

Bel-Red Corridor Project: Draft Alternatives

Business/Property Owner Panels

June 6, 2006

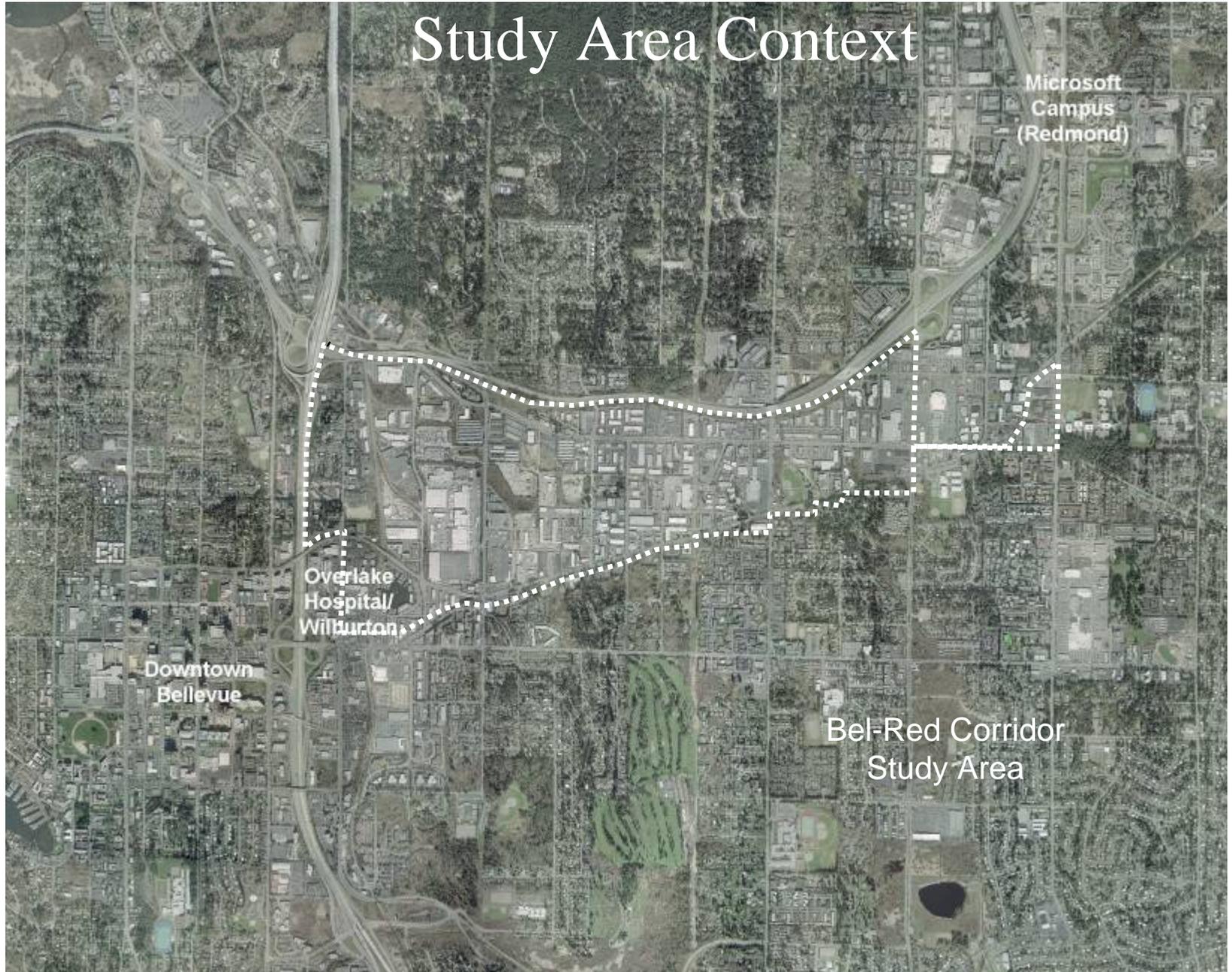
The logo for the Bel-Red Corridor Project is set against a dark blue rectangular background. It features the words "BEL RED" in a bold, white, sans-serif font. A thin, wavy orange line curves over the letters "L" and "R". Below "BEL RED", the words "corridor project" are written in a white, italicized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



Microsoft
Campus
(Redmond)

Overlake
Hospital/
Willburton

Downtown
Bellevue

Bel-Red Corridor
Study Area

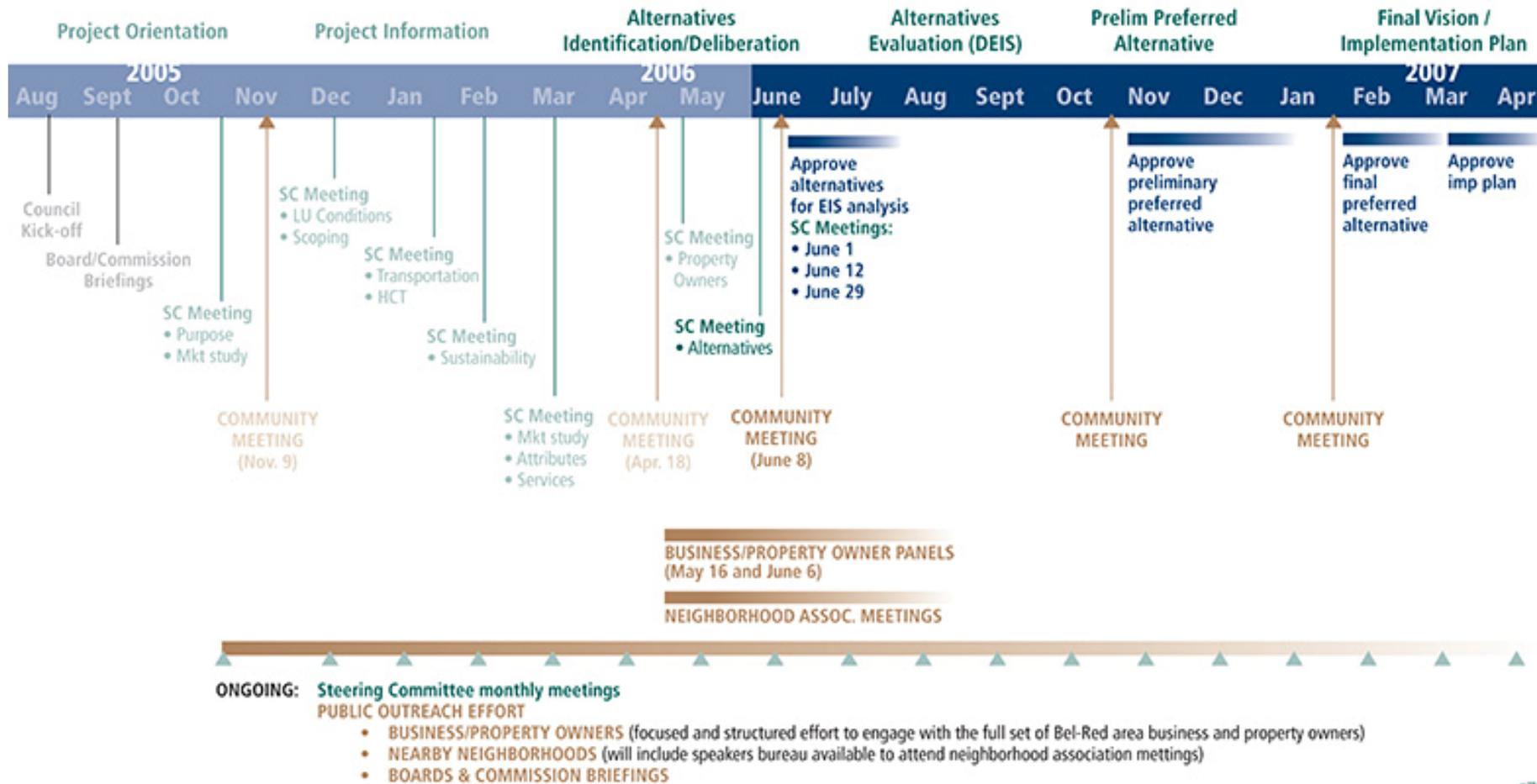
Bel-Red Project Principles-Established by City Council

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.*

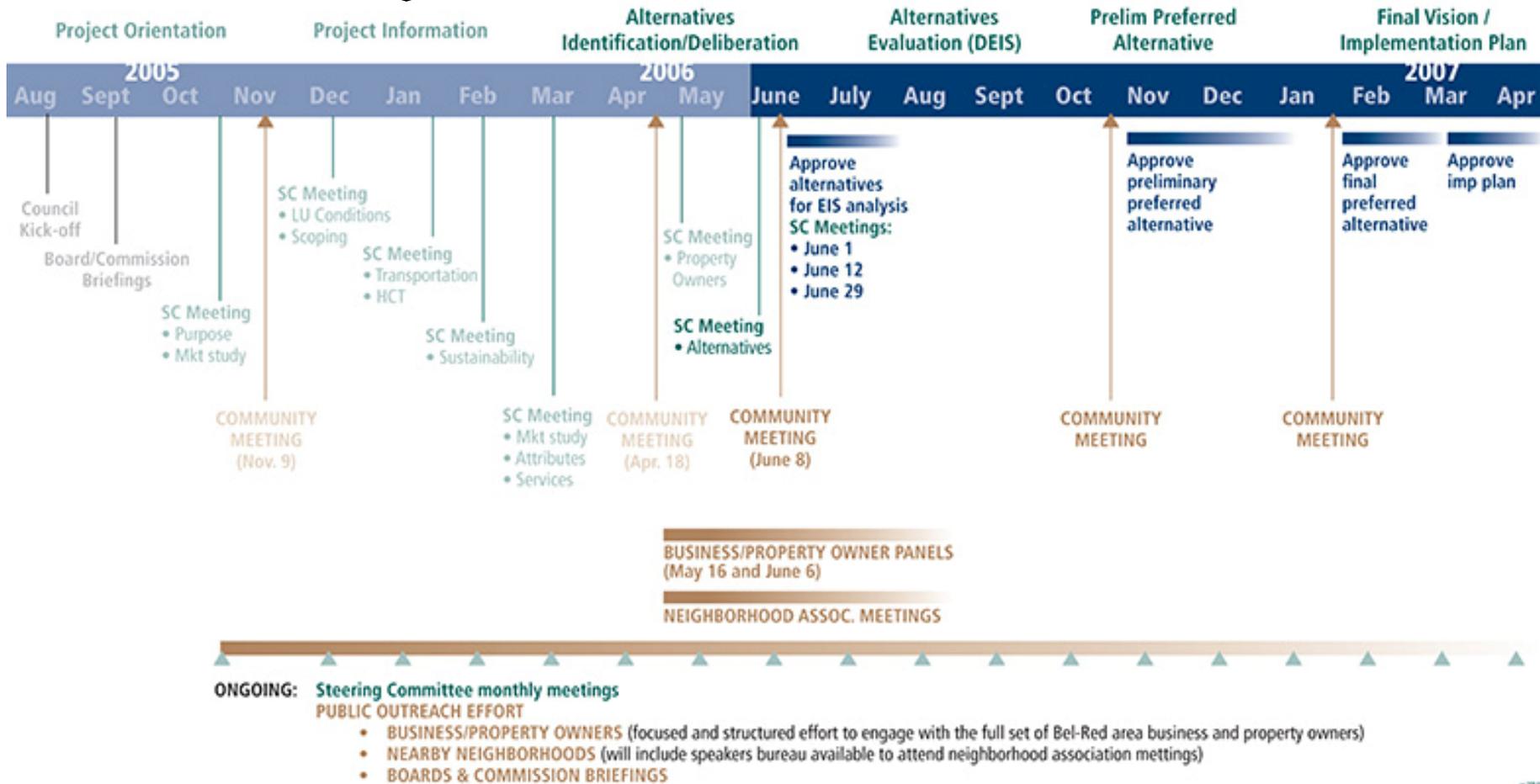
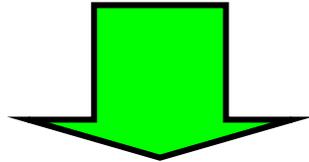
Public Comments

- 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 business/property owner panels

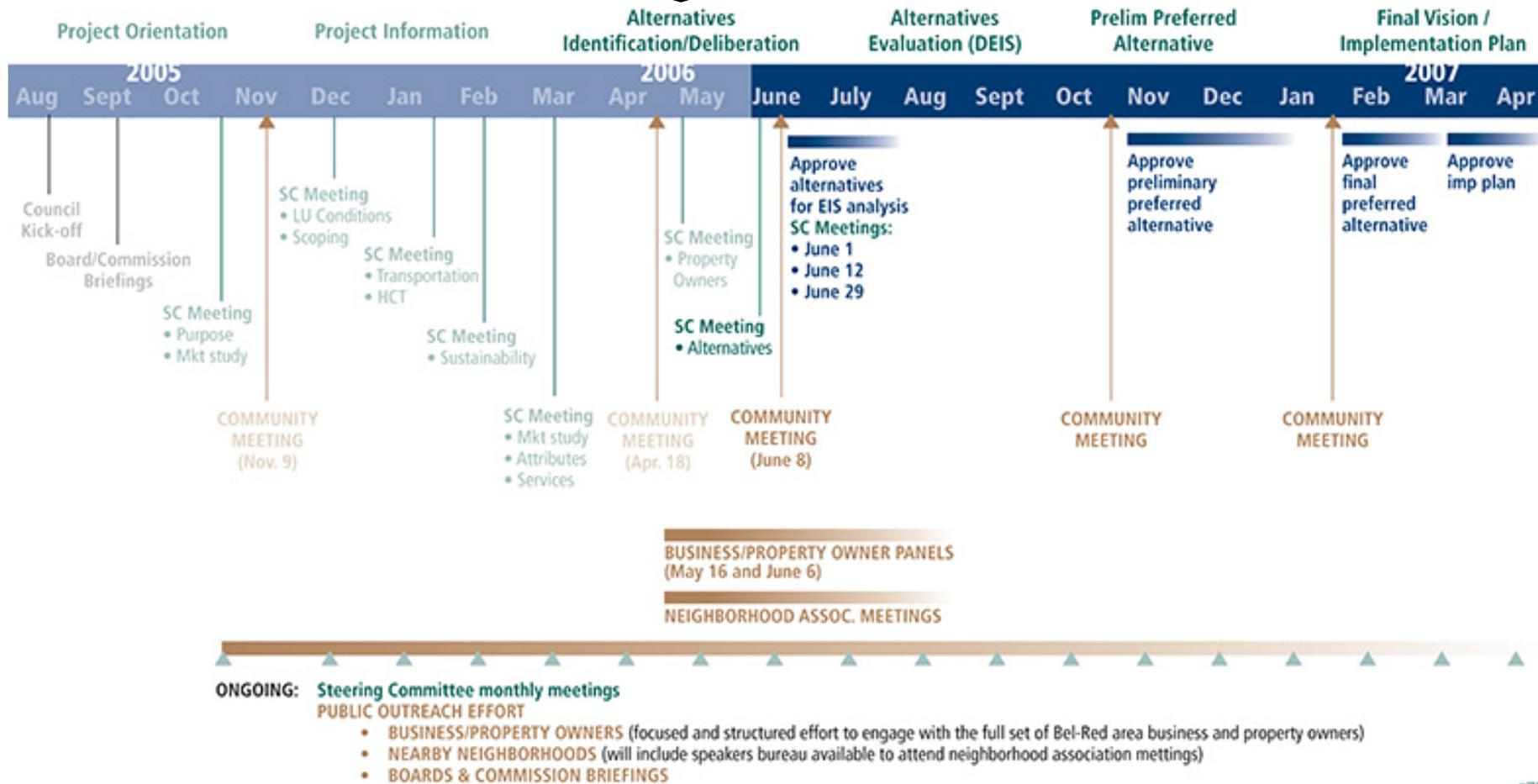
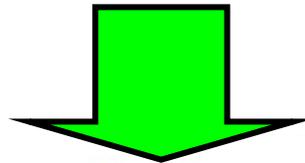
Schedule and Process



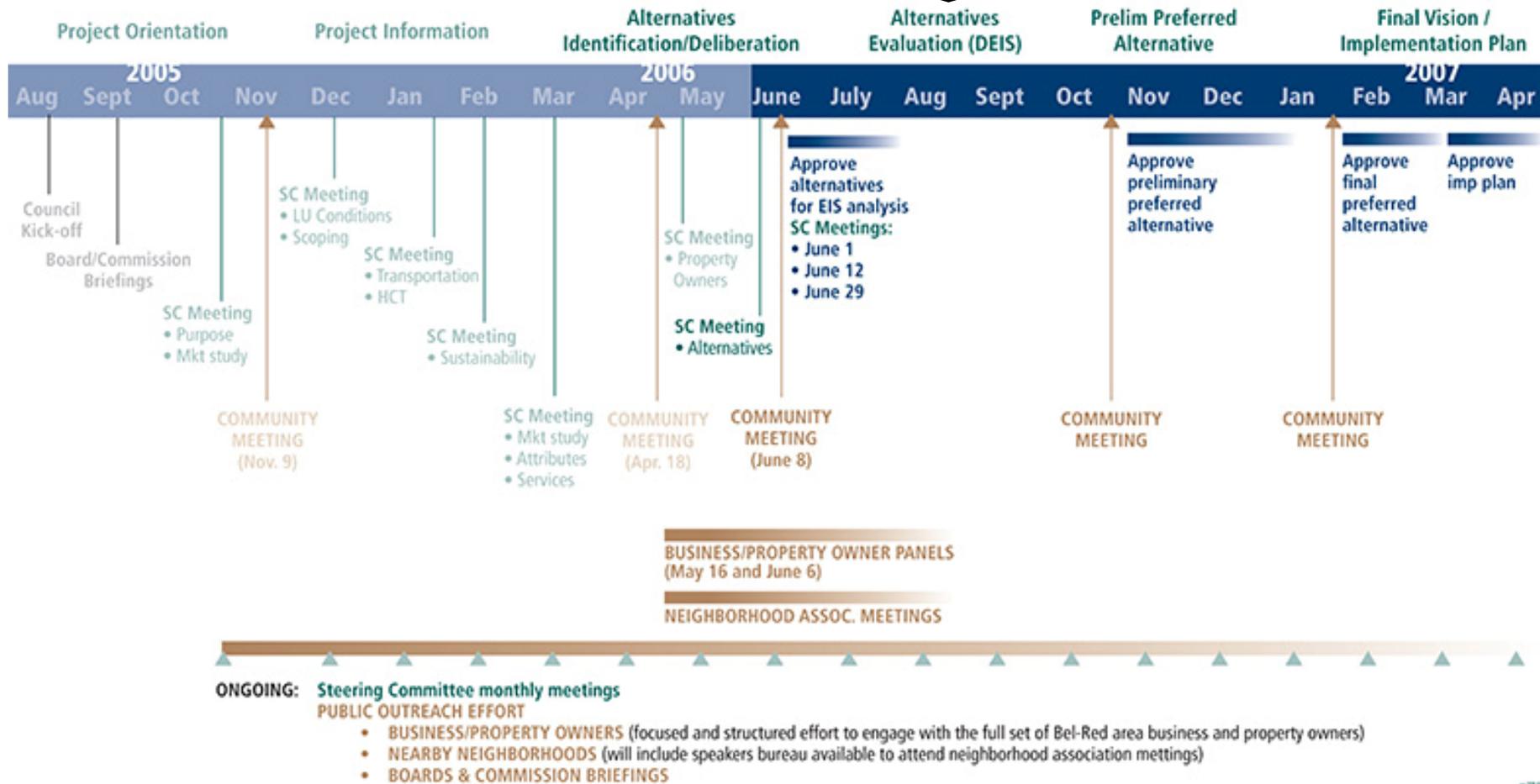
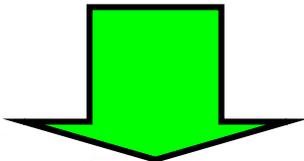
Schedule and Process



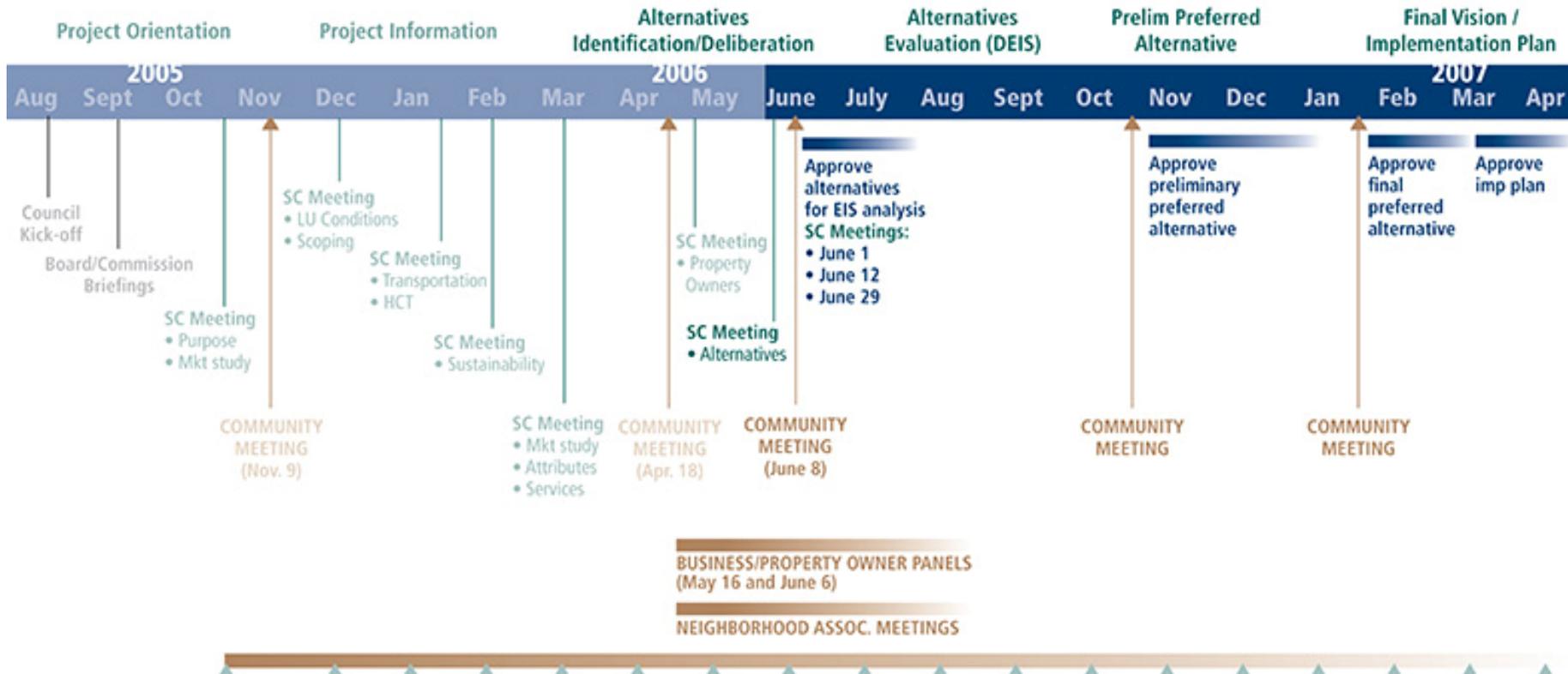
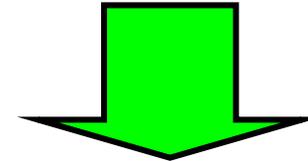
Schedule and Process



Schedule and Process



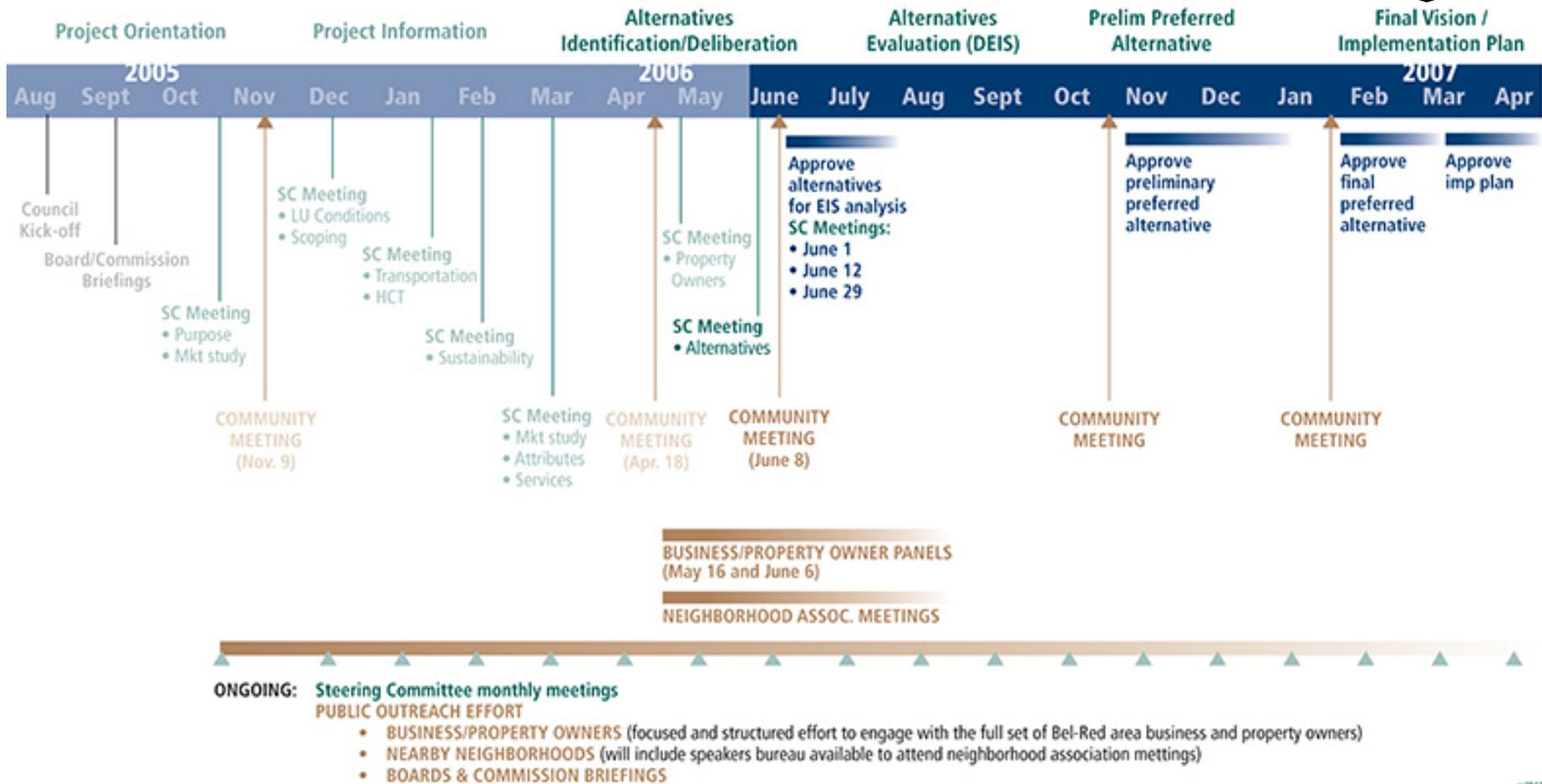
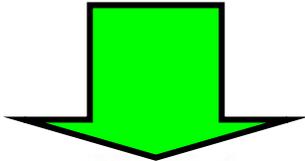
Schedule and Process



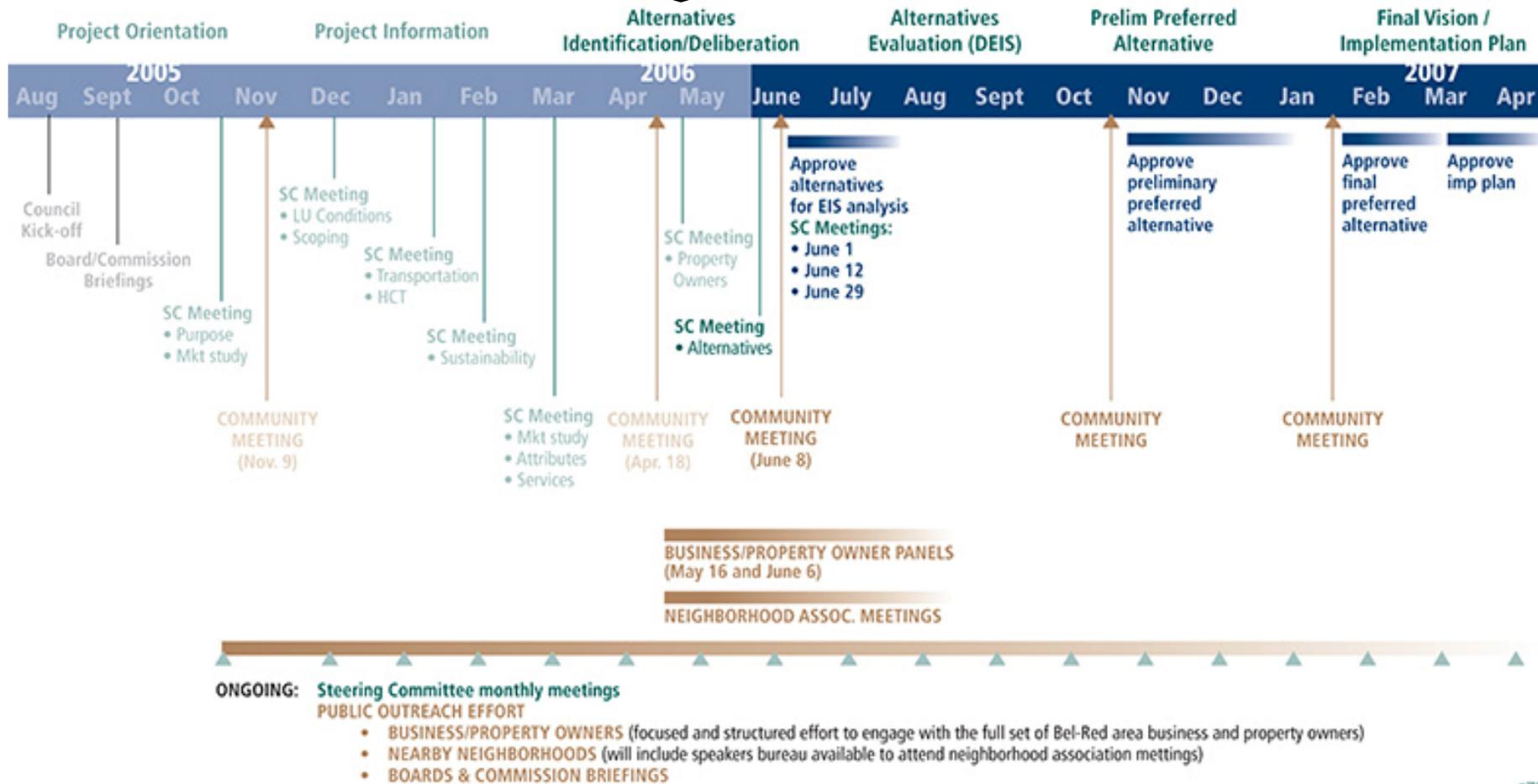
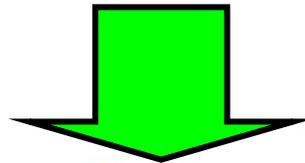
ONGOING: Steering Committee monthly meetings
PUBLIC OUTREACH EFFORT

- 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

Schedule and Process



Schedule and Process



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

Bel-Red Objectives

Adopted by the Steering Committee April 6, 2006

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

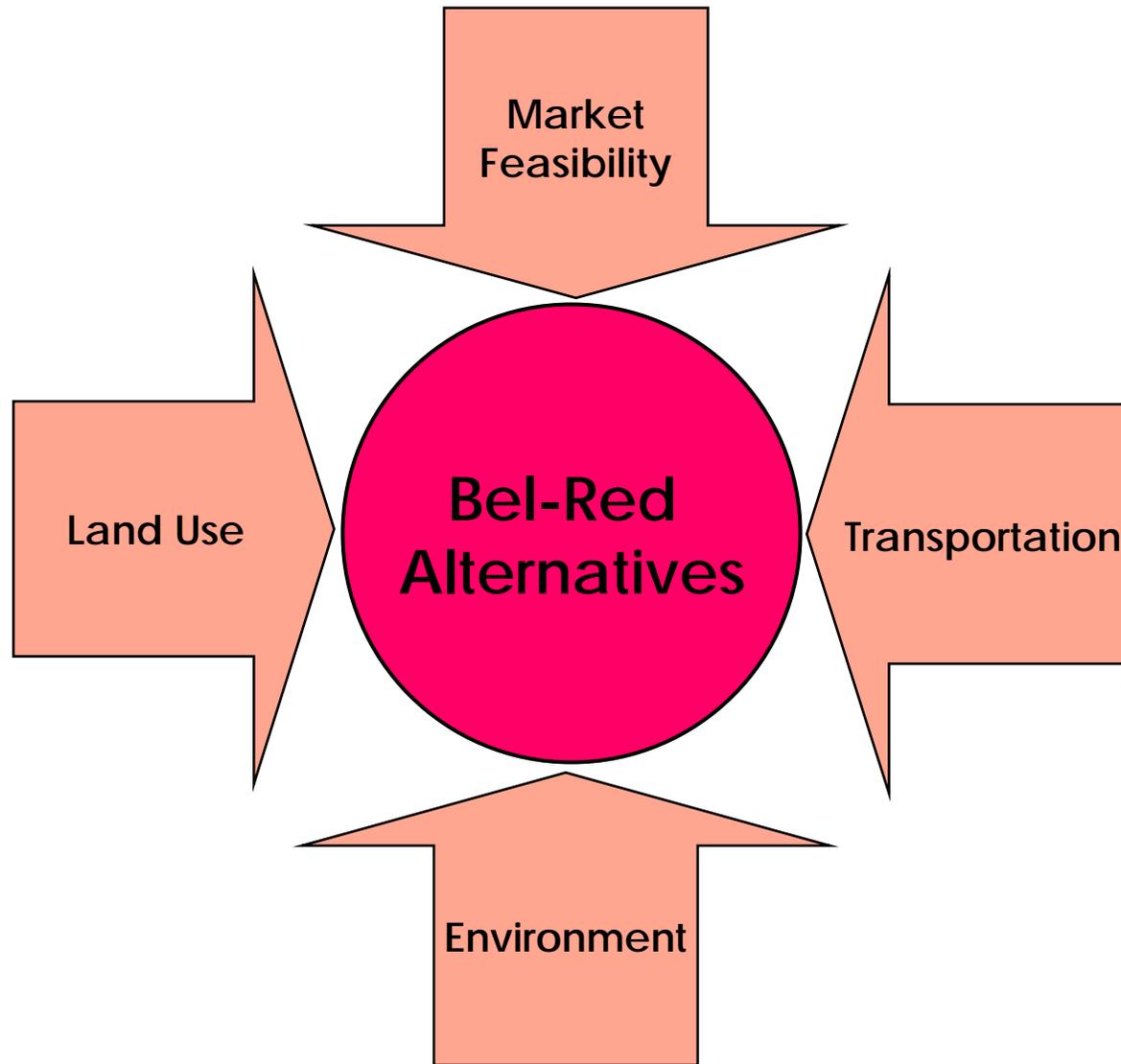
Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods

Provides improved access to regional system

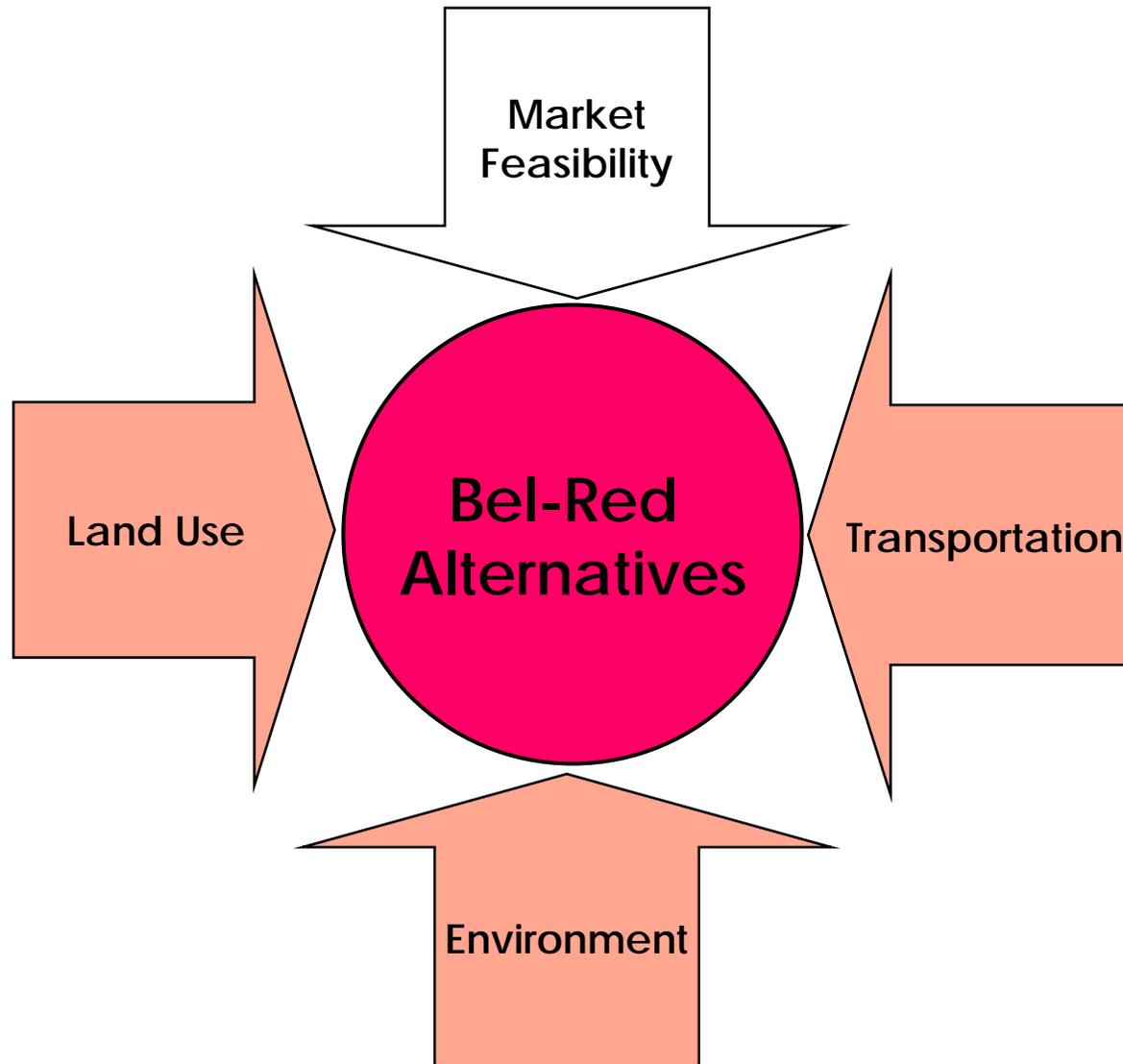
Provides improved local access and circulation

Accommodates planned level of development

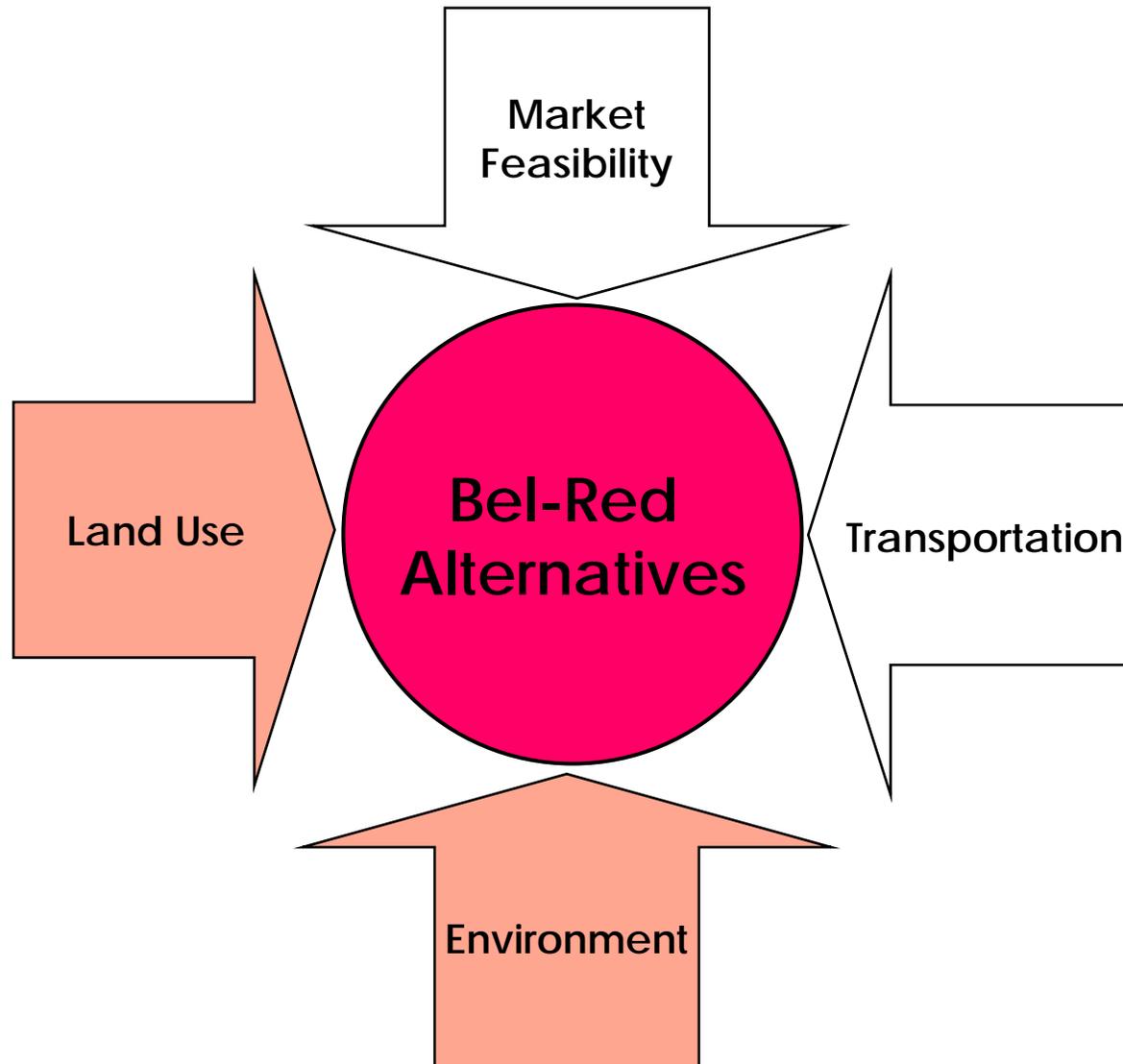
Key Elements



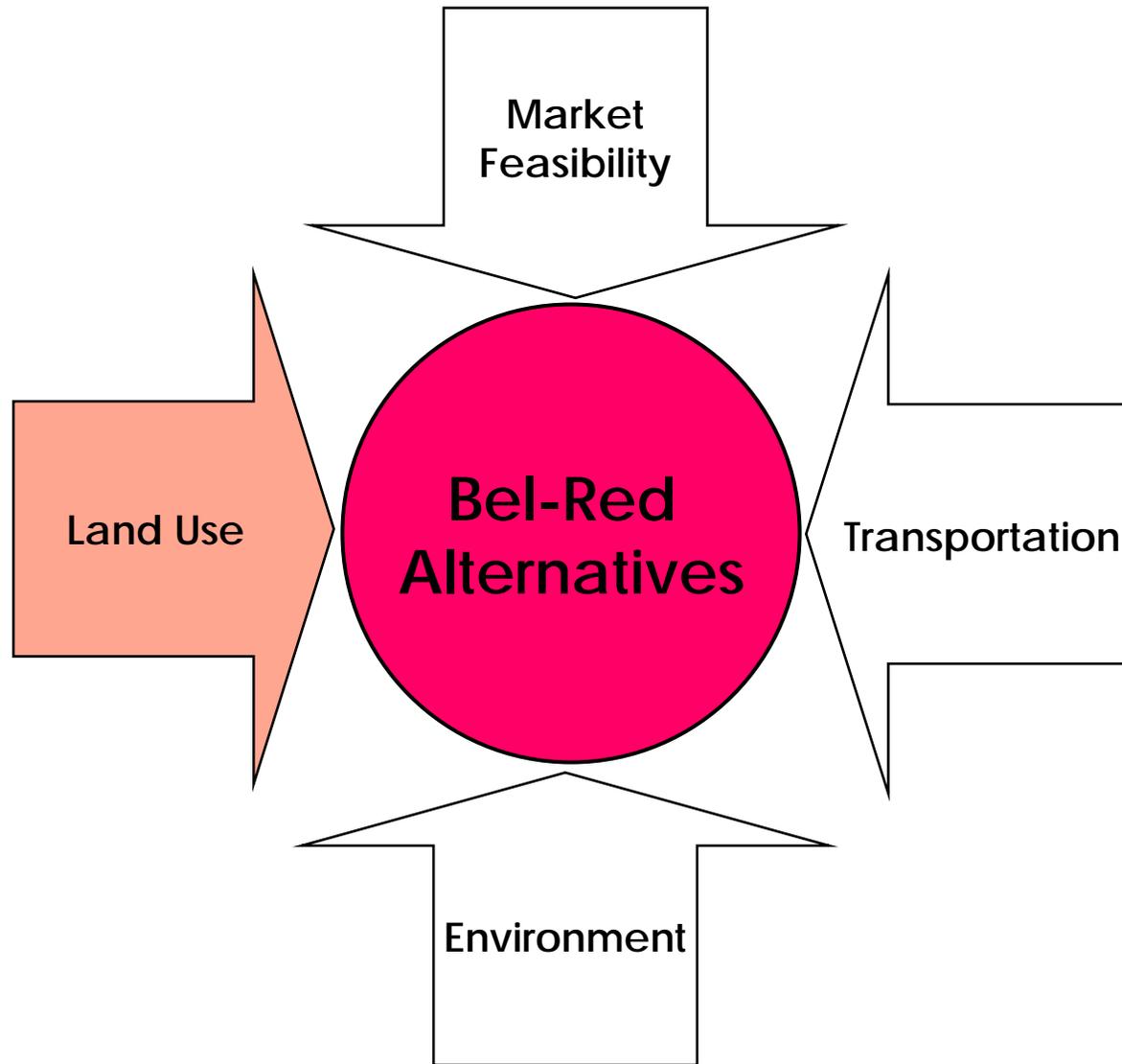
Key Elements



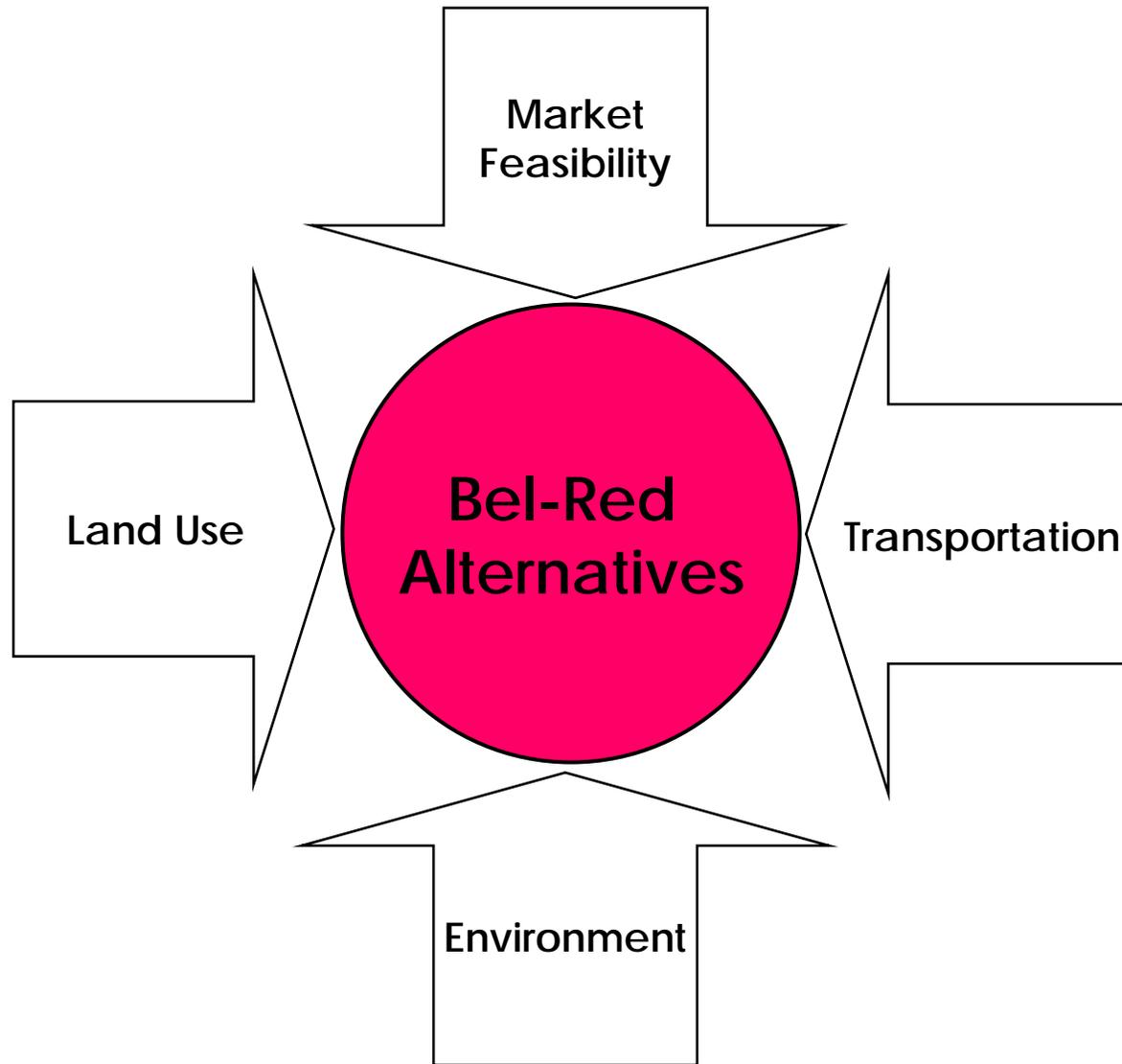
Key Elements



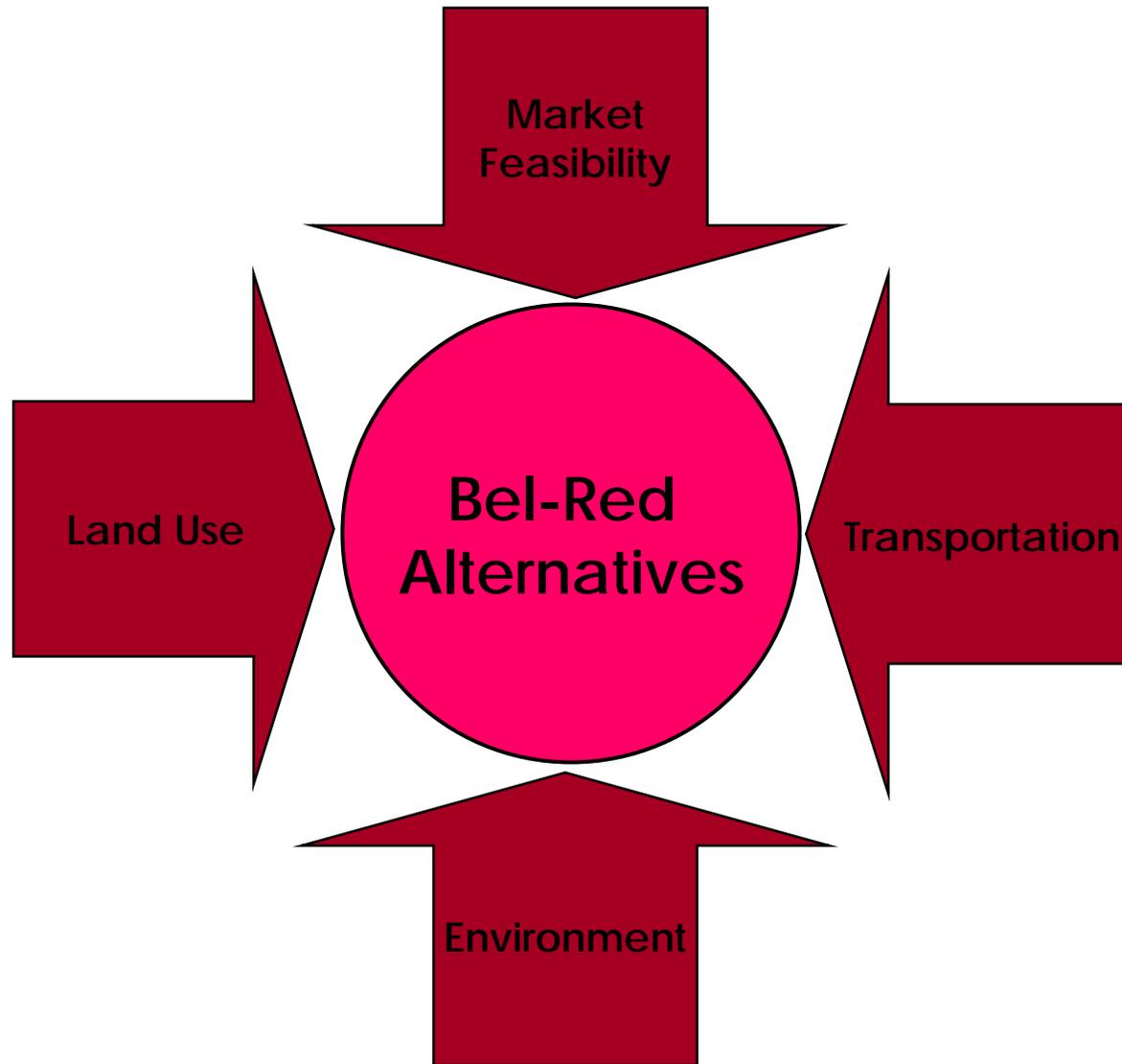
Key Elements



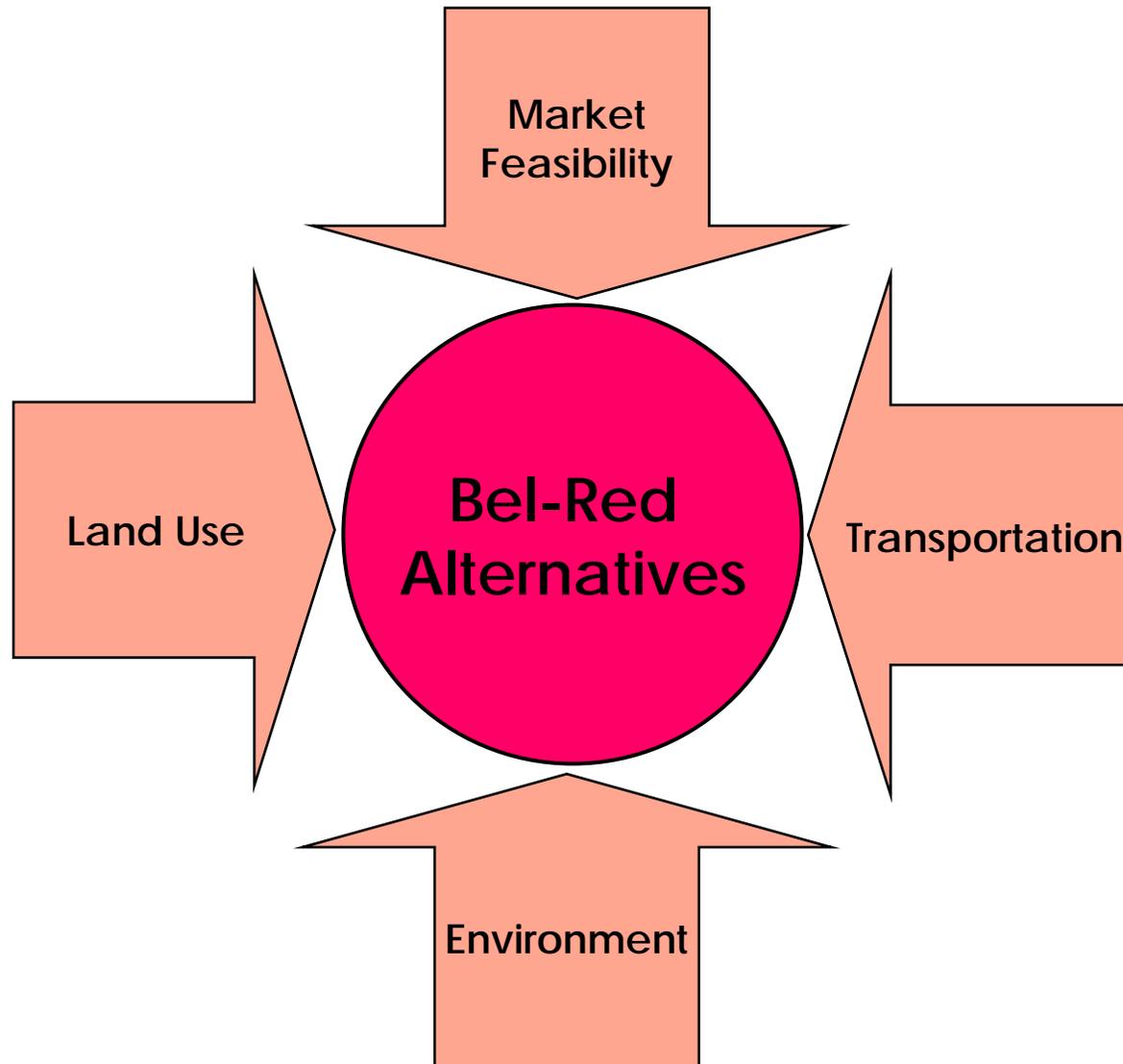
Key Elements



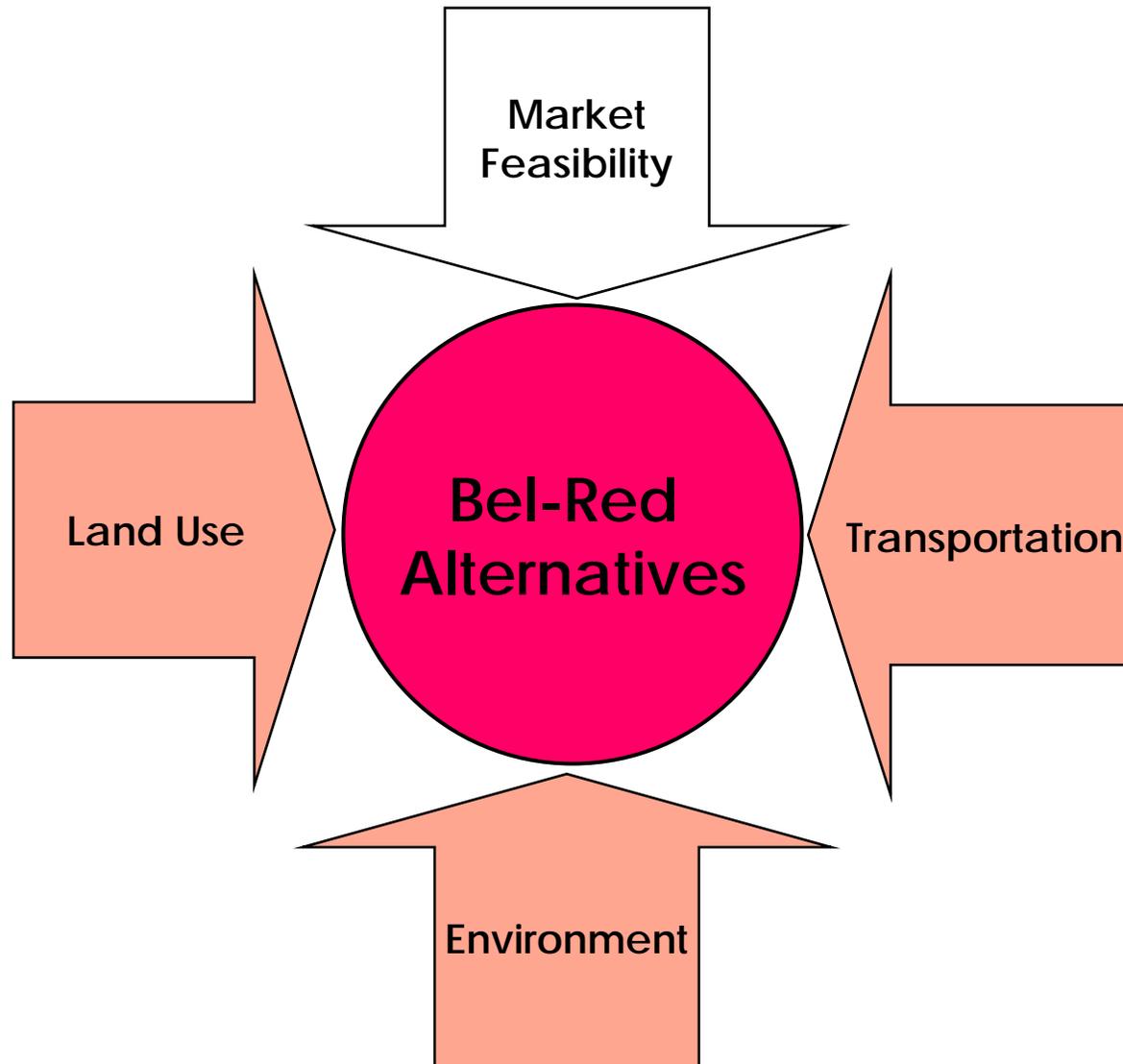
Key Elements



Key Elements



Key Elements



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)

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

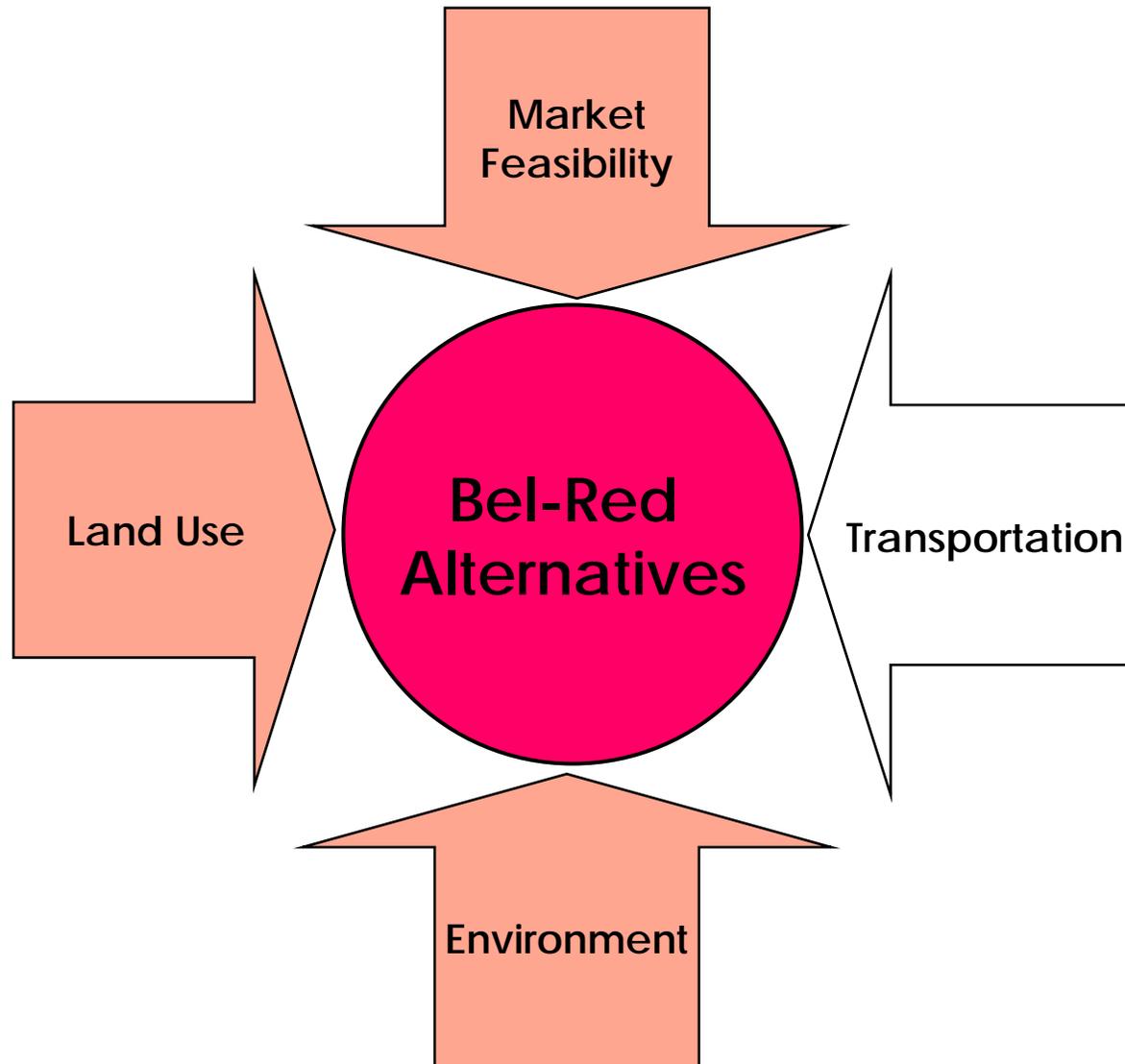
Potential Future Demand

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



Bel-Red Objectives

Adopted by the Steering Committee April 6, 2006

TRANSPORTATION

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

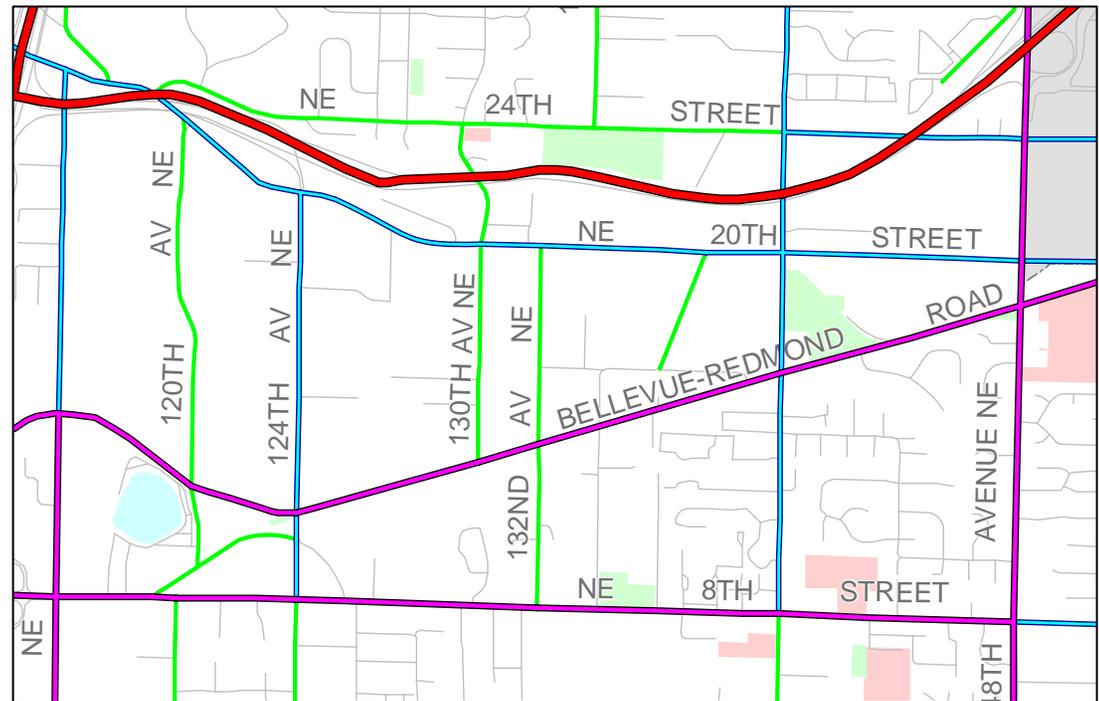
Provides improved access to regional system

Provides improved local access and circulation

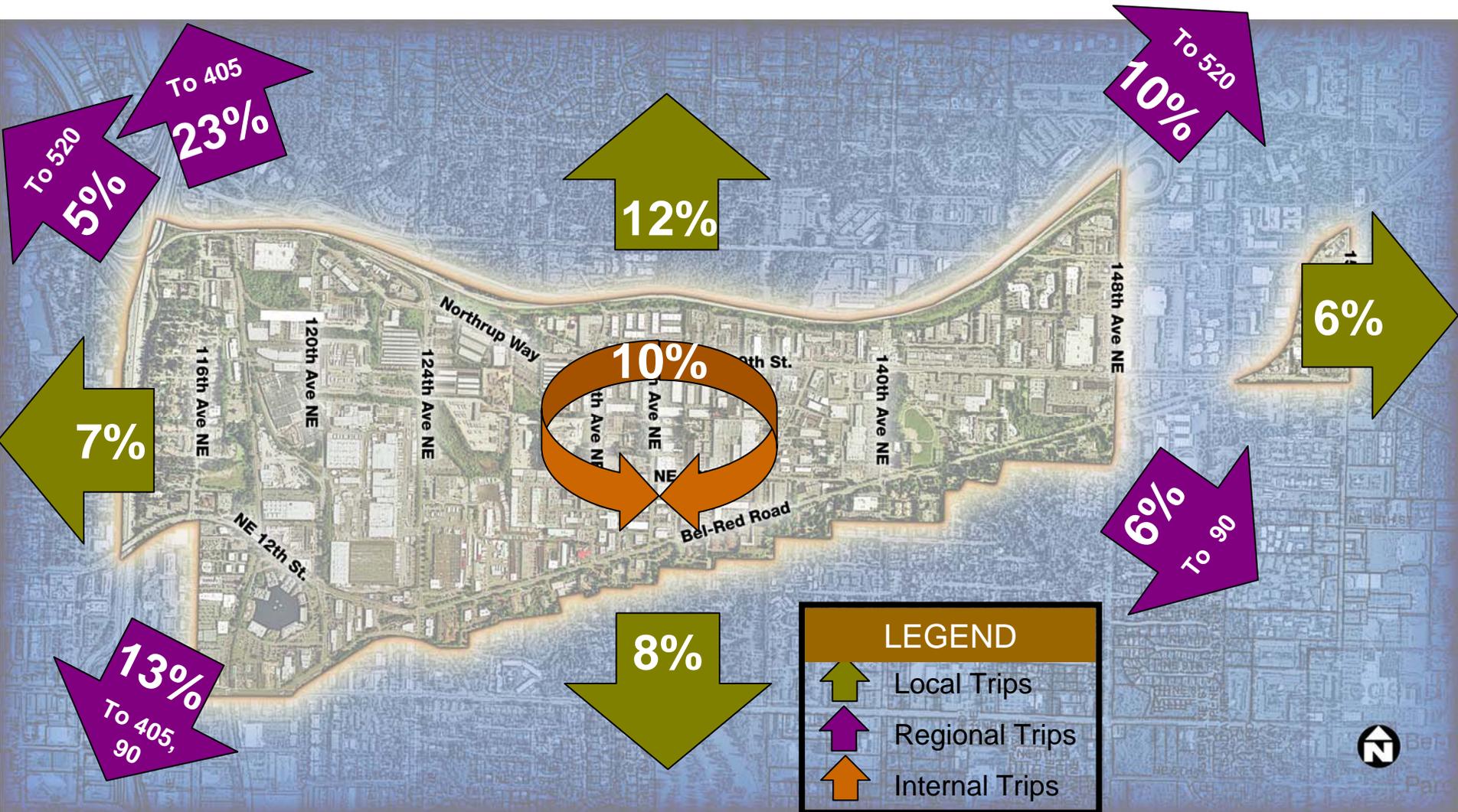
Accommodates planned level of development

Roadway – Functional Hierarchy

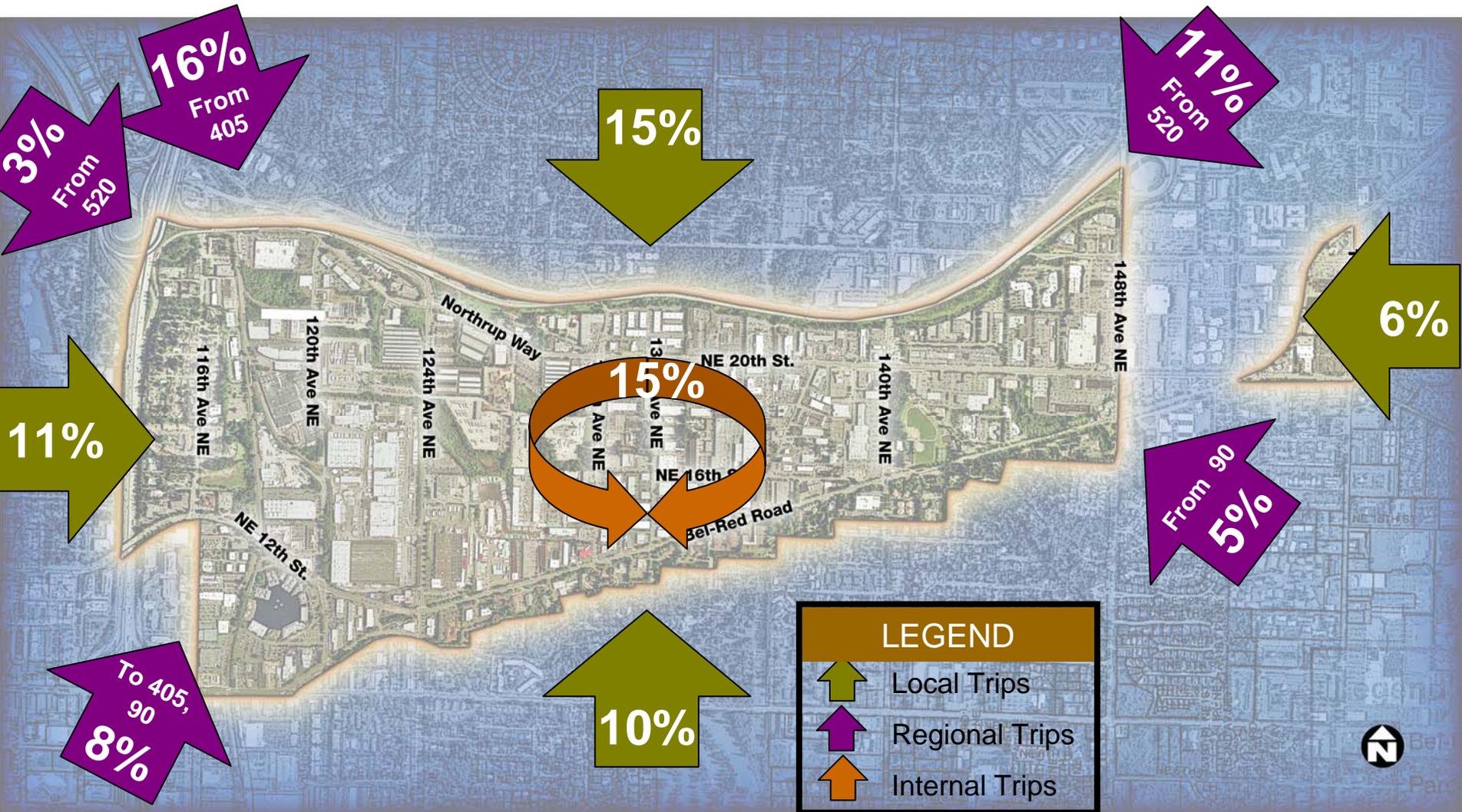
- Roads have differing purposes and applications
- Functional classification
 - Freeway
 - Major Arterial
 - Minor Arterial
 - Collector



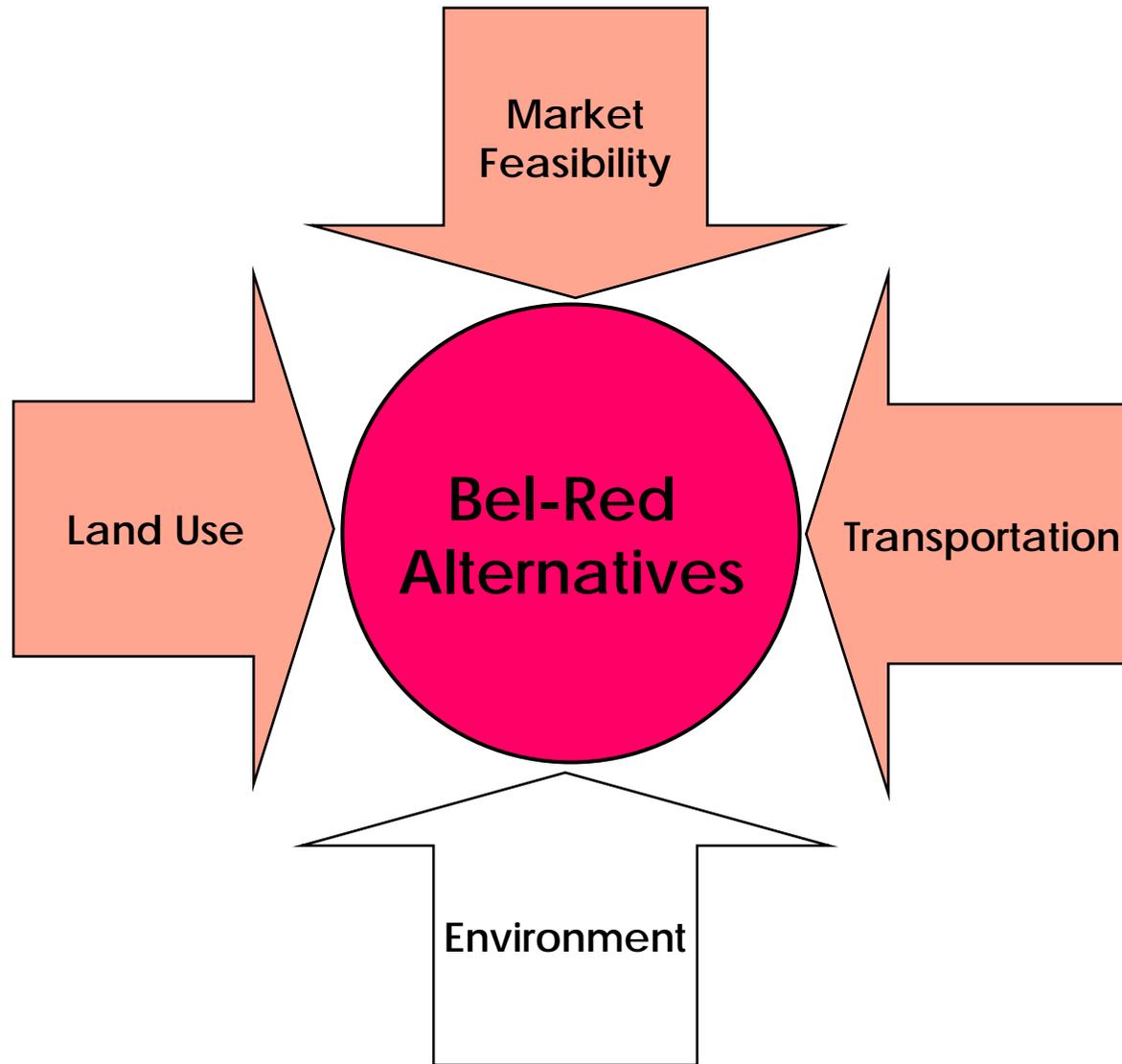
Traffic Demand Leaving Corridor



Traffic Demand Entering Corridor



Key Elements



Bel-Red Objectives

Adopted by the Steering Committee April 6, 2006

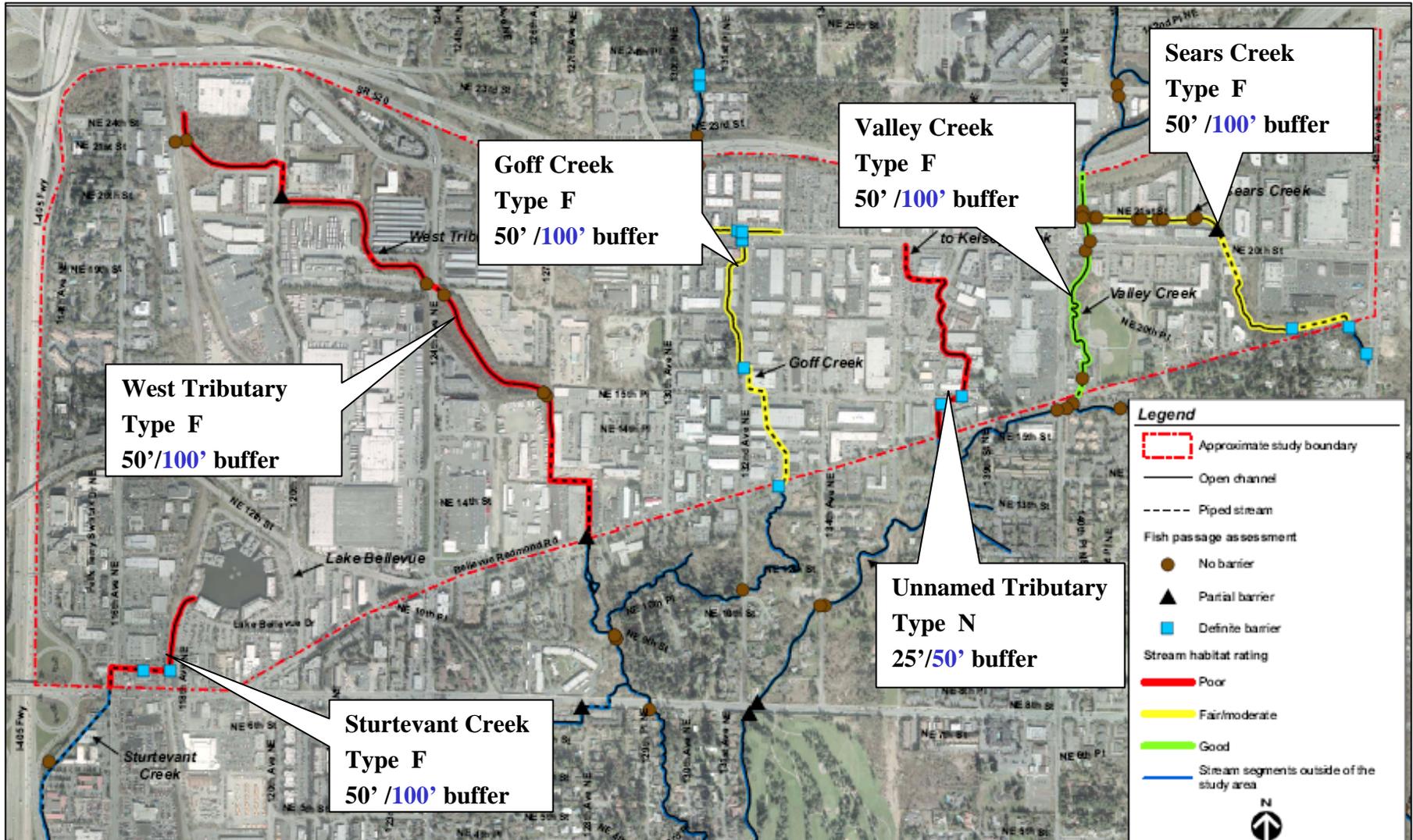
ENVIRONMENTAL QUALITY/SUSTAINABILITY

Improve environmental resources (streams, wetlands)

Support sustainable development patterns

CAO Stream Typing & Buffers

On Developed/Undeveloped Sites



Stream/Riparian Corridors & Wetlands

Valley Creek Enhancement



Sustainability

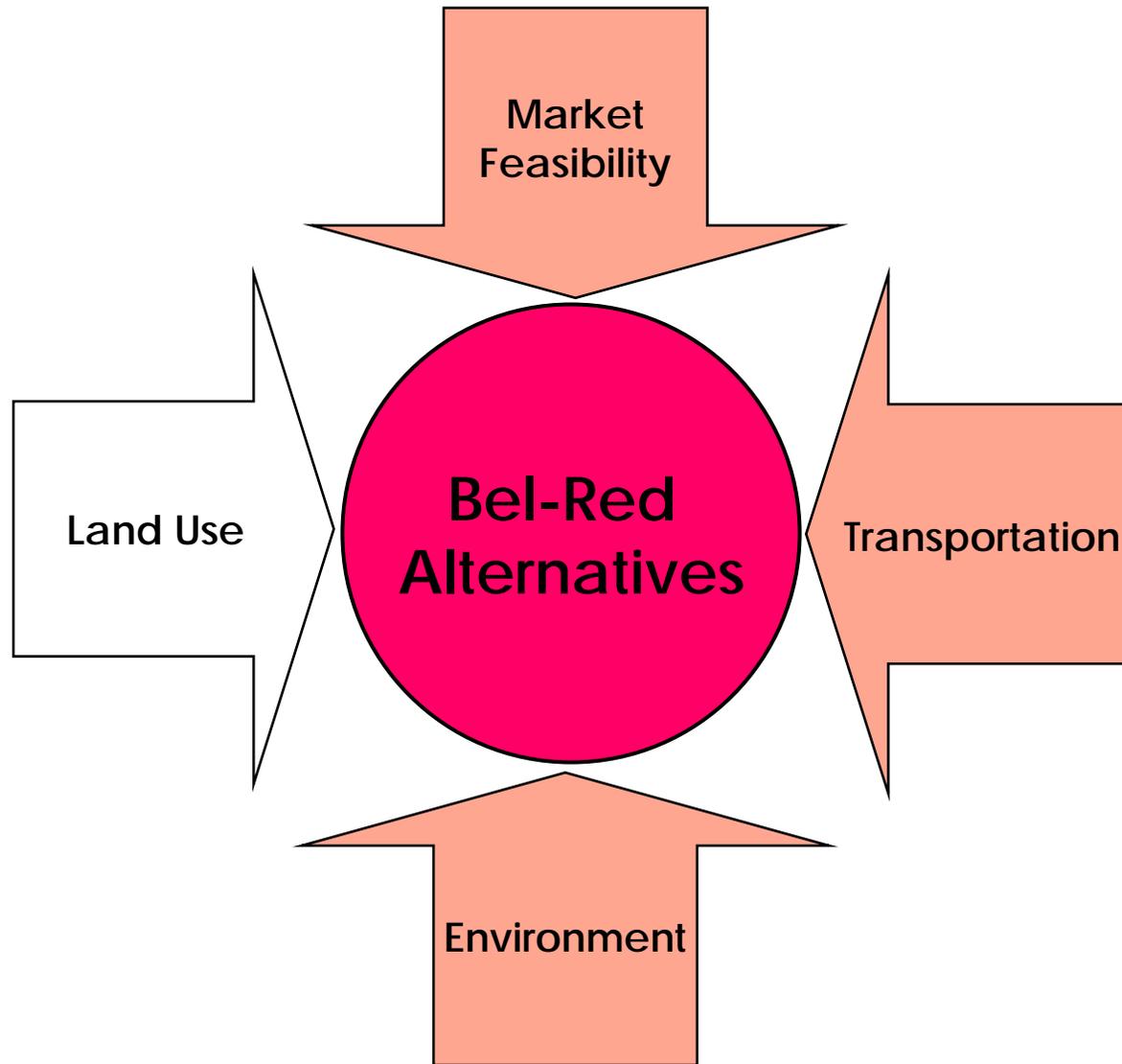
Energy and Resource Conservation

Smart Growth

- Transportation options
- Conserve water
- Mixed use
- TOD



Key Elements



Bel-Red Objectives

Adopted by the Steering Committee April 6, 2006

PARKS/OPEN SPACE

Parks integrated with future land use concepts

Achieves critical mass of park improvements

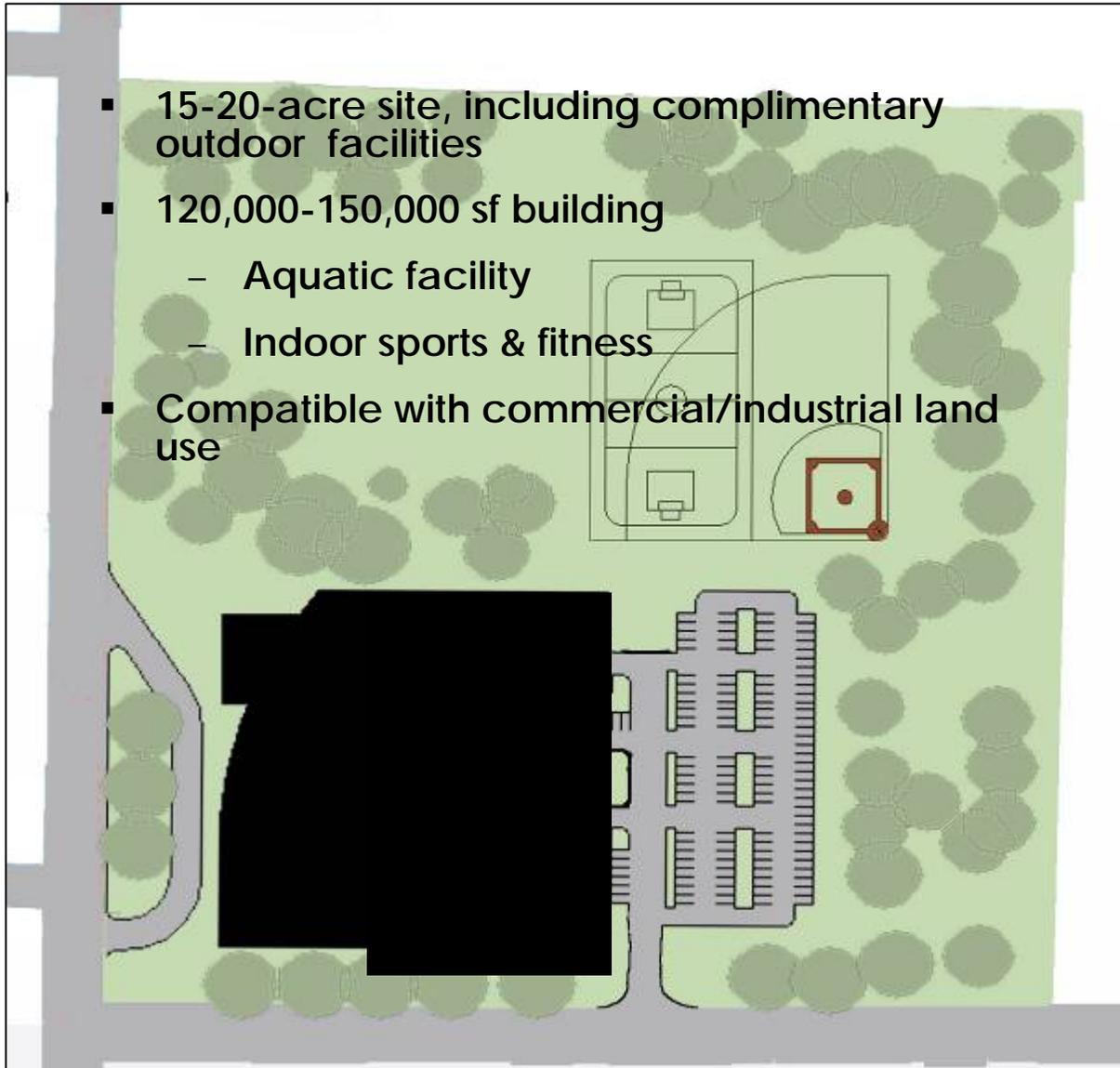
Adds value to overall system (include regional facility)

Local Parks

- Serves residential community
- Less than 2-acres to 5+ acres
- ¼-½ mile service area
- Park features depend on demographics:
 - Athletics fields
 - Playgrounds
 - Court games
 - Walking paths
 - Picnic areas
 - Formal gardens
 - Civic plaza
- Combine with adjacent streams, trail systems

Major Recreational Facility

- 15-20-acre site, including complimentary outdoor facilities
- 120,000-150,000 sf building
 - Aquatic facility
 - Indoor sports & fitness
- Compatible with commercial/industrial land use



Major Recreational Facility



Trails and Greenways

Regional Connections



Burlington Northern – Santa Fe Trail

Regional North/South Connection

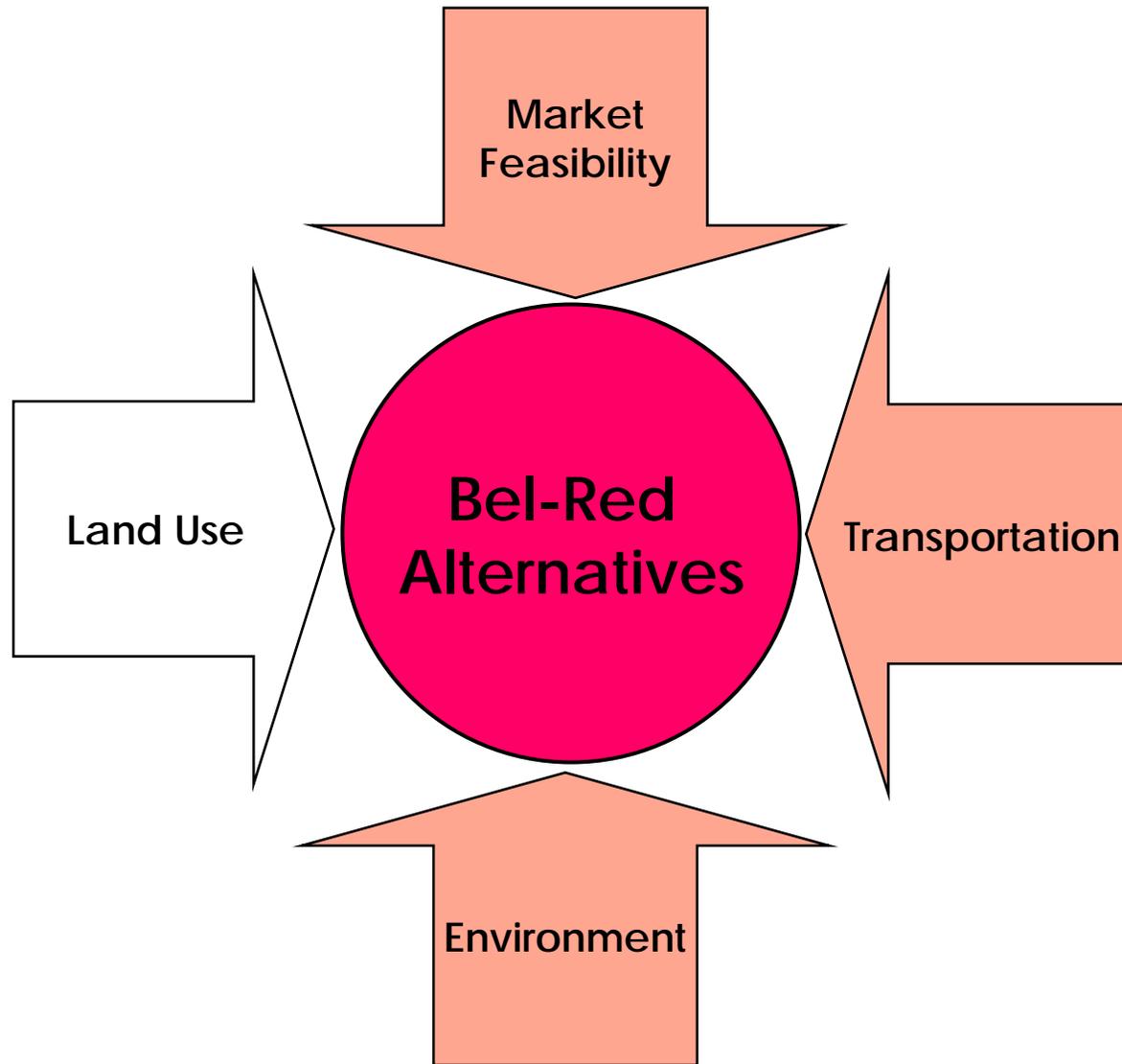


Trails and Greenways

Local



Key Elements



Bel-Red Objectives

Adopted by the Steering Committee April 6, 2006

LAND USE

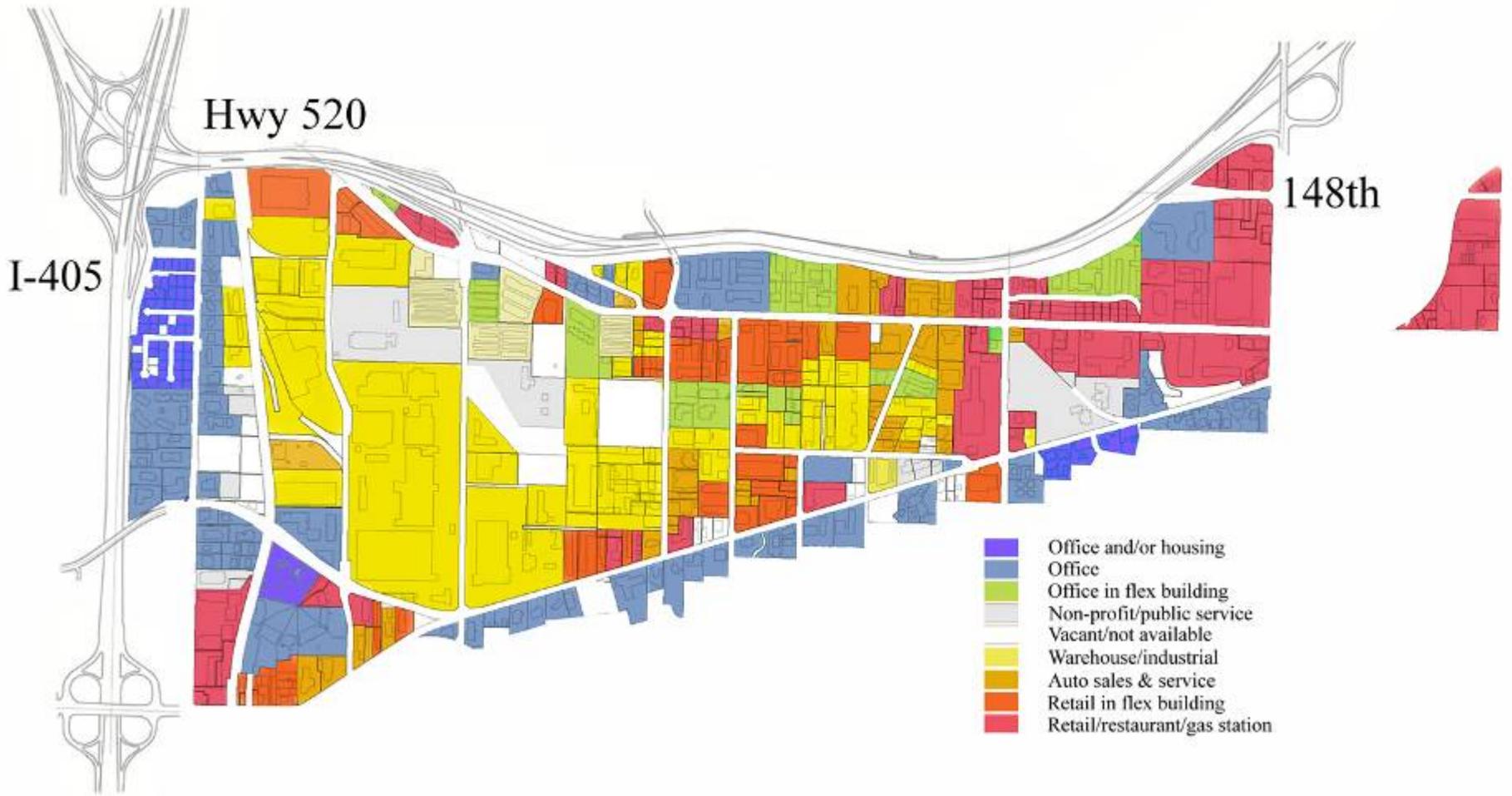
Jobs-housing relationship (accommodate housing and commercial uses)

Accommodate service uses

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

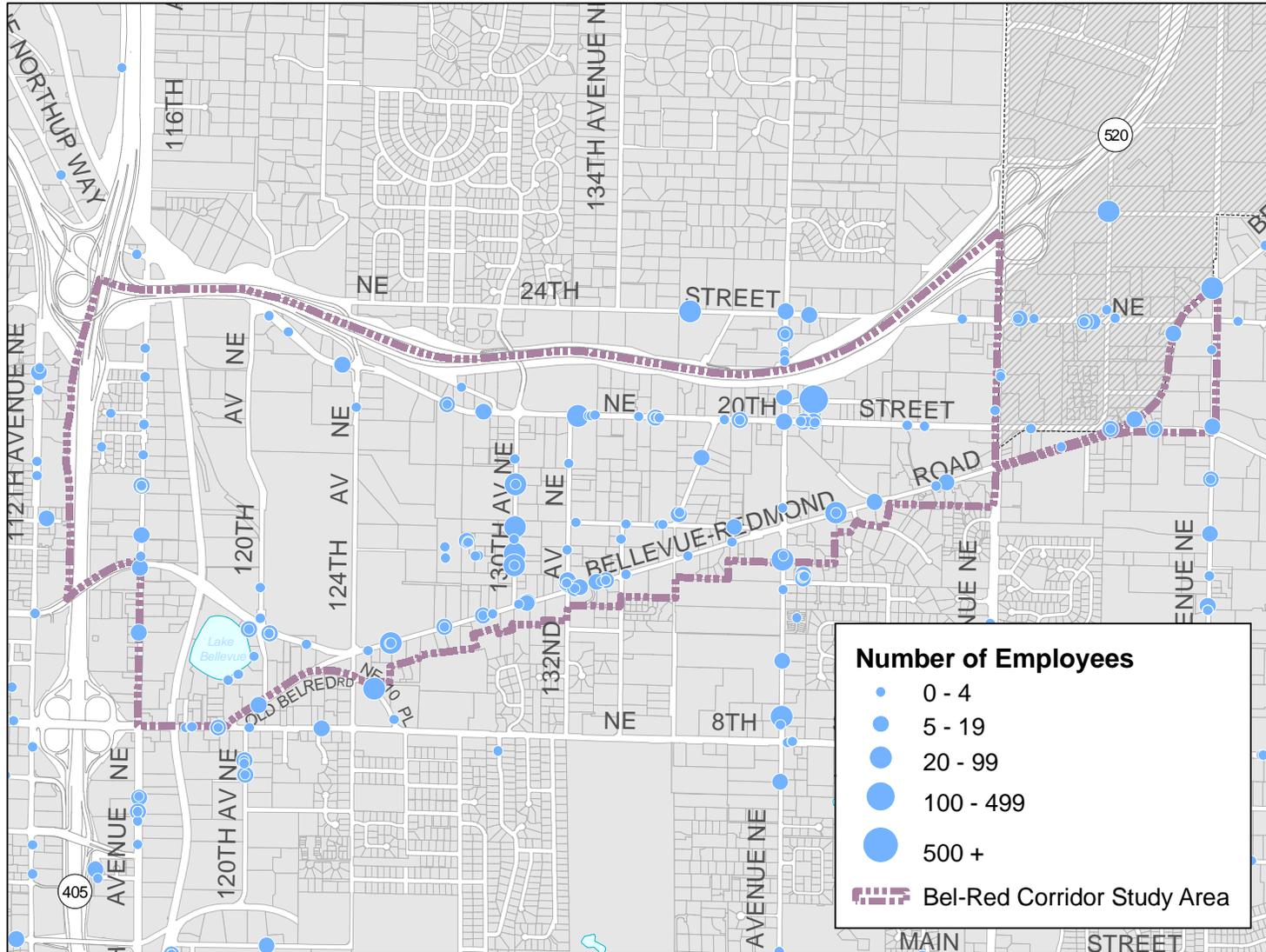
Appropriate scale of development within area

Existing Land Uses - 2005



Existing Service Uses

(Auto Repair, HH Goods Repair, Personal Care, Dry Cleaning, etc.)



Development Program Range

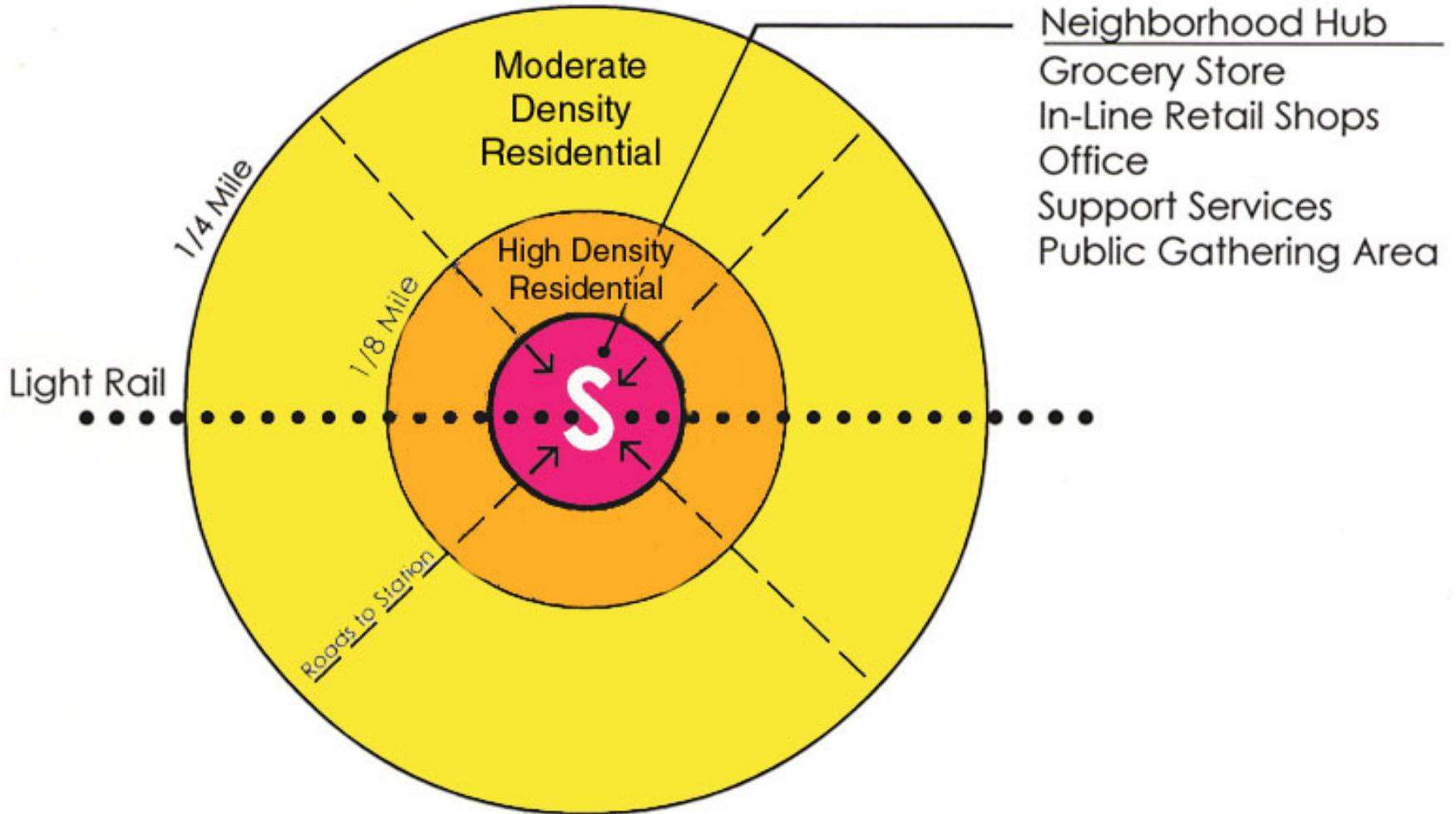
To Year 2030

Use	Higher End	Mid-Level	Lower End
Commercial (Office, Retail) <i>(Also may be some demand for hotel, automobile dealers)</i>	4.5 million sf (4 million office, 500K retail)	3.5 million sf (3.2 million office, 300 K retail)	2.5 million sf (2.3 million office, 200 K retail)
Housing	5,000 units	3,500 units	2000 units

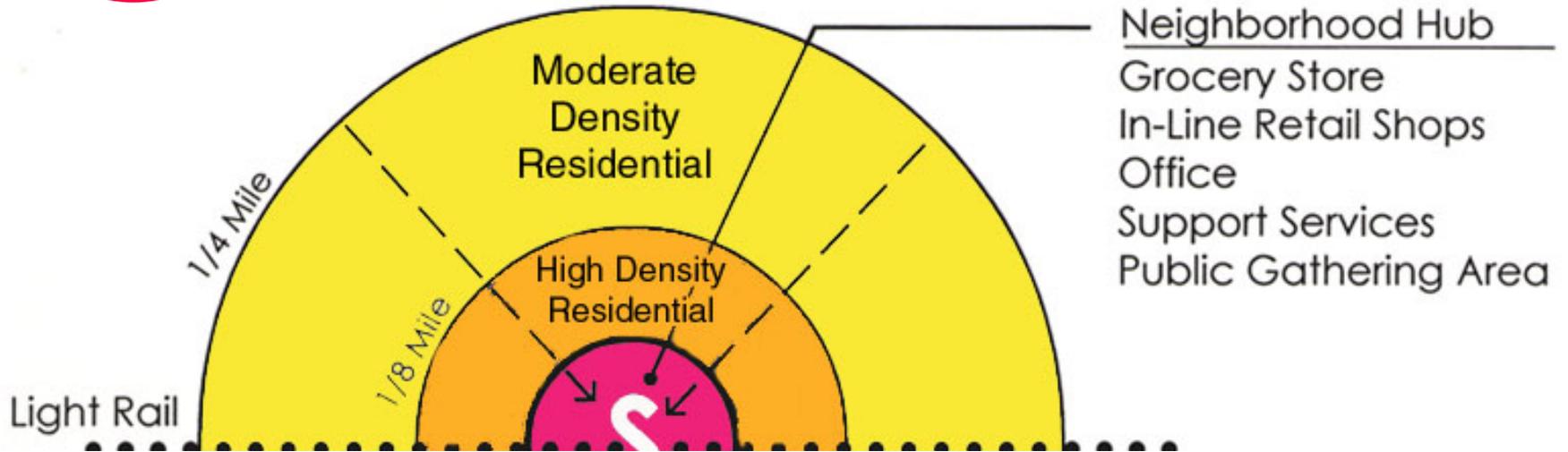
Ranges of Development:

- Mid-Range: 3.5 million square feet commercial, 3,500 housing units
- Higher employment, Lower housing: 4.5 million square feet commercial, 2,000 housing units
- Higher Housing, Lower Employment: 2.5 million square feet commercial, 5,000 housing units
- Higher employment, Higher housing: 4.5 million square feet commercial, 5,000 housing units.

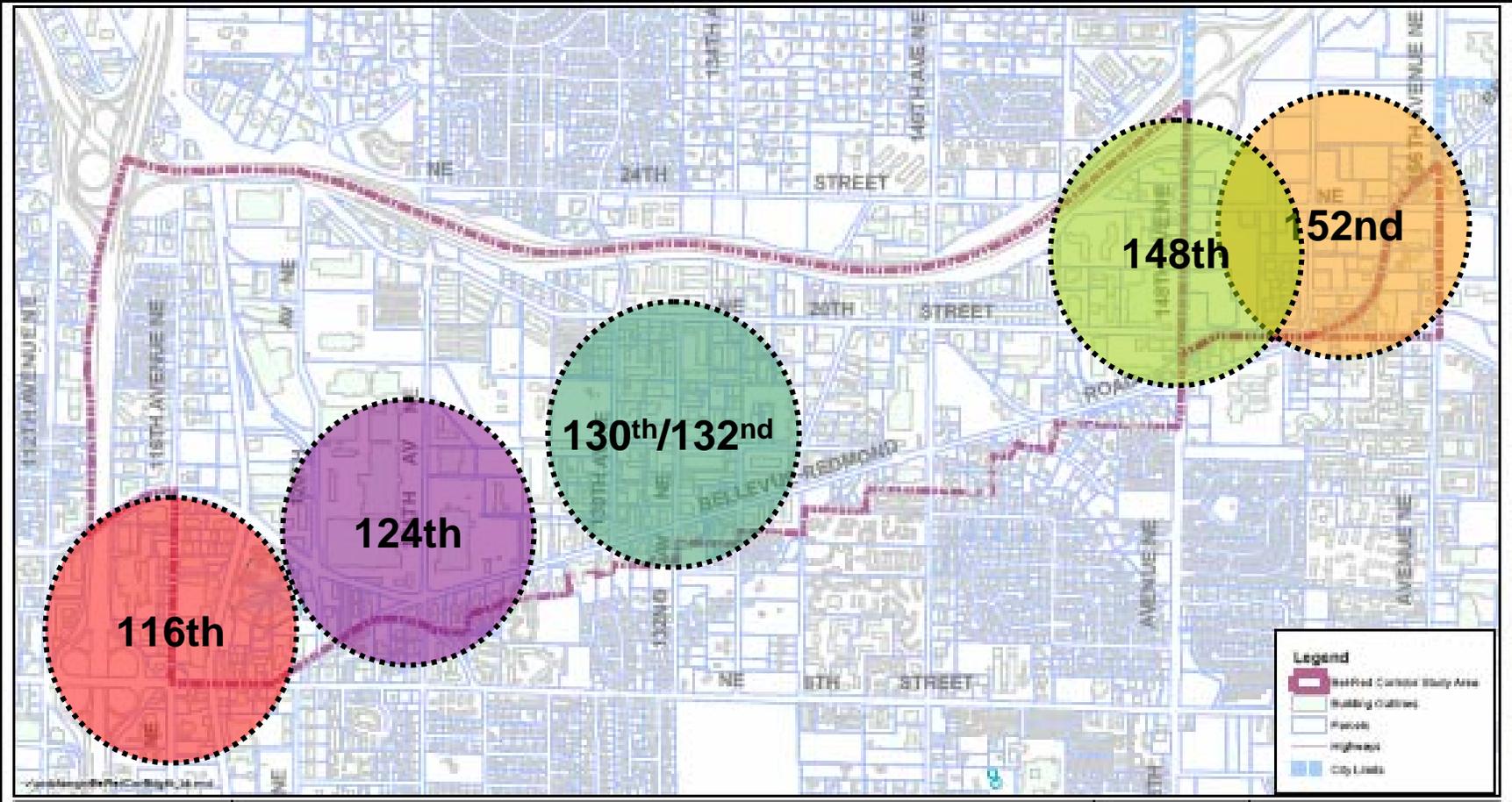
Ideal Station



~~Ideal Station~~



Potential HCT Station/Mixed-Use Nodes



Bel-Red Objectives

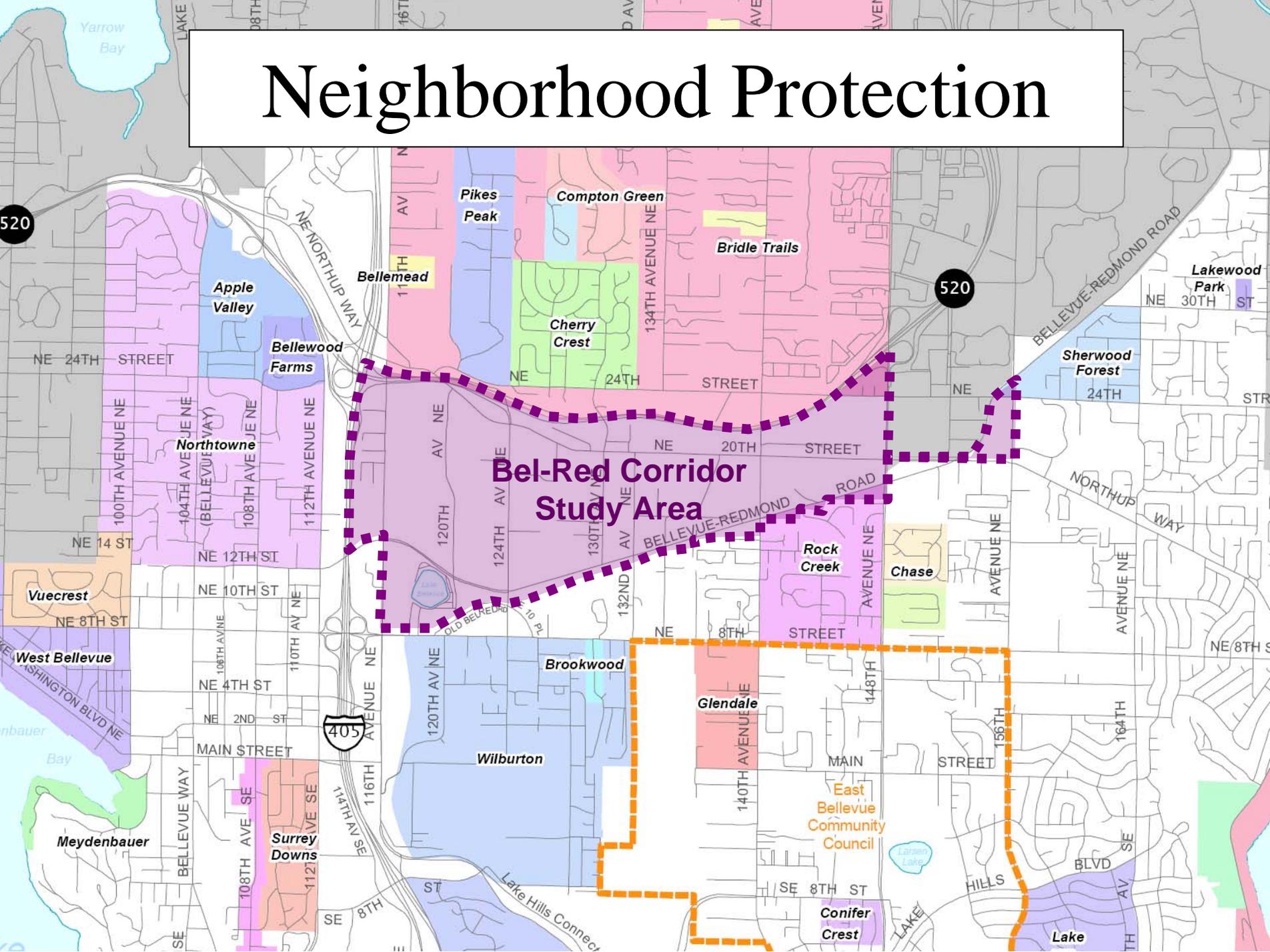
Adopted by the Steering Committee April 6, 2006

NEIGHBORHOOD IMPACTS

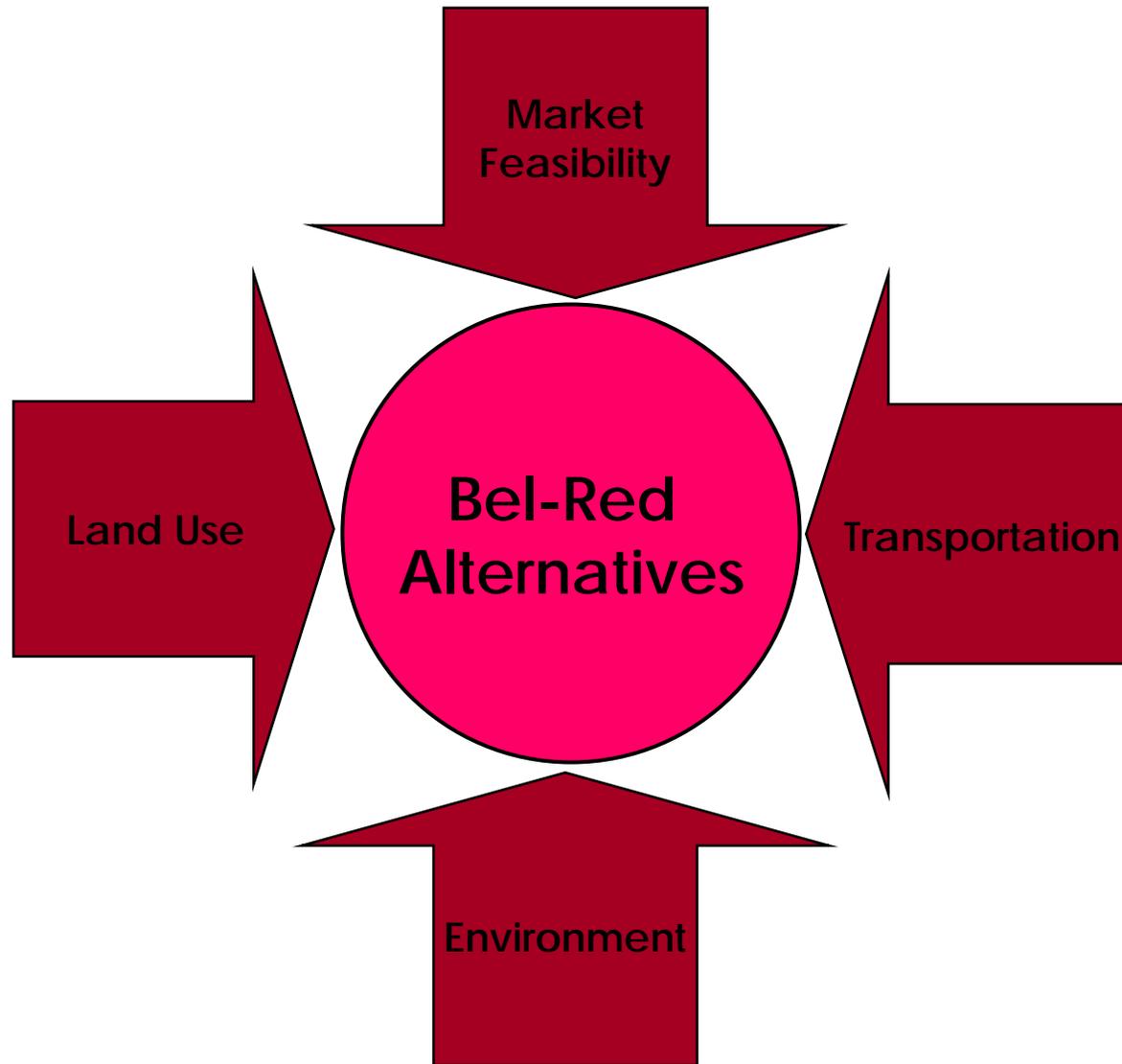
Land use sensitive to surrounding areas

Addresses transportation spillover impacts

Neighborhood Protection



Key Elements



Alternatives

Purpose

- Illustrate alternative visions for future of Bel-Red corridor
- Alternatives not intended to be “zoning” maps, but illustrate concepts for future development, along with the transportation infrastructure and amenities to support it

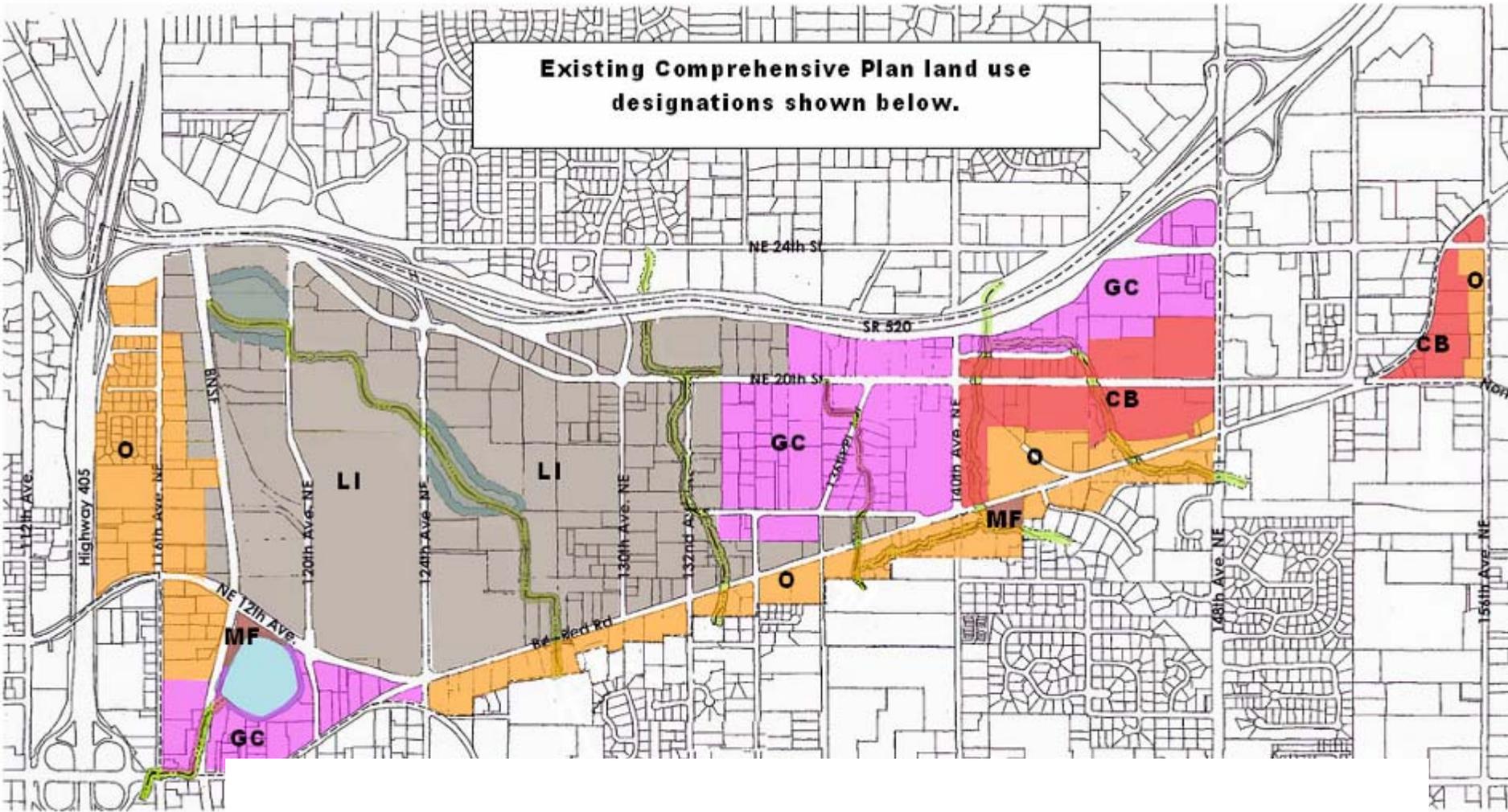
Process

- Alternatives introduced on June 1
- Review and comment by business/property owners in panels on June 6 and community meeting on June 8
- Discussions and suggested revisions by committee on June 12
- Potential committee decision on which alternatives to carry forward to DEIS stage on June 29

Beginning of process--Additional opportunities for review

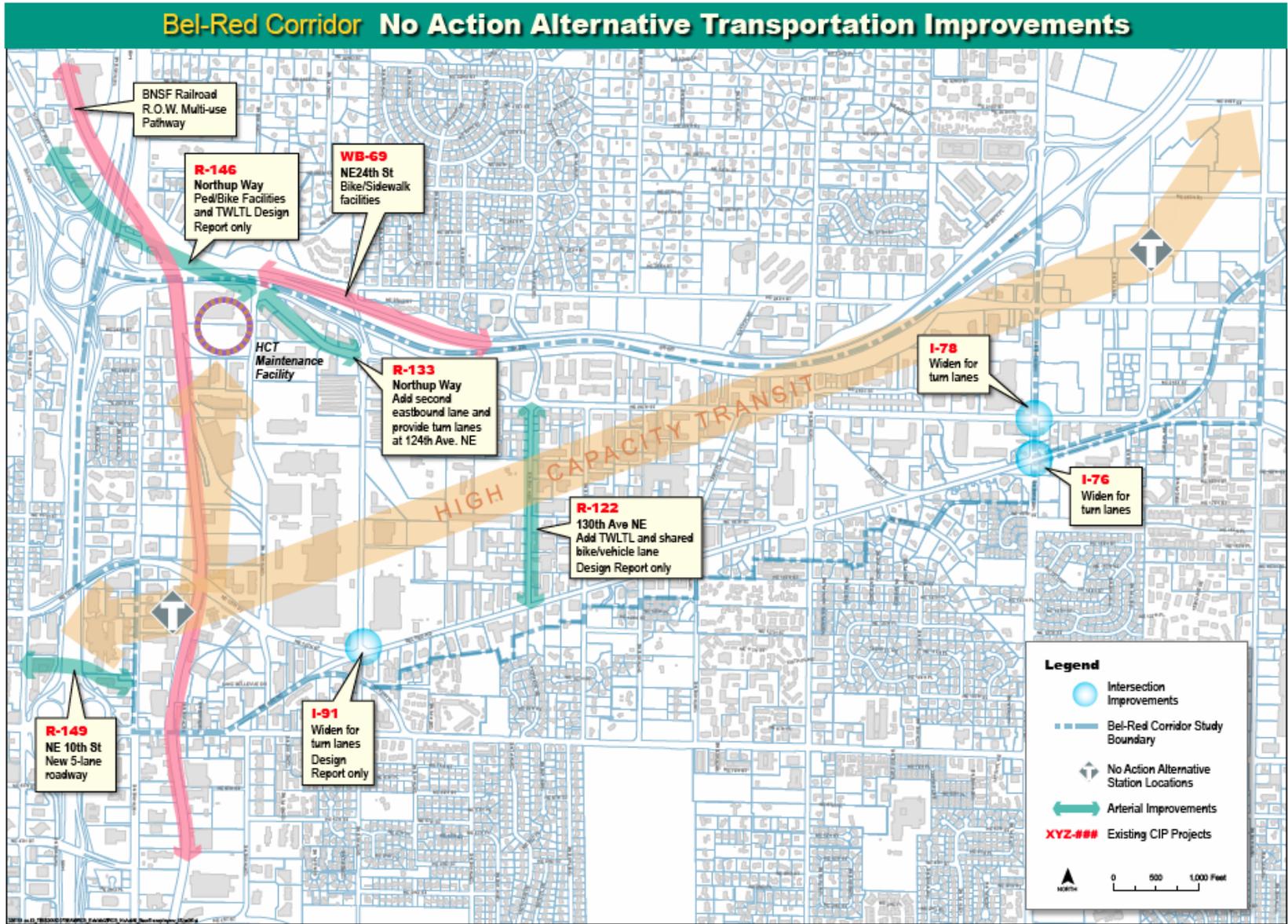
- Comments on DEIS
- Selection of preliminary preferred alternative in fall

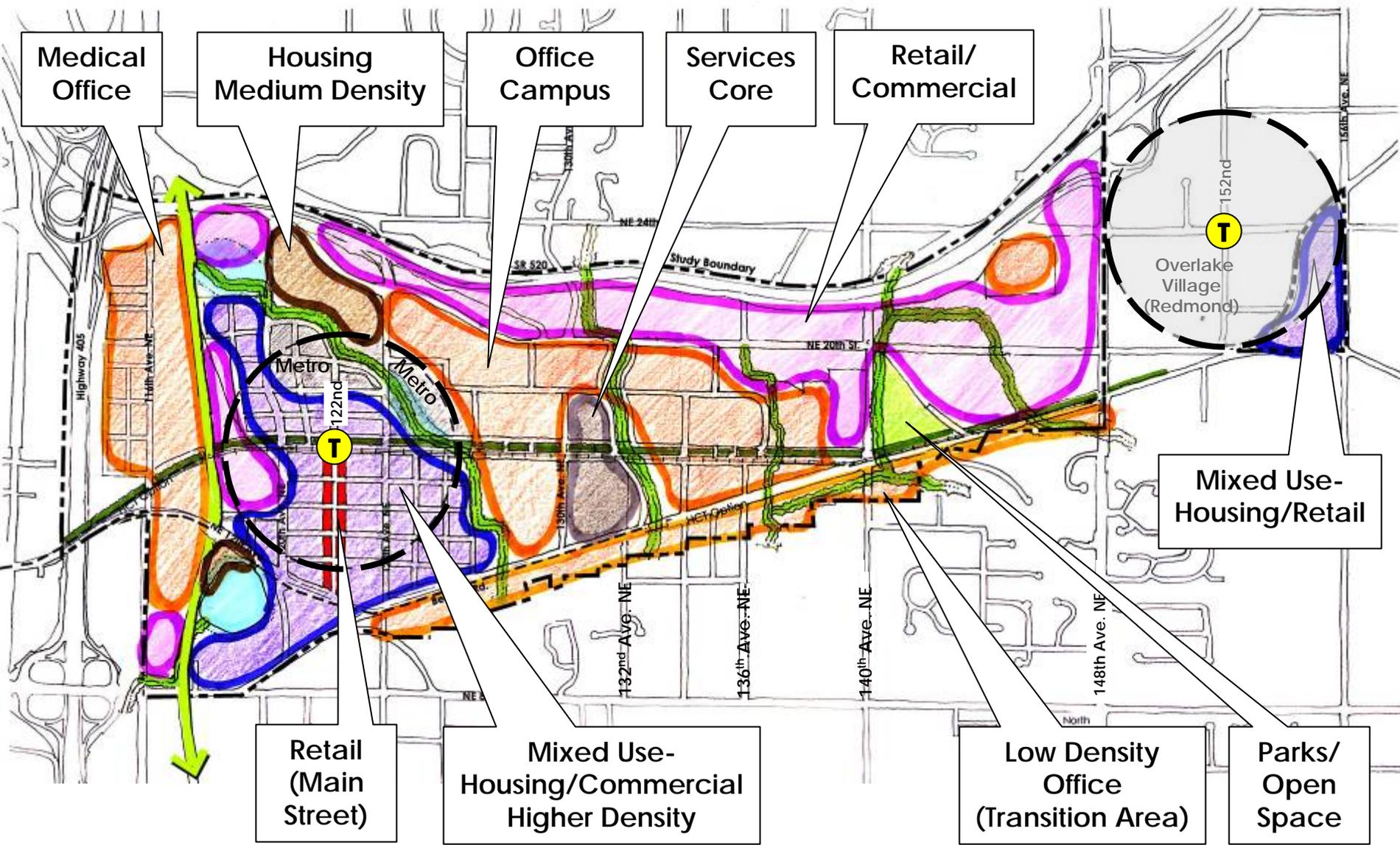
Existing Comprehensive Plan land use designations shown below.



Baseline Alternative

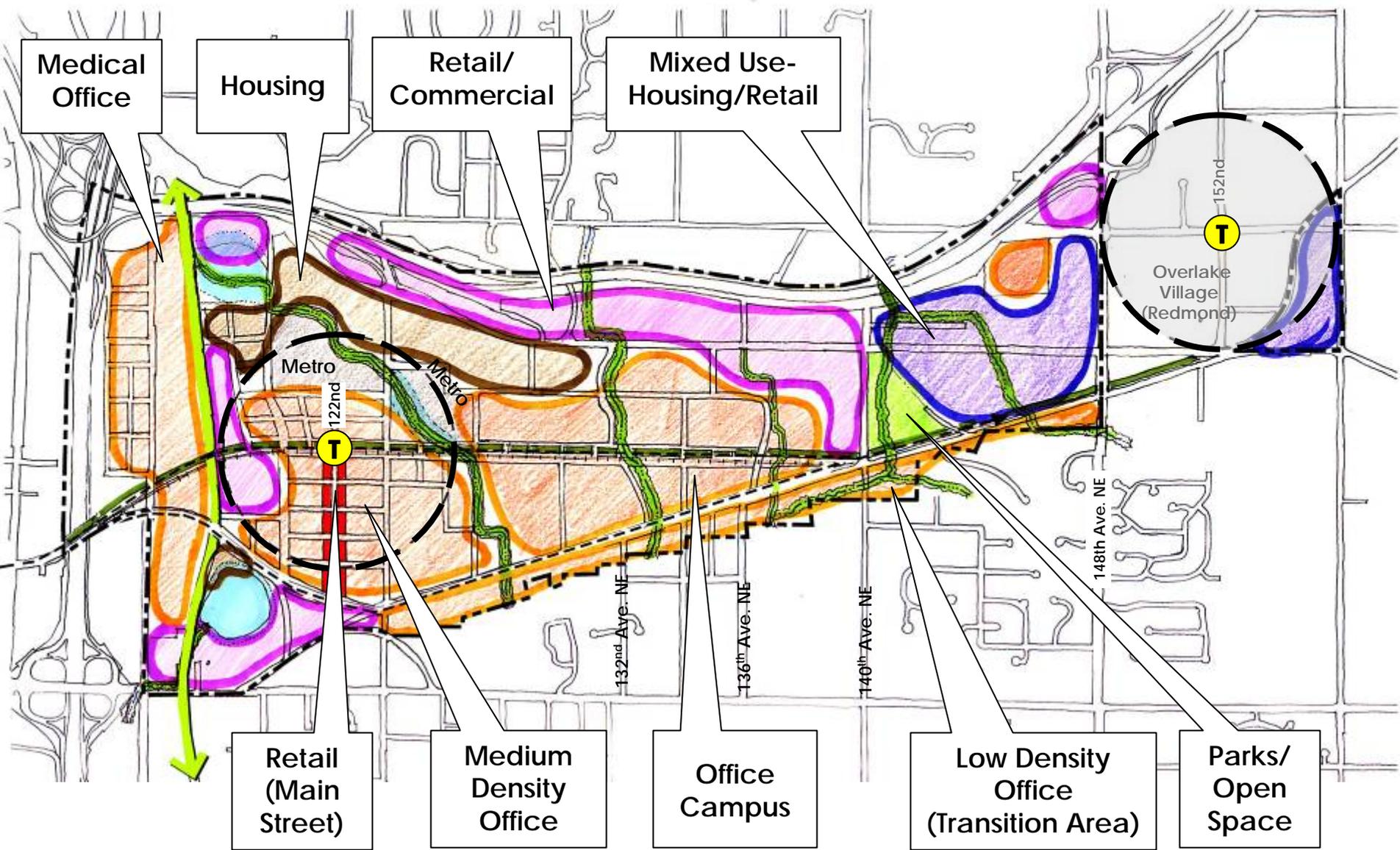
No Action Alternative Improvements





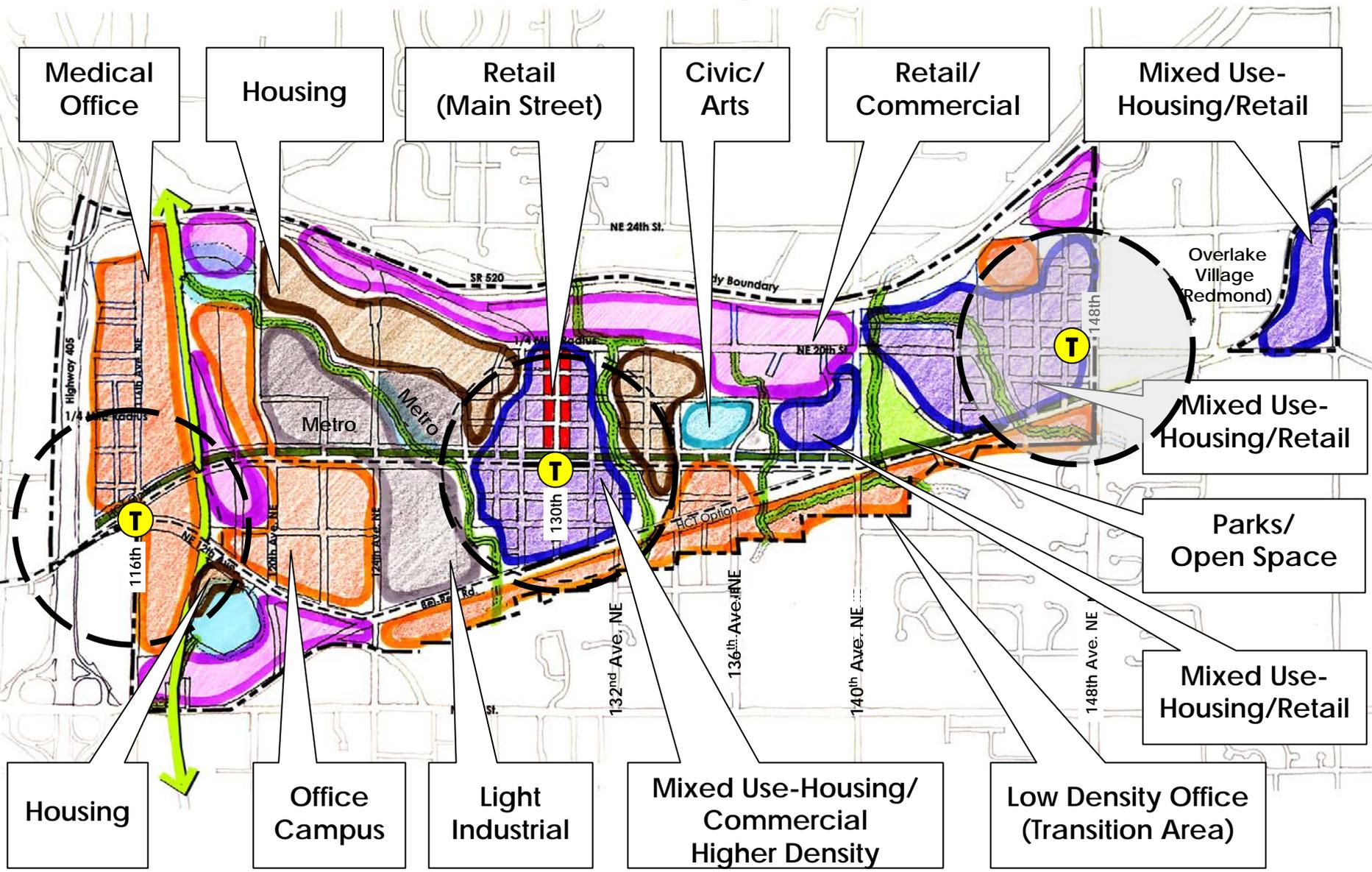
Mid-range Employment & Housing (Nodes at 122nd & 152nd)

Draft Alternative 1



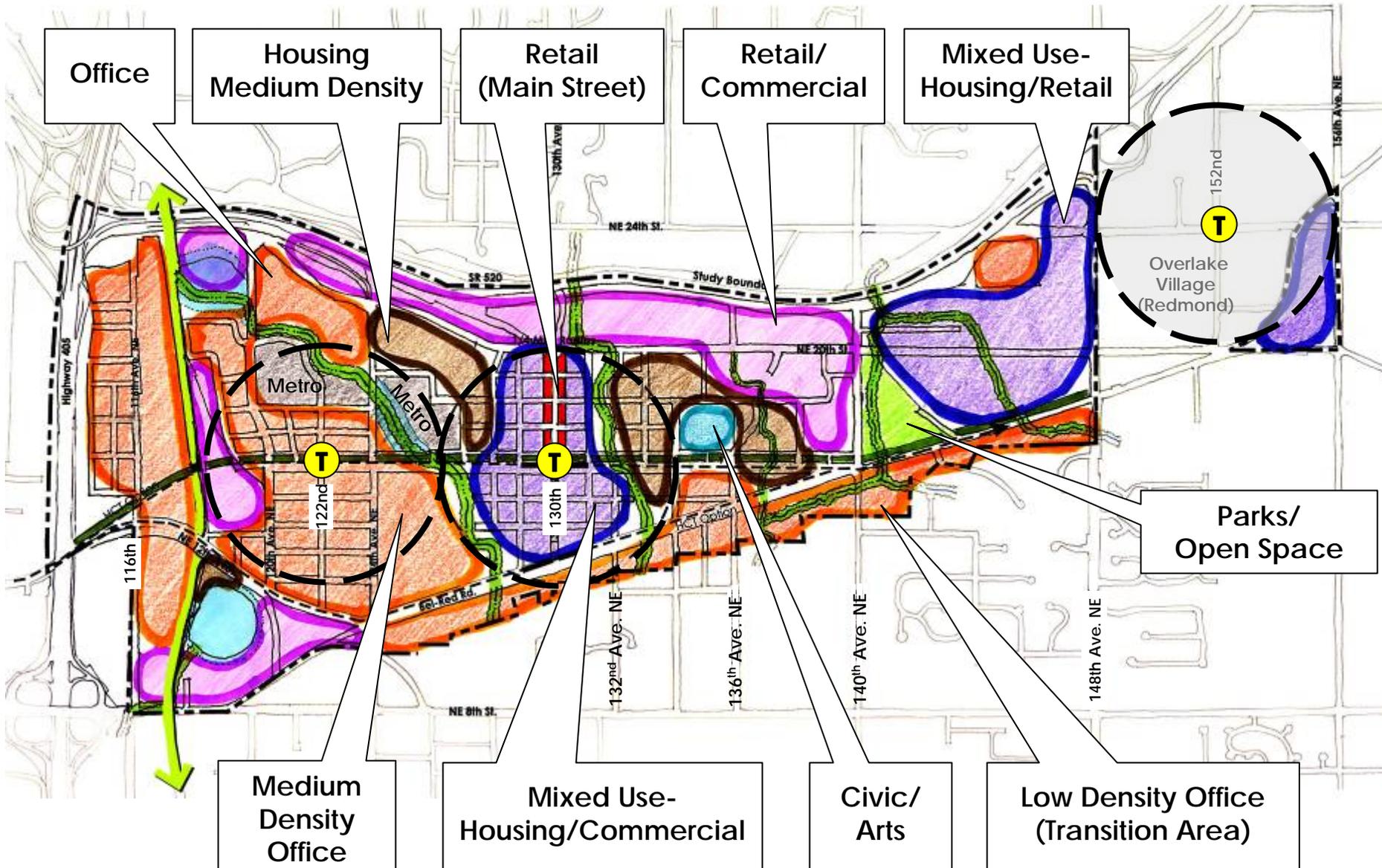
Higher Employment – Lower Housing (Nodes at 122nd & 152nd)

Draft Alternative 2



**(Jobs-Housing Balance) – Higher Housing, Lower Employment
 (Nodes at 116th, 130th, and near 148th)**

Draft Alternative 3

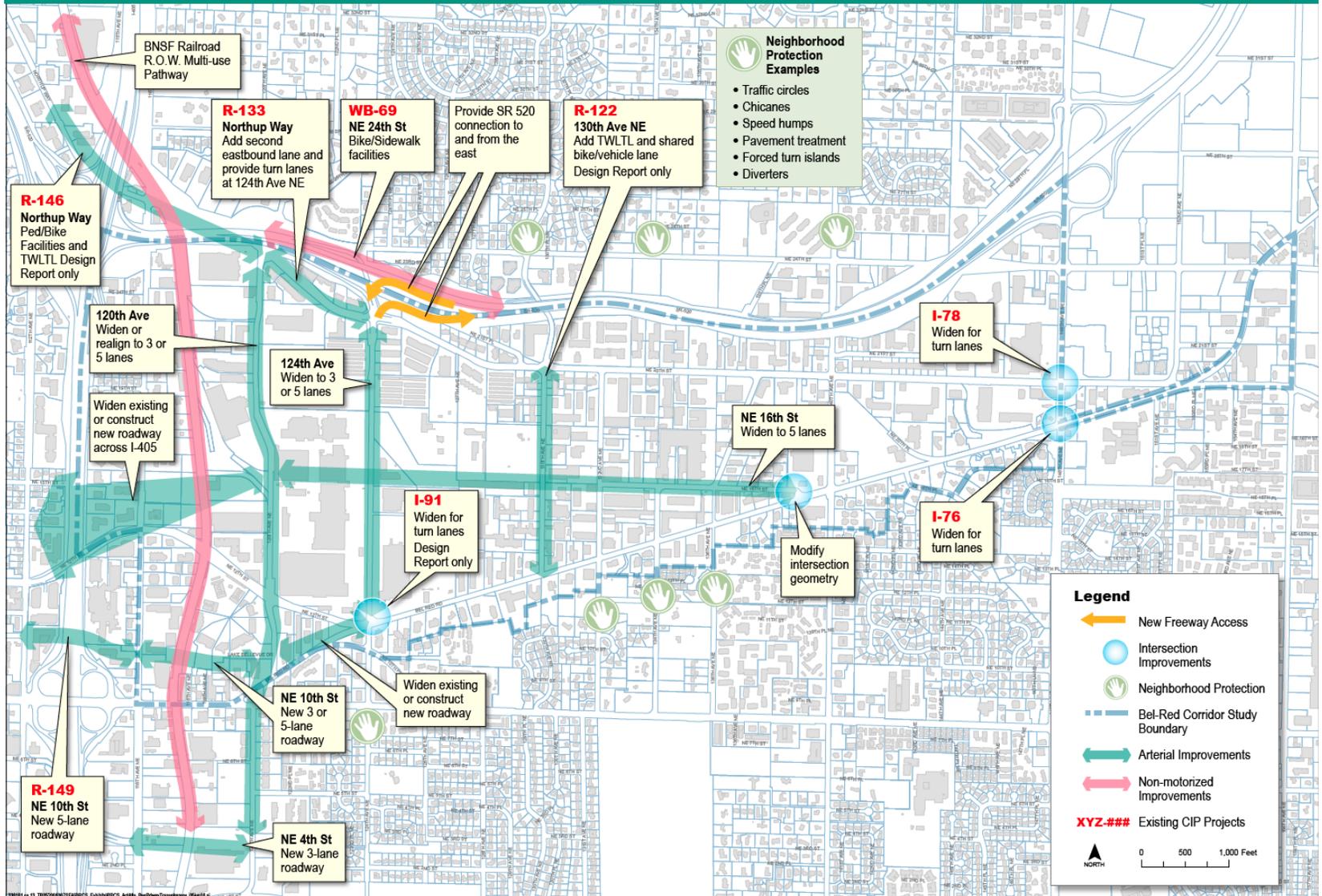


Higher Housing - Higher Employment (Nodes at 122nd, 130th & 152nd)

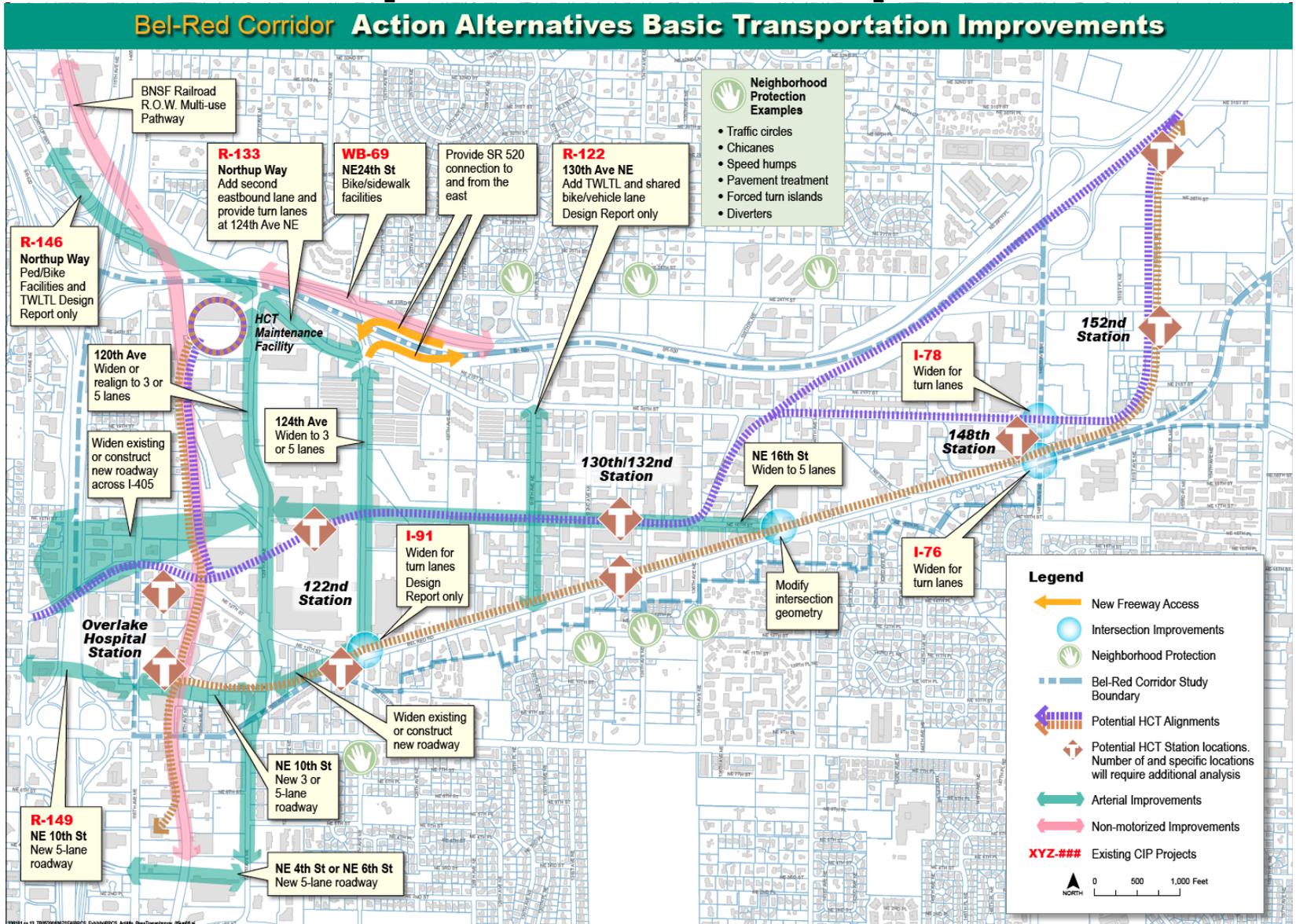
Draft Alternative 4

Basic Roadway Improvements

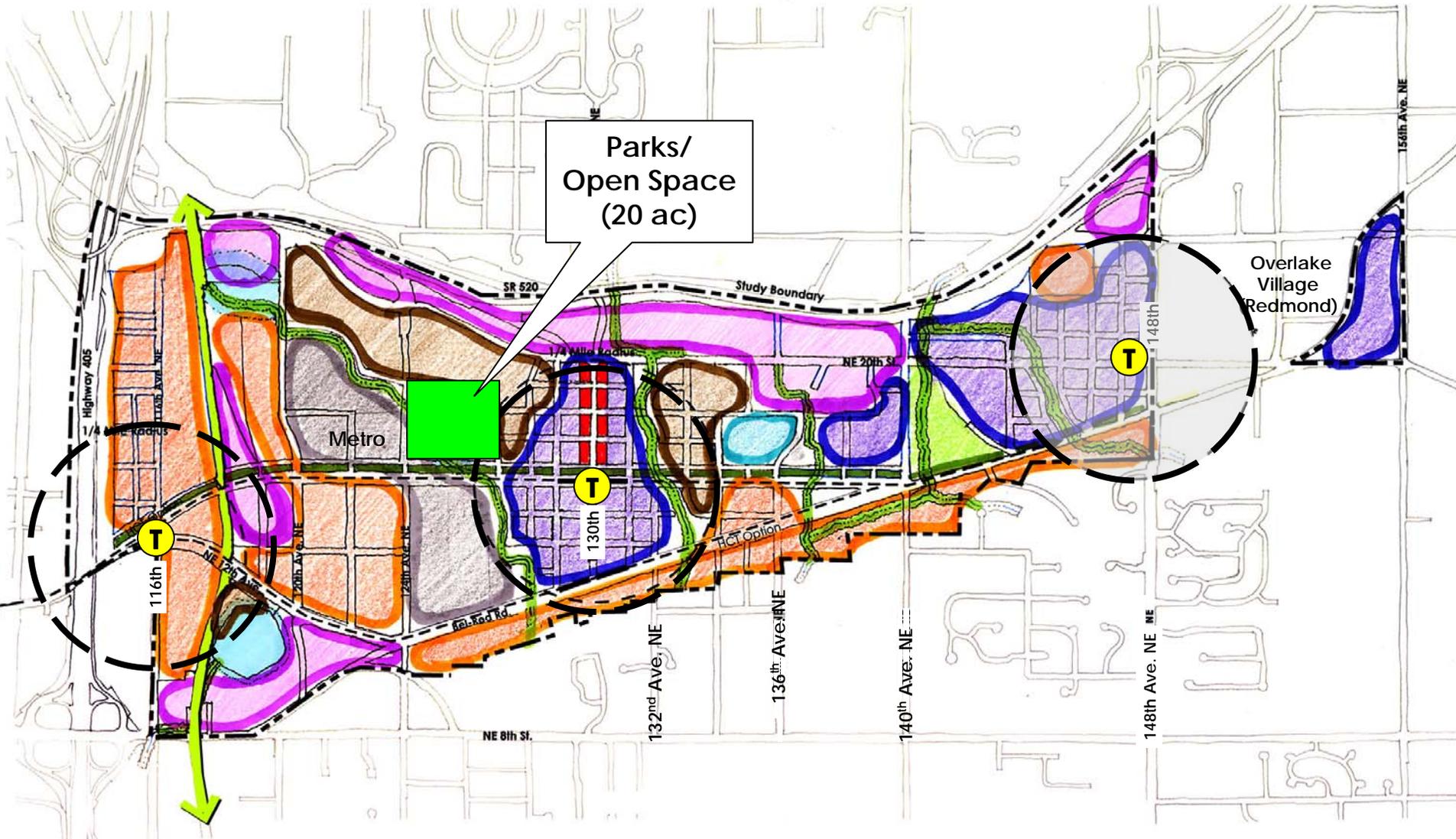
Bel-Red Corridor Action Alternatives Basic Roadway Transportation Improvements



Basic Transportation Improvements



Major Recreation Facility



Alternatives—Common Features

- Land Use:
 - Future land uses based on market forecast
 - Office focus along 116th NE
 - Low density office along south side of Bel-Red Road
 - Retail/commercial use along NE 20th
- Transportation:
 - All “action” alternatives assume the same basic package of improvements

Alternatives—Common Features

- Parks/Open Space:
 - Assumes parks improvements synched up with land use change
 - Trail/linkage improvements—major east-west green space
 - Consideration of major recreation facility
- Environment:
 - All “action” alternatives assume some improvements to wetlands/riparian corridors, but prioritization to be determined

Alternatives—Major Differences

- Land Use:
 - Forecast assumptions—different combinations of future development
 - Location of development “nodes”
 - Generalized land use pattern varies
 - Some alternatives preserve areas for specific uses (service or LI)
- Transportation:
 - HCT station locations

Major Questions for Today

- What features of the alternatives do you like?
- What features do you dislike?
- Are there any major components that are missing from the alternatives?
- For any particular alternative, or for all the alternatives, what would you change or revise?

- What are the major messages from each panel to pass along to the steering committee?

Next Steps

June 1st

- Alternatives introduced to steering committee

June 6th (Today)

- Business/property owner panels

June 8th

- Community meeting

June 12th

- Committee direction and refinement for alternatives

June 29th

- Potential committee decision on alternatives for DEIS

Summer/Early Fall

- Preparation of DEIS