

BEL-RED LAND USE /TRANSPORTATION ALTERNATIVES (DRAFT version 11/30/06)

OBJECTIVES CATEGORY	SPECIFIC OBJECTIVE	OBJECTIVE COMPONENTS			ALTERNATIVES				
	Steering Committee Adopted April 6, 2006				No Action	1	2	3	
MARKET FEASIBILITY									
	Incorporate elements of market forecast (office, housing, retail)	Creates opportunities for growth in most promising market sectors:			This component is based on the development program for each alternative				
		• Office development	.6 msf	3.2 msf	2.3 msf	4.0 msf			
		• Housing development	0	3,500	5,000	5,000			
		• Retail development	124 ksf	300 ksf	200 ksf	500 ksf			
	Serves distinctive market niche	• Industrial development	300 ksf	-2.7msf	-2.0msf	-2.5msf			
		Provides opportunities for land uses not accommodated elsewhere in the city – particularly mid-rise office and housing			Mid-rise structures are defined in the glossary for the alternatives as being up to 5 stories for housing and 6 stories for offices				
		• Housing mid-rise (in development nodes and mixed-use areas)	0%	X%	X%	X%			
		• Office mid-rise (in all Office categories north of Bel-Red Road)	0%	X%	X%	X%			
		Alternative 2 provides for a light industrial “sanctuary”. Alts 1 and 2 do not preclude retaining LI uses, but Alt 3 may retain less than Alt 1 because Alt 3 has a more ambitious development program.							
	Meets market needs and economic realities	Provides for light industrial uses			+	-	✓	-	
Meets market needs and economic realities	Allows for a development program as identified in the market forecast								

		Allows for flexibility to accommodate different market sectors: office, housing, retail				
		Market conditions support development program				
	Leverage nearby opportunities (ie, Overlake Hospital expansion)	Proposed land uses and development nodes are strategically located near established growth centers				
		Proposed land use pattern takes advantage of the area's location				
		OTHER COMPONENTS...				
LAND USE						
	Jobs-housing relationship (accommodate housing and commercial uses)	Provides for new jobs and new housing opportunities:	This component relates the market forecast numbers to the policy objective seeking more of a balance between job growth and housing.			
		<ul style="list-style-type: none"> • Opportunities for new housing 				
		<ul style="list-style-type: none"> • Opportunities for new jobs 				
	Accommodate service uses	Retains long-term opportunities for service uses in a dedicated area	Alternative 1 provides for a “services core”. Alts 2 and 3 do not preclude retaining service uses, but Alt 3 may retain less than Alt 2 because Alt 3 has a more ambitious development program.			

	Land use takes advantage of HCT stations (mixed use nodes)	Creates higher density, walkable, mixed use nodes in the vicinity of light rail stations	Component considers the number and location of light rail stations, and potential number of employees and residents within walking access of a light rail station			
	Appropriate scale of development within area	Enhances development potential while not competing with downtown				
		Arranges land use intensity to achieve a good transition from Bel-Red to adjacent neighborhoods				
		Creates new neighborhoods in areas that are compatible with other new land uses	Consider potential adjacencies between new residential areas and existing land uses that may remain in place.			
		OTHER COMPONENTS ...				
NEIGHBORHOOD IMPACTS	Redevelopment in Bel-Red may provide a benefit to neighborhoods by bringing opportunity for employment, retail and services for residents, but it may also create traffic impacts. The location of development nodes may effect neighborhood compatibility and traffic spillover. Appropriate linkages and mitigation may be unique for each alternative					
	Land use sensitive to surrounding areas	Achieves compatibility with adjacent neighborhoods				
		Includes housing along with low-intensity office south of Bel-Red Road	Housing could improve the transition to neighborhoods.			
		Provides better connections to/from nearby neighborhoods				
		Locates new neighborhoods in good context with their established surroundings				

	Addresses transportation spillover impacts	Locates development nodes where less neighborhood traffic spillover would be expected				
		Directs regional vehicular traffic to regional roadways				
		OTHER COMPONENTS ...				
ENVIRONMENTAL QUALITY/ SUSTAINABILITY						
	Improve environmental resources (streams, wetlands)	Creates opportunities through redevelopment to incorporate stream corridor improvements:	Providing redevelopment opportunities near stream corridors creates the potential for the private sector to participate in some enhancement work. Redevelopment in drainage basins – even away from the stream corridors - creates opportunities to improve stream hydrology and water quality by reducing the amount of impervious surfaces and through enhanced storm water management.			
		Potentially reduces the amount of runoff from impervious surfaces through redevelopment	Much of the light industrial and general commercial land in Bel-Red is nearly 100% impervious surface and were developed prior to requirements for storm water treatment. Significant redevelopment will incorporate current standards.			
		<ul style="list-style-type: none"> Improves Valley/Sears Creeks: emphasis on salmon habitat 				

		<ul style="list-style-type: none"> Improves Unnamed Tributary: emphasis on water quality 				
		<ul style="list-style-type: none"> Improves Goff Creek: emphasis on salmon habitat 				
		<ul style="list-style-type: none"> Improves West Tributary: emphasis on water quality 				
		<ul style="list-style-type: none"> Improves Lk Bellevue/Sturtevant Cr: emphasis on water quality 				
	Support sustainable development patterns	Provides opportunities for compact mixed use development that supports walkable neighborhoods				
		Includes infrastructure to support a multi-modal transportation system				
		Maximizes redevelopment potential where soils have the greatest capacity for infiltration, thus supporting Low Impact Development				
		OTHER COMPONENTS ...				
PARKS/OPEN SPACE	Each action alternative would incorporate parks and open space to serve the new neighborhoods. Alternatives with higher levels of residential use would require more parks. Specific park locations and function can not be anticipated at this stage in the planning process. Alternatives that envision higher amounts of housing (Alts 2 & 3) will require the most park land and facilities. Each alternative may accommodate a major recreation facility.					
	Parks integrated with future land use concepts	Envisions new parks and trails consistent to serve new neighborhoods				
		Creates potential for trail systems along stream corridors				
	Achieves critical mass of park improvements	Creates neighborhood amenities with appropriately sited, designed and connected parks system components				
	Adds value to overall system (include regional facility)	Integrates new mini- parks and neighborhood parks to complement the existing city and regional park system				

		Provides a potential location for a major (regional) recreation facility				
		Includes a Civic/Arts enclave				
		Identifies a specific new park/open space site				
		OTHER COMPONENTS ...				
TRANSPORTATION						
	Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods	Improves facilities for all modes of travel within Bel-Red:	Each action alternative would provide local multi-modal transportation infrastructure improvements, although each would accomplish this a little differently.			
		<ul style="list-style-type: none"> Local streets and arterials 				
		<ul style="list-style-type: none"> Pedestrian and bicycle facilities 				
		<ul style="list-style-type: none"> Transit facilities and services 				
		Manages vehicular circulation to/from surrounding neighborhoods				
	Provides improved access to regional system	Expands the SR 520 interchange at 124 th Ave NE to include ramps to and from the east				
		Develops new non-motorized connections to the BNSF corridor				
		Incorporates a new light rail alignment and stations to serve new neighborhoods and employment centers				
		Accessibility to light rail transit promotes ridership				
		AM peak hour boardings				
		AM peak hour alightings				
		Daily boardings				

	Provides improved local access and circulation	Develops a mature and complete transportation system infrastructure with streets, transit, sidewalks and bicycle facilities	Development of a “grid” street system is limited in some areas by stream corridors and topography.				
	Accommodates planned level of development	Supports land use with an integrated multi-modal transportation system					
		Builds a complete street system that meets current design and level of service standards					
		Number of intersections operating at LOS F in 2030					
		Average delay at intersections in 2030					
		Percent change over No Action on PM peak hour traffic volume at project boundaries in 2030					
		North					
		South					
		East					
	West						
	OTHER COMPONENTS ...						