Bel-Red Corridor Project: Draft Alternatives

Business/Property Owner Panels

June 6, 2006
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
Bel-Red Project Principles—Established by City Council

1. Long-Term Vision.
2. Economic Vitality:
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
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

2005
- Aug: Council Kick-off
- Sept: Board/Commission Briefings
- Oct: SC Meeting • Purpose • Mkt study
- Nov: SC Meeting • LU Conditions • Scoping
- Dec: SC Meeting • Sustainability
- Jan: SC Meeting • Transportation • HCT
- Feb: SC Meeting • Property Owners
- Mar: SC Meeting • Alternatives
- Apr: Community Meeting (Nov. 9)
- May: Community Meeting (Apr. 18)

2006
- June: Alternatives Identification/Deliberation
- July: Alternatives Evaluation (DEIS)
- Aug: Prelim Preferred Alternative
- Sept: Approval alternatives for EIS analysis
- Oct: SC Meetings:
  • June 1
  • June 12
  • June 29
- Nov: Community Meeting (June 8)
- Dec: Community Meeting
- Jan: Community Meeting
- Feb: Final Vision / Implementation Plan
- Mar: Approve final preferred alternative
- Apr: Approve imp plan

2007
- May: Community Meeting (May 16 and June 6)
- June: Neighborhood Assoc. Meetings

ONGOING:
- Steering Committee monthly meetings
- 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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BUSINESS/PROPERTY OWNER PANELS
(May 16 and June 6)

NEIGHBORHOOD ASSOC. MEETINGS

ONGOING:
- Steering Committee monthly meetings
- PUBLIC OUTREACH EFFORT
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Final Vision / Implementation Plan

Ongoing:
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**Bel-Red Objectives**

Adopted by the Steering Committee April 6, 2006

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**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

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Bel-Red Alternatives

Market Feasibility

Land Use

Transportation

Environment
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- Land Use
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## MARKET FEASIBILITY

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

Serves distinctive market niche

Meets market needs and economic realities

Leverage nearby opportunities (i.e., 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 development amenities
- Establish transit villages and align transit to encourage new development
- Medical office corridor on 116th
- Expand “auto comer” (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 Alternatives

- Market Feasibility
- Land Use
- Environment
- Transportation
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
City Council Policy Direction

Bellevue

- Regional Transportation Vision and Regional Mobility Interest Statement seeks investment in all modes - Freeways
- High Capacity Transit
- Regional Bus
- High Occupancy Vehicles
- Vision provides guidance for planning and investments
Roadway - Functional Hierarchy

- Roads have differing purposes and applications
- Functional classification
  - Red Freeway
  - Purple Major Arterial
  - Blue Minor Arterial
  - Green Collector
Traffic Demand Entering Corridor

Legend:
- Local Trips
- Regional Trips
- Internal Trips

From 405:
- 16% From 405
- 3% From 520
- 11% To 405, 90
- 8%

From 520:
- 11%

To 405, 90:
- 10%

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Market Feasibility

Land Use

Transportation

Environment
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

Sturtevant Creek
Type F
50’/100’ buffer

West Tributary
Type F
50’/100’ buffer

Goff Creek
Type F
50’/100’ buffer

Valley Creek
Type F
50’/100’ buffer

Sears Creek
Type F
50’/100’ buffer

Unnamed Tributary
Type N
25’/50’ buffer

Sturtevant Creek
Type F
50’/100’ buffer
Stream/Riparian Corridors & Wetlands
Valley Creek Enhancement
Sustainability

Energy and Resource Conservation

Smart Growth

- Transportation options
- Conserve water
- Mixed use
- TOD
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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

- Bridle Trails State Park
- Marymoor Park
- Sammamish River
- East Lake Sammamish Trail
- Bel-Red Corridor
- DOWNTOWN BELLEVUE
- WILBURTON HILLS
- KELSEY CREEK
- LAKE HILLS GREENBELT
- MERCER SLough
- MOUNTAIN TO SOUND GREENWAY
Burlington Northern - Santa Fe Trail
Regional North/South Connection
Key Elements

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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.)

Number of Employees
- 0 - 4
- 5 - 19
- 20 - 99
- 100 - 499
- 500 +

Bel-Red Corridor Study Area
Development Program Range
To Year 2030

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

- Neighborhood Hub
  - Grocery Store
  - In-Line Retail Shops
  - Office
  - Support Services
  - Public Gathering Area

- Light Rail
- 1/4 Mile
  - Moderate Density Residential
- 1/8 Mile
  - High Density Residential
Ideal Station

Neighborhood Hub
- Grocery Store
- In-Line Retail Shops
- Office
- Support Services
- Public Gathering Area

1/4 Mile
1/8 Mile

Light Rail

Moderate Density Residential
High Density Residential
Potential HCT Station/Mixed-Use Nodes

- 116th
- 124th
- 130th/132nd
- 148th
- 52nd
Bel-Red Objectives
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NEIGHBORHOOD IMPACTS

Land use sensitive to surrounding areas

Addresses transportation spillover impacts
Neighborhood Protection

Bel-Red Corridor Study Area
Key Elements

- Market Feasibility
- Land Use
- Transportation
- Environment

Bel-Red Alternatives
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
Baseline Alternative
No Action Alternative Improvements

Bel-Red Corridor  No Action Alternative Transportation Improvements
Mid-range Employment & Housing (Nodes at 122\textsuperscript{nd} & 152\textsuperscript{nd})

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 Transportation Improvements

Bel-Red Corridor

Action Alternatives

Basic Transportation Improvements

Legend

- New Freeway Access
- Intersection Improvements
- Neighborhood Protection
- Bel-Red Corridor Study Boundary
- Potential HCT Alignments
- Potential HCT Station Locations
- Number of specific locations will require additional analysis
- Arterial Improvements
- Non-motorized Improvements
- Existing CIP Projects

XYZ...
Major Recreation Facility

Parks/Open Space (20 ac)
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