

BEL-RED OPEN HOUSE AND COMMUNITY MEETING
March 20, 2007

Small Group Discussion #2

Participants:

Bill Byers
Roger Parisotto
Councilmember Phil Noble
Lana Dunsmore
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Facilitator:

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Scribe:

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- 1) Regarding the various **land use components** that are contained in the alternatives:
 - a) Are there land use components that you support including in the preliminary preferred alternative? Are there components you feel should be excluded? Is the “No-Action / Existing Plans” alternative a viable option?
 - b) Is there input you’d like to provide the steering committee regarding land use components that could *themselves* be done in varying ways, such as the amount of overall development focused in transit nodes, the character of urban design, or open space enhancements?

Comments:

- What is meant by light industrial?
- Existing light industrial uses (including small scale light industrial businesses) would need to go somewhere to allow for redevelopment, even in the alternative with the light industrial sanctuary (Alt. #2). Where would light industrial and service businesses go?
- Are car dealers considered services—they have a service and repair component that goes with that use? Would these services have to leave? Could they expand their businesses under any of the alternatives – including the service portion of the business?

- 2) Regarding **transportation components** that support land use in the alternatives:

Are there any transportation components that you support including in the preliminary preferred alternative? Are there components you feel should be excluded?

Comments:

- Land use and transportation considerations need to go together.
- How will congestion in the area be affected over the long run?
- What consideration, if any, has been given to park & ride lots near light rail stations?
- How would a person get to a transit station in the Bel-Red Corridor if there is no parking provided nearby?
- With the increase in the amount of housing, there will be more vehicle trips; also more office workers who will also be driving. Are the alternatives realistic given the potential increase in the number of vehicle trips? (Is there enough transportation system capacity planned to handle the increase in traffic?)
- Please explain the benefit of the areas that are transitional to adjacent neighborhoods.

- What is the potential for employment growth in Bel-Red?
- This process is the opportunity to create new neighborhoods. Support incentives to achieve environmental restoration and open space, flexibility for added density to complement downtown in a unique way.
- Support opportunities to develop housing and transit to serve both residents and Microsoft employment.
- Is the steering committee looking at Redmond's plans and coordinating on transportation planning for the future? Need to ensure that traffic impacts from Redmond's increase in employment and housing is considered.
- NE 16th Street is *necessary* but *may not be sufficient*.
- Concerns regarding difficulties for pedestrians of crossing such a wide (up to five-lanes) street as is envisioned for NE16th St.

3) Regarding enhancements to **streams, parks and open space:**

Do you think these are important? What types of stream corridor enhancements or parks and open space improvements would you suggest, if any?

Comments:

- Open space, parks, and streams enhancements important for nearby residents.
- Bel-Red neighborhoods should be walkable neighborhoods with a sense of community (especially for seniors), and opportunities to walk through parks. Don't want light industrial uses (such as a gravel pit) near me if I live there – it would be incongruous.
- Light industrial also incongruent with environmental protection.
- Support having jobs in area but not light industrial uses.
- Stream enhancements with walking paths would be “a natural” for area.
- Look to private property owners to work on these kind of enhancements. Think of benefits to both the developers and the residents.

4) **Any other comments or ideas** to offer the steering committee?

Comments:

- Expansion of development potential for the medical office area – this is a growth area to exploit. Provides jobs *and* serves public.
- When developing preferred alternative, must consider quality of life impacts to neighborhoods north and south.
- When does issue of height get addressed?
- Is there opportunity for additional public input before Council considers the Steering Committee recommendation?
- Regarding an arts center, don't need this type of area at the level of something like the Seattle Center. This is not a priority for me. Other similar arts exist nearby, for example performing arts in Kirkland.
- Mitigation of cut-through traffic is an important need for Bridle Trails and other nearby neighborhoods.
- Worried that the addition of 8,000 more people will make congestion worse. Planners need to recheck whether one new road - NE 16th Street - is sufficient (Facilitator

clarifies that a whole range of multiple/multi-modal infrastructure improvements are included in action alternatives).

- As part of the Bel-Red process, can sufficient underground parking be required to serve office and other uses? That would seem wise to do.