

An aerial photograph of a city, likely Seattle, showing a dense urban area with a mix of residential, commercial, and industrial buildings. A major multi-lane highway, likely I-5, curves through the center of the image. The city is surrounded by green hills and a large body of water is visible in the background. The text "Bel-Red Finance Plan" is overlaid in a large, white, bold font across the middle of the image.

Bel-Red Finance Plan

Purpose of Tonight's Presentation

- Review Finance Plan content
 - Capital facilities and costs
 - Funding sources
 - Timing of investment
- Council feedback, important in shaping the draft plan

Why Develop A Finance Plan?

- Capital investment a key to success of Bel-Red's future
 - New facilities needed to support planned growth
 - Amenities will transform area, function as a catalyst for new residential development
- Need an investment strategy tailored to Bel-Red
 - Creating value through the rezone that should help fund needed capital investment
 - Need a plan that does not inadvertently place Bel-Red investment in competition with capital needs elsewhere in the City

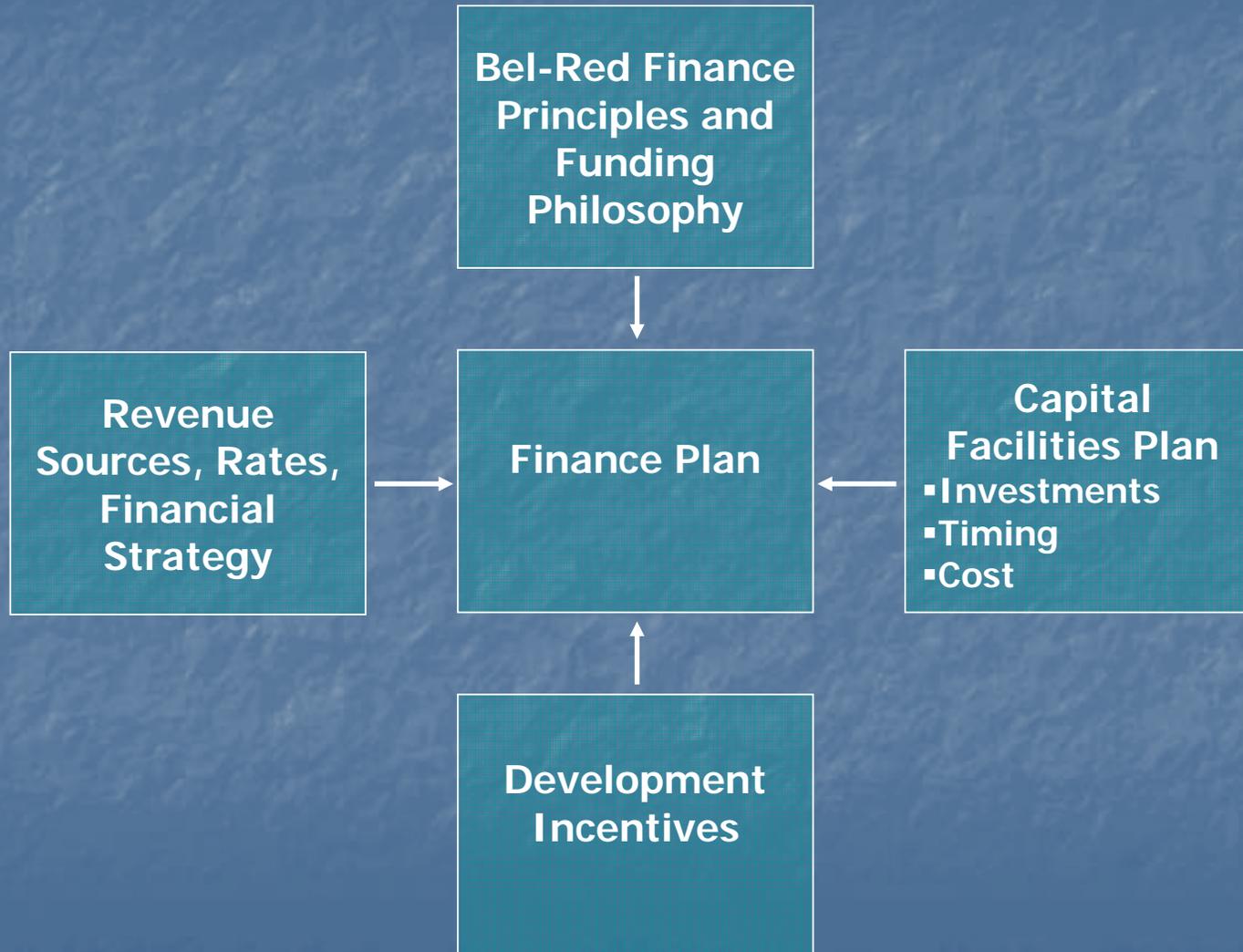
A Key Building Block

- Several key elements being developed to implement Bel-Red plan:
 - Comprehensive plan subarea policies
 - New development guidelines and incentives
 - Legislative rezone
 - Finance Plan
 - Update of BROTS interlocal agreement
- Elements are being developed as a package, for Council consideration and adoption in the fall

Council Policy Direction

- Council adopted principles for Bel-Red:
 - Land use and transportation integration
 - Plan needs to support long term growth and development of the area
 - 'Extensive package' of amenities to transform area, support planned growth
- Opportunity for:
 - New housing located close to job centers, office development complementing Bellevue's current ED strategy, preservation of key services
 - Environmentally sustainable development (LEEDs neighborhood design standards), and transit-oriented development
 - Reclaim 5 potential salmon streams in furtherance of the City's open stream system
 - New community parks and trail system serving Bel-Red

Finance Plan Diagram



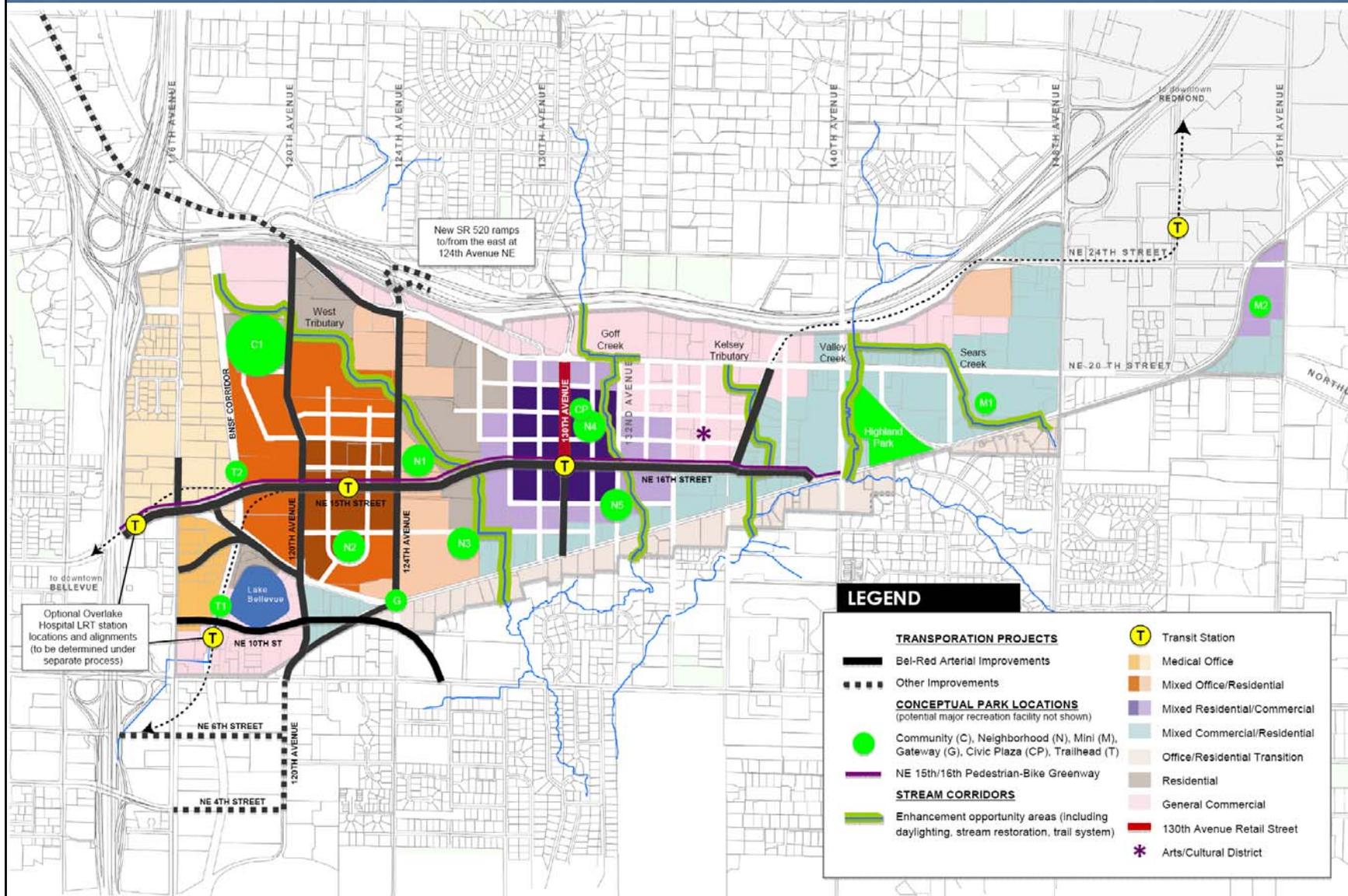
Capital Facilities

- Transportation system improvements
 - Long-term network
 - Phasing for system improvements
 - Multi-modal focus
- Stream corridor improvement strategy
 - West Tributary and Goff Creek priority
- Park system improvements
 - Long-term plan
 - Phased development
 - System integration with stream corridor strategy

Capital Facilities Plan

- The plan has been developed to implement the Bel-Red committee vision for the area
- Specific facilities in the plan are now being reviewed by the Commissions
- Commissions have not examined the financial implications of the plan, or how it might be funded

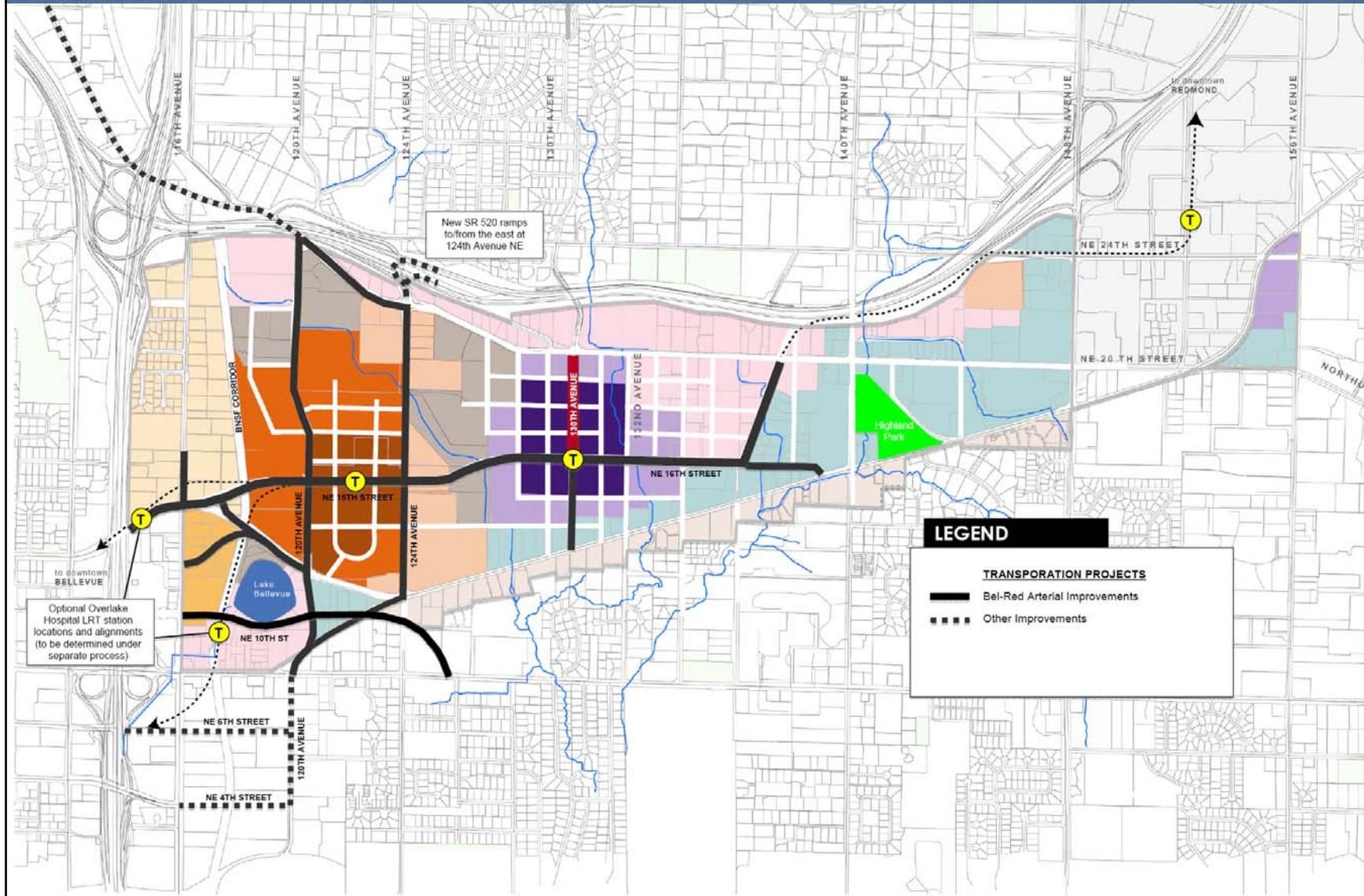
Bel-Red Subarea Improvements



Transportation Facilities

- Transportation projects
 - Several major corridor improvements:
 - Extension of NE 15th/16th to connect to Downtown (includes general purpose, transit, and non-motorized functions)
 - 120th Avenue NE (will connect to improvements in Wilburton area and NE 4th extension)
 - 124th Avenue NE (improvement concept includes completing the interchange at 124th Avenue and SR 520)
 - Northup Way
 - Improved access between 116th Avenue and NE 12th/Bel-Red Road
 - Transportation Plan is multi-modal—includes improvements for transit and pedestrian/bicycle circulation
 - Bel-Red transportation projects designed to support growth in Bel-Red, and improve access within the broader area (Downtown and Wilburton)
 - Completes the City arterial system, provides important missing connections.

Transportation Improvements



Transportation Facilities

- Transportation phasing
 - Projects will have to be constructed in phases over many years and decades
 - Projects phased between now and 2030, and beyond 2030
 - Draft project phasing based on assumptions about where growth is likely to occur within what timeframe, and how to best complete connections
 - Updated phasing map does not include NE 10th Street extension
 - Transportation Commission recommended deleting project on April 10

Draft Transportation Phasing Plan

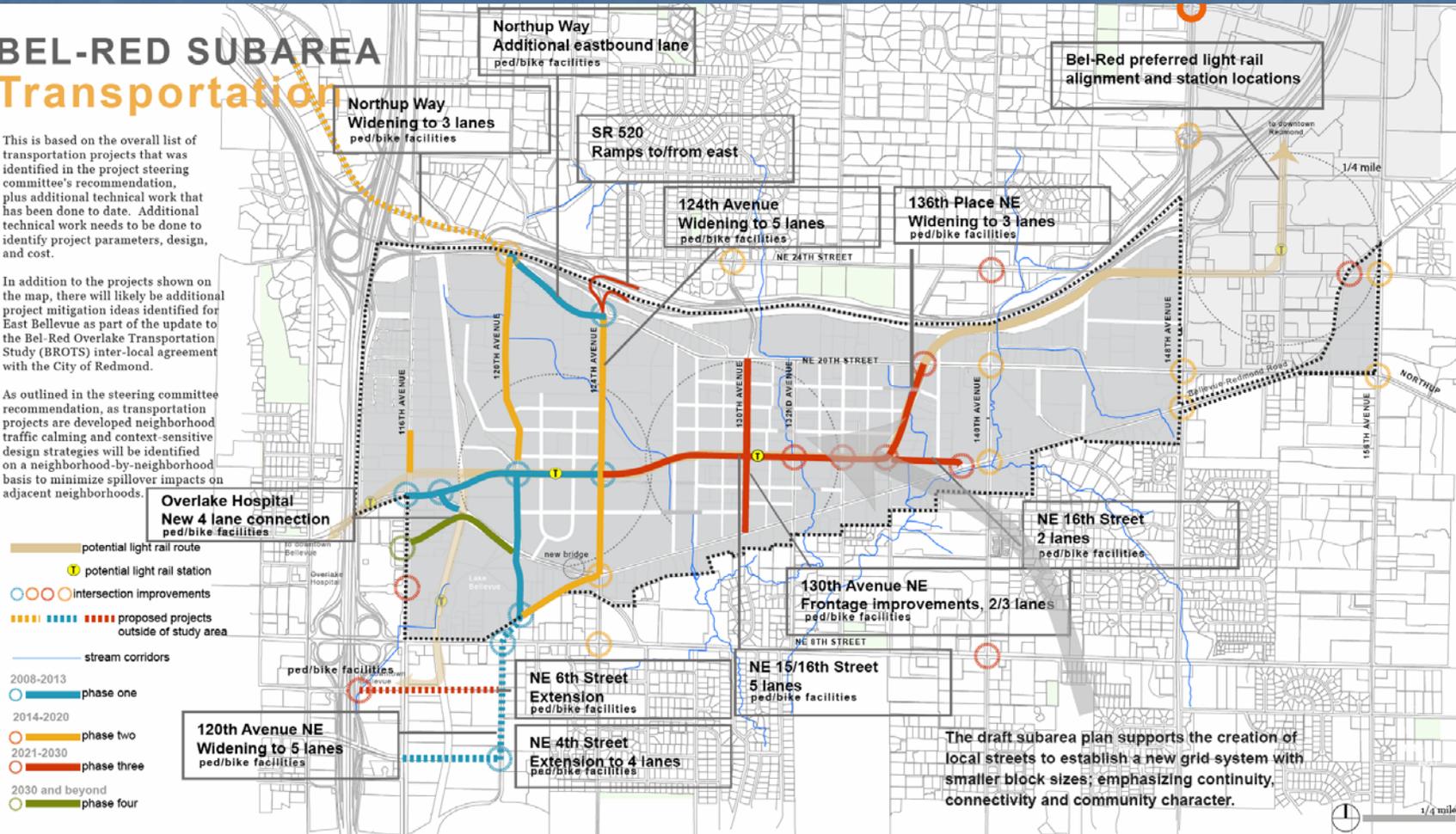
BEL-RED SUBAREA Transportation

This is based on the overall list of transportation projects that was identified in the project steering committee's recommendation, plus additional technical work that has been done to date. Additional technical work needs to be done to identify project parameters, design, and cost.

In addition to the projects shown on the map, there will likely be additional project mitigation ideas identified for East Bellevue as part of the update to the Bel-Red Overlake Transportation Study (BROTS) inter-local agreement with the City of Redmond.

As outlined in the steering committee recommendation, as transportation projects are developed neighborhood traffic calming and context-sensitive design strategies will be identified on a neighborhood-by-neighborhood basis to minimize spillover impacts on adjacent neighborhoods.

CITY OF BELLEVUE BEL-RED OPEN HOUSE april 10, 2008, 2008

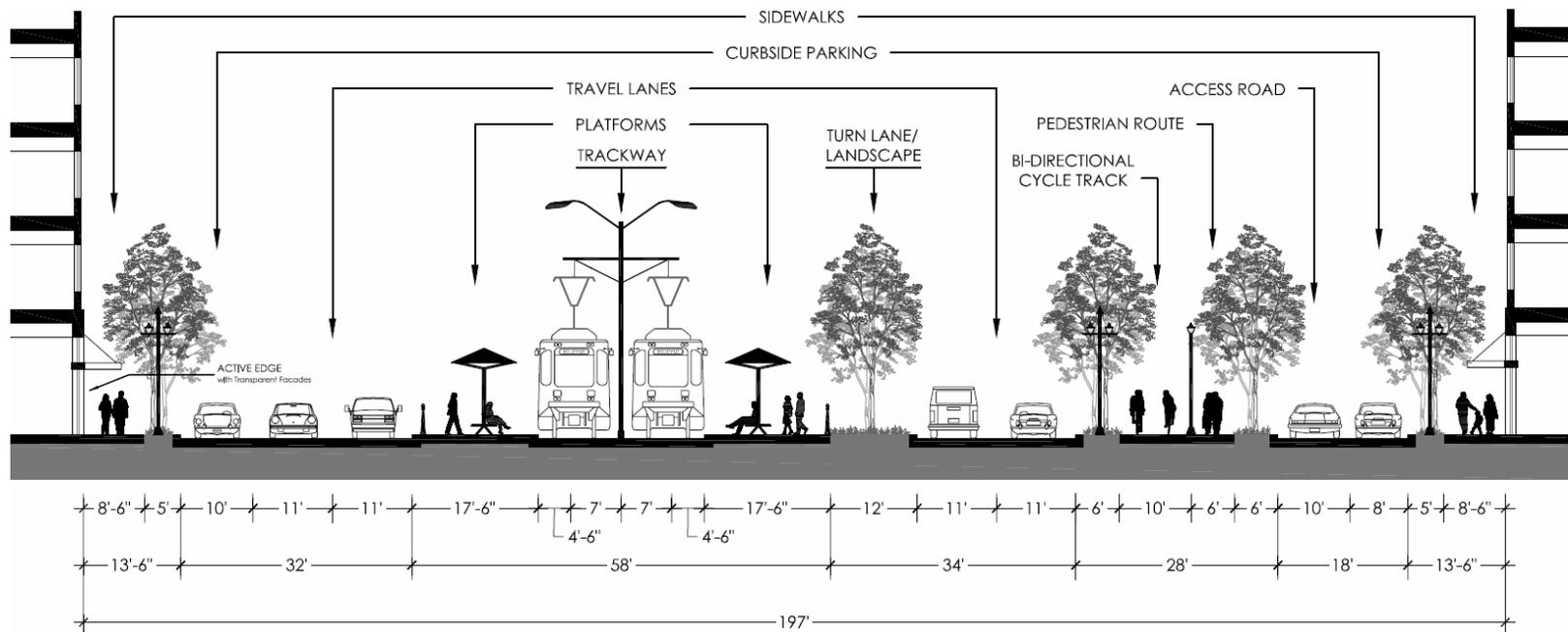


The draft subarea plan supports the creation of local streets to establish a new grid system with smaller block sizes; emphasizing continuity, connectivity and community character.

NE 15th/16th Transit Boulevard



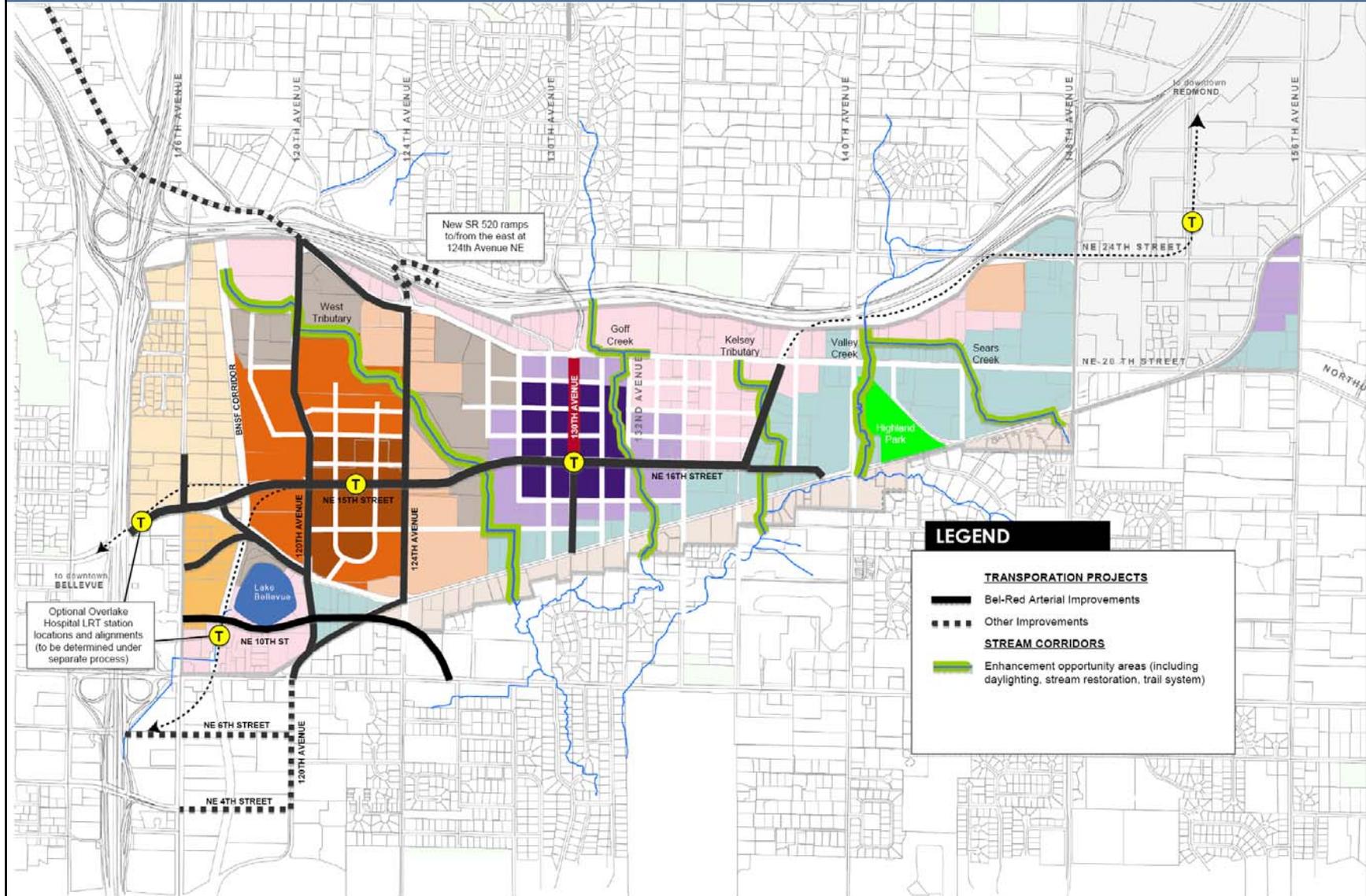
NE 15th/16th Right-of-Way Allocation



NE 15th/16th Street

- Centerpiece project - provides Bel-Red access, HCT service through the corridor, ped/bike connectivity, and green space/urban design benefits
- Also provides significant new capacity to serve growth outside of Bel-Red, and improves connections between Downtown and Overlake
- Very expensive project - raises significant challenges about how to pay for it
 - Funding challenges may require phased development or further efforts to change design to reduce costs

Stream and Transportation Improvements



West Tributary Vision

- Wetland/wildlife focus
- Stormwater management
- Passive recreation
- Environmental education
- Trail network



Existing Conditions



“Great Streams” Vision

Goff Creek Vision

- Streams part of urban development
- Salmon spawning
- "Green infrastructure"
- Open space

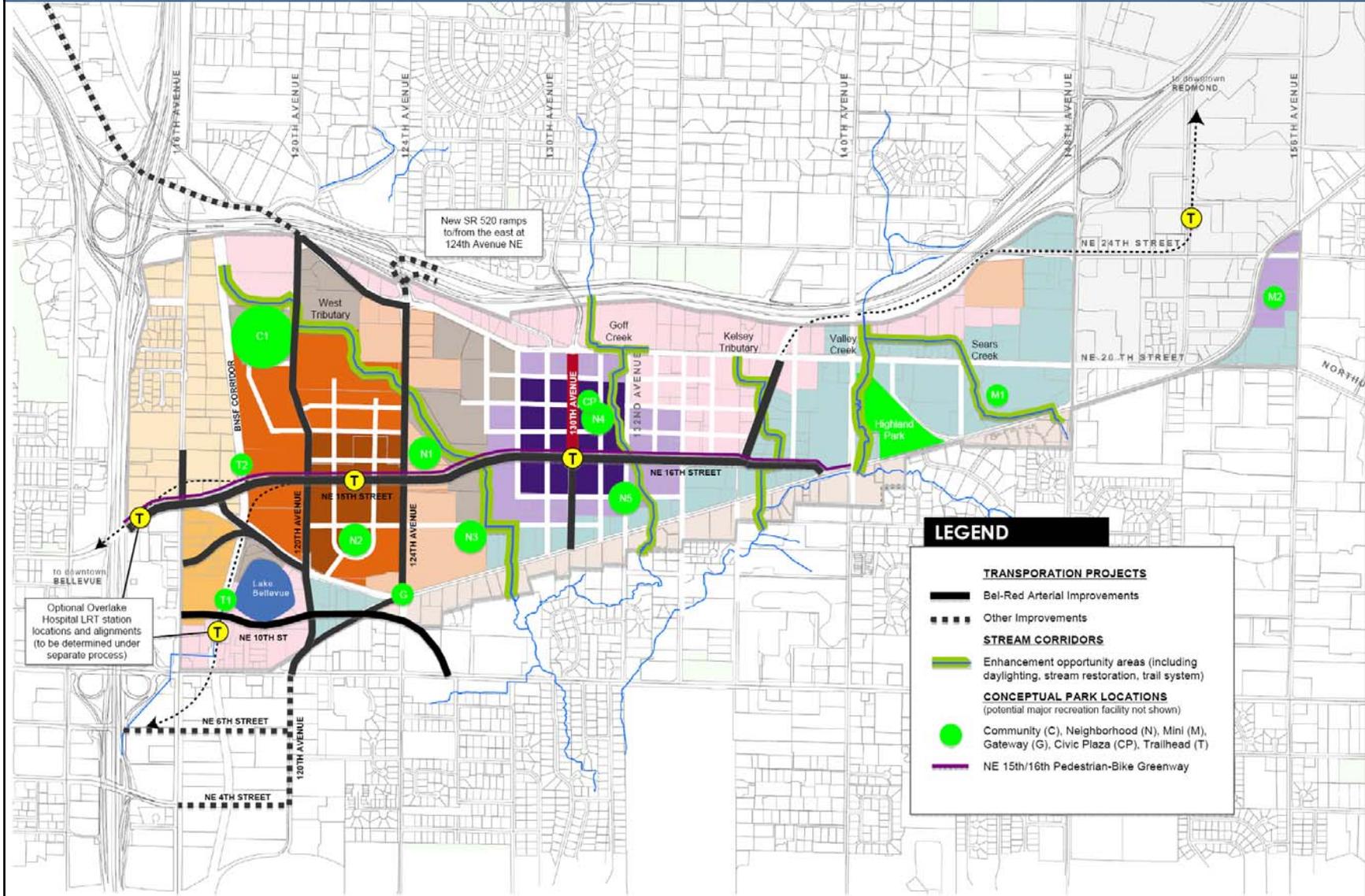


Existing Conditions

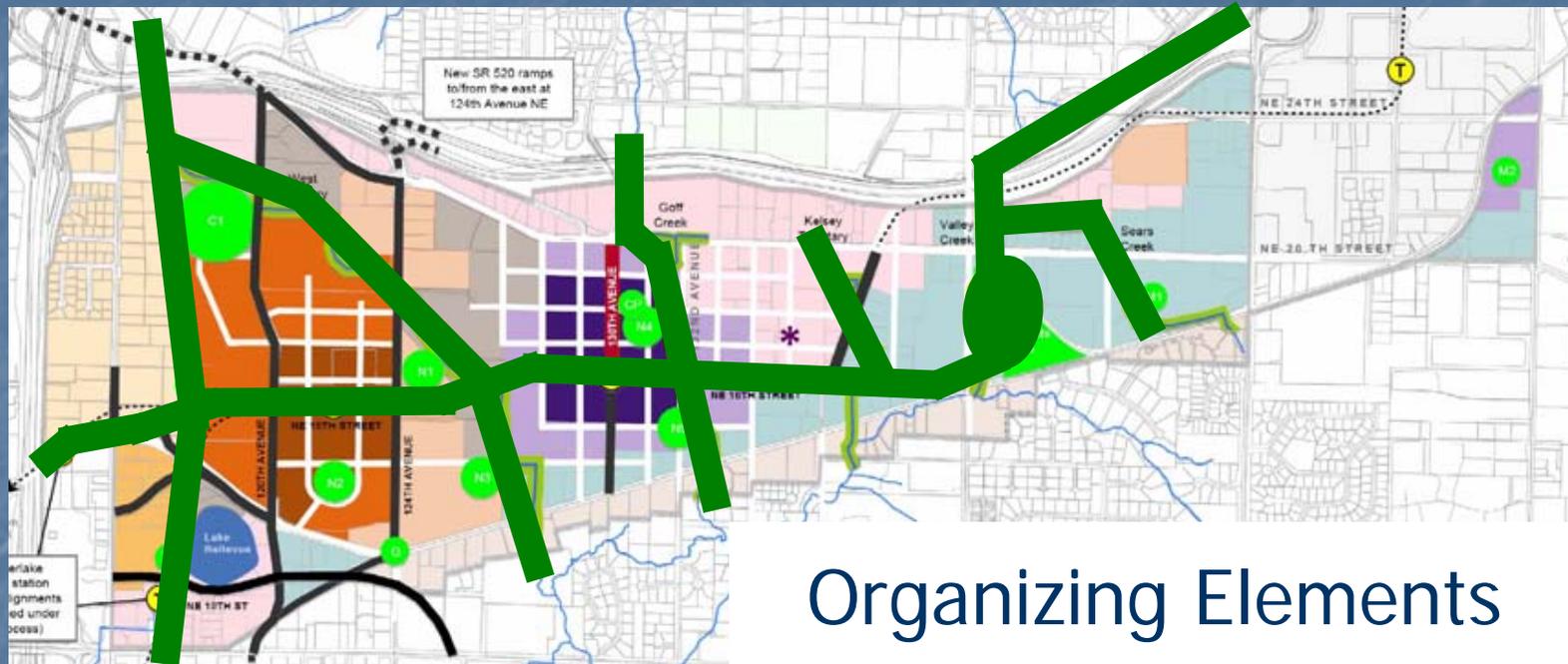


"Great Streams" Vision

Parks, Streams and Transportation Improvements



Parks, Open Space & Trail System



An interconnected system of public parks and trails along the stream corridors

Parks, Open Space & Trail System

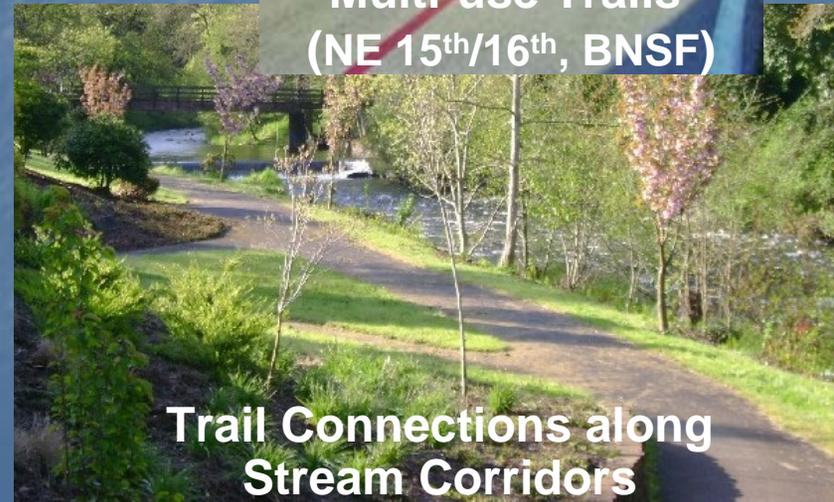


Neighborhood Parks



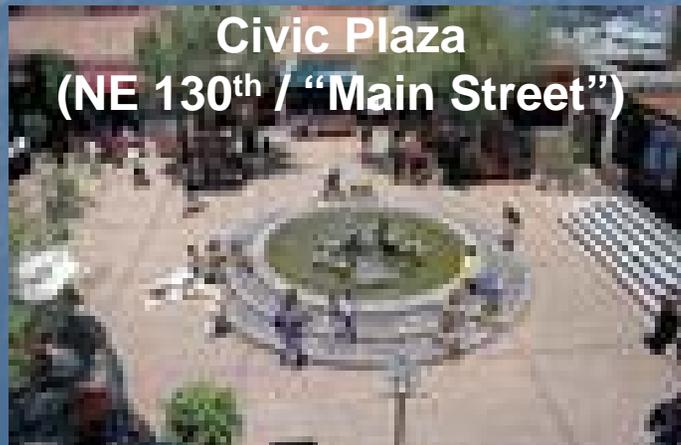
**Multi-use Trails
(NE 15th/16th, BNSF)**

**Mini Parks, Gateways &
Trailheads**



**Trail Connections along
Stream Corridors**

Parks, Open Space & Trail System



Parks, Open Space & Trail System

Phasing Strategy

- Phase I (Through 2020): Acquire parks along West Tributary
- Phase II (2020-2030): Acquire parks along Goff Creek and civic plaza; complete initial phased development of West Tributary parks
- Phase III (Beyond 2030): Acquire remaining parks and trailheads; complete remaining development

NE 15th/16th Open Space Linkages



Current Bel-Red Cost Estimates

CAPITAL INVESTMENT AREAS	Estimates in millions in 2008\$					NOTES:
	2008-2014	2014-2020	2020-2030	Beyond 2030	Total	
Transportation Total: Fully Developed Infrastructure	\$117.5	\$37.5	\$181.1	\$44.5	\$380.6	Opportunity for \$15m to \$20m resale of ROW remnants, \$2m/year thru grants. Does not include developer-funded grid streets and regional projects.
Right-of-way acquisition	\$80.3	\$8.5	\$115.8	\$32.1	\$236.7	
Engineering and construction	\$37.2	\$29.0	\$65.3	\$12.4	\$143.9	
Parks Total	\$43.1		\$41.8	\$39.8	\$124.7	Does not include potential \$98 million major recreational facility.
Land acquisition	\$35.4		\$25.7	\$6.0	\$67.1	
Development/improvement	\$7.7		\$16.1	\$33.8	\$57.6	
Stream Restoration Total	\$48.7		\$3.7	\$24.2	\$76.6	Potential 50 to 100-foot enhancement width depending on stream reach.
Land acquisition	\$29.9		\$2.6	\$15.0	\$47.5	
Restoration, trail development, culvert replacement	\$18.8		\$1.1	\$9.2	\$29.1	
BROTS	Projects ideas and general cost estimates being developed.					
TOTALS	\$246.8		\$226.6	\$108.5	\$581.9	

Capital Facility Costs

- Optimum phasing of facilities would require \$473m in new investment by 2030
 - 40-50 year plan. Don't build a city in a day
 - But, need facilities to support new development, preserve opportunities through early land acquisition, early park investment as a catalyst for residential development
 - 2030 investment target will be very difficult to achieve, even with very aggressive financing plan
 - How much and what is accomplished will be determined by Council decisions on financing tools and on priorities you establish for capital investment

Cost of Plan vs. Cost To Build

- Cost numbers reflect full cost of the capital plan, including ROW
 - ROW will be dedicated as development takes place. Cost to build transportation facilities will be reduced by ROW dedication
 - Incentive system will result in land acquisition for parks and streams. Cost to develop park system and stream corridor restoration will be reduced as this occur
- In this sense, the capital costs shown on the previous slide overstate the 'cost to build' the capital facilities plan

Investment Philosophy

- Take the long view - investment will occur over many years
- New development should fund facilities needed to support growth, and contribute towards development of parks and other amenities
 - Value created by the change in zoning can be captured to fund needed capital investments
 - New tax revenue generated by economic development can be used to support investment
- Other general revenue sources can/should be used to support long-term development of the area. City investment should be used strategically

Value Created By New Zoning

- Use of incentives:
 - Bel-Red committee emphasized use of incentives as a principal financial strategy
 - The incentive system designed to accomplish affordable housing, capital investment, and other area amenities
 - Financial model developed to identify the 'increase in value created by the change in zoning. Model will be used to calibrate amenity incentive system
 - The idea is to design the incentive system so that development is feasible by providing development rights (FAR, height) that offset the cost of providing the investment in housing, public infrastructure, and amenities

Development Contributions to Funding Bel-Red Projects: New Fees + Land Use Incentive System



Lift in Land Value
The zoning lift has the potential to support the public infrastructure and amenities needed to transform the Bel-Red area.



Incentive System

- Priority for affordable housing (with residential development), public infrastructure (for commercial development)
- New development must invest in housing/infrastructure to achieve maximum FAR/height

Value, cont.

Other developer funded tools:

- A significant number of the trips using the Bel-Red network have an origin or destination in Bel-Red. Impact fees, LIDs, and other similar funding mechanisms are ways to link facility costs to new development
- Similarly, park impact fees may be one way to link development to the need for new park facilities
- Finally, right-of-way (ROW) costs are a significant part of the cost of new road projects. The City will look to new development to dedicate ROW, as it does now throughout the City

General Revenue Sources

- Bel-Red capital investment primarily supports growth in Bel-Red, but also provides benefit to residents and businesses outside of Bel-Red. For that reason, use of general funding sources is appropriate
- General revenue sources:
 - General CIP funds - Bel-Red investments will have to compete with other citywide capital needs
 - Growth in tax revenue - About 40% of the projected growth of \$112m (through 2030) in new tax revenue will be dedicated to capital. Can be used to fund Bel-Red investment
 - Storm Drainage fees - restoration of Bel-Red streams is consistent with the mission of the SW utility. New rates could be established for this purpose

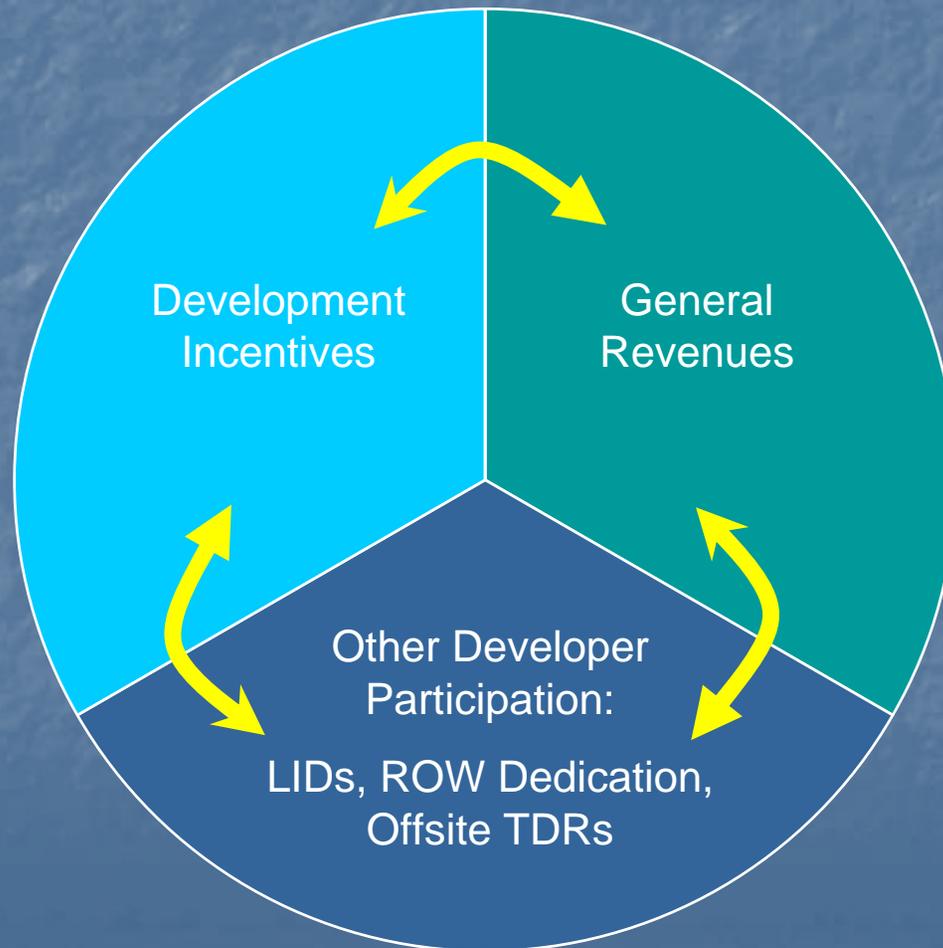
General Revenue, cont.

- Other General revenue sources:
 - Grants
 - ROW sellback
- Transportation Benefit Districts
 - New funding mechanism - can play important role funding transportation improvements
 - Implemented on a Citywide or sub-regional basis?
 - Bel-Red investments may be considered if this mechanism is used in the City

Revenue Sources

	2008-2030	Beyond 2030	Impact fees (2030)	Grant revenue (2030)	Sellback ROW (2030)	Storm Drainage fees (2030)	Bel-Red Tax Increment growth (2030)	Developer ROW dedication	General CIP contribution	Developer Incentives	LID'S (latecomer agmts, ...)	Total 2030
Transportation	\$336m	\$45m										
Parks	\$85m	\$40m										
Streams	\$52m	\$24m										
BROTS	TBD	TBD										
Total	\$473m	\$106m										
Notes												

What Funding Strategy?



Council Feedback

- Staff needs feedback from Council on whether these revenue sources are acceptable. If so, Staff will do further work on the potential yield from each of these revenue sources and on what combination of financial strategies might make sense

An aerial photograph of a city, likely Seattle, showing a mix of urban buildings, green spaces, and a major highway (I-5) winding through the landscape. The city skyline is visible in the distance under a clear blue sky.

Next steps

- Further develop financial tools, including feasibility of LID concept
- Project revenue yield, further develop financial strategies
- Refine timing of investment based on revenue yield and financial strategies
- Draft plan- July 2008
- Final plan, based on Council feedback and direction, October, 2008