



# MEMORANDUM

DATE: April 23, 2007

TO: Bel-Red Corridor Project Steering Committee

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SUBJECT: Policy direction identified at the March 29 Steering Committee workshop—  
Agenda Item 3

During the steering committee workshop on March 29, the committee provided direction on a number of issues pertaining to development of the preliminary preferred alternative. At the April 25 meeting, staff will be presenting two maps that depict the steering committee's direction to date on the preliminary preferred alternative land use and transportation components. The purpose of this memorandum is to summarize the discussion that the committee had on these items on March 29, and document the direction that the committee provided. This document should be read carefully to ensure that it accurately reflects the committee's direction at the workshop. At the April 25 meeting, we will review this list with you, and ask if there are any changes/revisions that should be made, either to the list or the accompanying maps that we hope reflect your direction.

The following list is based on the order that these items were discussed at the March 29 workshop.

## No Action Alternative

- *Elimination of No Action / Existing Plans Alternative.* Staff described the "No Action/Existing Plans" alternative, and explained that while it's termed "no action" that doesn't mean that change would not occur over time; it means that change and development/redevelopment would happen under the existing policy framework (Comprehensive Plan designations, zoning, etc.). The committee determined that this alternative should no longer be considered. However, they recognized the following:
  - There could, and likely will, be elements of the "no action/existing plans" alternative in the preferred alternative.
  - Eliminating the "no action/existing plans" alternative does not mean that the committee is discounting existing uses; rather they suggested that the future vision should be based on an alternative policy framework.

## Transportation

- *Transportation Components.* After review and discussion of the transportation components included in all of the "action" alternatives (these are included in the attached transportation map) the committee determined that all of the projects identified should move forward for further

review and analysis. There was some discussion, based on the March 1 meeting direction, of the 124th Avenue/SR 520 interchange and NE 10th Street extension from 116th Avenue to 120th Avenue, and the committee determined that these projects should remain in the preferred alternative. In their discussion, the committee made the following points:

- There is a need to think about transportation improvements on the east end of the corridor, and potentially re-visit whether additional improvements might be needed in this area, particularly given Redmond's planning in the Overlake area, and the amount of growth potentially contemplated in this area. There is also a need to better understand 156th Avenue/NE 24th accident data
- There is a need to retain the potential for long-term rail (light rail or commuter rail) use in the BNSF corridor, in addition to a regional trail. This topic should be revisited in the future.

### Riparian Corridors

- *Acceptance of streams enhancement concepts.* The committee reviewed work done by City staff and EDAW regarding the “great streams” concepts for Bel-Red, which involve conceptual ideas for stream improvements (focusing on the West Tributary and Goff Creek) to attain multiple benefits: place-making (could become a focus for development and/or parks); habitat enhancement; greenways and trails; and green infrastructure (new development could be more sustainable in terms of treatment of storm water, etc.). Achieving this vision will require wider riparian corridors than currently exist plus acquiring and developing “opportunity areas” where elements of the parks system interface with the streams and may incorporate components of storm water management The committee endorsed the concepts presented, so more work will be done on developing these as part of the preferred alternative. In endorsing these concepts, the committee emphasized the following:
  - Improving stream conditions and corridors in Bel-Red should not be done through increased regulation. The baseline should be the City's existing Critical Areas Ordinance. Additional improvements to the stream corridors should be done through use of incentives (for example, offering increased density in favor of greater setbacks) and/or use of City investments.

### Land Use (NOTE: The land use direction is reflected on the attached land use map)

- *Agreement with land use constants.* At the March 1 committee meeting, staff discussed with the committee several constants and variables pertaining to the land use concepts in the various alternatives. There were a few constants relating to all of the land use maps that the committee agreed should be part of the preferred alternative. These were:
  - Medical office uses along the 116<sup>th</sup> Avenue NE corridor. Uses in this area could include other office uses (not just medical), but the vision would be that medical office would be an emphasis due to proximity with Overlake Hospital Medical Center. The intensities could be different, depending on whether a development node was located near the hospital (was discussed under Development Nodes item later in agenda).
  - Retail commercial emphasis along the NE 20<sup>th</sup> corridor. All of the alternatives (including the no action/existing plans alternative) assume retail along the central portion of the NE 20<sup>th</sup> Street corridor. Uses in this corridor would have the same

planned development intensity as under current zoning (so this would not be an area contemplated for more intense development).

- *Selection of Option for “Traditional Light Industrial Uses”* In beginning the discussion about the rest of the preferred land use pattern, and the location of potential development nodes (see below), the committee engaged in a discussion on different ways to treat light industrial (LI) uses in the corridor. This is an important topic, in that approximately half of the study area is presently planned and zoned for LI uses. In addition, out of the 750 acres of land in Bellevue zoned for LI uses, approximately 450 acres, or 60 percent, is located in the Bel-Red corridor.

While there are a number of different uses in the LI-designated portion of Bel-Red, LI uses are generally distinguished as either industrial and manufacturing (generally characterized by business activities, manufacturing, assembly, processing, and similar operations) or warehouse/distribution (generally characterized by businesses involved in the warehousing and distribution of wholesale goods and supplies). There is some point of confusion about this, because many of the service uses (see next item) are designated in the LI area, although are also located in many other parts of the planning area (and city) as well.

The committee was presented with, and discussed, four options with how to deal with LI uses in the corridor in the future as part of the preferred vision. These options are outlined in the table attached to the memorandum. The options ranged from allowing new LI uses across the whole LI district (Option 1) to disfavoring LI uses (Option 4). After many questions and deliberation, the committee decided on Option 3. Under this option, existing LI uses would be allowed, and could be continued by future owners. Expansions of existing LI structures would be permitted, and destroyed LI structures could be reconstructed. However, new LI uses would not be allowed, and discontinued LI uses could not be re-established.

- *Selection of Option for Services Uses.* Another very important issue that the committee discussed prior to further deliberation of the preferred land use pattern was how to accommodate service uses. Accommodating service uses in the future is one of the objectives adopted by the committee, and there has been much support for this by existing businesses and members of the public. The services sector is very broad, and approximately 50 percent of existing businesses fall into this category. Service uses include health care, business and professional office, household repair, and auto-oriented services (such as auto repair).

The committee’s discussion acknowledged that generally speaking, services could, and would, be located throughout the corridor in any of the alternatives, and should in the preferred alternative. The discussion then focused on a specific category of service uses that had been brought up many times by business owners and the public. These service uses include auto repair, automotive parts and accessories (including tire shops), auto dealers and boat dealers (particularly the service/repair component), car washing and detailing, towing, and car rental. These uses were distinguished for many reasons: they often tend to have characteristics (such as noise or odor) that are similar to LI uses, and thus may impact other uses; they are clustered in portions of the corridor, including around the proposed 130<sup>th</sup> Avenue node; and they are valued by members of the community in this location.

The committee discussed and deliberated on four options to accommodate these specific types of service uses. The options (see attachment) ranged from allowing them across the district (Option 1) to disfavoring them in the corridor (Option 4). The committee decided on a combination of two options: Option 1 (allowed across the district) for many areas of the

corridor, but Option 3 (Existing uses allowed, but restrictions on new uses) in areas of the corridor that would have concentrations of housing.

- *Selection of four nodes, generally located at 116th Avenue, 122nd Avenue, 130th Avenue, 152nd Avenue (Redmond)* One major theme in all of the action alternatives is a “nodal” development pattern that would concentrate development in certain areas, in conjunction with potential future light rail stations. The action alternatives included a range of nodal locations: 116<sup>th</sup> Avenue NE, 122<sup>nd</sup> Avenue NE, 130<sup>th</sup> Avenue NE, 148<sup>th</sup> Avenue NE, and 152<sup>nd</sup> Avenue NE (in Redmond). The committee discussed the relative merits of the various nodal locations.

The committee started by discounting the proposed node at 148<sup>th</sup> Avenue NE in favor of the node at 152<sup>nd</sup> Avenue NE in Redmond. Redmond’s Overlake planning has focused on this location for an LRT station, and the committee concurred. The committee then expressed support for a transit station/node in the proximity of Overlake Hospital Medical Center, near 116<sup>th</sup> Avenue NE. It was explained that the specific location of that station is dependent on how the alignment gets to Bel-Red from downtown (either via NE 6<sup>th</sup> Street or NE 12<sup>th</sup> Street), so the specific location of that station could not be established. However, the committee generally endorsed a station/node in the vicinity of the hospital.

After stating their position on these two locations, the committee discussed the number of nodes/stations in the area. This led to a discussion on ideal light rail station spacing. Sound Transit said that a mile between stations was probably ideal, but stations could be closer together in more urban settings. After discussion, the committee expressed their preference for 4 nodes/station locations between I-405 and 156<sup>th</sup> Avenue NE. In addition to stations near Overlake Hospital and 152<sup>nd</sup> Avenue in Redmond, the committee supported a node/station at 122<sup>nd</sup> Avenue NE, and a node/station at (generally) 130<sup>th</sup> Avenue NE. The committee then discussed the land use character at each node (next item).

- *Mix of land uses within nodes:* The committee discussed the preferred land use pattern in each node determined (above), and endorsed the following development patterns:
  - 116th Avenue – Office, with an emphasis on medical office
  - 122nd Avenue – Office and housing, with more of an emphasis on office
  - 130th Avenue – Housing, retail, and services, with pedestrian-oriented retail street
  - 152nd Avenue – “4 over 1” or “5 over 1” mixed use housing/retail in Uwajimaya triangle along 156th Avenue

#### Land Use Outside of Nodes

- *Mix of office and housing south of Bel-Red Road.* The south side of Bel-Red Road is, for the most part, planned and zoned for office uses. The existing development pattern is low intensity office buildings (buildings are typically one or two stories). This land use pattern is an appropriate buffer between the industrial or commercial uses north of Bel-Red Road, and the single-family residential neighborhoods to the south. All of the action alternatives envisioned that this area will retain the character that currently exists to help maintain the transition to residential areas to the south. The committee discussed whether the area should remain as office, or also include housing (while staying at low development intensities). The committee determined that while office should remain a focus, that housing should also be included in the preferred vision for this area.

- *Area west of 148th Avenue area – mixed housing and retail.* The area just to the west of 148th Avenue NE within the Bel-Red corridor is currently planned, zoned, and developed as auto-oriented retail uses. Large and medium size shopping centers are located in this area, including the Fred Meyer store on 148th Avenue NE and Evergreen Center on 140th Avenue NE. The committee discussed whether the future development of the area should include housing as well as retail. The committee concluded that while retail would remain an important element in future development, mixed use development with housing in addition to retail should be part of the preferred vision for this area. The committee also believed this same retail/housing land use pattern should be in place in the vicinity of the Safeway store on 140<sup>th</sup> Avenue NE, near Highland Community Center.
- *Arts District.* One of the alternatives had an arts district (labeled as “Civic/Arts”) indicated in the general vicinity of the Pacific Northwest Ballet school on 136<sup>th</sup> Avenue NE. The concept of the arts district is to build upon this the PNB school concept through adaptive re-use of existing buildings for arts classroom or rehearsal spaces. This could result in a cluster of studio, rehearsal, and potentially performance spaces that could be used by artists and/or non-profit organizations. Uses could also include creation of crafts such as pottery, sculpture, glass-blowing, etc. The committee had considerable discussion of the merits of this proposal, and questions of clarification of what this might be, what it would look like, etc. After a split vote, the committee elected to keep this concept in the preliminary preferred alternative.
- *Housing in northwest portion of planning area (south side of NE 20<sup>th</sup> Street).* The area in the northwest portion of the study area (north of the Metro base along the south end of NE 20<sup>th</sup> Street) was shown as housing in many of the alternatives. This was driven in part by the idea that housing in this area could take advantage of view corridors to the west (this is one of the highest points in the study area), and also benefit from potential improvements to the West Tributary stream corridor. The committee elected to have a housing emphasis in this part of the corridor in the preliminary preferred alternative.
- *Retail/commercial southwest portion of study area (south of NE 12<sup>th</sup> Street).* The southwest portion of the study area (generally south of NE 12<sup>th</sup> Street and contiguous to Lake Bellevue) is currently planned and zoned for General Commercial uses, and has a combination of retail, office, and car dealerships. One of the action alternatives designated this area for higher-intensity office/housing uses, the other alternatives kept a retail emphasis for the area. The committee elected to continue to designate this area as retail commercial in the preliminary preferred alternative.

### Parks/Open Space

- *Acceptance of parks and open space concepts.* The committee was presented with a set of parks/open space concepts that could potentially be part of the preferred alternative. These included the following components:

  - Open space/trails along stream corridors
  - Community park facilities
  - Neighborhood “pocket” parks
  - Connective trails and corridors (including along NE 16<sup>th</sup> Street, the BNSF corridor, etc.

The committee also discussed other parks and open space concepts, such as “green infrastructure” and consideration of a major indoor recreation facility. The committee endorsed these concepts as part of the preliminary preferred alternative.

#### Development Program

- *Alternative 3 development program.* Each alternative had a different development program, meaning the amount of future commercial development and housing that would be accommodated in the area by the year 2030. The committee determined that the development program for the area should be 4.5 million square feet of future commercial development, and 5,000 housing units. This was the development program envisioned for Action Alternative 3 that was analyzed in the DEIS.

#### OTHER ISSUES

- *Affordable Housing.* During the discussion, the committee talked about affordable housing in the area. Several steering committee members spoke of the need to integrate affordable housing into the neighborhoods that are part of the Bel-Red vision. There was a point made about affordable housing being an issue of citywide importance that may best be addressed by the City Council. A discussion of affordable housing may be included in the steering committee’s recommendation to Council.

If you have questions about this prior to the meeting, please let us know.

#### Attachments:

- Map of preliminary preferred alternative
- Map of transportation components of preliminary preferred alternative
- Table outlining range of strategies for traditional LI uses
- Table outlining strategies for selected service uses