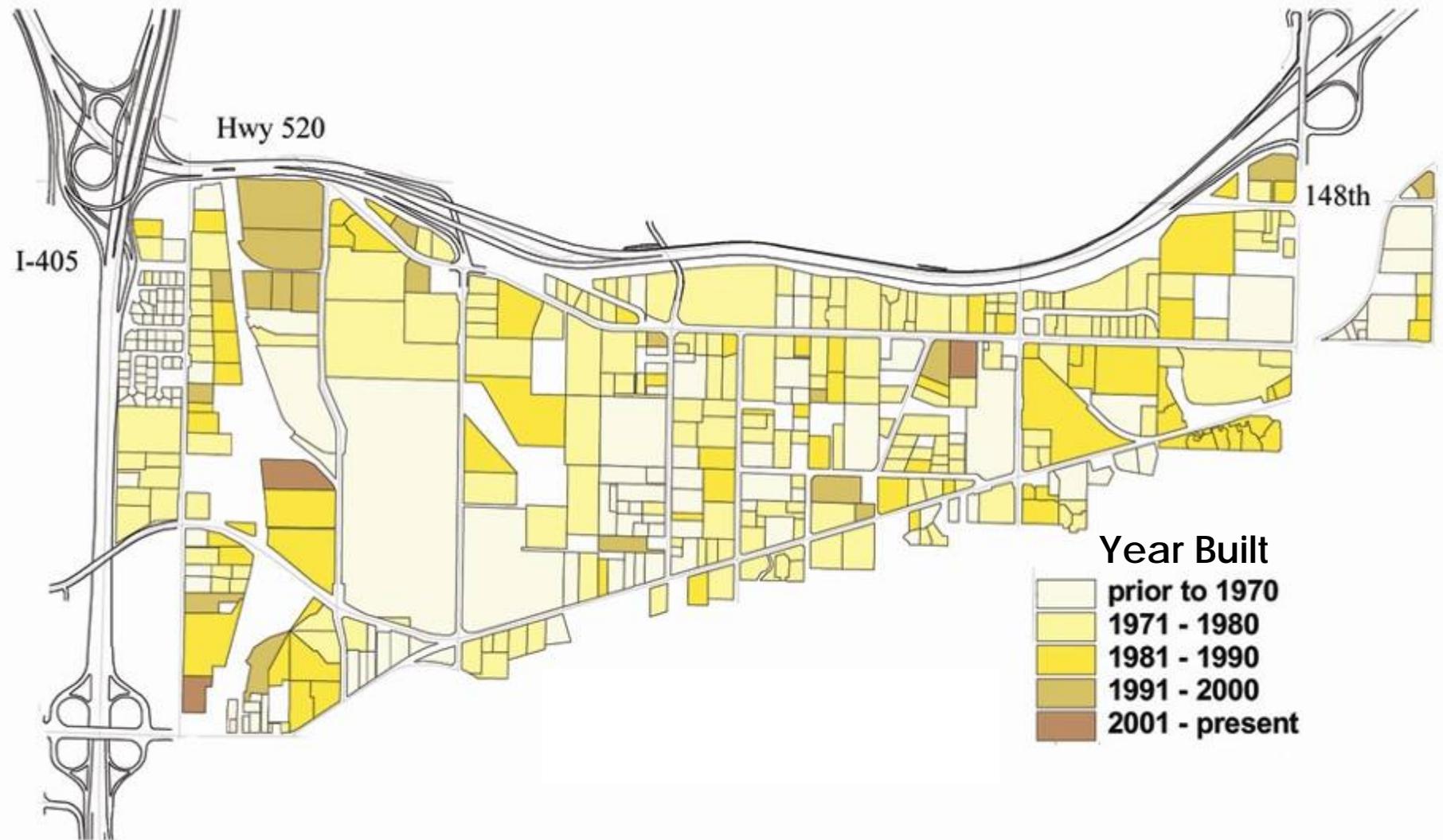
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Serves distinctive market niche

Meets market needs and economic realities

Leverage nearby opportunities (ie, Overlake Hospital expansion)

Age of Buildings



Summary of Findings

Market/Economic Study

- Bel-Red area centrally located
 - Overlake Hospital and Microsoft significant “anchors” on either end of the corridor
- Diversity of uses—several “subdistricts” within the area
- Much land is “under-developed” based on land and improvement values
 - Most buildings in the corridor built prior to 1980
- Land values make new manufacturing or warehouse difficult

Summary of Recommendations

Market/Economic Study

- Compete for corporations
- Create new identity for western half of the planning area
 - Attract development types that will complement, not compete with, Downtown Bellevue
- Build housing
- Treat wetlands and riparian corridors as a development amenities
- Establish transit villages and align transit to encourage new development
- Medical office corridor on 116th
- Expand “auto corner” (at 136th and NE 20th)
- **A “do nothing” scenario will likely result in stagnation**

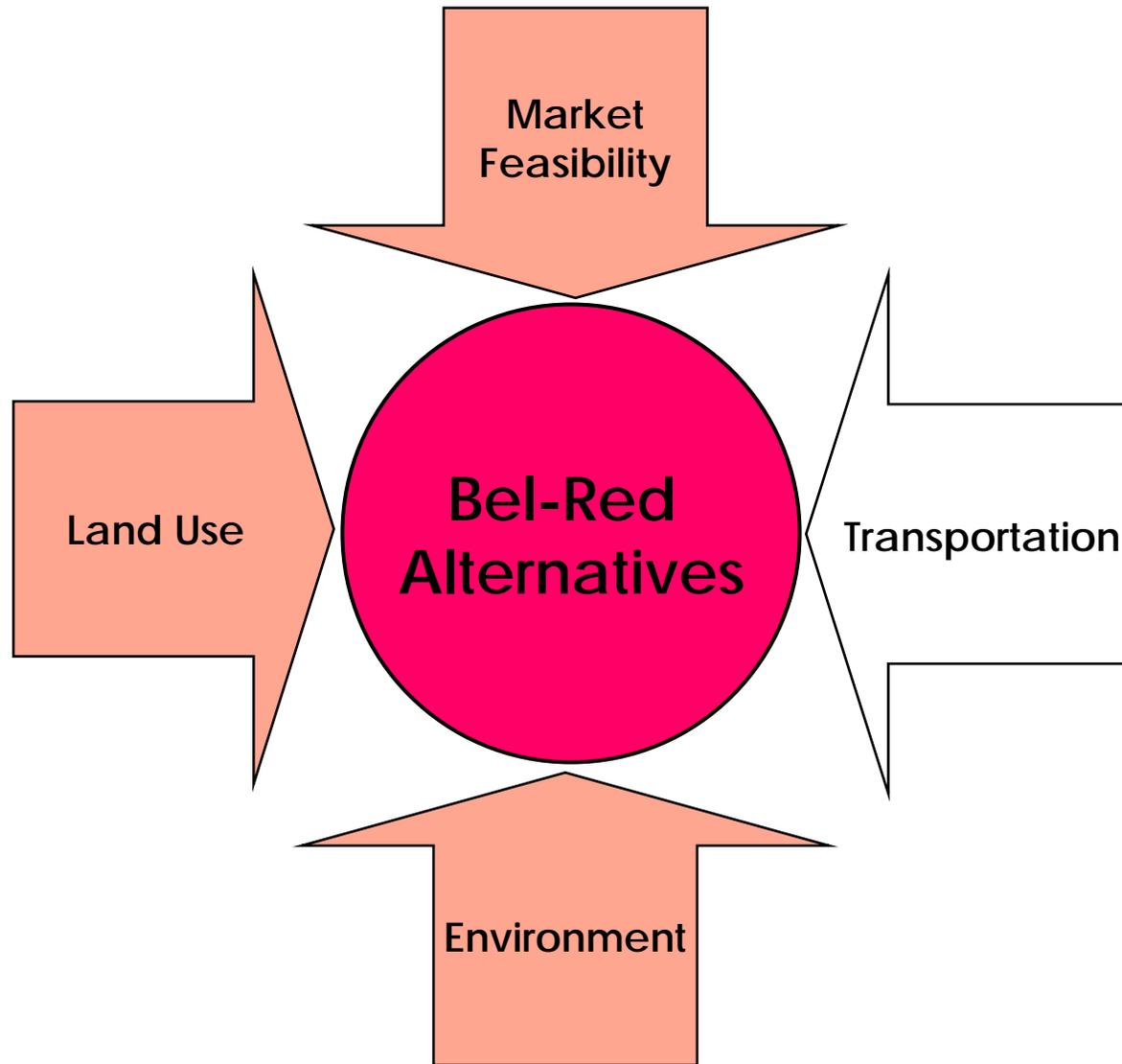
Potential Future Demand

To Year 2030

- New office space: 2.5 to 3.9 million sf
- Retail space: 200-400,000 sf
- Residential: 2,500-5000 units
- Hotel: 200-300 rooms
- Industrial space: Projected loss

Source: Leland Consulting Group

Key Elements



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TRANSPORTATION

Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods

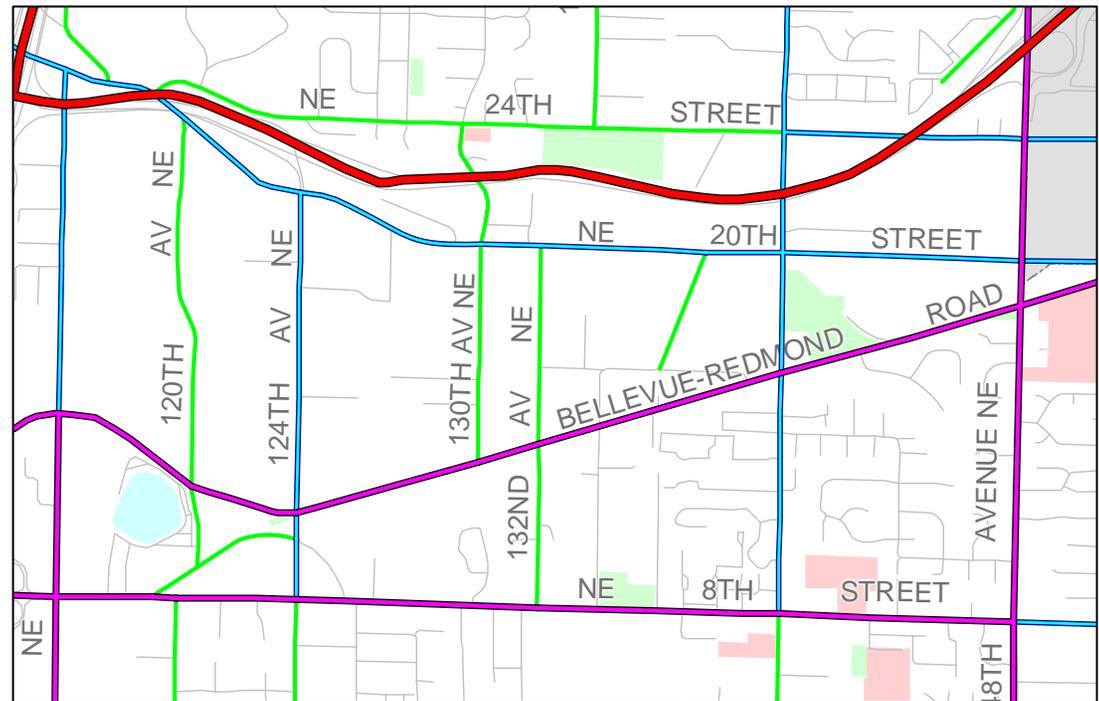
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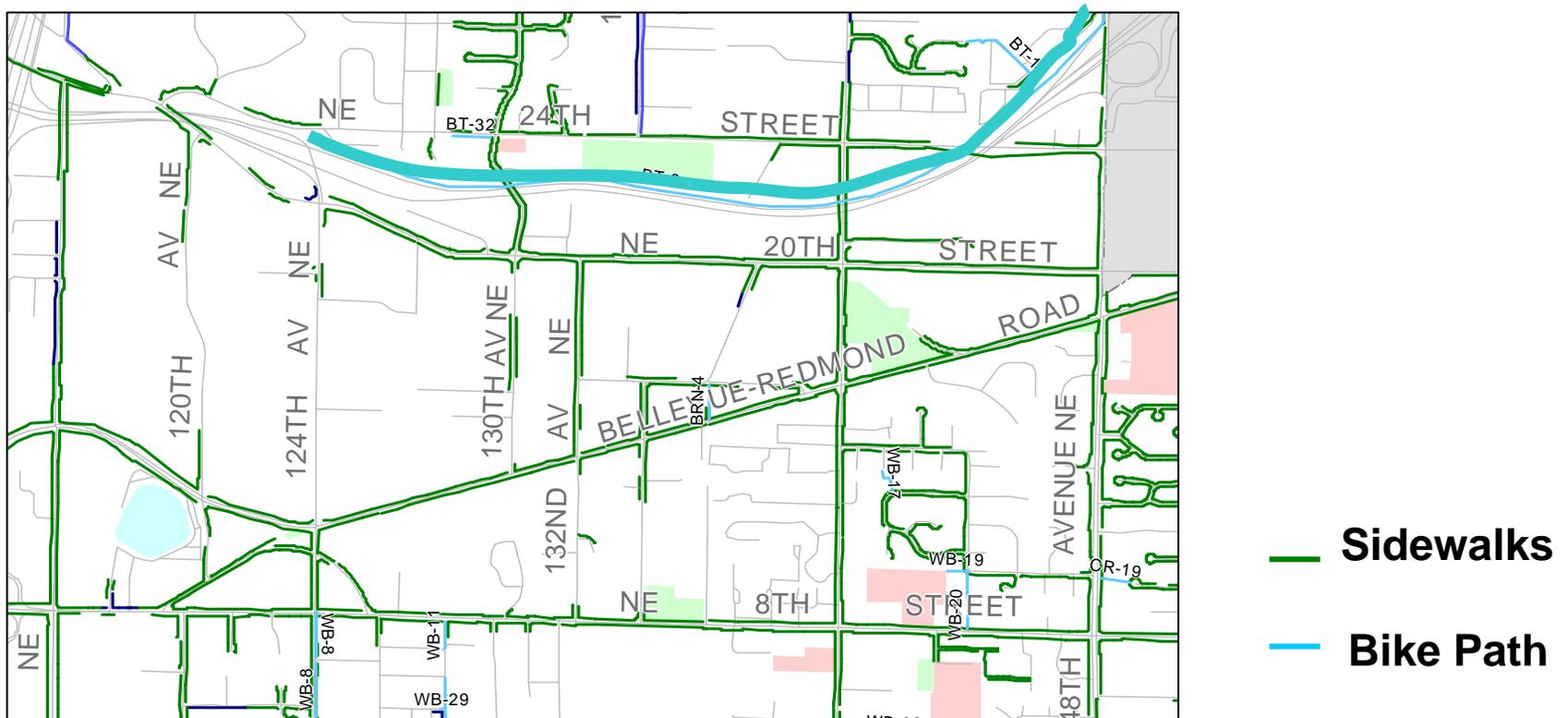
Roadway – Functional Hierarchy

- Roads have differing purposes and applications
- Functional classification
 - Freeway
 - Major Arterial
 - Minor Arterial
 - Collector

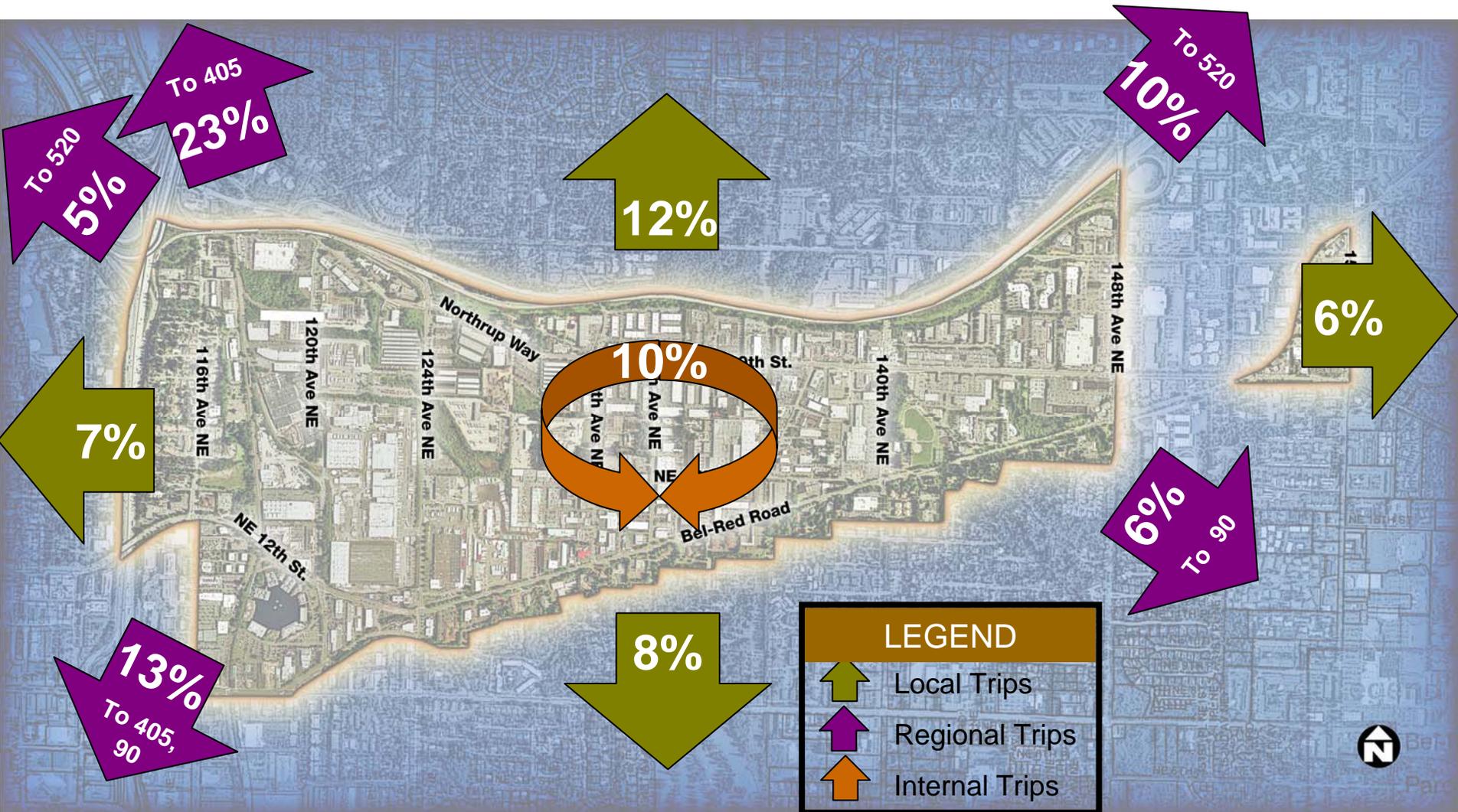


Non-Motorized – Existing Facilities

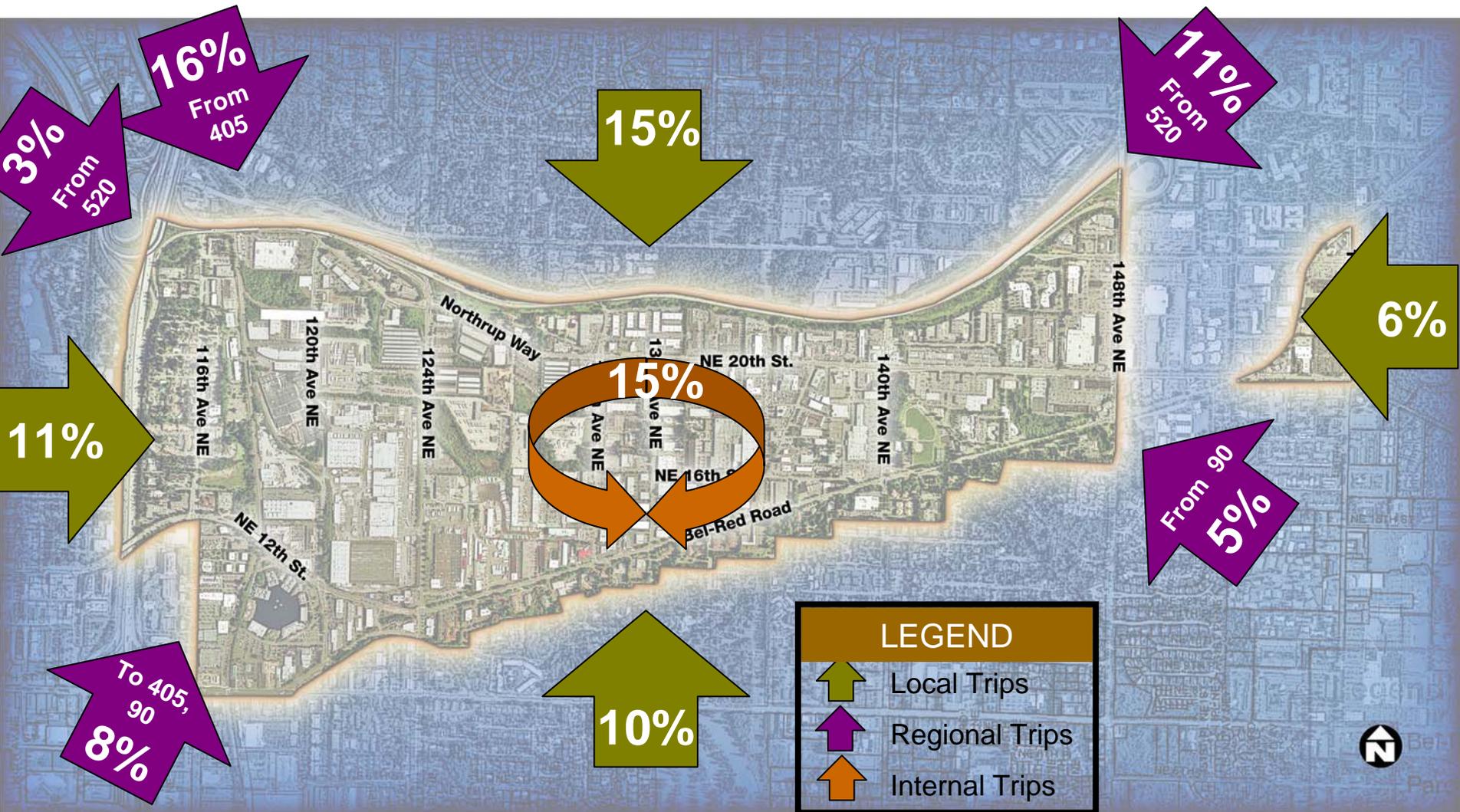
- Sidewalks constructed on many of the arterial roads, but there are gaps
- Blocks range in size from 1/8 to 1/2 mile.
- One bike path



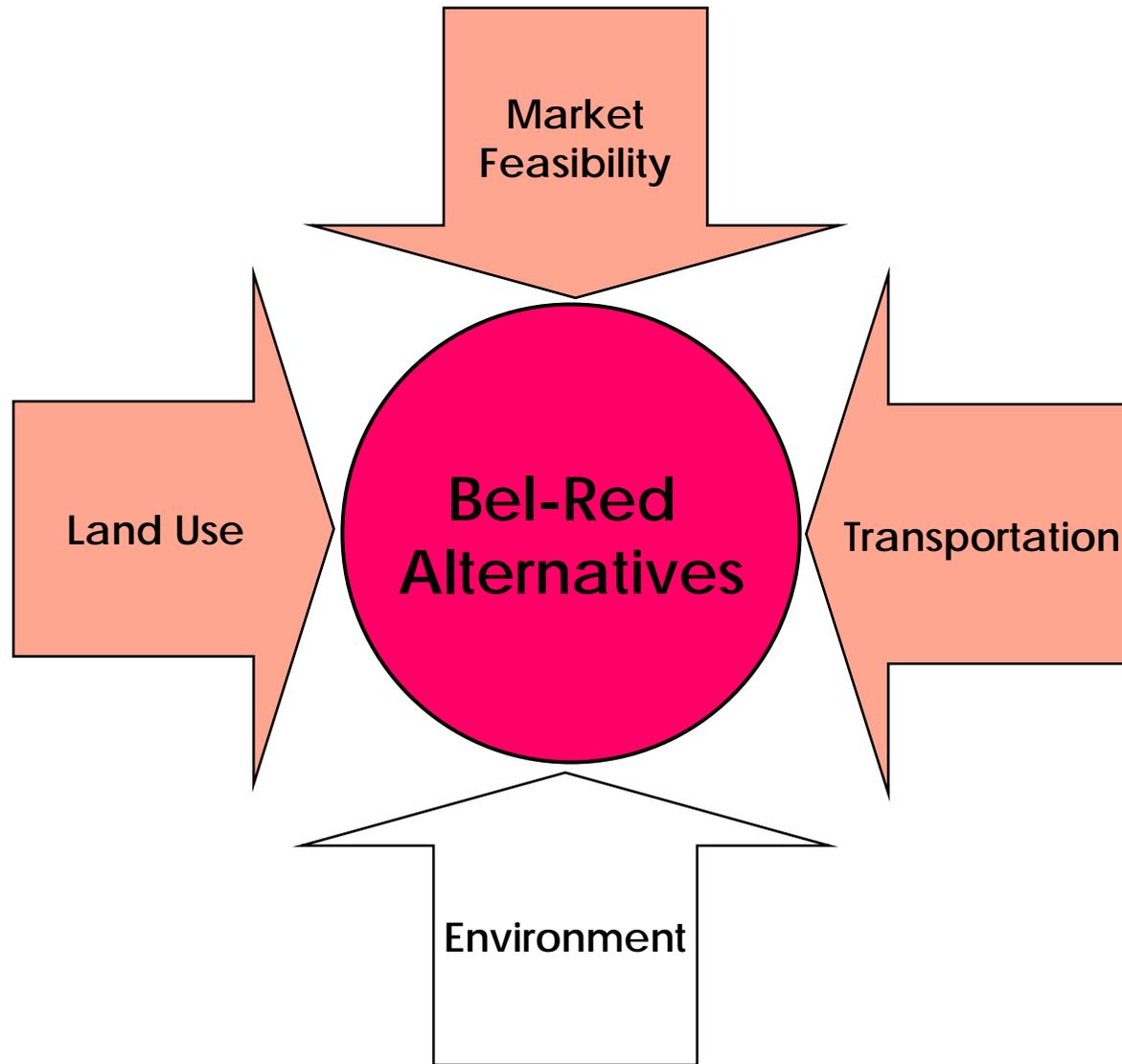
Traffic Demand Leaving Corridor



Traffic Demand Entering Corridor



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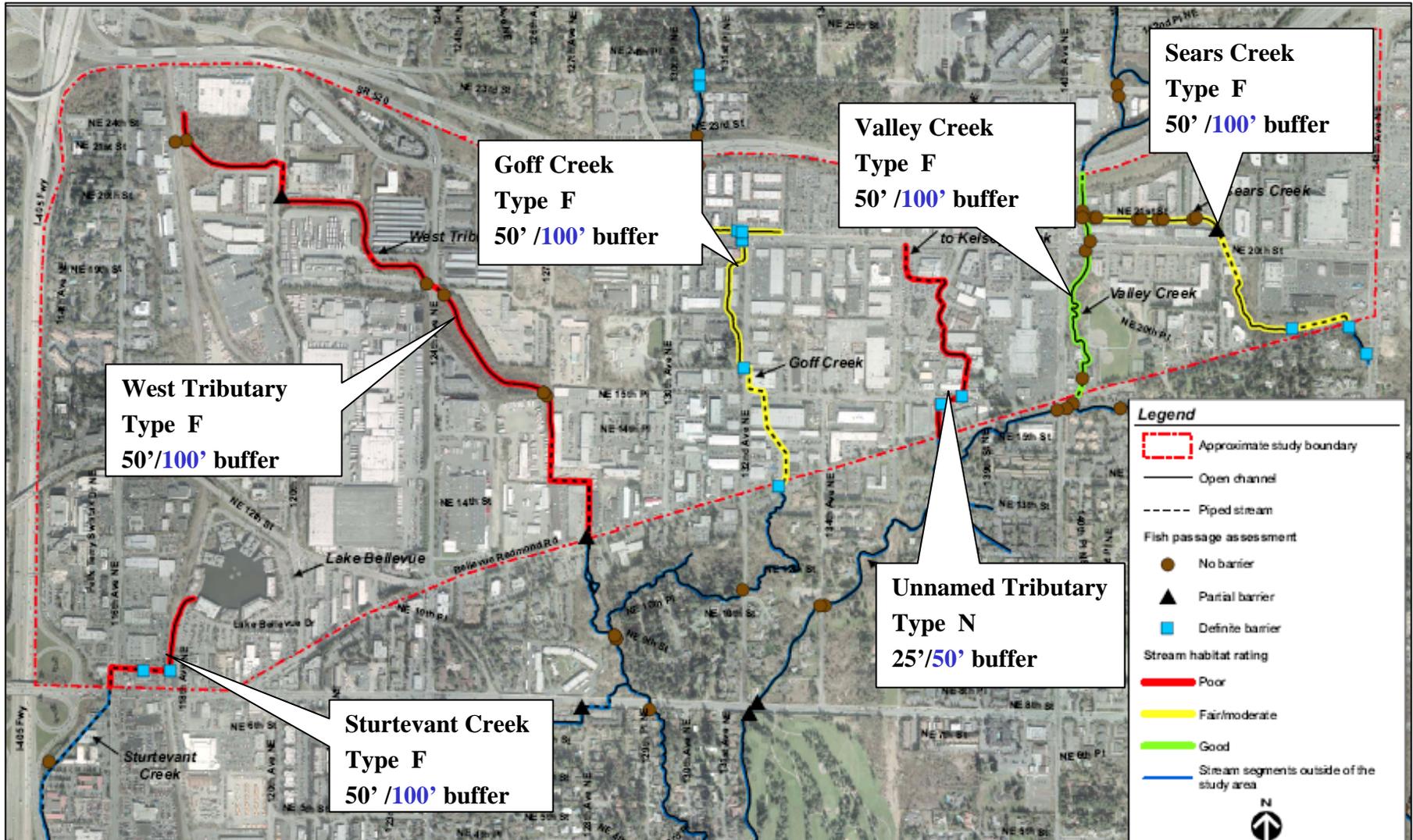
ENVIRONMENTAL QUALITY/SUSTAINABILITY

Improve environmental resources (streams, wetlands)

Support sustainable development patterns

CAO Stream Typing & Buffers

On Developed/Undeveloped Sites



Stream/Riparian Corridors & Wetlands

Valley Creek Enhancement



Open Space Amenity in Wide Buffer



Open Space Amenity in Wide Buffer



Sustainability

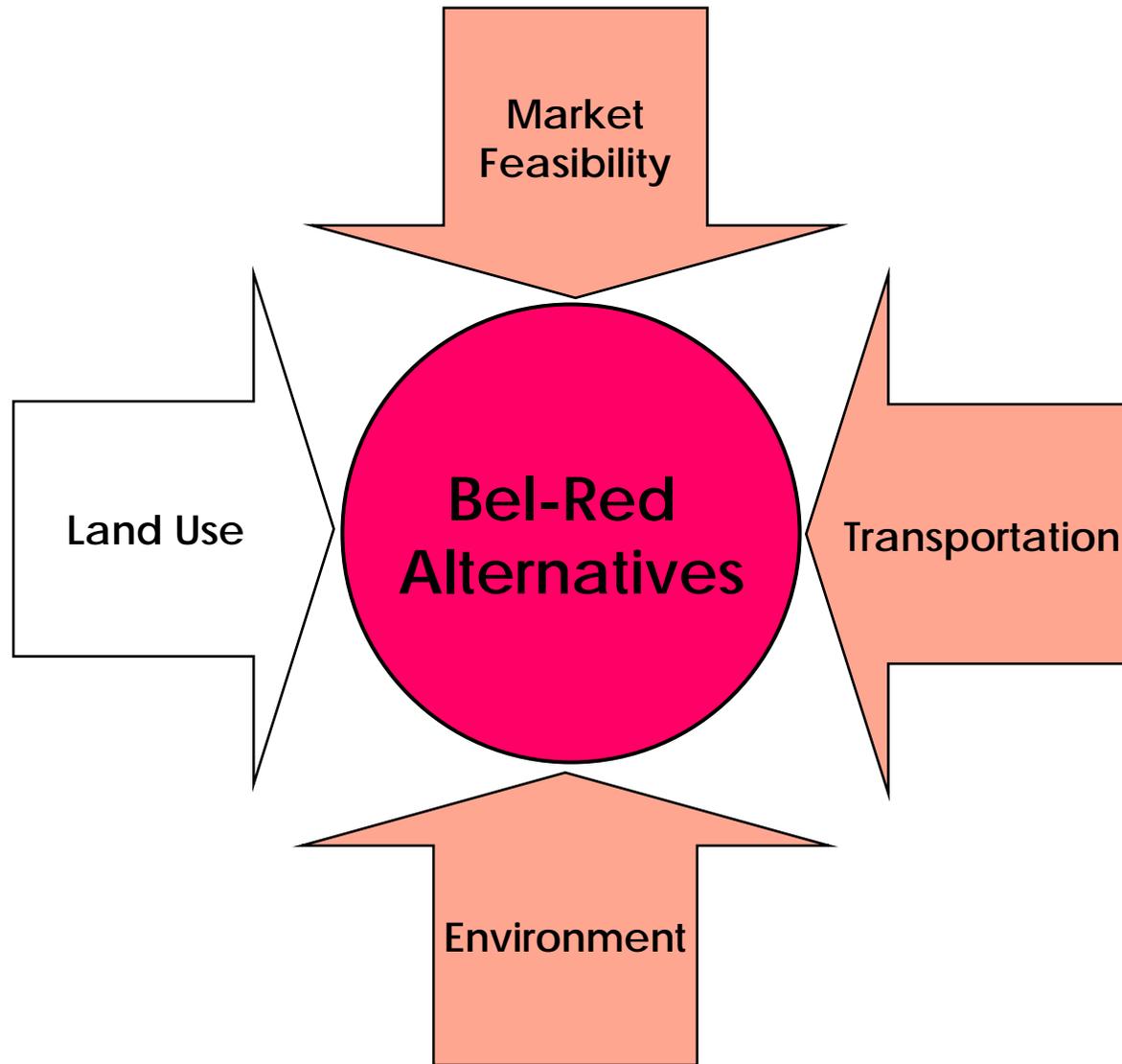
Energy and Resource Conservation

Smart Growth

- Transportation options
- Low Impact Development
- Conserve water
- Mixed use
- Transit Oriented Development



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