CITY OF BELLEVUE
BEL-RED CORRIDOR PROJECT
STEERING COMMITTEE
MEETING MINUTES

June 13, 2007 | Bellevue City Hall
4:00 p.m. | Conference Room 1E-113

MEMBERS PRESENT: Mike Creighton, Co-Chair; Terry Lukens, Co-Chair; Kurt Springman, Joel Glass, Sue Baugh, Steve Dennis, Norm Hansen, Earl Overstreet, Faith Roland, Dean Rebhuhn, Pat Sheffels, Laurie Tish

MEMBERS ABSENT: Doug Mathews, Ken Schiring, Bill Ptacek

OTHERS PRESENT: Matt Terry, Dan Stroh, Emil King, Michael Paine, Department of Planning and Community Development; Kevin O'Neill, Kevin McDonald, Goran Sparrman, Kris Liljeblad, Department of Transportation; Don Arambula, Crandall Arambula

RECORDING SECRETARY: Gerry Lindsay

1. Welcome and Review of the Agenda

Co-Chair Terry Lukens called the meeting to order at 3:35 p.m. and welcomed all in attendance.

2. Approval of Minutes of May 3 Committee Meeting

Motion to approve the minutes as submitted was made by Ms. Sheffels. Second was by Ms. Roland and the motion carried unanimously.

3. Continued Discussion and Direction on Committee Vision Statement for Bed-Red Area

Long Range Planning Manager Kevin O'Neill reiterated the basis cited by the committee for establishing a vision statement. He noted that the vision statement is intended to serve as a concise statement about what the committee would like to see in the Bel-Red corridor in 2030. Following the May 3 meeting during which the vision statement was discussed, staff formulated a draft of the document and submitted it to the committee members for review. He reviewed the list of suggested revisions to the draft.

Mr. Glass proposed adding to the document a statement calling for the protection of the existing neighborhoods that border on the north and south of the corridor. Mr. O'Neill said that concept was added to the section addressing scale of development, and in the transportation section that talks about minimizing spillover transportation impacts.

Ms. Roland suggested including in the document a statement speaking to the need to make sure the regulations and incentives match the vision. Mr. O'Neill said anticipates that the final recommendation from the committee to the Council will expand on each of the particulars. In the final analysis, the Comprehensive Plan and regulations should be in synch, each

complementing the other.

Mr. Creighton allowed that having the two in synch will be critical and has been the focus of past committee discussions.

Ms. Baugh asked if the development of the corridor be impacted by not having the GMA-required synchronization between development and infrastructure fully realized. Mr. Creighton said it would be a mistake not to have development and infrastructure occur at the same time. A statement from the committee calling for the two to be in synch would be good to have on the record.

Department of Planning and Community Development Director Matt Terry concurred. He said synchronization is an important concept that goes beyond just the concurrency requirements. How it will all play out in the end is not completely certain, however.

Mr. Dennis commented that pass-through traffic can bring an area to its knees. He said it is entirely possible that the impacts can prevent an area from being improved if the needed improvements are massive and not in place.

Ms. Baugh noted that real estate development has definite cycles during which there is a time to build based on the market and the need. If the build mark is missed, it sometimes is ten to twenty years before the next opportunity rolls around. The case could be made that the development should be brought online as the needs present themselves rather than waiting for the needed infrastructure to be in place. Certainly in an ideal world both should come online together, but it does not always work that way.

Ms. Sheffels proposed stating in the vision statement that concurrency should be the minimum requirement. Mr. Creighton cautioned against being too prescriptive.

Mr. Terry noted that from the beginning of the study it was clearly highlighted that the Bel-Red corridor is a road and transit deficient area.

Ms. Tish suggested calling for the construction of infrastructure improvements before allowing development to occur. Mr. Lukens said while that would be the perfect vision, it is not at all likely to happen that way.

Ms. Roland pointed out that infrastructure as a term goes beyond just transportation and includes fire stations, parks and schools.

There was agreement to include in the document language calling for synchronization between development and infrastructure improvements.

Mr. Terry said staff will be bringing to the steering committee in July the scope of the implementation program and ask the members to weigh in. That will provide an opportunity to provide feedback both to the staff and the Council about the implementation program. The clarity included in the vision statement is powerful; the document will serve as a touchstone over time and as such it should not be cluttered with implementation details.

Mr. O'Neill said the notion of cultural/arts was raised by the committee at the last meeting. He asked for clarification as to whether it should stand on its own in the vision statement. There was not sufficient support to do so.

Motion to approve the vision statement as revised was made by Ms. Tish. Second was by Mr. Hansen and the motion carried unanimously.

4. Presentation and Discussion of "Concept Plan" Map

Strategic Planning Manager Emil King explained that the map contained in Attachment A matches exactly the details of the preliminary preferred alternative but without the large labels. He also provided the steering committee members with a draft of the concept plan which he explained contains the general vision pieces hammered out by the committee through the process.

Consultant Don Arambula with Crandall Arambula stressed that the draft version of the plan is still in the conceptual stage. He encouraged the members to be highly critical and analytical in an attempt to further refine the document.

Mr. Arambula pointed out that the study represents an opportunity to develop a powerful long-term vision for the Bel-Red corridor. To create of the corridor a distinct and bold place that is economically viable, it is necessary to focus on the larger issues first. Of equal importance are the implementation strategies that will ultimately take the lofty goals and visions and make them applicable in the real world. It is okay to think about infrastructure improvements that could serve to leverage private investment, and it is necessary to keep in mind quality of life issues in looking forward to what the area will look like in 50 years. The idea of sustainability will serve as a driving force in creating the greater vision, and the primary aspect of sustainability is the development of community.

Continuing, Mr. Arambula said when the study first began part of the focus was on transit-oriented development, ideal stations and development nodes. The highest densities were envisioned for the station areas, with grocery stores, retail shops and offices nearby and easily accessible. It was agreed that the development nodes need to be full circles, not half circles, in order to be successful.

The transportation and land use elements are key components of the concept plan. Streets and infrastructure must be seen as public assets; great streets yield great districts. Public spaces heavily contribute to the livability of an area and contribute to the overall success of an area. A design containing active ground-floor uses around a square is of utmost importance. Offices need good front door addresses, and high-density housing needs amenities such as parks and open space.

Retail streets are the most difficult component aspect to get right. The successful ones are no longer than the average pedestrian wants to walk, which is roughly a quarter of a mile. Retail also tends to be healthier if the uses are located on both sides of the street. On-street parking is important and should be as continuous as possible.

It is important to have a degree of traffic, though not too much. Between 8000 and 20,000 trips per day has been shown to be the right range. Pedestrian-only environments work in certain settings but not in all settings; they are successful on college campuses and in very high density promenades such as the Third Street Promenade in Santa Monica. Buses, transit, automobiles and pedestrians must be able to mix comfortably.

Mr. Arambula stressed the need to focus on the relationship of the Bel-Red corridor to other areas in the community, such as the Downtown, Crossroads, Overlake and Microsoft. Certain existing uses will help to define portions of the corridor; that is particularly true of the hospital

district, and to some extent is true of the service and auto-oriented uses.

There are existing community assets that will continue to be an important part of the overall plan for the area. The assets include natural resources, particularly the stream corridors. The topography of the area offer both constraints and advantages.

Mr. Arambula told the steering committee that the concept plan is intended to serve as a sound byte describing in short what the corridor is all about. It outlines the fact that the corridor has bookend destinations on both the east and west; explains that the corridor is intended to be unique without competing with the Downtown; tells how the green spine of the corridor is intended to connect the major destinations and give the entire area a focus for the development. The concept plan must highlight the natural environment and focus on both sustainability and identity, both of which are at the heart of an economic strategy. The plan should outline how within the corridor there are to be a series of distinct neighborhoods with connections within and through the corridor provided by transit and infrastructure.

Mr. Arambula noted that NE 16th Street is the green thread that ties the corridor together. One of its two major components is the park block piece that extends roughly from NE 120th to NE 136th Place. He suggested that the space will need to be fairly wide, on the order of 228 feet, to accommodate everything. Within the space there will be two transportation corridors, one accommodating cars and transit along with bicycles and pedestrians, and a local access, narrow, one-way roadway with on-street parking providing a front door facing and activating the green space. A schematic drawing of what the corridor could look like was shared with the committee members, and they were encouraged to think boldly in envisioning how it could all come together.

The parks block concept could be a space about 100 feet wide, which Mr. Arambula said in his experience is the minimum width to accommodate multiple uses. Anything narrower becomes a parkway or median. Within 100 feet there can be green space, fountains for assembly, or simply a promenade. At a minimum, the components should include an off-street, separated pedestrian/bicycle pathway system and a separate pedestrian-only pathway on one side of the block.

The riparian corridor improvements could include stream buffers, undeveloped site requirements, and developed site requirements. For purposes of the concept plan map, the assumption has been made that there will be a 50-foot regulatory buffer and a 50-foot incentive buffer, creating an overall corridor 200 feet wide.

With regard to the development node at 122nd, Mr. Arambula said the circle has a radius of approximately a quarter mile. He noted that one advantage for the node is that there are a series of large parcel owners rather than multiple small parcel owners. The development of roadway systems may be less onerous as a result.

Currently, 124th is almost a rural standard roadway. It has no curb and gutter for most of its length, has gravel shoulders, and primarily has only two lanes. It does not offer the amenities one would expect for a major development of office uses. There is no buffering of some of the infrastructure, such as the powerline. The suggestion is for two travel lanes in each direction, left-turn lanes where required alternating with a median, an on-street bike lane in each direction, and sidewalks on each side separated by landscaping that includes a double row of trees. The on-site treatment of stormwater runoff could be handled in a variety of ways, including through the development of local streets throughout the node.

Mr. Arambula said a series of open spaces around the node will serve primarily for residential development in the area but also for the office uses. Open space improvements to the powerline corridor could also be brought about and used for recreation purposes. The office uses should have their front door facing 124th. In order to activate the space and make the transit work better, some ground-floor retail uses should be mixed in with commercial uses.

The 130th node includes some major development parcels that may continue as they are for some time; the Cadman site is one such use. The intent for the node is to tie into the east/west connection of NE 16th Street. Radiating north and connecting to 120th would be the pedestrian-oriented retail street surrounded by mixed use housing with an activated ground floor, and additional housing to the northeast. Along Bel-Red Road there would be office on the north side and office/housing transitioning to the neighborhoods on the south side.

The transit station for the 130th node would be slightly different. It would include a offset transit platform to provide access for automobiles and protect the width of the park block. The local street grid would respect and divide along property lines in recognition of the likelihood of incremental development over time. The improvements identified for 130th include a width of 60 feet, two lanes of traffic in each direction, on-street parking, wide sidewalks, canopied street trees, ornate lighting, and a high degree of finish.

The vision includes giving high priority to pedestrians in an around the node while accommodating cars and trucks visiting and serving the local businesses. Raised intersections might be appropriate at some locations. The pedestrian environment should include a 12-foot sidewalk accommodating an active area in front of the businesses, street furnishings and trees. Retailers are inclined to pay more for space that borders high-quality pedestrian public squares.

The 130th node should have a strong retail component with the ability to accommodate some large-floor-plate retail anchors at the beginning and end of the street, and some ground-floor retail. There should be a high degree of transparency in and out of buildings, large openings in the store fronts, corner entries, and amenities that encourage street life, such as café seating and weather protection.

The surrounding mixed use housing would have multiple stories with ground-floor commercial, retail, or live/work uses. The smaller office uses on the south side of Bel-Red Road will transition to the surrounding residential areas.

Mr. Arambula said the intent for the pie-shaped area near 156th is that it should be a mixed use housing development with a green space and some retail. The cultural and arts area is envisioned for the area surrounding 136th Place NE, anchored by the Pacific Northwest Ballet school. The east side of the roadway is suitable for compatible commercial and industrial uses. Along 120th the uses will likely stay as they generally are currently. Along 140th near the intersection with Bel-Red Road the anticipation is that mixed use housing will develop adjacent to Highland Park and the YMCA. The right-of-way for 136th will be narrower than NE 16th; it will look much the same but without the park block on one side.

The extension of NE 10th Street will add capacity to the area, but the task of determining what the roadway should look like will have to await further study to determine if it will connect only to 116th Avenue NE or continue on to 120th Avenue NE. Mixed use housing and office uses may be appropriate for the area adjacent to the hospital.

Parks and open space elements are envisioned to be scattered throughout the corridor. They will serve as focal points in the creation of neighborhoods and a sense of place. While the individual

aspects can be seen in isolation, they need to be considered as part of the overall system interconnected with the park blocks and riparian corridors tying the various neighborhoods together. Additional local trails and greenways should be added to the mix, with a special emphasis on the Burlington Northern-Santa Fe right-of-way.

Mr. Dennis noted the amount of green on the map and asked if any tally has been made of the total parks and open space acreage. Mr. Arambula said the focus has not yet been on that level of detail, though he allowed that the calculations will need to be made at some point. Ideally, there should be a neighborhood park within three blocks of every house, and that is used as the starting point for defining where parks should be located. Creating a usable green ribbon through the middle will only be possible if there is some substance to it. While green spaces do eat up land that could otherwise be developed, they also create value for the adjacent areas.

Mr. Glass asked about the power needs of light rail and the electrical infrastructure it will require. Mr. Arambula said in part such questions will need to be put to Sound Transit. He said there are a number of approaches that can be taken based on a variety of factors, some of which have more visual impacts than others.

Mr. O'Neill pointed out that in their Environmental Impact Statement Sound Transit is looking at an all-elevated alignment option and an all-surface alignment option in this corridor. He said there is value in including both technologies to see how they both operate. There is much more study to be done before any final decisions are made.

Mr. Lukens asked if the total office square footage and total number of housing units included in the concept plan have been tallied to make sure the plan meets the goal. Mr. Arambula said the concept plan attempts to accommodate the market identified in the Leland report.

Answering a question asked by Ms. Roland, Mr. Arambula said Pioneer Park in Portland and the green square shown on the concept map are both one acre. He explained that public squares should not be made too large to avoid having dead spaces in the middle; at the same time, they should not be made too small to allow for multiple uses. In building a square, it is always best to keep simple elegance in mind.

Ms. Roland said at some point she would like to have a better understanding of the overall green space compared with the total number of residents the area will be home to. Mr. O'Neill agreed but pointed out that there are many different types of open spaces embedded in the concept plan, which is consistent with the parks components piece earlier adopted by the steering committee.

Mr. Creighton suggested that if the NE 16th Street corridor is going to cut a 200-foot swath, only the largest property owners will be able to accommodate them. If that approach is taken, it would need to be set forth first so development will have something to react to. Mr. Arambula said both staff and the consultant team agree that the model as laid out with transit on one side and the park block on the other is untried. It would be possible to construct the corridor in two parts, with the roadway system as one component and the park blocks as the second component.

Mr. O'Neill commented that the concept map is not intended to be a representation of the only way the park block idea can be implemented. Mr. Arambula allowed that the concept is bold and carries with it a certain sticker shock. He added, however, that if the park block element were removed the result could be misinterpreted as being any of a number of other locations. It may take just such a bold move to make a real place of the corridor and something memorable.

Answering a question asked by Mr. Hansen, Mr. Arambula said planners working to develop a

good pedestrian environment like to see traffic volume numbers in the range of from 8000 to 20,000 per day, which 130th Avenue NE is projected to have. Mr. O'Neill observed that because NE 16th Street will be a new major corridor, it will carry far higher volumes.

Mr. Hansen noted that traffic on NE 16th Street hits a wall at NE 20th Street and 140th Avenue NE. It is not clear from the concept plan how that will be resolved. Mr. Arambula agreed that more study will be needed to address that obvious weakness. Senior Planner Kevin McDonald added that the traffic analysis in the Final Environmental Impact Statement will identify the traffic volumes for different roadway segments. One thing pointed out by the Draft Environmental Impact Statement was that traffic volumes under all three alternatives is reduced the closer one gets to 136th Place. Much of the traffic on NE 16th Street is internal to the neighborhood and does not all go out to NE 20th Street.

Mr. Rebhuhn asked if the vision for Bel-Red Road is for a throughway as opposed to a transit way with retail uses. Mr. Arambula said he sees Bel-Red Road staying much as it is currently. A properly located parking structure and on-street parking could add convenience and enhance the retail uses.

Mr. O'Neill added that NE 16th Street is not intended to serve only as a transit corridor. The vision shows it designed to accommodate a variety of travel modes, including pedestrians and bicycles.

There was agreement to continue studying the concept map at the next steering committee meeting.

5. Building Height Analysis

Mr. McDonald said the issue of building height has been raised a number of times by the committee, by staff, by the consultants, and by the development community. On April 25 the committee directed staff to include in the FEIS an analysis of building height in the development nodes near the potential rail stations and in the area to the east of 120th Avenue NE near Lake Bellevue.

Mr. McDonald shared with the committee a number of photo simulations from a comprehensive analysis of building height that took into account how buildings identify urban form and create community character, how buildings would feel to pedestrians from the perspective of the sidewalk or urban plaza, the types of buildings that would create a different economic niche in the corridor, and how building height maximums could be achieved through regulations and incentives.

The committee members were informed that the building height analysis in the FEIS will be conducted from public spaces, including road corridors, parks and pedestrian paths with views into the corridor. Buildings up to 150 feet tall within the nodes are being analyzed. Also included in the analysis are nine- to ten-story buildings that could potentially be constructed in Overlake Village in Redmond.

Mr. Springman reminded staff that some from the public referenced the existing silos in the corridor as a height point of reference. Mr. McDonald said that information will be included in the FEIS.

6. Revision to Parks Component Document

Planning Director Dan Stroh reminded the committee members that the key idea behind the parks and open space element is the notion of complementing the map and other materials that will be in the final committee recommendation to the City Council. The wording is intended to capture concepts that do not show up well on a map. After the March 29 session at which the committee approved the language, some feedback was received that suggested the reference to the major indoor recreation facility could be clearer. The proposed suggested revision is aimed at clarifying that the Bel-Red corridor is only one possible location for a major indoor recreation facility.

Ms. Roland asked if outdoor recreation facilities is precluded by mentioning an indoor facility only. Mr. Stroh said the focus has always been in a major indoor facility that could include a pool and other uses; it never was on a huge ball field complex.

Motion to adopt the staff recommendation was made by Mr. Dennis. Second was by Mr. Springman and the motion carried unanimously.

7. Overview of Workforce/Affordable Housing Issues

Mr. Stroh noted that the concept vision for the corridor includes the notion of vibrant and diverse neighborhoods with a variety of housing types to meet the needs of a diverse population. He allowed that additional flushing out is needed. The housing market on the Eastside is challenged in meeting the need for a diversity of housing types.

Art Sullivan, Program Manager for A Regional Coalition for Housing (ARCH), explained that Bellevue and 14 other Eastside jurisdictions are members of the organization which acts as staff support to cities on affordable housing issues.

Mr. Sullivan said the production of housing options has been and is continuing to be tracked under the auspices of the Growth Management Act (GMA). Cities have engaged in a wide range of activities which overall have helped to meet the housing goals under the GMA. In some instances, however, the actions taken by jurisdictions have not achieved the desired price diversity for a variety of reasons.

ARCH uses both land and cash donations from cities to help create affordable housing in conjunction with community based groups. Because the resources from any given jurisdiction are limited, the concept of pooling has resulted in stretching those resources very effectively.

There are a lot of ways workforce or affordable housing can be viewed. Under the GMA there are explicitly defined levels of affordability, namely low-income, which is defined as 50 percent or less of the median income, and moderate-income housing, which is defined as 80 percent of median income. Another way to look at affordability is to consider the gap between the market and the various needs in the community. Mercer Island is looking at incentives in its downtown zone to bring about affordable housing in exchange for additional height; while still within the GMA guidelines, they are basing affordability on the salaries of school district employees.

Mr. Sullivan provided the committee members with a printout of how the low- and moderate-income ranges translate for various household sizes, and some typical salaries for jobs in the area and where they fall relative to the different percentages of median income.

In looking at housing affordability policies, ARCH generally stresses the need to keep in mind land use incentives. Regulatory incentives typically are aimed at moderate-income level needs when used alone. Jurisdictions should always weight what is being sought by the development

community to achieve affordability levels against the value of the incentives offered. Often it is most effective to package together land use incentives with direct forms of assistance. Words like “inclusionary” and “incentives” are too often used interchangeably when in fact they refer to very different situations.

Mr. Sullivan said there are several basic ways incentives are created. One way is to make no explicit changes to the allowed density or zoning for an area while allowing more units to be constructed in exchange for some level of affordability. Another approach, which was used by Bellevue in the past, is to offer certain incentives in exchange for affordability. When a community acts to change its development capacity, which typically occurs via a rezone, the rules for an existing zone can simply be changed; for instance, the height limit for a zone can be increased, allowing for the construction of more housing units. Jurisdictions can, and some do, simply require the inclusion of affordable units irrespective of offering specific incentives; the approach is generally conducted on a negotiated basis. Redmond uses the approach aimed at requiring a certain portion of all new units in its downtown area be affordable to households at 80 percent of median income; affordability for the first units to come online was defined as a much higher number.

A number of jurisdictions in the region package other incentives with land use incentives in order to create enough value for a builder to provide affordable units. Kirkland and Mercer Island both waive fees for the affordable units; both jurisdictions allow for the construction of additional market-rate units in exchange for affordable units. Other cities, including Bellevue, have looked at changing their parking requirements where affordable units are constructed. Kirkland worked with a developer to waive its ground-floor retail requirement in exchange for the construction of affordable units. Under state law, jurisdictions can opt to waive property taxes for up to ten years on the improvement costs for housing in mixed use zones. In Woodinville a developer took land density bonuses and combined them with subsidy dollars. In Issaquah Highlands the city required the donation of land from developers in lieu of requiring the construction of affordable units; they then combined the land with subsidy dollars to bring about a few affordable units.

Mr. Springman asked if a jurisdiction ever goes back some years later to review how well the offered incentives and programs turned out. Mr. Sullivan said such retrospectives can be very helpful and they do occur. In Bellevue, the developments for which the parking requirements were greatly reduced in exchange for affordable units have been tracked very closely. ARCH is in the process of institutionalizing a review of incentive programs and how well they have worked over time. Bellevue administers the monitoring of developments supported with direct assistance as well as land use incentives and as a whole has found them to be working very well. In 2006, DASH repaid the city all of the funds put up for the first three projects without reducing affordability at all.

Mr. Dennis questioned the appropriateness of the Bel-Red subarea to move ahead on the affordable housing issue and suggested the better approach might be to simply highlight the issue as one of citywide importance. Mr. Stroh noted that a larger citywide housing discussion is being planned for the near future. A range of housing choices is part of the vision for the Bel-Red corridor, and there is no other place in the city where the opportunity exists to create some 5000 new housing units where currently there are essentially none. He said the choice to weigh in on the housing issue is up to the committee.

Mr. Overstreet asked how other jurisdictions have attempted to define how affordable “affordable” is. Mr. Sullivan said most cities have established explicit affordability goals. Most define the term as a level of affordability, but the percentages have ranged from a high of 120

percent of median income to 80 percent and lower.

Answering a question asked by Ms. Tish, Mr. Sullivan explained that under state legislation affordable units can be smaller, but the overall mix must be similar to the general development. Accordingly, a developer cannot simply construct a number of studio apartments to meet affordability requirements unless all of the market-rate apartments are also studios. Most affordable units do not have the same high-quality finishes, and that is allowed.

Mr. Glass asked what the time requirements are for how long units must remain affordable. Mr. Sullivan said units created through land use incentives typically must remain affordable for the list of the use. For rental units, that requirement is easy to achieve. For ownership units, however, the private lending community historically has loaned for projects that remain affordable only out 20 years; some now allow for a 50-year time span. Ownership units also carry with them a provision that prevents the homeowners from garnering a windfall after the restrictions expire; excess proceeds must flow back to the community to be used in creating more affordable housing. The programs are all set up to allow the owners of affordable units to benefit from appreciation.

Mr. Stroh said the July meeting of the committee will include time for a more focused discussion aimed at driving the vision to a finer level and moving toward a preferred implementation approach.

8. Next Meeting

The committee confirmed July 26 as the date for the next meeting.

9. Public Comment

Bill McAteer with the Bellevue Youth Soccer Club said the process of planning for the next season is in full swing. He said the challenge is a general lack of fields and presented to the committee a formal request to include a sports facility in the Bel-Red corridor plan.

Walter Scott with the Legacy Corporation, 400 112th Avenue NE, noted his support for the plan that has taken shape over time. He observed that the committee has talked about emulating the Pearl District in many respects and allowing for flexibility in zoning, particularly in the residential and office areas. He stressed the importance of taking those approaches given that the vision for the area looks out 50 years or more. Texture in a community is very important. While the nodes and transit corridor are fairly well thought out, other areas of the corridor are not yet well defined. There is a fair distance between some of the residential areas and retail areas and it is conceivable that residents would have to drive to the retail areas; the committee should seek to revise the vision where necessary to join all of the parts seamlessly.

Todd Woosley with Briarwood Center, 12001 NE 12th Street, said he is excited about the future prospects of the Bel-Red corridor as signature development for the city. However, the vision calls for extending NE 10th Street beyond 120th Avenue NE to about 124th Avenue NE right through the middle of the four Briarwood Center buildings, which may be a price too high to pay. He urged the committee members to visit the site to get a better feel for whether or not the extension makes real sense on the ground instead of just in the traffic model. Based on the tax assessments, nearly $50 million worth of property would have to be acquired in order to extend the roadway as envisioned. A more practical approach would be to expand NE 8th Street when the properties on the north side are redeveloped. Economic vitality is one of the long-term goals of the study, but the first step should be to cause no harm to existing uses while allowing for new

uses in the corridor.

Answering a question asked by Mr. Springman, Mr. O'Neill explained that the NE 10th Street extension across I-405 connecting to 116th Avenue NE is funded and under construction. One of the transportation improvements that is part of the overall corridor package is extending the roadway beyond 116th Avenue NE out potentially as far as 124th Avenue NE. Certainly there will be challenges involved in finding an alignment that will work, and further study will be required.

10. Adjourn

The meeting was adjourned at 5:54 p.m.