Summary of the Project—What Are We Doing?

- Develop a long-term vision for the Bel-Red corridor (Planning to the Year 2030)
  - Determine future land use in a thoughtful, comprehensive manner
  - Integrate land use and transportation planning, including all transportation modes
  - Evaluate the impacts and opportunities presented by a potential high capacity transit (HCT) line through the corridor, and identify a preferred route and station locations
  - Identify community amenities that will contribute to and support the preferred vision
  - Evaluate and protect adjoining areas from impacts of future growth

Study Area Context
Bel-Red Project Principles-Established by City Council

1. Long-Term Vision: The preferred vision should be long-term, ambitious, and rooted in reality, providing clear direction for the future of the Bel-Red area.

2. Economic Vitality: Establish a solid and dynamic economic future for Bel-Red, enhancing the area’s existing strengths and its future potential.

3. Differentiated Economic Niche: Provide for future growth of jobs and firms that have expansion potential, and are not well accommodated in other parts of the city.

Bel-Red Project Principles (continued)

4. Building from Existing Assets: Build on existing assets of the corridor, including the large number of viable, successful businesses in the area.

5. High Capacity Transit as an Opportunity: Approach HCT as a significant opportunity to both enhance mobility and affect desired land use change.

6. Land Use/Transportation Integration: Integrate land use and transportation planning to create a well-balanced transportation system.
Bel-Red Project Principles (Continued)

7. Community Amenities and Quality of Life. The Bel-Red plan should protect existing natural resources and community amenities, and identify a package of new amenities for the area.

8. Neighborhood Protection, Enhancement, and Creation. Identify strategies to mitigate potential neighborhood impacts related to future Bel-Red development as well as identify opportunities for neighborhood enhancements and creation.

9. Sustainability. Identify opportunities to manage the area’s natural resources in a sustainable manner.

10. Coordination. This planning effort requires close coordination with other affected jurisdictions, in particular Sound Transit, King County, and Redmond (BROTS)

Public Comments

• Opportunities for public involvement and comment:
  • Project scoping (November-December, 2005)
  • Community meetings (November 9, April 18)
  • Comments at steering committee meetings
  • May 4th steering committee “conversation” with business/property owners
  • May 16th business/property owner panels
Summary of Public Comments

- **Land Use**
  - Concern about compatibility between existing land uses/businesses and potential future land uses
  - Desire to preserve service uses and some existing light industrial uses
  - Recognition of potential for additional types of uses (office, housing) given the area’s location
  - Desire for land use change expressed by some
    - Capitalize on area’s location, regional context
    - Support for housing, mixed use concepts

- **Transportation**
  - Improvements needed in overall network (more road connections, better ped/bike access, better transit service)
  - Improved access to regional system (particularly SR 520)
  - Interest/questions about Sound Transit HCT corridor and stations

Summary of Public Comments (Cont.)

- **Parks/Open Space**
  - Support for more “green spaces” in corridor
    - Neighborhood parks
    - Major recreation facility
    - Trails
  - Support in scoping comments for major facility enhancements (ball fields, etc.); support in panels for smaller, pocket parks

- **Environment**
  - Interest in improving natural resources (wetlands, riparian corridors)
  - Prioritize improvements; don’t try to improve everything
**Bel-Red Objectives**
*Adopted by the Steering Committee April 6, 2006*

### MARKET FEASIBILITY
- Incorporate elements of market forecast (office, housing, retail)
- Serves distinctive market niche
- Meets market needs and economic realities
- Leverage nearby opportunities (e.g., Overlake Hospital expansion)

### LAND USE
- Jobs-housing relationship (accommodate housing and commercial uses)
- Accommodate service uses
- Land use takes advantage of HCT stations (mixed use nodes)
- Appropriate scale of development within area

### NEIGHBORHOOD IMPACTS
- Land use sensitive to surrounding areas
- Addresses transportation spillover impacts

---

**Bel-Red Objectives**
*Adopted by the Steering Committee April 6, 2006*

### ENVIRONMENTAL QUALITY/SUSTAINABILITY
- Improve environmental resources (streams, wetlands)
- Support sustainable development patterns

### PARKS/OPEN SPACE
- Parks integrated with future land use concepts
- Achieves critical mass of park improvements
- Adds value to overall system (include regional facility)

### TRANSPORTATION
- Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods
- Provides improved access to regional system
- Provides improved local access and circulation
- Accommodates planned level of development
## Schedule and Process

### 2005

<table>
<thead>
<tr>
<th>Project Orientation</th>
<th>Project Information</th>
<th>Alternatives Identification/Definition</th>
<th>Alternatives Evaluation (DDO)</th>
<th>Preliminary Preferred Alternative</th>
<th>Final Vision / Implementation Plan</th>
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<tr>
<td>Aug.</td>
<td>Aug.</td>
<td>June</td>
<td>Approve alternatives for ES analysis</td>
<td>Approve preliminary preferred alternative</td>
<td>Approve Final preferred alternative</td>
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<td>Dec.</td>
<td>SC Meeting + Workshop + Services</td>
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**COMMUNITY MEETING (Nov. 1)**

**BUSINESS PROPERTY OWNER PANELS (Aug 1 and June 1)**

**NEIGHBORHOOD ASSOCIATION MEETINGS**

### 2006

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**COMMUNITY MEETING (June 8)**

**BUSINESS PROPERTY OWNER PANELS (Aug 1 and June 1)**

**NEIGHBORHOOD ASSOCIATION MEETINGS**
Schedule and Process

2009

- Aug: Project Orientation
- June: Final Visual / Implementation Plan
- July: Prelim Preferred Alternative
- Sept: Community Meetings
- Oct: Alternatives Evaluation (DOE)
- Aug: Community Meeting
- Sept: Community Meeting
- Oct: Community Meeting
- Nov: Community Meeting
- Dec: Community Meeting
- Jan: Community Meeting
- Feb: Community Meeting
- Mar: Community Meeting
- Apr: Community Meeting
- May: Community Meeting
- June: Community Meeting
- July: Community Meeting
- Aug: Community Meeting
- Sept: Community Meeting
- Oct: Community Meeting
- Nov: Community Meeting
- Dec: Community Meeting
- Jan: Business Property Owner Panel (Aug 29)
- Feb: Neighborhood Assoc. Meetings (Apr 20 and June 1)

2010

- Aug: Project Orientation
- Sept: Project Information
- Oct: Alternatives Identification/Definition
- Nov: Alternatives Evaluation (DOE)
- Dec: Prelim Preferred Alternative
- Jan: Final Visual / Implementation Plan

- Aug: Community Meeting
- Sept: Community Meeting
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**2005**
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  - Council Kick-off
  - Board/Commission Briefings
- Sept:
  - SC Meeting + LC Planning + TP Study
- Oct:
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- Nov:
  - SC Meeting + Sustainability
- Dec:
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- Apr:
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**Alternatives Identification/Definition**
- Approximate alternatives
  - SC Meetings:
    - June 12
    - June 19

**Preferred Alternative**
- Approve preferred alternative:
  - Approve final plan

**Final Vision / Implementation Plan**
- Approve final plan

**Community Meetings**
- Neighborhood Association Meetings
- Business Property Owner Panels (May 16 and June 6)

**Steering Committee Meetings**
- Weekly

**Public Outreach Effort**
- Download the project newsletter [here](https://example.com/newsletter)
- Stay tuned for updates and key dates

**Tasks:**
- Identify property owners
- Identify neighborhood associations
- Identify community stakeholders

**Contact Information**
- Project Coordinator: [Name]
- Contact Information: [Phone], [Email]

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**Schedule and Process**

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## Schedule and Process

### Key Elements

- **Bel-Red Alternatives**
- **Market Feasibility**
- **Land Use**
- **Transportation**
- **Environment**

### Alternative Information

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<th>2005s</th>
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### Key Dates
- **Approval Alternatives for EIS analysis**
  - SC Meeting: June 9
  - June 12
  - June 29

### Approve Preferred Alternative
- June 9

### Final Vision / Implementation Plan
- June 9

### Key Elements

- Market Feasibility
- Land Use
- Transportation
- Environment

---

### Notes
- Steering Committee monthly meetings
- Business Property Owner Panels (June 9 and June 9)
- NHD/PAHO-AHASS ASSOC. MEETINGS
- 05/02/05: Steering Committee monthly meetings

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### Key Elements

- Market Feasibility
- Land Use
- Transportation
- Environment

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### Schedule and Process

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### Key Elements

- Market Feasibility
- Land Use
- Transportation
- Environment
Key Elements

Bel-Red Alternatives

Market Feasibility

Land Use

Transportation

Environment

Baseline Alternative
Mid-range Employment & Housing (Nodes at 122nd & 152nd)

Draft Alternative 1

Higher Employment – Lower Housing (Nodes at 122nd & 152nd)

Draft Alternative 2
(Jobs-Housing Balance) – Higher Housing, Lower Employment
(Nodes at 116th, 130th, and near 148th)

Draft Alternative 3

Higher Housing - Higher Employment (Nodes at 122nd, 130th & 152nd)
Draft Alternative 4
Bel-Red Objectives

Adopted by the Steering Committee April 6, 2006

MARKET FEASIBILITY

Incorporate elements of market forecast (office, housing, retail)
Serves distinctive market niche
Meets market needs and economic realities
Leverage nearby opportunities (i.e., Overlake Hospital expansion)

Improvement Value to Total Value
Summary of Findings
Market/Economic Study

- Bel-Red area centrally located
  - Overlake Hospital and Microsoft significant “anchors” on either end of the corridor
- Diversity of uses—several “subdistricts” within the area
- Much land is “under-developed” based on land and improvement values
  - Most buildings in the corridor built prior to 1980
- Land values make new manufacturing or warehouse difficult

Summary of Recommendations
Market/Economic Study

- Compete for corporations
- Create new identity for western half of the planning area
  - Attract development types that will complement, not compete with, Downtown Bellevue
- Build housing
- Treat wetlands and riparian corridors as a development amenities
- Establish transit villages and align transit to encourage new development
- Medical office corridor on 116th
- Expand “auto corner” (at 136th and NE 20th)
- A “do nothing” scenario will likely result in stagnation
Potential Future Demand
To Year 2030

- New office space: 2.5 to 3.9 million sf
- Retail space: 200-400,000 sf
- Residential: 2,500-5000 units
- Hotel: 200-300 rooms
- Industrial space: Projected loss

Source: Leland Consulting Group

Key Elements

- Market Feasibility
- Land Use
- Transportation
- Environment

Bel-Red Alternatives
Bel-Red Objectives
Adopted by the Steering Committee April 6, 2006

TRANSPORTATION

Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods
Provides improved access to regional system
Provides improved local access and circulation
Accommodates planned level of development

City Council Policy Direction
Bellevue

- Regional Transportation Vision and Regional Mobility Interest Statement seeks investment in all modes
  - Freeways
  - High Capacity Transit
  - Regional Bus
  - High Occupancy Vehicles
- Vision provides guidance for planning and investments
Roadway - Functional Hierarchy

- Roads have differing purposes and applications
- Functional classification
  - Freeway
  - Major Arterial
  - Minor Arterial
  - Collector

Transit - Existing Routes

- Most transit service is on the edges or fringes of the study area.
- One bus route serves Bel Red Road
- Three routes on NE 20th/Northup Way
- Majority of transit service is on NE 8th Street (4 routes) and SR 520 (5 routes)
Non-Motorized - Existing Facilities

- Sidewalks constructed on many of the arterial roads, but there are gaps
- Blocks range in size from 1/8 to ½ mile.
- One bike path

Traffic Demand Leaving Corridor
Traffic Demand Entering Corridor

No Action Alternative Improvements
### Bel-Red Objectives

*Adopted by the Steering Committee April 6, 2006*

**Environmental Quality/Sustainability**

- Improve environmental resources (streams, wetlands)
- Support sustainable development patterns
CAO Stream Typing & Buffers

On Developed/Undeveloped Sites

CAO Stream Buffers & Amenities

Created wetland within and expanding the stream buffer

Undeveloped site

Type F 100’ buffer

Type N 50’ buffer

New structure outside 50’ buffer plus 15’ structure setback

New structure outside 100’ buffer plus 20’ structure setback

Park/open space adjacent to stream buffer
CAO Stream Buffers & Amenities

Developed site
- Type F 50' buffer
- Type N 25' buffer

Created wetland within and expanding the stream buffer

Existing structure outside 50' buffer

Existing structure inside 50' buffer, but not non-conforming

Park/open space adjacent to stream buffer

Existing structure outside 25' buffer

Open Space Amenity in Wide Buffer
Open Space Amenity in Wide Buffer

Stream and Buffer Rehabilitation
Stream/Riparian Corridors & Wetlands

Valley Creek Enhancement

Sustainability

Energy and Resource Conservation

Smart Growth
- Transportation options
- Conserve water
- Mixed use
- TOD
Sustainability: Transportation Choices

Transportation System Components
- **Street connectivity and capacity**
  - Local and regional roads for cars and trucks
- **Pedestrian and Bicycle system**
  - Sidewalks, bike lanes and off-street paths
  - Trail connectivity within Bel-Red neighborhoods and to regional system
- **Transit facilities and service**
  - Local and regional transit

Key Elements

Bel-Red Alternatives

Land Use

Transportation

Market Feasibility

Environment
Bel-Red Objectives
Adopted by the Steering Committee April 6, 2006

PARKS/OPEN SPACE

Parks integrated with future land use concepts
Achieves critical mass of park improvements
Adds value to overall system (include regional facility)

Local Parks

- Serves residential community
- Less than 2 acres to 5 acres
- ¼-½ mile service area
- Park features depend on demographics:
  - Athletics fields
  - Playgrounds
  - Court games
  - Walking paths
  - Picnic areas
  - Formal gardens
  - Civic plaza
- Combine with adjacent streams, trail systems
Local Parks

- 15-20-acre site, including complimentary outdoor facilities
- 120,000-150,000 sf building
  - Aquatic facility
  - Indoor sports & fitness
- Compatible with commercial/industrial land use

Major Recreational Facility
Major Recreational Facility

Trails and Greenways
Regional Connections
Trails and Greenways
Bridging I-405

Burlington Northern - Santa Fe Trail
Regional North/South Connection
Trails and Greenways

Local

Bel-Red
Alternatives

Market Feasibility

Land Use

Transportation

Environment

Key Elements
Bel-Red Objectives
Adopted by the Steering Committee April 6, 2006

LAND USE

Jobs-housing relationship (accommodate housing and commercial uses)
Accommodate service uses
Land use takes advantage of HCT stations (mixed use nodes)
Appropriate scale of development within area

Existing Land Uses - 2005
### Existing Service Uses

*(Auto Repair, HH Goods Repair, Personal Care, Dry Cleaning, etc.)*

![Map of Bel-Red Corridor Study Area]

### Development Program Range

**To Year 2030**

<table>
<thead>
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<th>Use</th>
<th>Higher End</th>
<th>Mid-Level</th>
<th>Lower End</th>
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<tr>
<td>Commercial (Office, Retail)</td>
<td>4.5 million sf (4 million office, 500K retail)</td>
<td>3.5 million sf (3.2 million office, 300 K retail)</td>
<td>2.5 million sf (2.3 million office, 200 K retail)</td>
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<td>Housing</td>
<td>5,000 units</td>
<td>3,500 units</td>
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</table>
CAO Stream Typing & Buffers
On Developed/Undeveloped Sites

- Goff Creek, Type F, 50’/100’ buffer
- West Tributary, Type F, 50’/100’ buffer
- Valley Creek, Type F, 50’/100’ buffer
- Sears Creek, Type F, 50’/100’ buffer
- Valley Creek, Type F, 50’/100’ buffer
- Unnamed Tributary, Type N, 25’/50’ buffer
- Sturtevant Creek, Type F, 50’/100’ buffer

Potential East-West Park Blocks

16th Street
Basic Roadway Improvements

Basic HCT Improvements
Basic Transportation Improvements

Potential HCT Station/Mixed-Use Nodes
Ideal Station

Assumptions

The Ideal Transit Oriented Development (TOD) has the following characteristics:

- Occurs on vacant land within a 1/4 mile radius of the transit stop.
- Has a neighborhood hub adjacent to the transit station containing a grocery store, retail, support services and public gathering space.

Assumptions related to the ideal TOD development potential and transit ridership are listed below:

**Gross Areas - Ideal TOD**

- Within 1/4 mile of station: 31.4 acres
- 1/8 mile to 1/4 mile of station: 94.2 acres

**Developable Area**

- Subtract 10% for environmentally sensitive areas
- Subtract 25% for streets and public facilities
- Within 1/8 mile of station: 31.4 acres x 65% = 20.4 acres
- 1/8 mile to 1/4 mile of station: 94.2 acres x 65% = 41.2 acres

**Households & Employment**

- 20.4 acres x 40 dwelling units/acre = 816 units
- 41.2 acres x 25 dwelling units/acre = 1,031 units
- Employment: 3 acres x 95 employees/acre = 285 employees

**Generated Trips**

- 2,547 dwelling units x 10.8 trips per day = 28,047 trips per day
- 285 employees x 24.98 trips per day = 7,100 trips per day

**Transit Trips**

- 32,437 trips x 10% on transit = 3,244 trips per TOD
Ideal Station

Bel-Red Alternatives

Key Elements

Market Feasibility

Land Use

Transportation

Environment
**Alternatives**

**Purpose**
- Illustrate alternative visions for future of Bel-Red corridor
- Alternatives not intended to be developed plan or “zoning” maps, but illustrate concepts for future development, along with the transportation infrastructure and amenities to support it

**Process**
- Alternatives introduced on June 1
- Review and comment by business/property owners in panels on June 6 and community meeting on June 8
- Discussions and suggested revisions by committee on June 12
- Potential committee decision on which alternatives to carry forward to DEIS stage on June 29

**Beginning of process**—Additional opportunities for review
- Comments on DEIS
- Selection of preliminary preferred alternative in fall

---

**Baseline Alternative**
Mid-range Employment & Housing (Nodes at 122nd & 152nd)

Draft Alternative 1
Draft Alternative 2

Higher Employment – Lower Housing (Nodes at 122nd & 152nd)

Draft Alternative 2
(Jobs-Housing Balance) – Higher Housing, Lower Employment
(Nodes at 116th, 130th, and near 148th)

Draft Alternative 3
**Major Recreation Facility**

![Diagram of Major Recreation Facility with location marked as 'Parks/ Open Space (20 ac)'](image)

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<th>Comparison Criteria</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
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<td>Achieves critical mass of park improvements</td>
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<td>Adds value to overall system (include regional facility)</td>
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<td><strong>Environmental Quality/Sustainability</strong></td>
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<td>Improves environmental resources (streams, wetlands)</td>
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<td>Supports sustainable development patterns</td>
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Next Steps

**June 1st (Today)**
- Presentation of draft alternatives
- Questions and clarifications

**June 6th**
- Business/property owner panels

**June 8th**
- Community meeting

**June 12th**
- Your direction and refinement for alternatives

**June 29th**
- Decision on alternatives for EIS