

Agenda

SPECIAL JOINT MEETING
OF THE
BELLEVUE PLANNING COMMISSION, ENVIRONMENTAL SERVICES
COMMISSION, TRANSPORTATION COMMISSION, PARKS AND COMMUNITY
SERVICES BOARD, ARTS COMMISSION, AND HUMAN SERVICES COMMISSION

Wednesday, October 10, 2007
6:00 PM – Room 1E-108
Bellevue City Hall - 450 110th Avenue NE

- 6:00 PM 1. INFORMAL INTRODUCTIONS
- 6:15 PM 2. CALL TO ORDER
3. ROLL CALL
4. APPROVAL OF AGENDA
5. OPENING REMARKS
6. BEL-RED CORRIDOR IMPLEMENTATION STUDY
SESSION
- 6:20 A. **Introduction to the Bel-Red Corridor Project**
Matt Terry, PCD Director
- 6:25 B. **The Charge to the Commissions**
Paul Inghram, Comprehensive Planning Manager
- 6:30 C. **The Steering Committee Recommendation**
Kevin O'Neil, Transportation Planning Manager
Emil King, Strategic Planning Manager
Kevin McDonald, Senior Transportation Planner
Members of the Steering Committee
- 7:00 D. **Implementation Process and Schedule**
Paul Inghram, Comprehensive Planning Manager

- 7:05 E. **Commissions Q&A**
- 7:45 7. PUBLIC COMMENT **(Limited to 5 minutes per person or 3 minutes if a public hearing has been held on your topic)**
8. NEW BUSINESS
9. OLD BUSINESS
- 8:00 10. ADJOURNMENT

Wheelchair accessible. American Sign Language (ASL) interpretation available upon request.
Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).



MEMORANDUM

DATE: October 10, 2007

TO: Chairs and Commission Members of the Bellevue Planning Commission, Transportation Commission, Environmental Services Commission, Arts Commission, Human Services Commission, and Parks & Community Services Board

FROM: Paul Inghram AICP, Comprehensive Planning Manager 452-4070
pinghram@bellevuewa.gov

SUBJECT: Implementation of the Bel-Red Corridor Recommendations

The members of the Environmental Services, Transportation, Arts, Human Services and Planning Commissions and the Parks & Community Services Board (herein after referred to as “commissions”) are conducting a joint meeting to “kick off” the implementation phase of the Bel-Red Corridor plan. The primary purpose of the meeting is to:

- Provide the commissions with their charge for the Bel-Red implementation process as directed by the City Council
- Present the Bel-Red Steering Committee recommendations
- Present the anticipated schedule for review and adoption

This meeting is being sponsored by the Planning Commission, and will be convened and facilitated by the Planning Commission chair. No action is requested at this meeting for any of the boards or commissions.

Due to the number of participants, the meeting will have a unique set up. We encourage commission members to take advantage of this joint meeting opportunity to introduce themselves to the other commissions.

BACKGROUND

Two years ago the City Council set in motion a process to re-think the future of the Bel-Red Corridor. Council appointed a Steering Committee of diverse interests and charged the group to work with the public in developing a new vision for Bel-Red’s future. The steering committee was made up of three ex-City Council members, several residents from surrounding neighborhoods, and representatives from the Chamber of Commerce. The committee also had members from four boards and commissions. Following considerable analysis and extensive public involvement, the Committee’s work concluded on September 6. At that time, the Committee confirmed its recommendations to City Council on a new vision for the Bel-Red area, together with maps of preferred land use and transportation futures, and other related components.

The Steering Committee transmitted its recommendation to City Council on September 24, and Council reviewed the committee's recommendations. On October 1, the City Council provided direction for commissions and staff to proceed with the additional work on implementation of the committee's recommendations. The Council's Charge to Commissions is included as Attachment 1. Implementing the committee's recommendations will require significant additional work by the commissions and staff, and additional public involvement.

Steering Committee Recommendation

Copies of the Steering Committee recommendation will be distributed along with the meeting packet. A short synopsis of the Committee's recommendations follows:

- The Committee's Vision Statement pictures an area in year 2030 that is thriving with a mix of employment and residential uses that are well connected to the city and broader region. Environmental improvements, including renewed stream corridors, new parks and open space, and other amenities serve residents and employees in the area and the larger city. The area transitions gracefully over time, with existing businesses being accommodated while new types of development proceed.
- The 2030 anticipated land use development program and land use plan support a nodal pattern of mixed use development, with opportunities for an intermediate office density not currently found in Bellevue, and a wide range of housing types. Much of the forecast land use occurs in transit-oriented development nodes in the western half of the area, limiting development pressures on east Bellevue. Taller buildings could occur in these nodes where development is served by high capacity transit. In many parts of the corridor outside of proposed development nodes, such as along the south side of Bel-Red Road or along NE 20th Street, while land uses may change over time, the character and density of new development is expected to be largely as is in place today.
- Additional transportation infrastructure is identified across all modes—pedestrian/bicycle, high capacity transit, local transit, city streets and state freeways. Notably, this includes a new multi-modal NE 16th Street arterial corridor through the middle of the area that performs as a major roadway, pedestrian and bicycle corridor and as a key open space feature, and the eventual provision of light rail transit connecting the area to Downtown Bellevue, Overlake, and the broader region.
- A deliberate strategy focuses on where and how to accommodate traditional light industrial and service uses, which historically have been a major focus for the Bel-Red area and a concern for many Bellevue residents who appreciate the convenience of finding these services close to home.
- Recommendations on additional parks and open space components include a system of trail connections, enhanced stream corridors, new neighborhood and community-scale parks, and development of "green infrastructure" – natural drainage systems that serve both to detain rainwater and also act as open space amenities.

- Given that the land use program has the potential to accommodate 5,000 new housing units, the committee recommends principles designed to encourage a portion of this housing to help meet Bellevue's affordable and workforce housing challenges.

PROCESS AND TIMING FOR IMPLEMENTATION

The Steering Committee's vision of significant change and redevelopment of the corridor will require an array of ambitious implementation actions. The full set of anticipated technical work and implementation actions, summarized below, will require additional staff work, review by the commissions, and additional public involvement.

- **Comprehensive Plan amendments** that include a new Bel-Red subarea plan, consolidating the small pieces of other subareas (Crossroads and Wilburton/NE 8th) that lie within the study area; updates and reorganization of east Bellevue transportation plans, and updates to other related elements of the Comprehensive Plan.
- **Land Use Code amendments** that include new zoning categories, subarea design standards, and a development incentive system that incorporates transportation improvements, parks, open space, stream restoration and "work force" housing into new developments.
- **Conceptual engineering** of key plan components, including NE 16th and other street rights-of-way, and natural drainage/"green infrastructure" techniques.
- **Street development standards** that stipulate right of way requirements and street design parameters.
- A list of **capital needs and estimated planning-level costs** for public infrastructure and amenities, including transportation, utilities, drainage, and parks and open space.
- A **land use phasing plan** that paces the timing of development consistent with the provision of needed new public infrastructure.
- A **financial strategy** that provides appropriate tools to generate the revenue needed to support the Bel-Red capital program, and that allocates costs appropriately among benefiting groups.
- A **successor to the Bel-Red Overlake Transportation Study (BROTS) Interlocal agreement** that addresses mitigation for the combined inter-jurisdictional impacts of Redmond's and Bellevue's land use plans for Overlake and Bel-Red, respectively.

The role of the commissions in reviewing and directing these components will vary depending on their respective expertise. As noted in the following section, work on the financial strategy and the BROTS agreement will occur directly with City Council, and is not part of the commissions' charge.

CHARGE TO THE COMMISSIONS

It is unusual to have so many City commissions involved in review of one planning area at the same time. Providing the commissions with a charge that defines the role of each commission will help ensure understanding of Council's expectations, and will help avoid both duplication and gaps among commissions. The commission charge also helps clarify the process for the public to engage with the commissions during the process.

While the topic areas area that each commission reviews will vary, each of the five commissions included on the charge is asked to review and provide recommendations regarding Comprehensive Plan policies and public investments and the related Land Use Code changes. The Human Services Commission is invited to provide comments on the Bel-Red plan related to their function to the other commissions for consideration.

As identified by the Council, the Steering Committee recommendation has an overarching theme of environmental sustainability that touches on multiple areas, including land use, transportation, open space, natural drainage, and stream restoration. The commission charge suggests that each of the commissions should consider this theme in their deliberations.

Council expressed specific interest in ensuring dialog between commissions recognizing their intersecting areas of expertise. To facilitate cross-communication among commissions, staff is planning for a range of options. The first effort is this joint meeting of the commissions intended to ensure a common understanding of the Steering Committee recommendation. Staff is planning to explore with the commissions additional cross-communication options, such as additional joint commission meetings, meetings with commission chairs and/or delegates, and other options. Joint meetings is one tool that works well for communicating information all at once. That option works less well for creative dialog among commissioners (given the size of the group, plus staff and the public) and so we anticipate utilizing that option for specific milestones such as the kick-off. A cross communication program that includes a range of options and is tailored to what works best for the commission members will be developed and adapted based on your input.

In the review of the draft commission charges, the Council raised a question about the commissions' role of reviewing capital "projects." As part of the process of developing Comprehensive Plan recommendations for Bel-Red, the commissions will be asked to help define the long-range public investment program for the corridor. How the "projects" that make up that program are defined will vary in level of detail among functions. For example, it is necessary for the Comprehensive Plan to provide a level of detail for the NE 16th Street corridor to ensure that sufficient right-of-way is preserved as development occurs. Conversely, while it is important to identify parks and open space opportunities in the subarea plan, they may remain generalized locations where the specific site and size is not defined. Further, it is important to note that some ideas, such as a city-wide recreational complex, raise issues larger than the Bel-Red plan. While planning for such facilities may be coordinated with Bel-Red planning, planning for those facilities cannot be resolved solely through the Bel-Red process.

The long-range capital investment program will provide a framework that directs development of more detailed capital planning tools, such as the CIP and budget (which will be part of a subsequent implementation phase). It also allows the City to consider corridor development costs needed to develop the area's capital financing strategy.

In addition to the conventional Commission process, moving the Bel-Red recommendations from vision to implementation will require additional public outreach and participation, including open house events, media outreach, and other public involvement tools to be used over the coming months.

Areas Outside The Commission Review Process

Financial strategy – Given that the financing strategy overlaps the commissions' role and has city-wide financial implications, the financial strategy will be developed directly through the City Council. This role would include review of financial tools and their implications. The financial strategy may entail additional public involvement as appropriate.

BROTS – As with the financial strategy, work with Redmond on the BROTS successor agreement is anticipated to flow directly through the City Council, as is typical for inter-jurisdictional issues. As earlier discussed with the Council, this BROTS work is anticipated to include joint Bellevue/Redmond Council adoption this fall of "principles" to guide development of a BROTS successor agreement. The full new interlocal agreement would then be adopted at about the same time as other Bel-Red implementing actions.

NEXT STEPS

Staff will provide individual reports to commissions on select topics at their upcoming meetings. Initially, reports will focus on implementation concepts and major themes and ultimately on policy and public investment recommendations.

ATTACHMENTS

1. Charge to Commissions
2. Schedule Diagram

Copies of the Steering Committee recommendation are being provided separately.

Attachment 1

Bel-Red Corridor Adoption and Implementation Process

Charge to Commissions

As directed by the City Council October 1, 2007

Preface

In 2005, the City Council initiated a process to re-think the future of the Bel-Red area. The Council developed a set of principles to guide planning for the area's future, and appointed a steering committee to oversee this planning effort. Composed of a variety of stakeholders, with representation from several city boards and commissions, and co-chaired by two former mayors, the steering committee delivered a final set of recommendations to the Council on September 6, 2007. The Council recognizes the work of the steering committee in adopting an ambitious vision for the future of Bel-Red, and finds the committee recommendations to be consistent with the Council's guiding principles. The focus of the Bel-Red work now moves from vision to implementation, and the Council is requesting five city boards and commissions to consider how best to implement the committee recommendations.

The specific roles and charges set forth below are intended to help each commission focus on a key set of implementation issues, to ensure a minimum of gaps in the commission work, and to clarify for the public the role that each commission will play in guiding the implementation of the steering committee recommendations.

Commission Roles

The **Transportation Commission's** role is to recommend transportation policies, and long range city transportation investments and priorities for the corridor, for consideration in Bellevue's Transportation Facilities Plan. It is recognized that the transportation improvements in the corridor will address a range of modes, including cars, pedestrians, bicycles and transit.

The **Parks and Community Services Board's** role is to recommend parks and recreation policies, and long range parks investments and priorities for the corridor. Parks and recreation facilities, such as sports fields, and open space improvements in the corridor are anticipated to include small sites integrated with development, larger sites serving the entire corridor, and resources that serve the broader community. The Parks Board is not expected to identify precise parcel locations for parks and open space, but rather areas of opportunity and need. The siting of facilities that serve the entire Bellevue community, such as a city-wide recreational/aquatic facility or playfield complex, is a larger issue that the Bel-Red project is not intended to resolve and will be addressed in a separate process.

The **Environmental Services Commission's** role is to recommend policies and long range environmental management investments and priorities related to surface water management, water quality, stream restoration and low impact development (natural drainage) techniques.

The **Arts Commission's** role is to consider opportunities for public art and culture throughout the corridor, including an analysis of the arts/cultural district concept included in the plan and opportunities associated with implementation of Sound Transit's art program. While the commission's work will influence the development of Subarea policies, development of public art will be an ongoing work item that may be addressed over the course of future Bel-Red public and private investment decisions.

The **Planning Commission's** role is to develop Comprehensive Plan and Land Use Code recommendations. Since the Comprehensive Plan is home to the integrated set of policies guiding the area's future, each of the other commissions will provide recommendations to the Planning Commission. The Planning Commission, in its statutory role, will hold a public hearing on the consolidated amendments and make a formal recommendation to the City Council.

All of the commissions are encouraged to collaborate in recognition of the inter-related dimensions of the Bel-Red corridor plan, especially on the overarching theme of environmental sustainability, which touches on land use, transportation, open space, natural drainage, and stream restoration components of the corridor.

The commissions are not asked to conduct review of the financial strategy for implementation, or the inter-jurisdictional issues with the City of Redmond's Overlake Neighborhood Plan. This will occur directly with the City Council.

Bel-Red Implementation Schedule

Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
Technical products	<ul style="list-style-type: none"> ▪ Streetscape design ▪ Conceptual engineering ▪ Cost estimates ▪ Phasing analysis ▪ BROT modeling ▪ Financial analysis and modeling 									
	Commissions develop strategies, draft policies and priorities; recommendations to Planning Commission				Continue if needed					
	Public event 			Draft CPA and LUCA 	Planning Commission review of draft amendments; recommendation to Council		Continued review if needed			
				Public event 						
					Public hearing 					
							Council considers recommended CPA and LUCA		Continued review if needed	
	Council considers financial strategy principles and alternatives						Council considers initial set of financial tools		Continued review if needed	
	Council considers BROT principles and agreement								Continued review if needed	
	Joint B-R meeting 						Joint B-R meeting			
Ongoing public involvement and stakeholder outreach										
Continued as appropriate										