



DATE: December 1, 2006

TO: Bel-Red Corridor Project Steering Committee

FROM: Kevin O'Neill, Transportation (425-452-4064)
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SUBJECT: Proposed Evaluation Tool for Alternatives

During the December 7 meeting, staff would like to present and discuss a proposed tool that is intended to help the Steering Committee compare and evaluate the components of the Alternatives.

Staff seeks the Steering Committee's input on an evaluation tool based on the objectives adopted on April 6. These objectives (Attachment 1) guided the development of the alternatives. Each alternative was framed in part by the objectives, although each met the objectives in its own unique way. Using the objectives-based evaluation tool is a way to show how well each alternative addresses the objectives.

Attachment 2 is the draft evaluation tool. It was organized around the Steering Committee's objectives, and then is designed to call out features of the alternatives. This table's content is as follows:

Objectives Category: This is simply the heading to organize the specific objectives into topic areas.

Specific Objective: These are the adopted objectives contained in Attachment 1.

Objective Components: The adopted objectives framed the development of each Alternative. To better distinguish one alternative from another, staff is proposing that the Steering Committee consider identifying particular components of the objectives that can then be compared across the alternatives. Steering Committee input on these components is requested – do these capture important issues, and are there others?

Alternatives: The far right column will be a mix of quantitative data and subjective judgments related to the alternatives. Text is provided as needed – in slightly shaded cells - to help describe the individual components or groups of components.

- Where specific information is available, such as the number of units of new housing, it will be provided.
- At the other end of the spectrum, some of the components are qualitative. In the "Neighborhood Impacts" category, for instance, the component labeled "Achieves compatibility with adjacent neighborhoods" will require more of a judgment call to determine how well each alternative achieves compatibility.
- In between the extremes, are components that are not quantifiable but are reasonably distinct in the alternatives, such as "Provides for light industrial uses". Alternative 2 provides the light industrial sanctuary, but Alternatives 1 and 3 do not preclude retaining light industrial uses, so these would be weighted differently.

In Attachment 2, staff has partially filled-out the alternatives column, which is intended to demonstrate to the committee how this could be utilized.

Steering Committee Action:

Provide direction to staff on whether this proposed tool, or something like it, would be useful, and how it might be revised – especially the part that identifies the “Objective Components”.

Following discussion, the Steering Committee may endorse using this evaluation tool and direct staff to continue work and complete the evaluation matrix. in draft form for review and discussion in January.

Attachments:

1. Objectives
2. Evaluation tool based on Steering Committee Objectives

Attachment 1

Bel-Red Objectives – Adopted by the Steering Committee (April 6)

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

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