Bel-Red Corridor Project

Project Scoping Meeting and Workshop
November 9, 2005
Bel-Red Corridor Project

Scoping Meeting/Workshop
Agenda

■ 5:00       Open House Displays
■ 6:00       Welcome & Introductions
■ 6:10       Project Presentation
■ 6:30       Break into Small Groups
■ 6:45 – 7:45 Workshop Discussion Groups
■ 7:45       Workshop Wrap-up and Closing
Purpose of Meeting

- Project kick-off and scoping
- Provide overview of project:
  - What we are doing
  - Why we are doing it
  - Major elements of the project
  - Project schedule
  - Planning principles to guide project
- Describe characteristics of the area
- Receive information from you this evening and in coming weeks about the project
  - Integral part of EIS Scoping process
Summary of the Project—What Are We Doing?

- **Goal**: Vision for the Bel-Red corridor
  - Determine future land use in a thoughtful, comprehensive manner
  - Integrate land use and transportation planning, including planning for all modes of transportation
  - 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
General Scope of Work

• Economic and market analysis—Leland Consulting Group
• Land use alternatives and analysis—Crandall Arambula
• Transportation vision and analysis—CH2M Hill
• Integrate land use and transportation vision—Crandall Arambula and CH2M Hill
• Evaluation of alternative HCT routes and station location—Crandall Arambula and CH2M Hill
• Environmental review (SEPA EIS)—CH2M Hill
• Refinement and illustration of preferred land use-transportation alternative—Crandall Arambula and CH2M Hill
• Financing and implementation strategies
Rationale for the Project—Why Do This?

• There has been a land use transition in the area, but no clear or up to date vision as to the area’s future
• Declining employment, relatively little investment in recent years
• Need to re-consider future land use and this area’s role in the city’s overall growth strategy, and identify mobility improvements and facilities to serve future growth
• Influence Sound Transit decisions on Phase 2 High Capacity Transit and take advantage of opportunities presented by HCT
Planning Context: Location of Study Area

- Prime strategic location in the city and region (intersection of I-405 and SR 520)
- Bel-Red is framed by Downtown Bellevue and Overlake portion of Redmond
- Nearby residential neighborhoods
Bel-Red Project--Principles

1. Long-Term Vision. The preferred vision should be long-term, ambitious, and rooted in reality, providing clear direction for the future of the Bel-Red area.

2. Economic Vitality: Establish a solid and dynamic economic future for Bel-Red, enhancing the area’s existing strengths and its future potential.

3. Differentiated Economic Niche. Provide for future growth of jobs and firms that have expansion potential, and are not well accommodated in other parts of the city.
Bel-Red Project--Principles

4. Building from Existing Assets. Build on existing assets of the corridor, including the large number of viable, successful businesses in the area.

5. High Capacity Transit as an Opportunity. Approach HCT as a significant opportunity to both enhance mobility and affect desired land use change.

6. Land Use/Transportation Integration. Integrate land use and transportation planning to create a well-balanced transportation system.
7. **Community Amenities and Quality of Life.** The Bel-Red plan should protect existing natural resources and community amenities, and identify a package of new amenities for the area.

8. **Neighborhood Protection, Enhancement, and Creation.** Identify strategies to mitigate potential neighborhood impacts related to future Bel-Red development as well as identify opportunities for neighborhood enhancements and creation.

9. **Sustainability.** Identify opportunities to manage the area’s natural resources in a sustainable manner.

10. **Coordination.** This planning effort requires close coordination with other affected jurisdictions, in particular Sound Transit, King County, and Redmond (BROTS)
Characteristics of the Area: Land Use

- Approximately half of the study area is zoned for light industrial use.
- Rest of area is zoned for general commercial, community business, and office uses.
Characteristics of the Area: Land Use

- Mix of land uses in the area—light industrial, warehouse, office, retail (very little housing)
- While half of the 900 acre study area is zoned for light industrial:
  - Manufacturing now represents only 8 % of employment (and 5 % of businesses) in the area
  - 12 % of business are in warehouse/distribution
  - Over 50% of businesses in Services sector
Economic/Market Study

- Preliminary Findings:
  - Bel-Red area centrally located
  - Limited reinvestment occurring now
  - Much land is “under-developed” based on land and improvement values
  - Land values make future manufacturing or warehouse difficult (compared to other manufacturing areas)
  - Overlake Hospital and Microsoft significant “anchors” on either end of the corridor
  - Likely future demand for office and housing, some retail
Characteristics of the Area: Ecological

- Major stream corridors and wetlands
  - Culverts impede Chinook salmon migration
- Opportunity to improve ecological functions and create amenities
Streams/wetlands - 1965
Streams/wetlands - 2003
Characteristics of the Area: Transportation

- Conveniently located in the region
- Poorly served by regional facilities
  - SR 520 at 124th Ave NE (to/from west)
  - SR 520 at 148th Ave NE
  - I-405 at NE 8th St
Internal street grid
Pedestrian and bicycle facilities
Transit service
Regional Transportation

- Recent transportation investments guided by Bellevue, Redmond, Overlake Transportation Study (BROTS) agreement
  - System management focus:
    - Intersection improvements: (148th Ave NE/NE 24th Street)
    - Street extensions: (NE 29th Street)

- Planned regional improvements
  - I-405 expansion
  - NE 10th crossing of I-405
  - SR 520 expansion
  - High Capacity Transit (HCT)
Regional Transportation

2005 LONG-RANGE PLAN

- Sound Transit's Board selected the following changes to Sound Transit's Long-Range Plan, which were originally selected in 1996:
  1. Identified SSDS from Seattle to Surrey as a BRT corridor.
  2. Changed I-405, I-90 and SR 167 corridors from HOV Expressway to BRT corridors.
  3. Designated Northeast Bellevue and University District-Abernathy as MCT corridors.
  4. Added an extension to Bothell as both a part of the -405 BRT corridor and as a potential rail extension.
  5. Added an extension of Sound Transit from downtown Tacoma to Tacoma Community College (TCC).
  6. Designated Seattle-Redmond via Bellevue as Light Rail Transit or BRT Convertible (BRT).

KEY:
- Sound marijuana, the goal of the project is to speed transit
- BRT Convertible (BRT): High-capacity bus route
- Light Rail Transit (LRT): Urban rail service
- Sound Transit BRT (SST BRT): Short-distance bus service
- Sound Transit Express (SST Express): High-capacity transit service
- Sound Transit Rail (SST Rail): Urban rail service
Potential HCT Routing

To Downtown

Redmond

To Seattle

Downtown Bellevue

Bel-Red Corridor
ST2

Help plan the future of regional transit.

How can we build better transit connections across Lake Washington on I-90?

Come find out.

Share your thoughts on the future of high capacity transit at an open house near you.

For more information about ST2 or Sound Transit:
(800) 201-4900 | main@soundtransit.org | www.soundtransit.org/st2

All Open Houses 5:30-7:30 p.m.

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bellevue Community Center</td>
<td>Monday, November 14</td>
</tr>
<tr>
<td>4063 148th Avenue NE</td>
<td></td>
</tr>
<tr>
<td>Bellevue High School</td>
<td>Tuesday, November 15</td>
</tr>
<tr>
<td>10416 SE Wolverine Way</td>
<td></td>
</tr>
<tr>
<td>Redmond Senior Center</td>
<td>Wednesday, November 16</td>
</tr>
<tr>
<td>8703 160th Avenue NE</td>
<td></td>
</tr>
<tr>
<td>Mercer Island VFW Hall</td>
<td>Thursday, November 17</td>
</tr>
<tr>
<td>1836 72nd Avenue SE</td>
<td></td>
</tr>
</tbody>
</table>
Characteristics of the Area: Parks, Open Space and Trails

- Highland Park & Community Center is the only public facility in the Study Area
- Planned regional trail corridors (2003 Park & Open Space Plan)

Opportunities:
- Potential trail connections
  - To regional network
  - To future residential development
  - To/along HCT corridor
  - Along open space corridors
- Enhanced greenways and wetlands
- Neighborhood parks to serve future residential
Timeline

Community involvement process
- 3rd Q
- 4th Q
- 1st Q
- 2nd Q
- 3rd Q
- 4th Q
- 1st Q

Evaluate alternative HCT alignments

Develop growth alternatives

Analyze alternatives in DEIS

Identify preliminary preferred alternative

Identify transportation, other amenities

FEIS

Finalize preferred alternative

Council briefings and direction

Large community meeting/forum

Council briefing/direction

2005

2006

2007

3rd Q 4th Q 1st Q 2nd Q 3rd Q 4th Q 1st Q

Nov. 9
Your Comments

- What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?
- What opportunities and areas for improvement do you see in the corridor?
- The EIS will evaluate several issues, include traffic impacts, transit, land use, and natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.
EIS Scoping

• Comments received tonight will be part of the EIS scoping process as well as planning effort

• Comments also may be sent through December 23 to:

  Carol Helland
  Land Use Director
  Department of Planning & Community Development
  City of Bellevue
  P.O. Box 90012
  Bellevue, WA  98008-9012

  BelRed@ci.bellevue.wa.us
Break Out Into Small Groups for Further Discussion