

Bel-Red Corridor Project

Briefing to Steering Committee
Components of preliminary preferred alternative

March 1, 2007

The logo for the Bel-Red Corridor Project is set against a dark blue rectangular background. It features the words "BEL RED" in a bold, white, sans-serif font, with a thin, curved orange line passing through the letters. Below this, the words "corridor project" are written in a white, italicized serif font.

BEL RED
corridor project

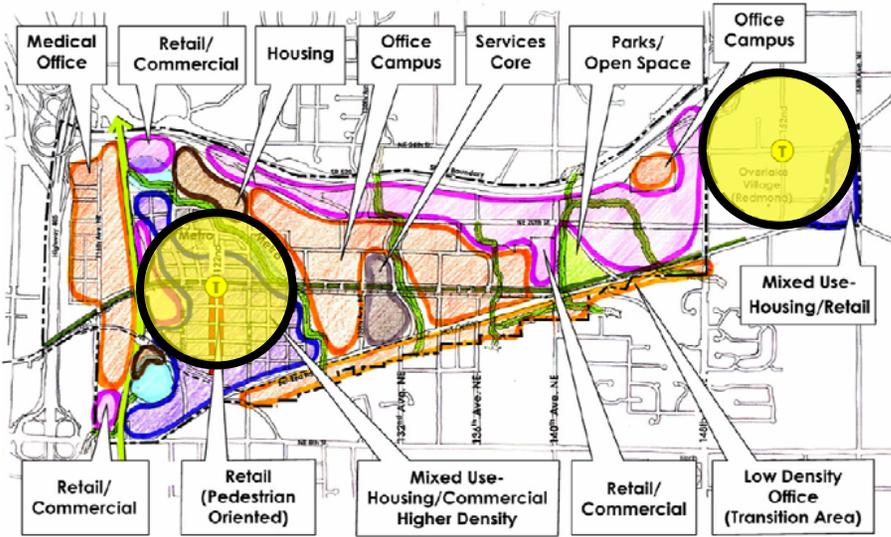
Purpose of Discussion

- Present framework for assisting the committee in working towards a preliminary preferred alternative
- Are these the right components, and are they in the right categories?
 - Need Direction as to whether any “constant” should be considered a “variable”
- No action being requested today—beginning of discussion that will continue on March 29

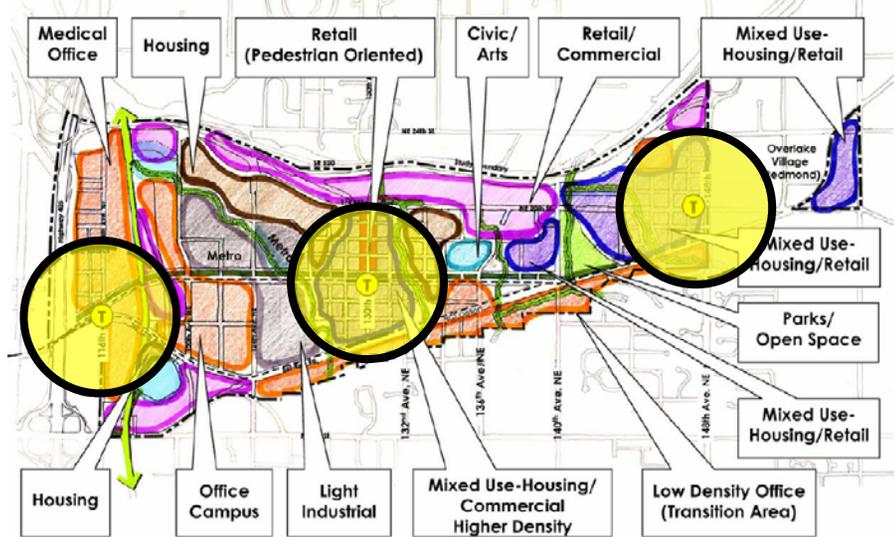


Draft Constant: Nodal Development Pattern

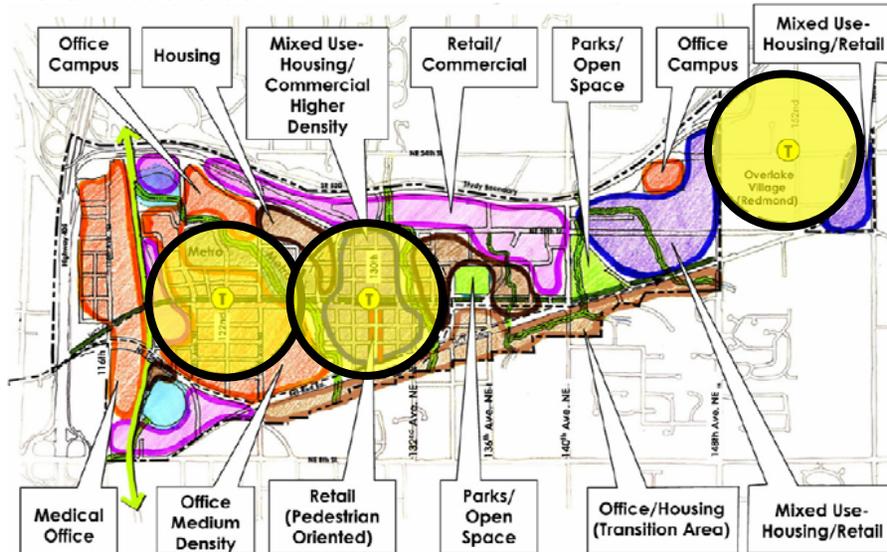
Alternative 1



Alternative 2

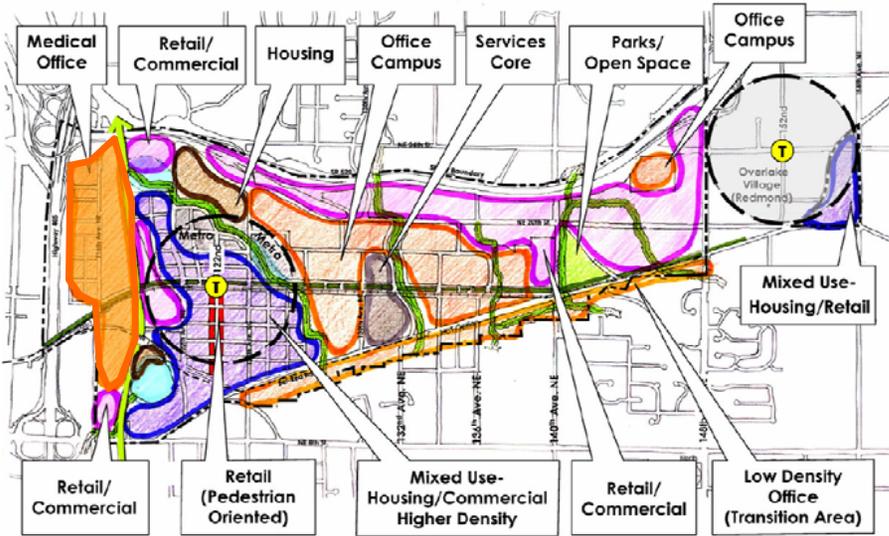


Alternative 3

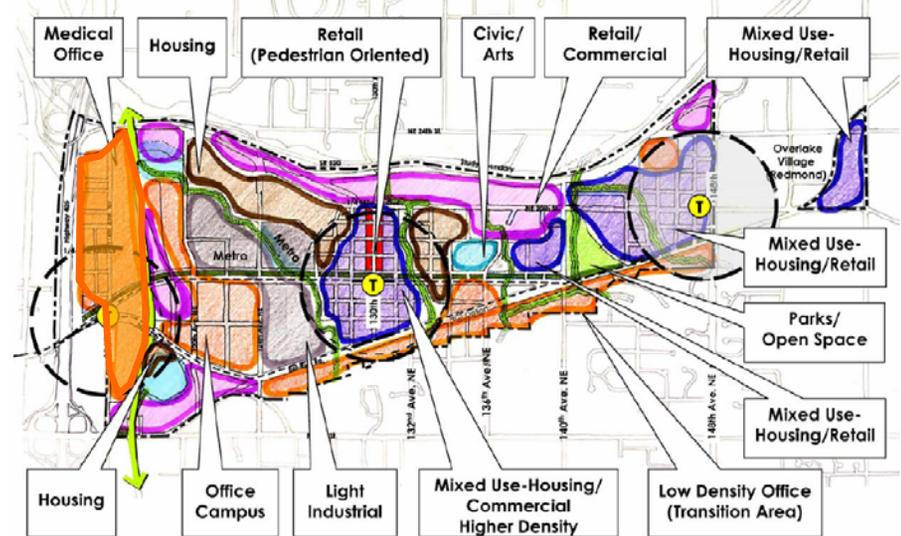


Draft Constant: Medical Office Along 116th

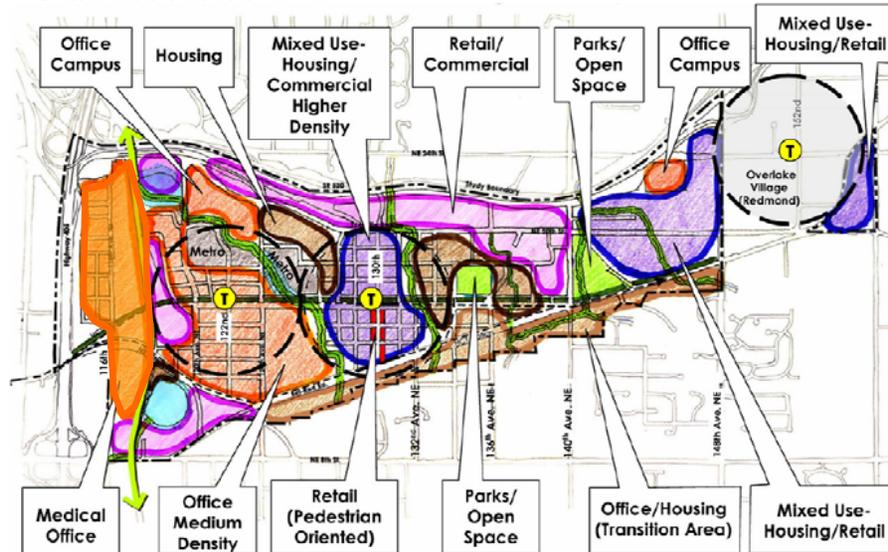
Alternative 1



Alternative 2

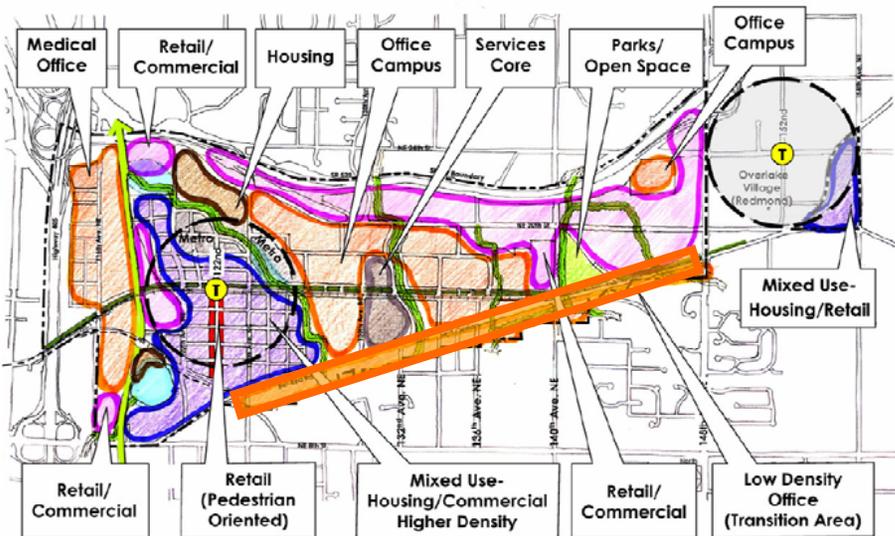


Alternative 3

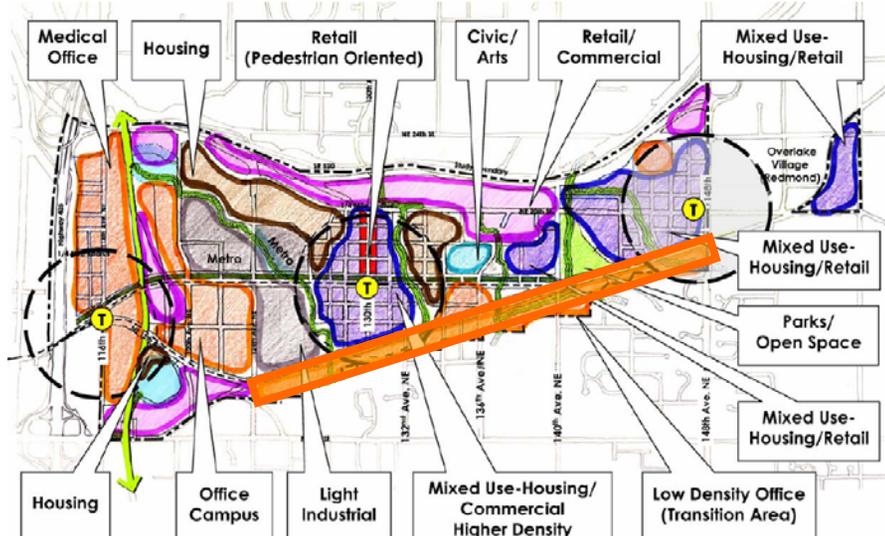


Draft Constant: Office South of Bel-Red Rd

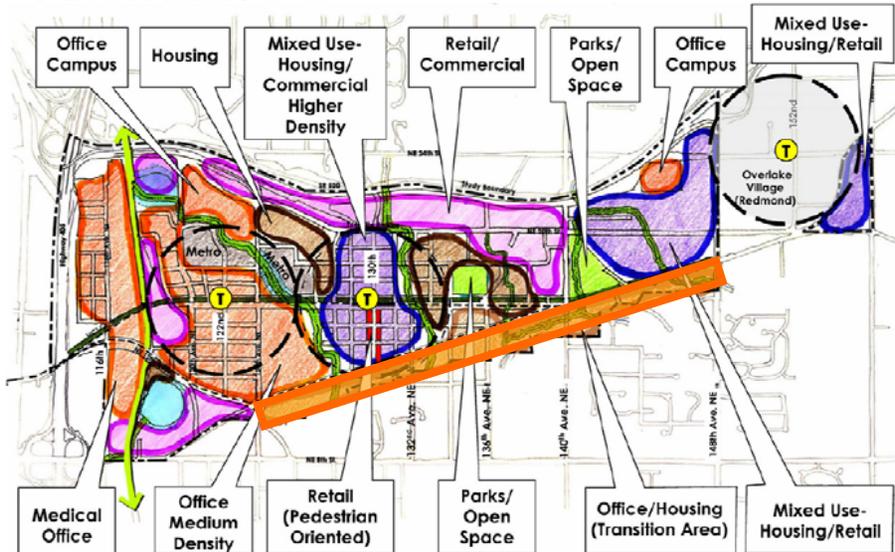
Alternative 1



Alternative 2

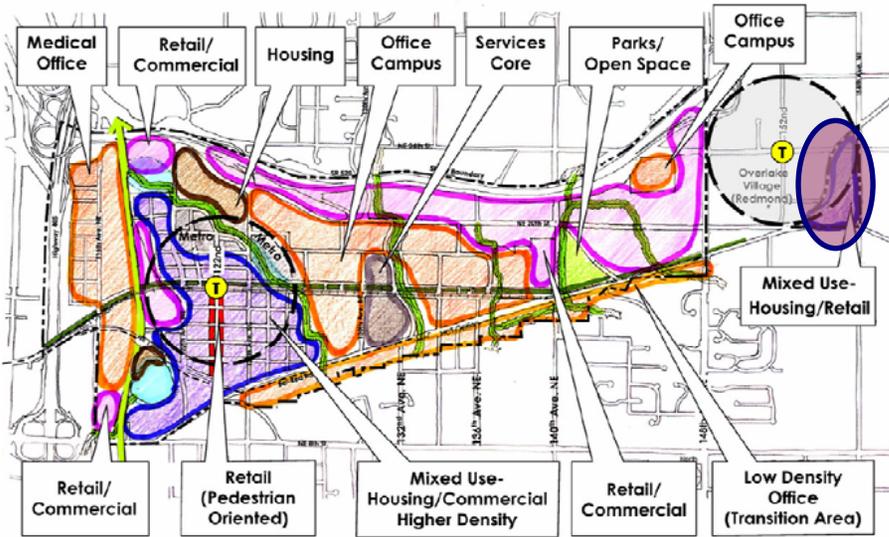


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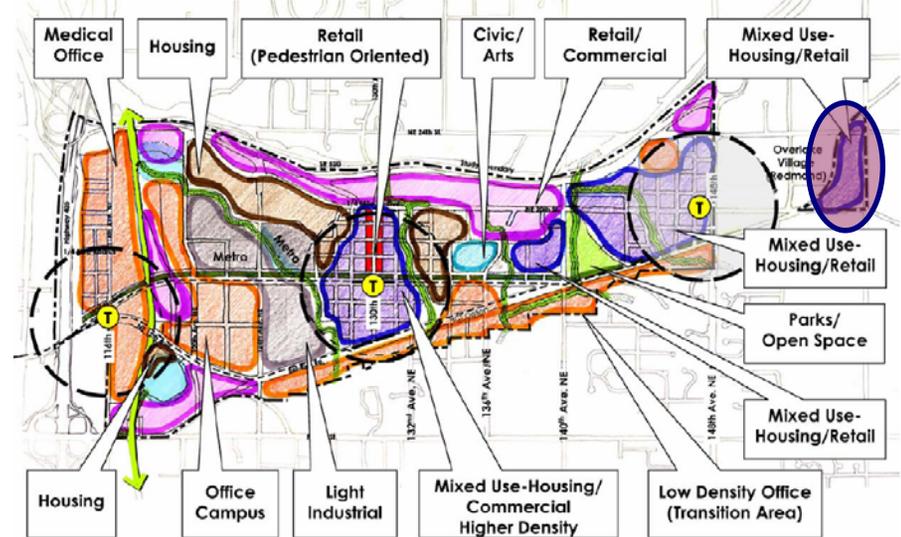


Draft Constant: Retail/Housing Along 156th

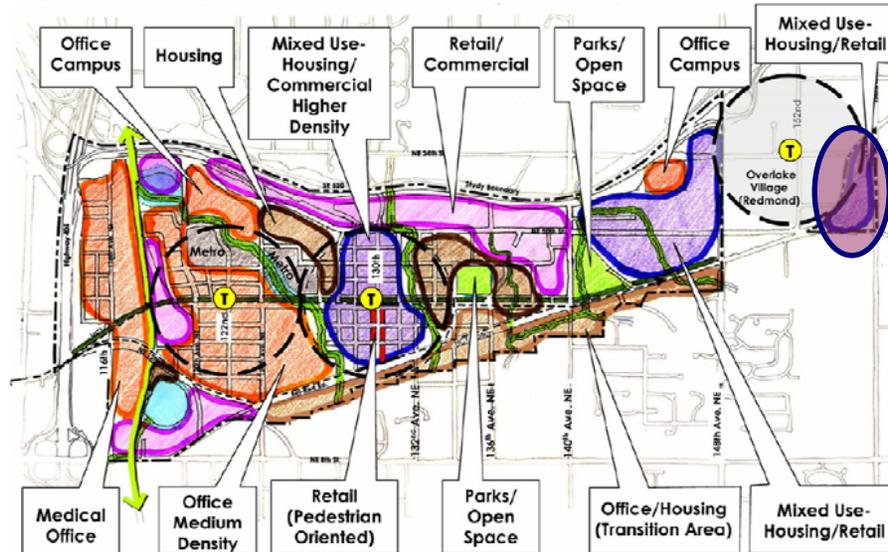
Alternative 1



Alternative 2

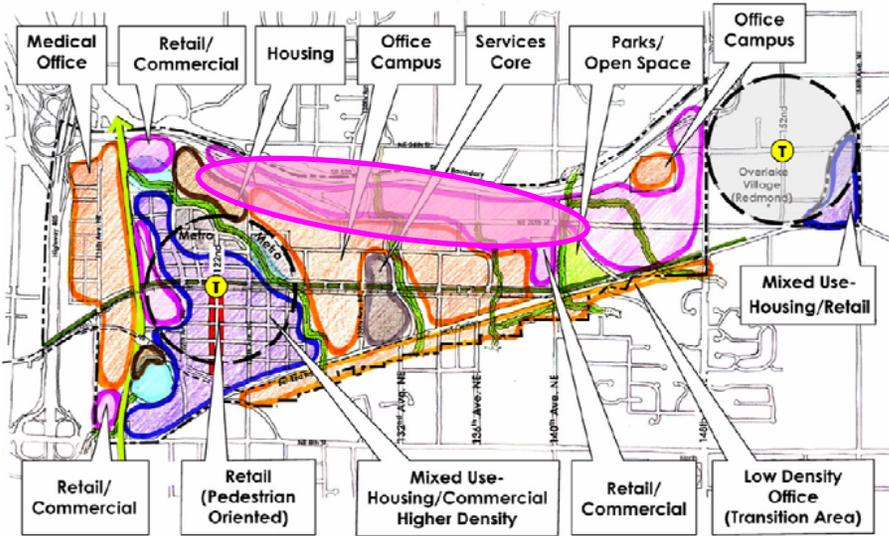


Alternative 3

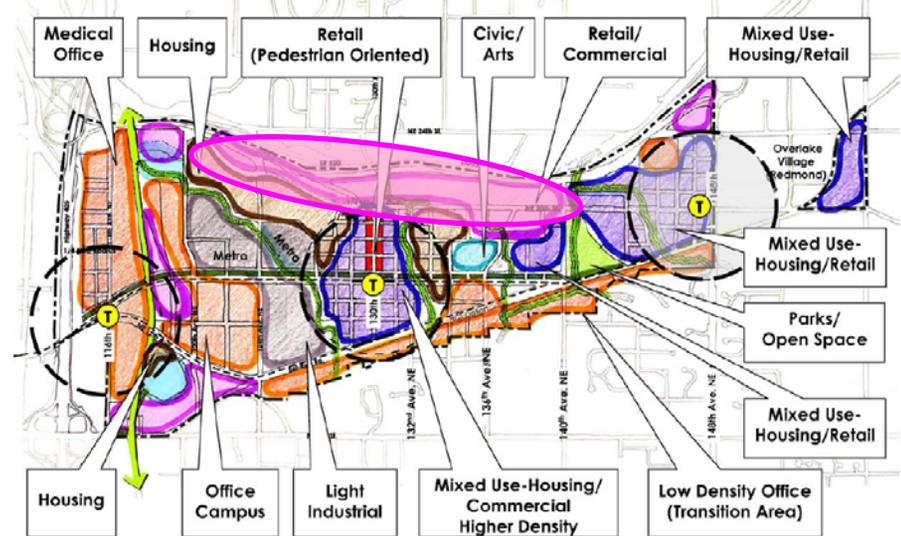


Draft Constant: Retail Along NE 20th/Northrup

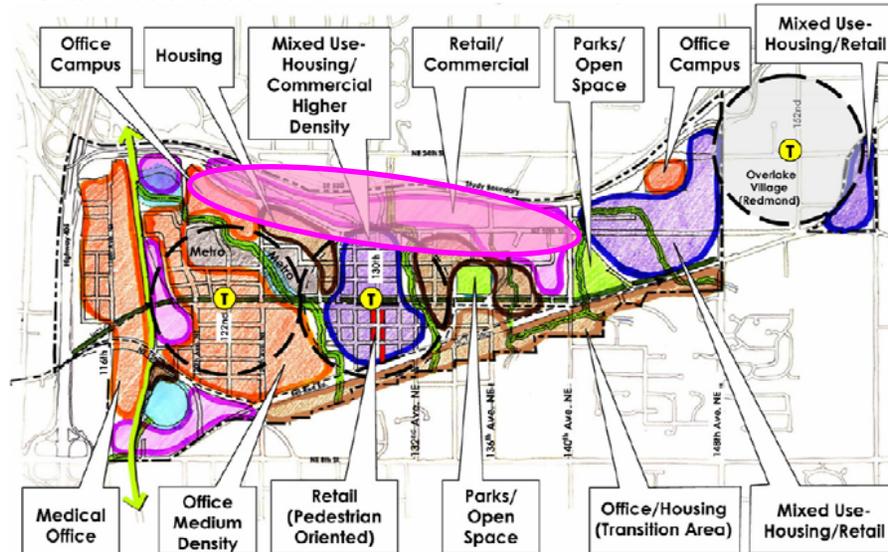
Alternative 1



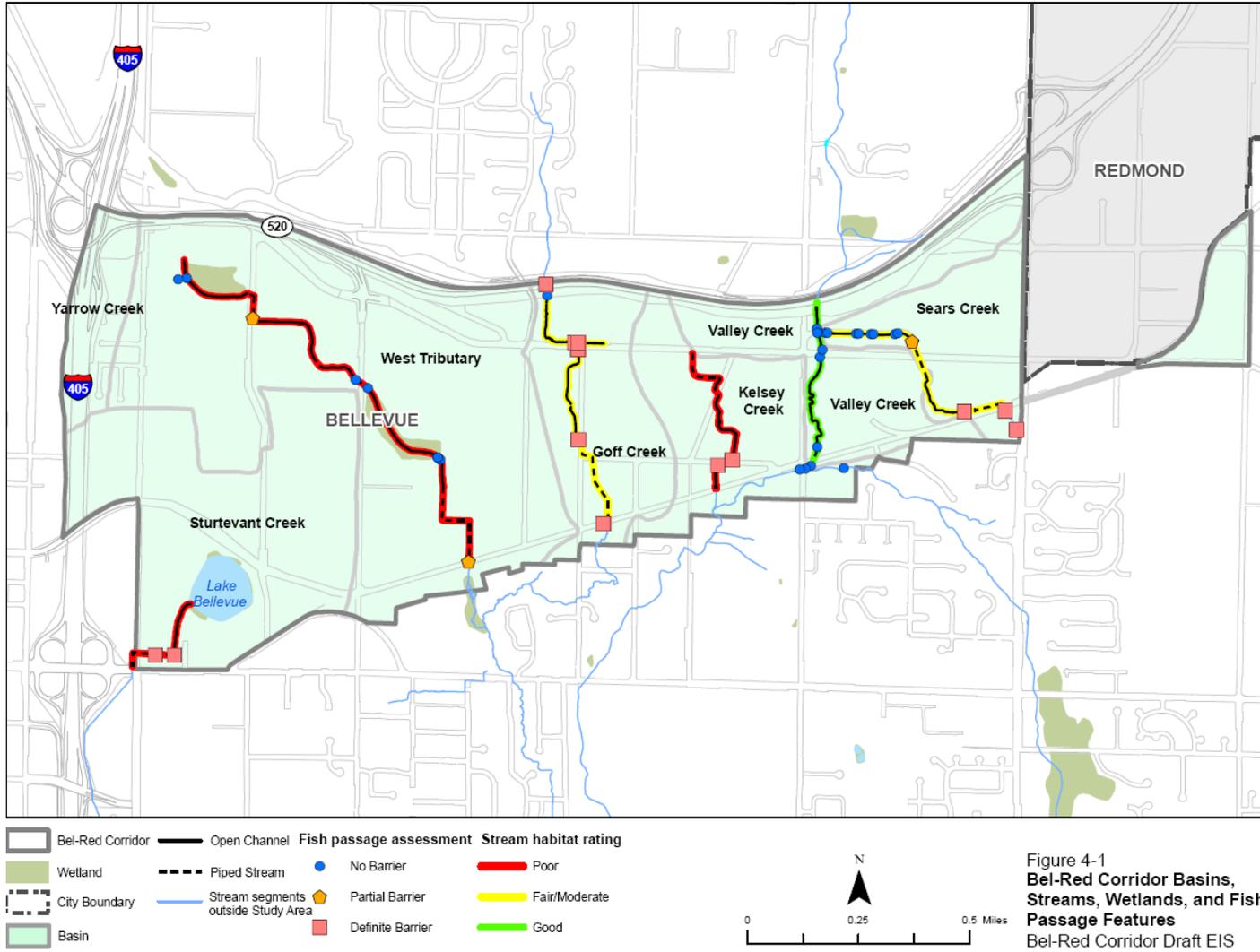
Alternative 2



Alternative 3



Draft Constant: Stream/Open Space Enhancements



Draft Constant: Parks and Recreation System

- Combination of community park, neighborhood park, and minipark improvements
- Related components are the Streams/Open Space Enhancements and the Major Recreation Facility



Draft Land Use Variables

- **Development program**

- Overall amount by use, intensity, and distribution
- Each alternative has different program; each within parameters of Leland market/economic study
- Related to “urban form”

- **Nodes/LRT stations**

- Number of stations and locations
- Station spacing
- Type and intensity of land uses within nodes
- Redevelopment potential for transit-supportive land uses
- Ability for residents and businesses to access the stations

- **“Services Core”**

- Unique to Alternative 1; general vicinity of 130th/132nd just north of Bel-Red Road
- Idea conceived as concentration of existing uses that fall within a broad “services” heading
- Designation would favor service uses in zoning and other implementation strategies

- **“Light Industrial Sanctuary”**

- Unique to Alternative 2; central part of the study area
- Designation would favor light industrial uses as the preferred long-term land use
- Land use intensity and the range of uses would focus on maintaining the status quo with little transformation over time anticipated

Draft Land Use Variables (continued)

■ Land use directly west of 148th Avenue

- Area is currently planned, zoned, and developed as auto-oriented retail uses
- Action alternatives treat this area in different ways:
 - Alternative 1 contemplates little future change
 - Alternative 2 puts a development node/LRT station on west side of 148th, with a mix of higher intensity housing and retail development
 - Alternative 3 envisions area west of 148th as mixed use retail/housing, but without the intensity (particularly of housing) contemplated in Alternative 2

■ Urban form

- General direction to date is that action alternatives would include an urban form, especially in the station areas, different than other parts of Bellevue
- Significant opportunity to shape the corridor through direction on density, height, and layout
- A number of different ways to express a given development program
- Related to Development Program discussion

■ Stream/open space enhancements (specifics)

- Each stream corridor presents variable opportunities for enhancements and urban amenities
- Various possibilities for handling the interface between new buildings and the stream corridors
- Assumed type and intensity of land use adjacent to the stream and the land use in the stream basin will dictate to some extent, the type and effectiveness of the open space and habitat enhancements

Draft Land Use Variables (continued)

■ Stormwater strategy (including green infrastructure)

- Current development includes substantial impervious surfaces; generally does not include infrastructure designed to retain and/or treat stormwater.
- “Low Impact Development” techniques could improve water quality/quantity of area streams
- Transportation infrastructure could incorporate items such as pervious pavement or bio-swales

■ Transitions between uses

- Many existing uses may remain in place, through deliberate public policy or not
- Are physical barriers or distance separation requirements needed? How can appropriate transitions be done while still encouraging a coherent and connected vision for the area?

■ Character and urban design

- Unique opportunity to re-frame the design and character of the Bel-Red area with an energized and coherent public realm, a healthier environment, and a strong sense of place.
- Rhythm and placement of open spaces, design and cross-section of local streets, quality and connectedness of the pedestrian environment, and new buildings’ interface with the natural environment.

■ Major recreation facility

- All action alternatives include the *potential* for a 10- to 20-acre major recreational facility
- Potential implications for surrounding land use pattern
- Opportunity to incorporate neighborhood-based park amenities in facility

Draft Transportation Components

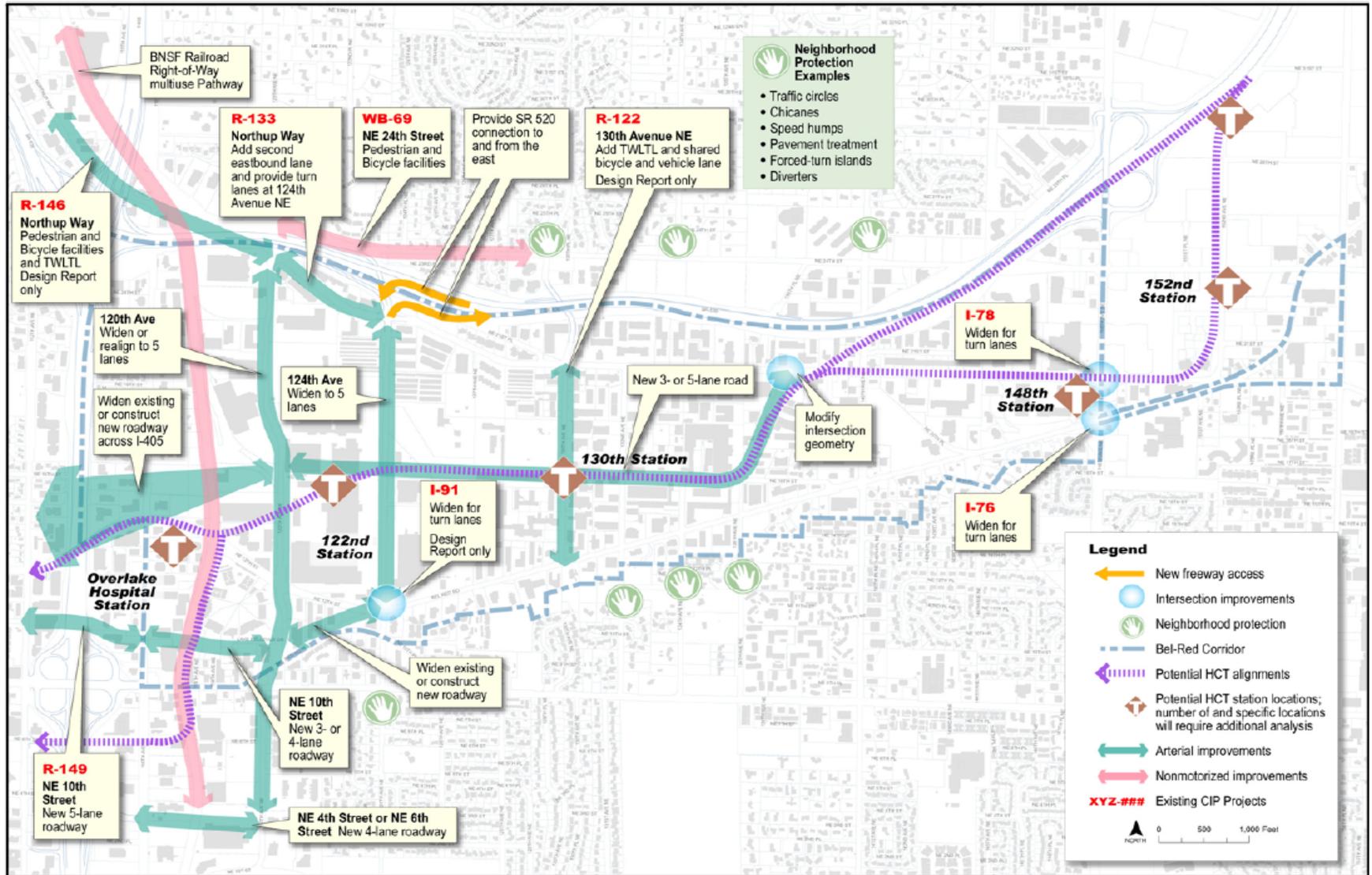


Figure 2-2
**Transportation Improvements
 Common to All Alternatives**
 Bel-Red Corridor Draft EIS

Draft Transportation Components

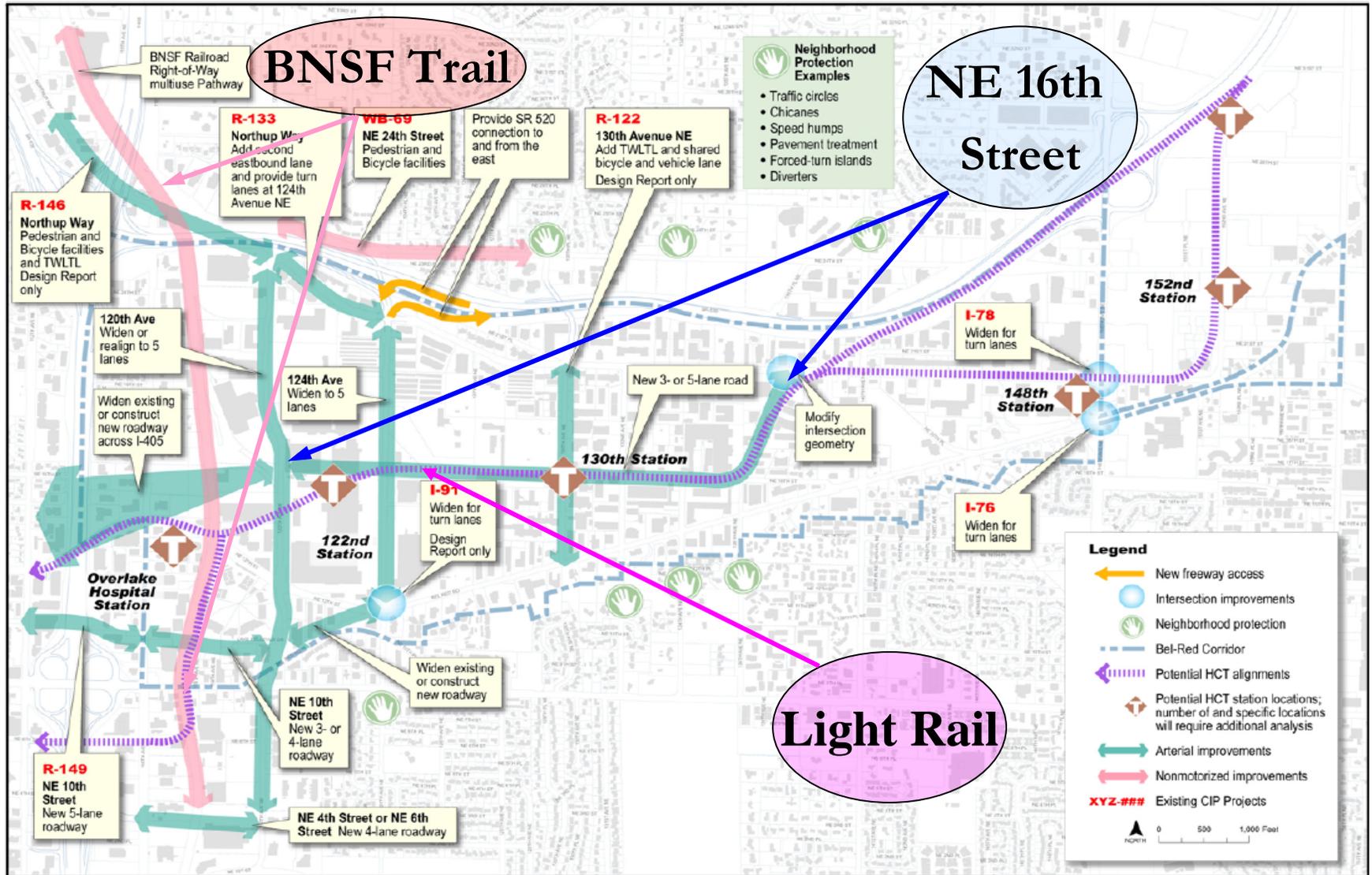


Figure 2-2
**Transportation Improvements
 Common to All Alternatives**
 Bel-Red Corridor Draft EIS

Draft Transportation Components

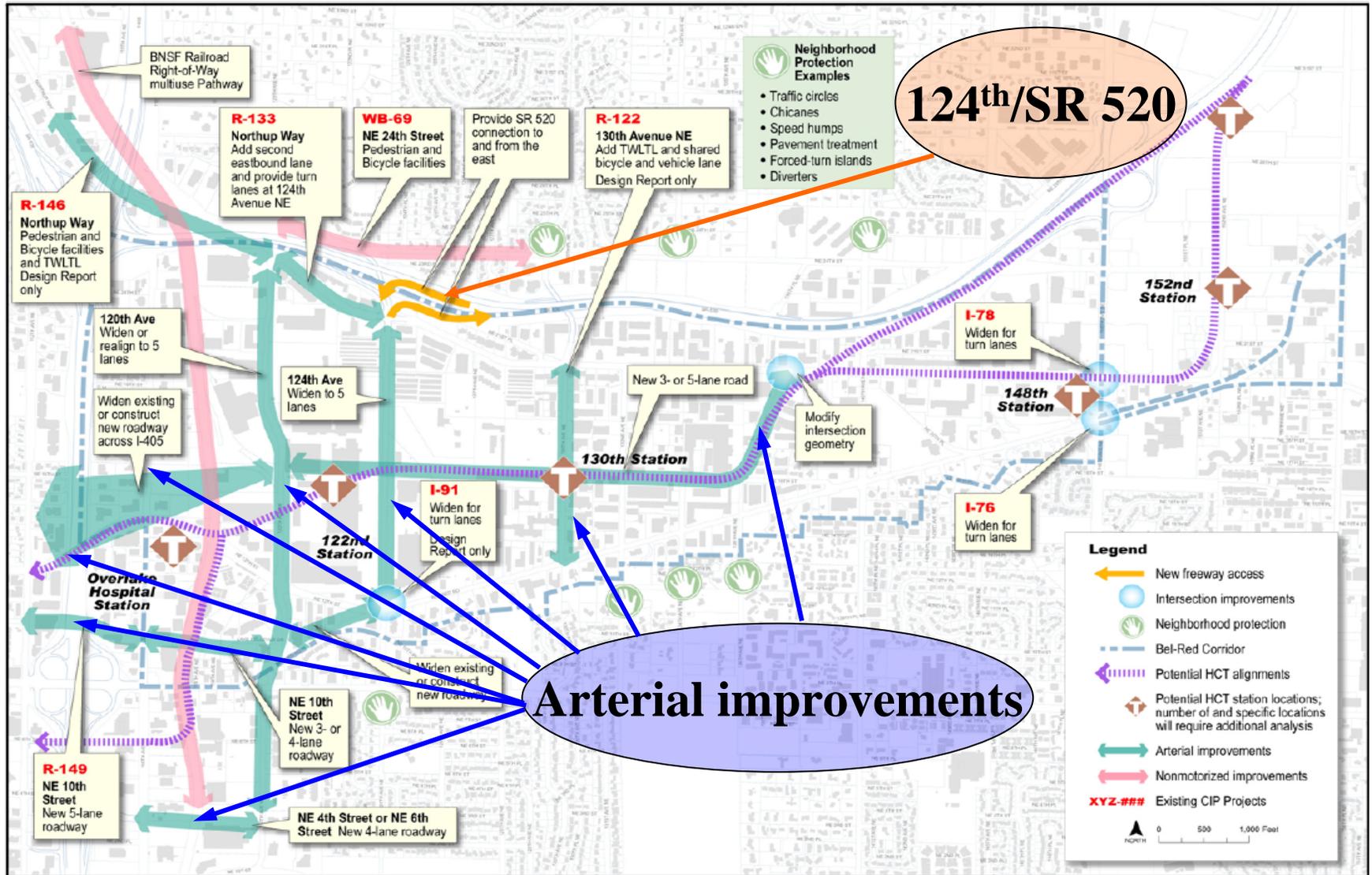


Figure 2-2
**Transportation Improvements
 Common to All Alternatives**
 Bel-Red Corridor Draft EIS

Other Draft Transportation Components

- **Intersection Improvements**

- Improvements at many intersections to improve capacity
- Specific intersection design needs additional review

- **Sound Transit light rail maintenance facility**

- A 12 to 15 acre maintenance facility is needed somewhere in the East Link project area. A candidate location in the Bel-Red Corridor is adjacent to the BNSF right-of-way just south of SR 520.

- **Surface transit**

- Enhance bus service in anticipation of light rail, and then integrate bus service with light rail when it is constructed.

- **Enhanced pedestrian and bicycle facilities**

- Provide a high quality pedestrian and bicycle environment throughout the corridor and particularly in development nodes.
- Multiple connections to the future BNSF trail.

- **Neighborhood protection**

- Continue and/or expand neighborhood traffic calming efforts to discourage cut-through trips and parking on neighborhood streets.

Draft Framing Elements for 3/29 Workshop

Land Use Components

DRAFT CONSTANTS

- Nodal development pattern
- Medical office along 116th Avenue
- Low density office on south side of Bel-Red Rd
- Mixed-use retail/housing along 156th Avenue
- Retail along NE 20th Street/Northup Way
- Stream/open space enhancements (general)
- Parks and recreation system

DRAFT VARIABLES

- Development program
- Nodes/LRT station locations
- "Services Core"
- "Light Industrial Sanctuary"
- Land use directly west of 148th Avenue
- Urban form
- Stream/open space enhancements (specifics)
- Stormwater strategy (incl. green infrastructure)
- Transitions between uses
- Character and urban design
- Major recreation facility

Transportation Components

- NE 16th Corridor
- 116th Avenue NE
- 124th Avenue intersection at Bel-Red Road
- 120th and 124th Avenue improvements
- Connection to SR 520 at 124th Avenue NE
- NE 4th Street extension
- NE 10th Street
- NE 12th Street
- Intersection improvements
- Light rail alignment
- Sound Transit light rail maintenance facility
- Surface Transit (Transitional/Long Term)
- Metro East Base
- Enhanced pedestrian and bicycle facilities
- BNSF right-of-way change of use/function
- Neighborhood protection

Direction Requested

- Is this a helpful framework to carry forward into March 29 workshop?
- Should any land use “constants” should be considered a “variable”? Any transportation components that should be considered variables?
 - Will look for consensus on March 29 on constants, and more substantive discussion likely to be on variables
- Identify information that will be helpful to committee for March 29 meeting

