



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



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 (ie, 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

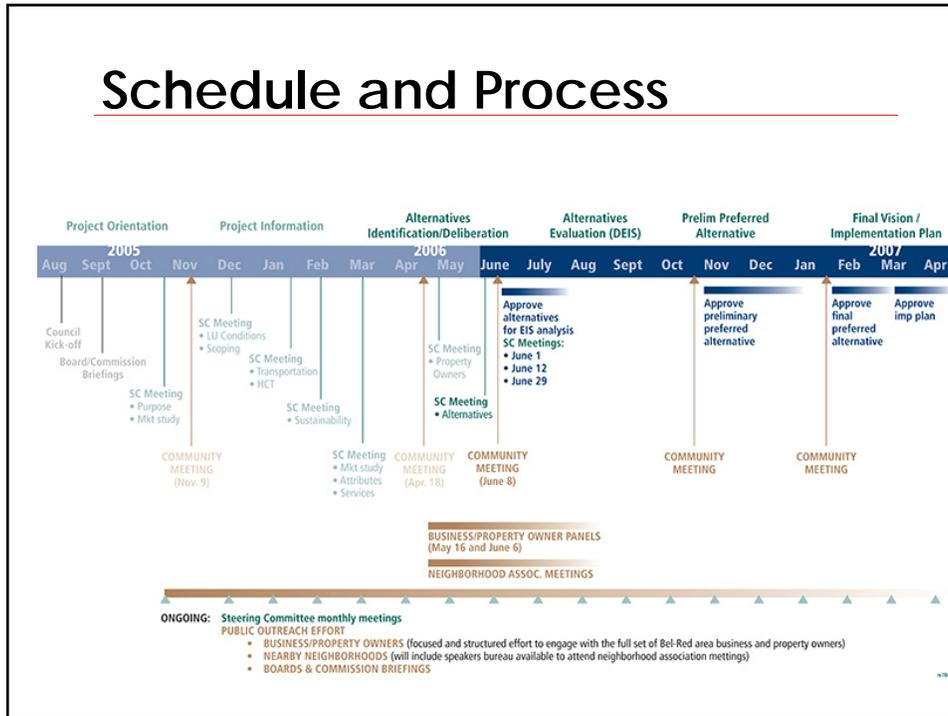
Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods

Provides improved access to regional system

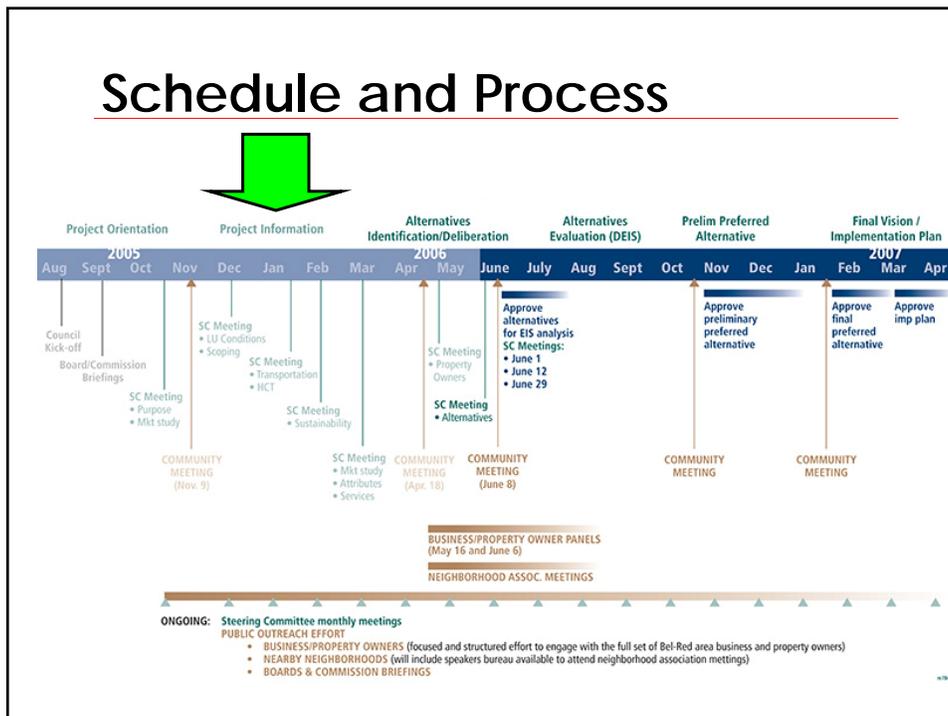
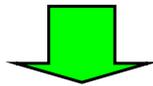
Provides improved local access and circulation

Accommodates planned level of development

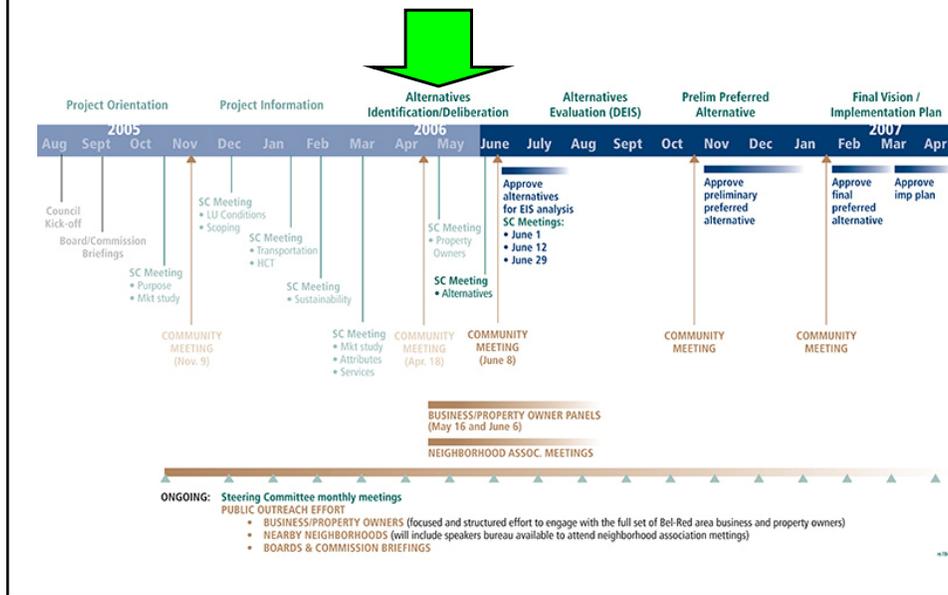
Schedule and Process



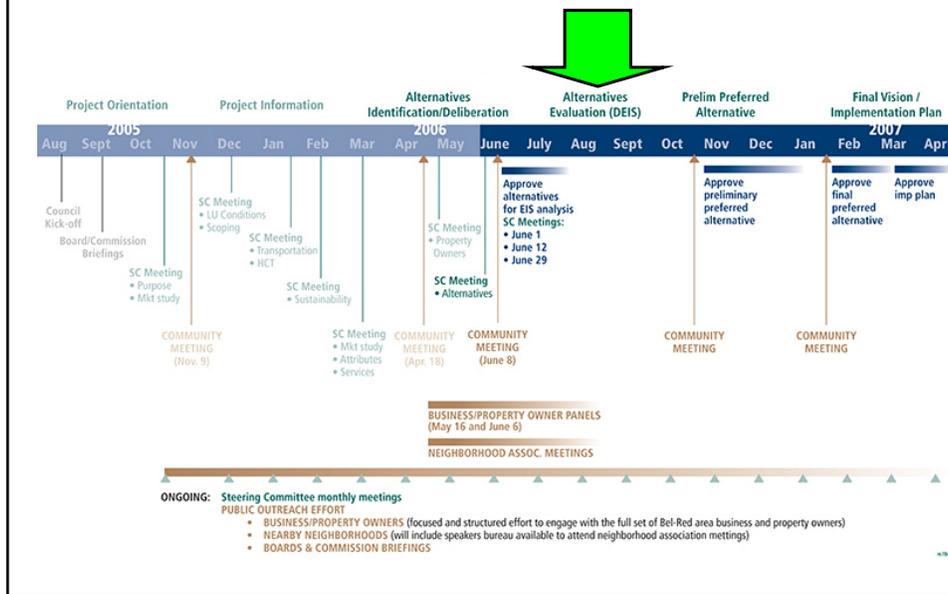
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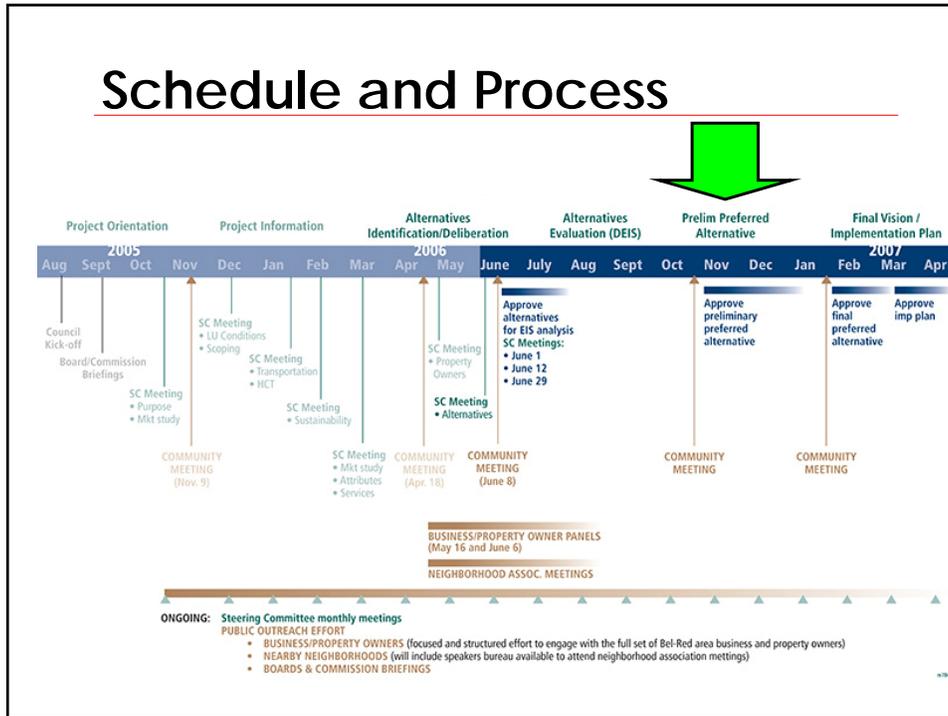
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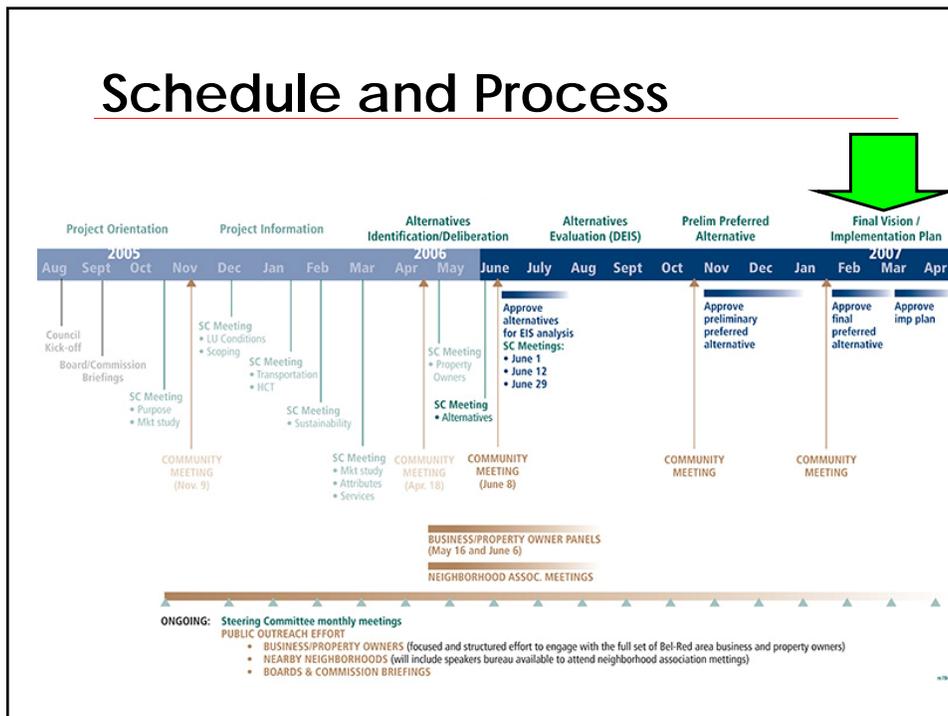
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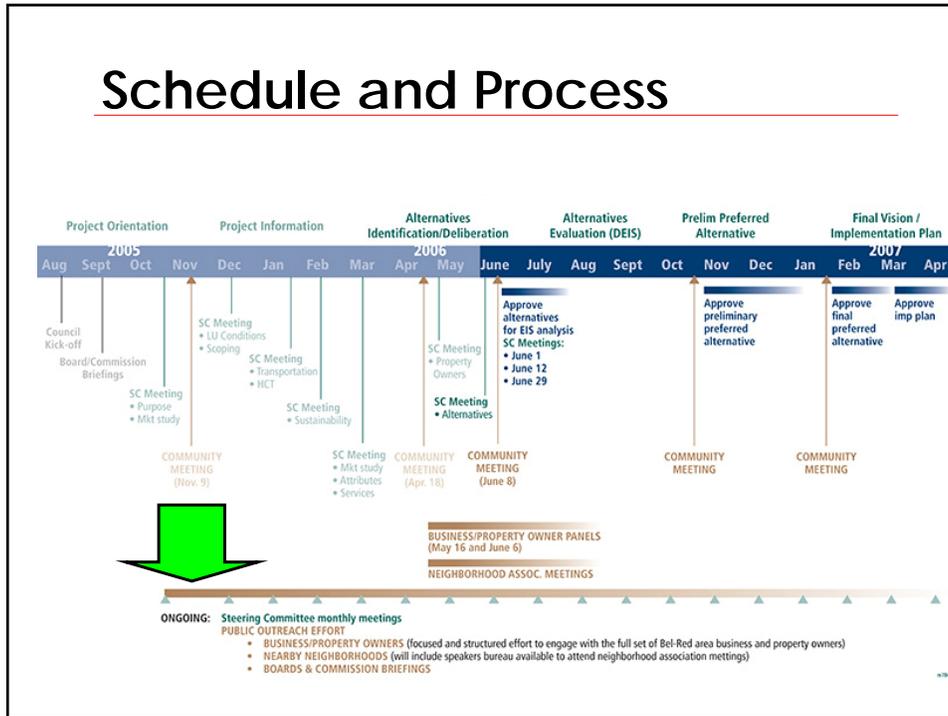
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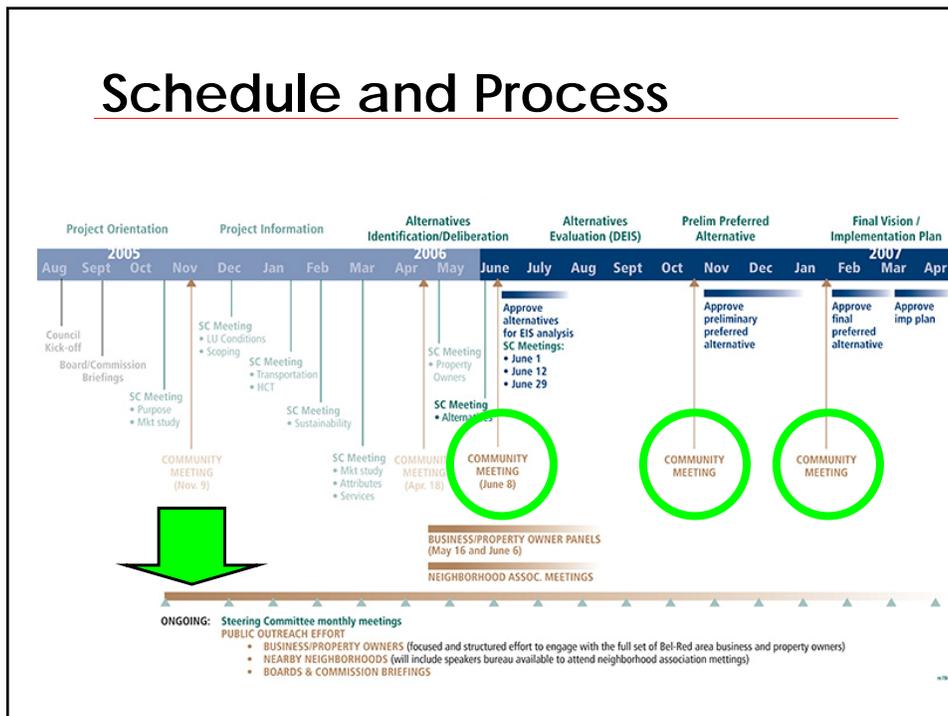
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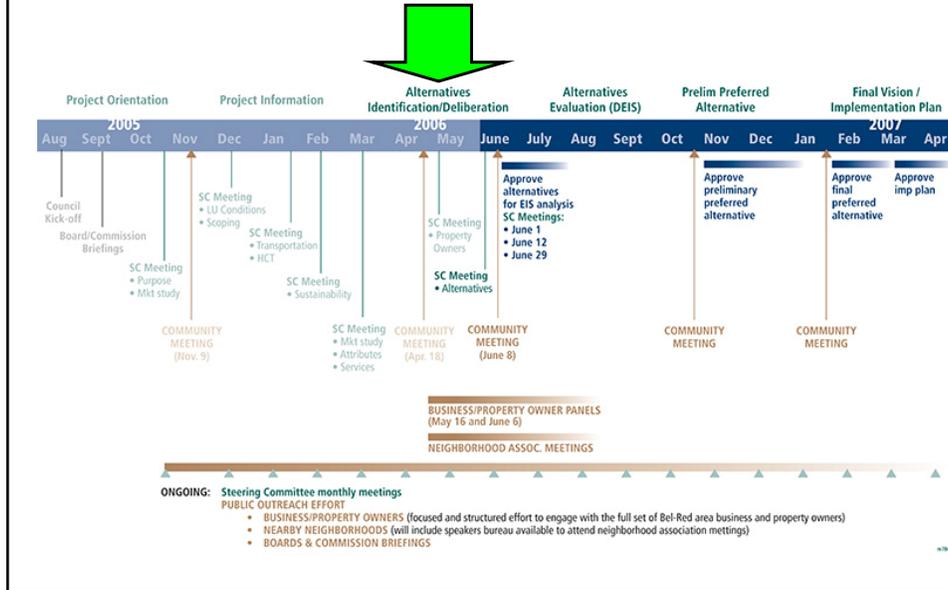
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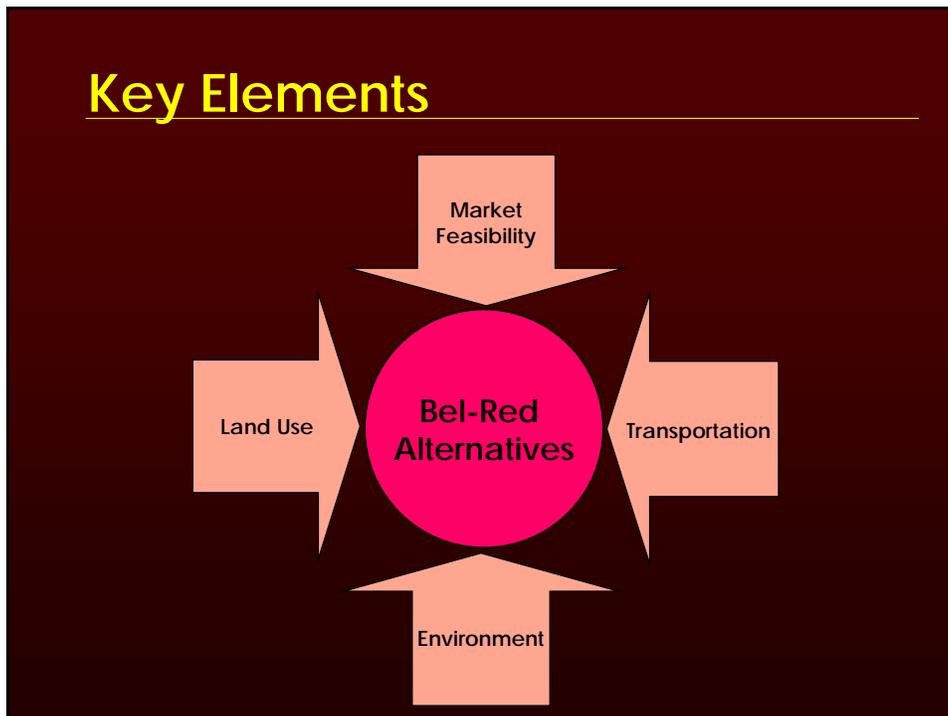
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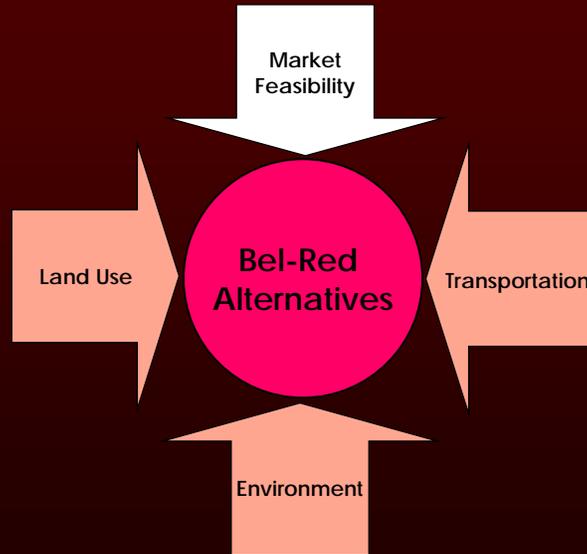
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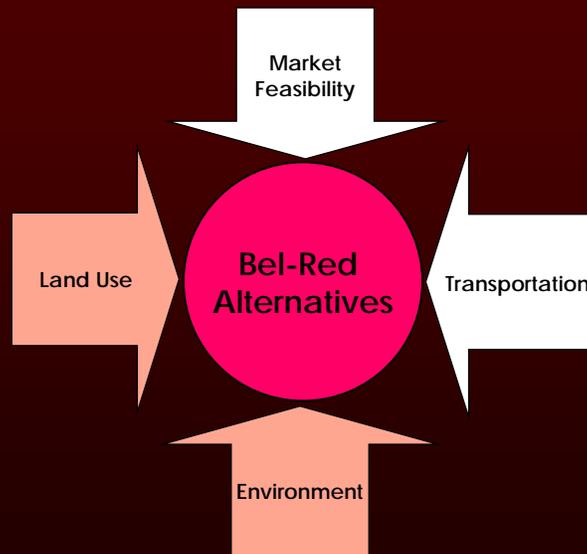
Key Elements



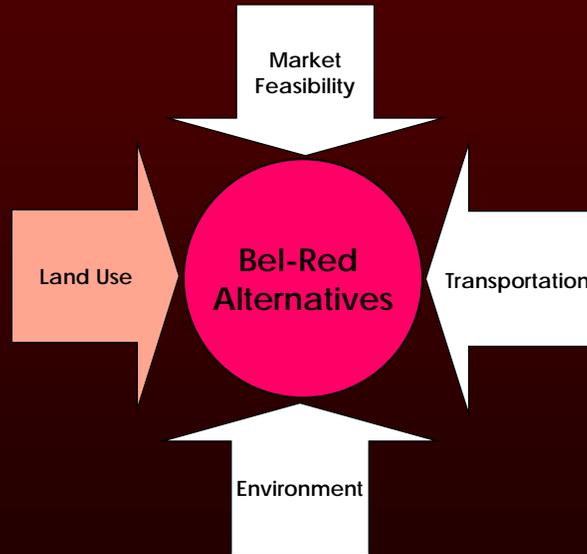
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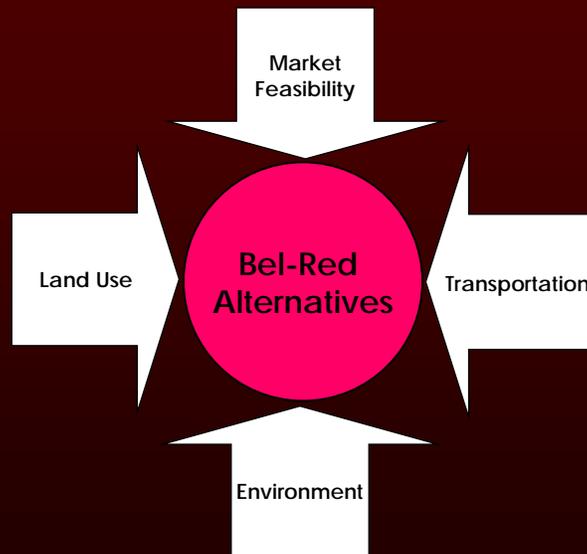
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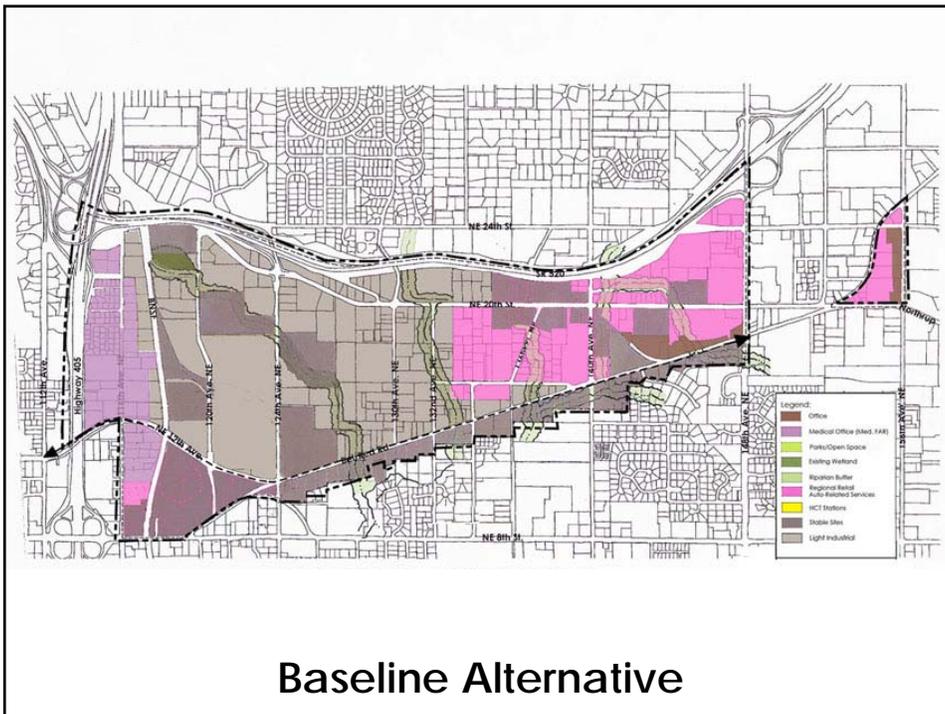
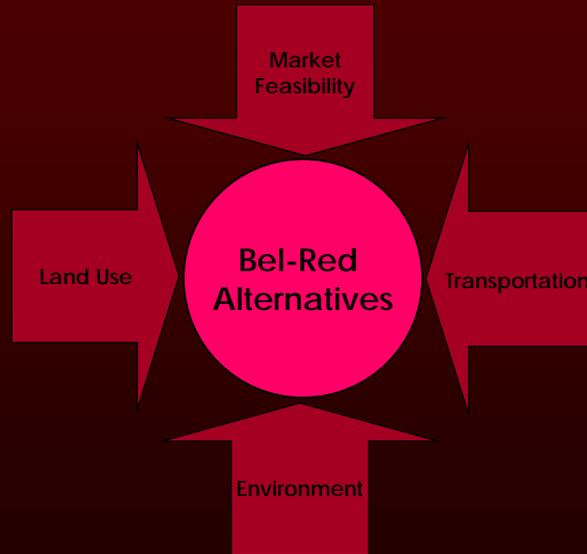
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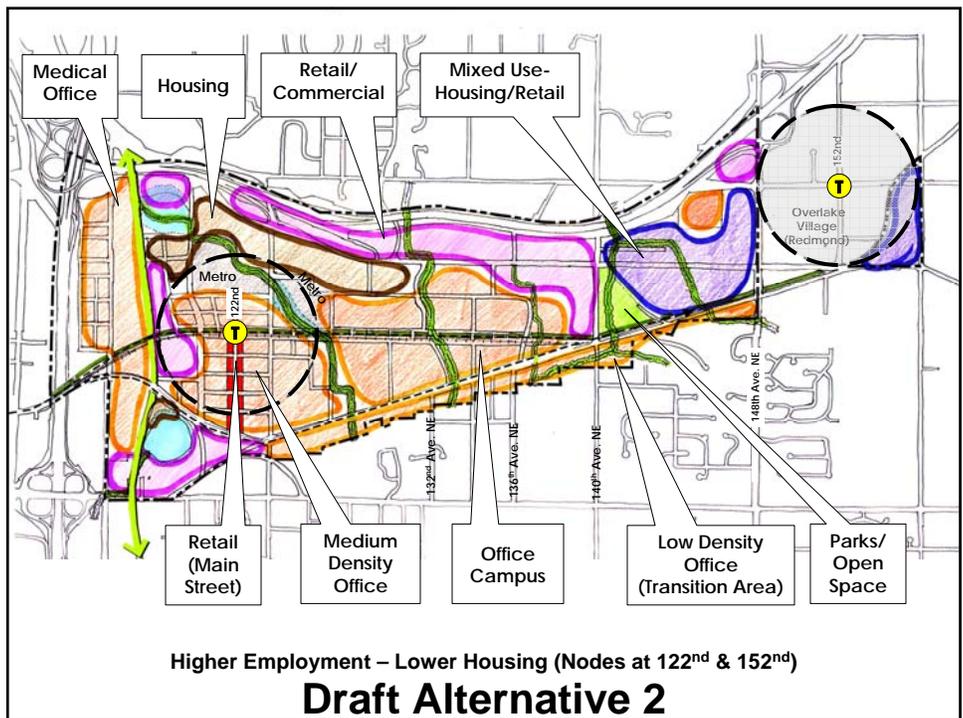
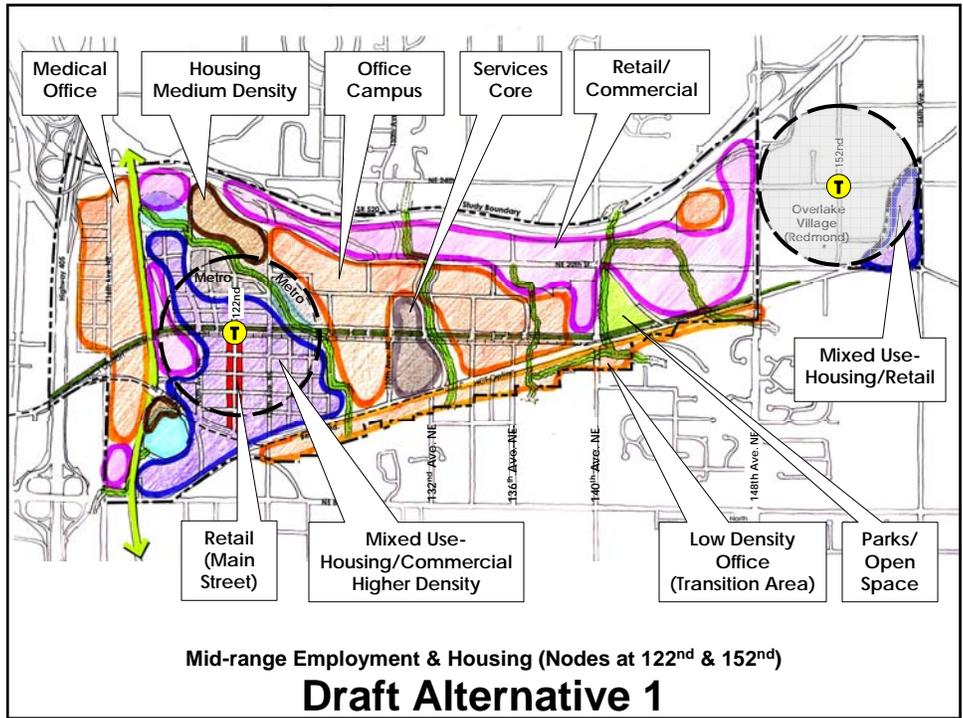
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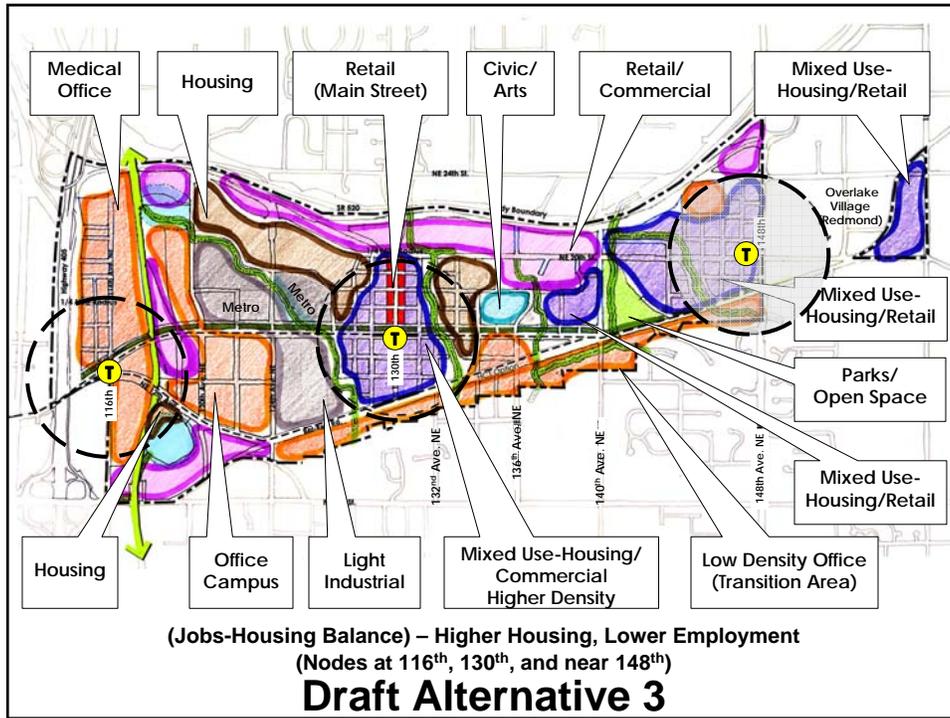


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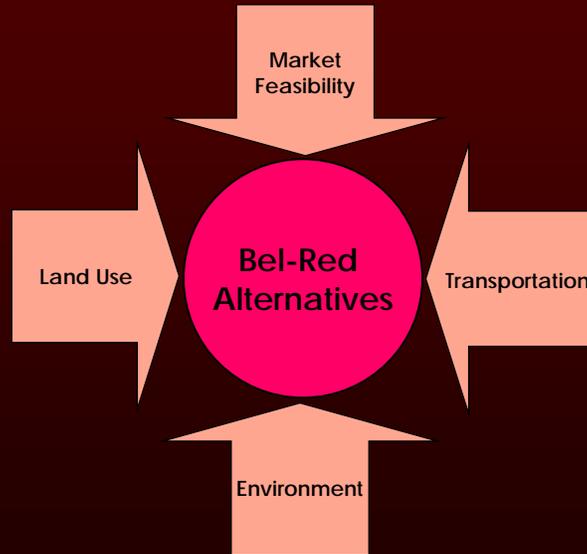


Baseline Alternative

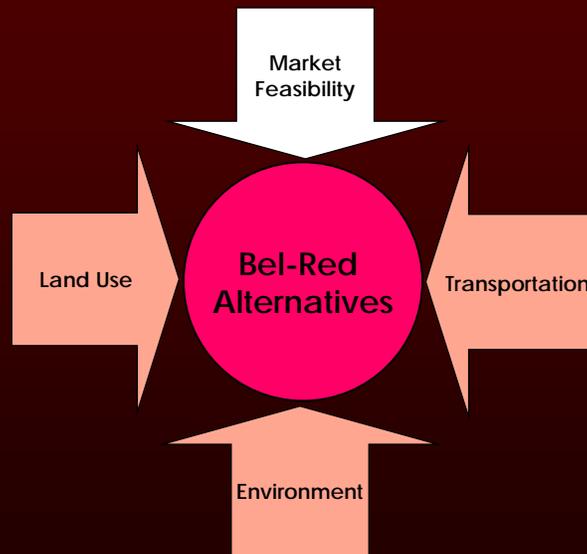




Key Elements



Key Elements



Bel-Red Objectives

Adopted by the Steering Committee April 6, 2006

MARKET FEASIBILITY

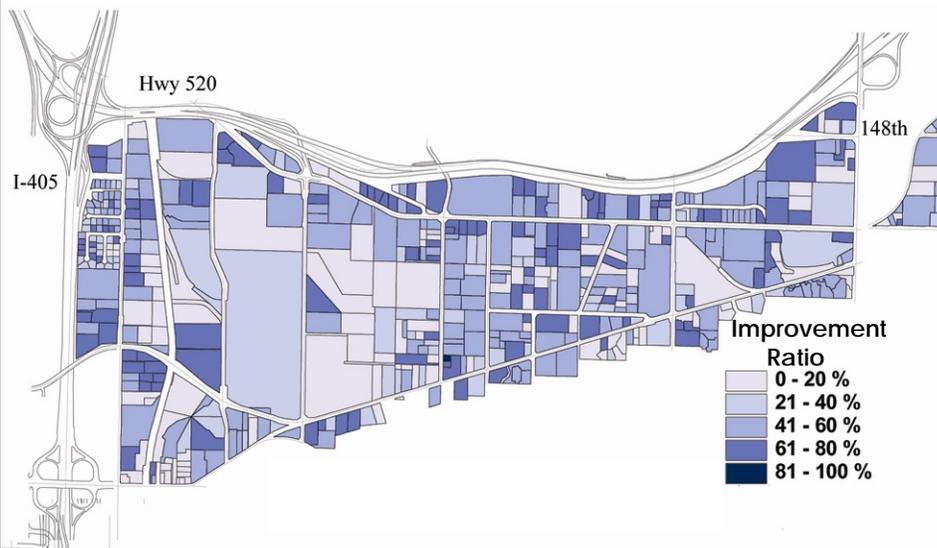
Incorporate elements of market forecast (office, housing, retail)

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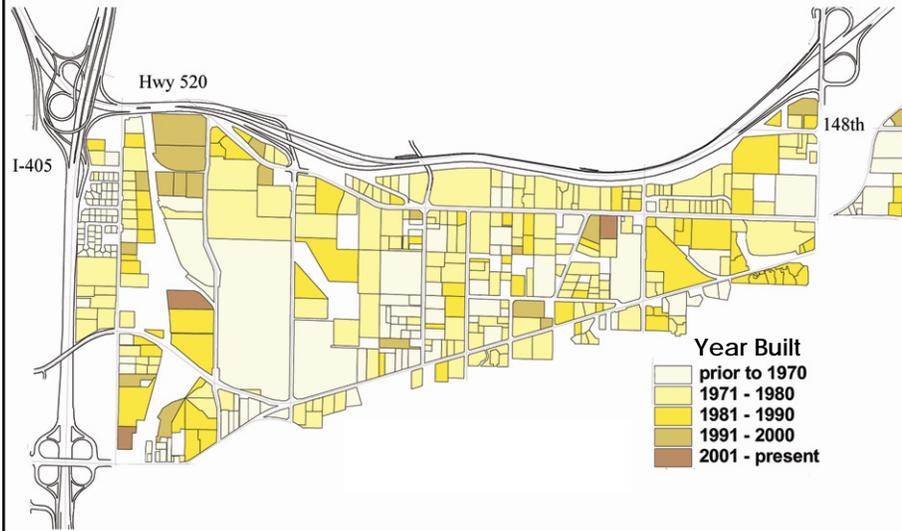
Meets market needs and economic realities

Leverage nearby opportunities (ie, Overlake Hospital expansion)

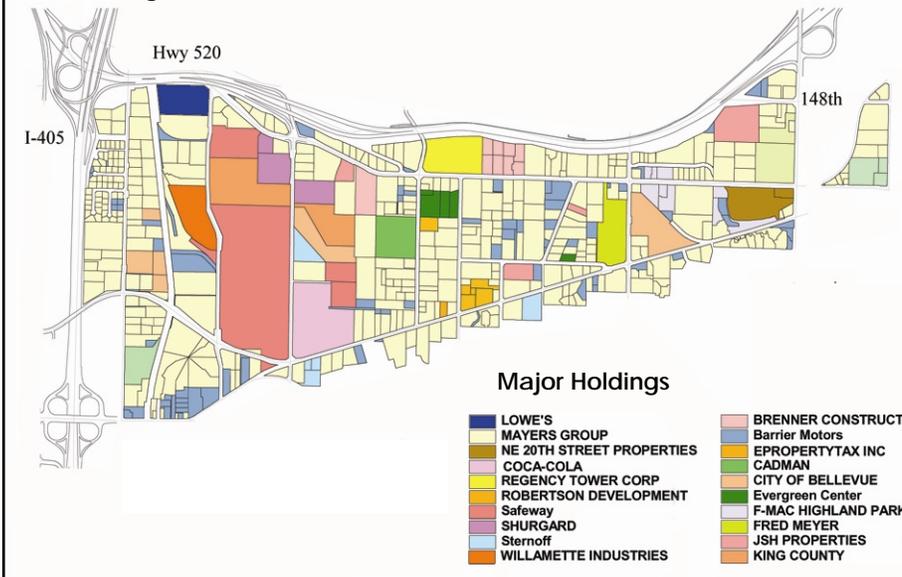
Improvement Value to Total Value



Age of Buildings



Major Landowners



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

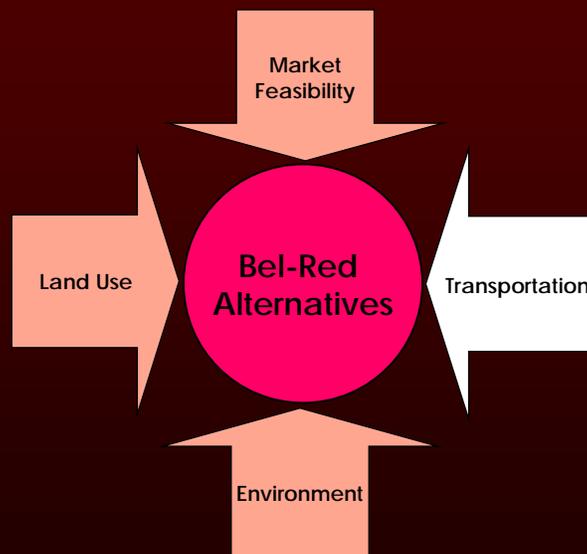
Potential Future Demand

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



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

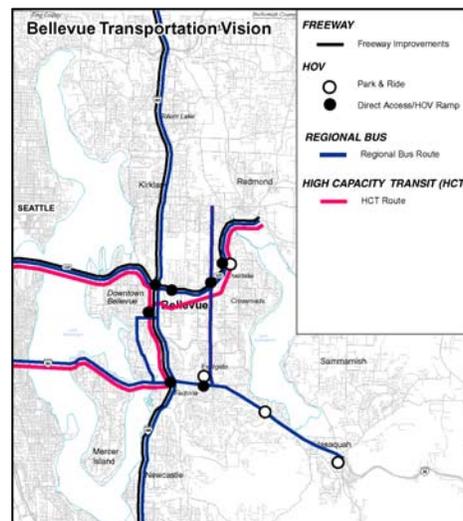
Provides improved local access and circulation

Accommodates planned level of development

City Council Policy Direction

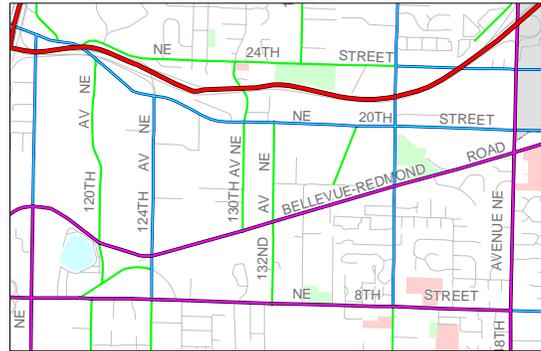
Bellevue

- 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



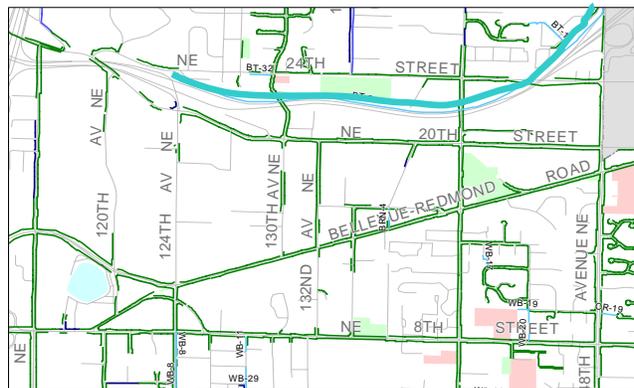
Transit – Existing Routes

- 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/Northrup Way
- Majority of transit service is on NE 8th Street (4 routes) and SR 520 (5 routes)



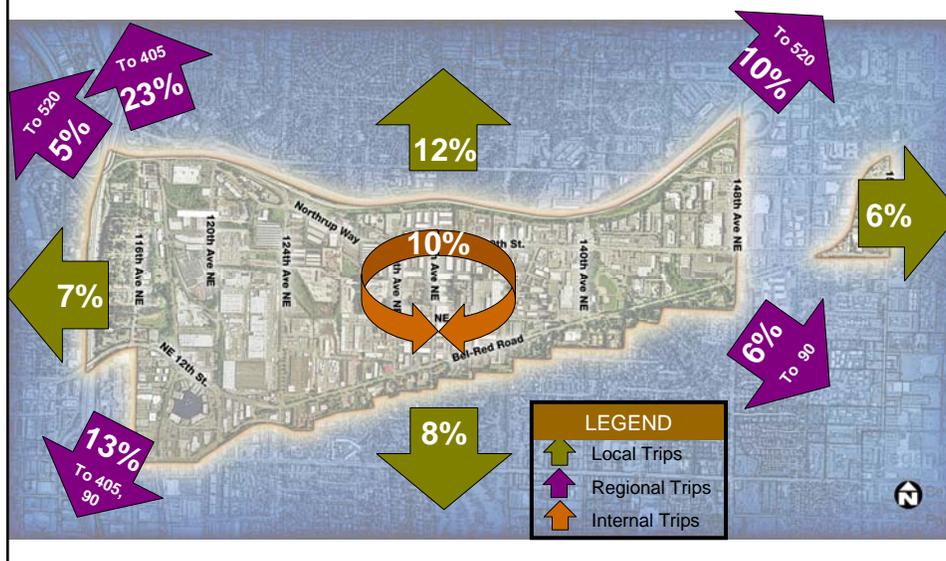
Non-Motorized – Existing Facilities

- Sidewalks constructed on many of the arterial roads, but there are gaps
- Blocks range in size from 1/8 to 1/2 mile.
- One bike path

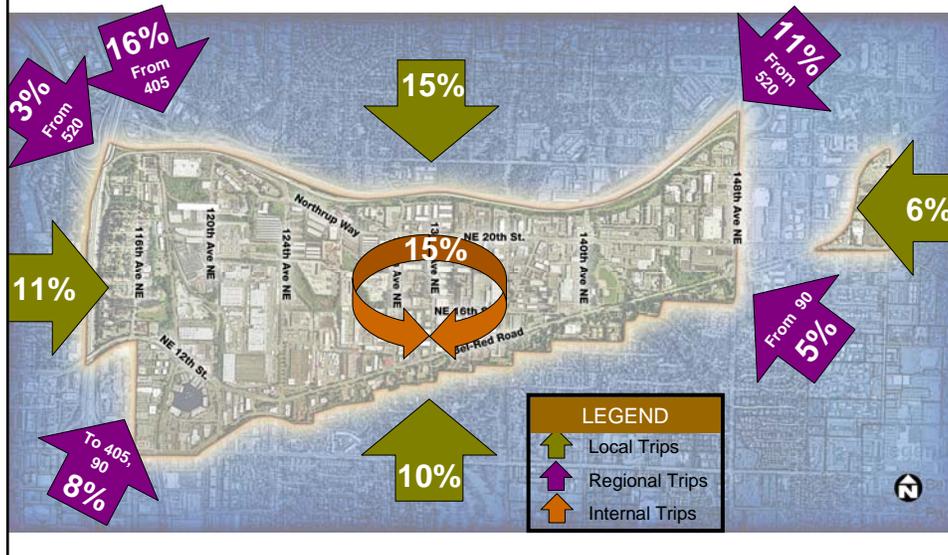


- Sidewalks
- Bike Path

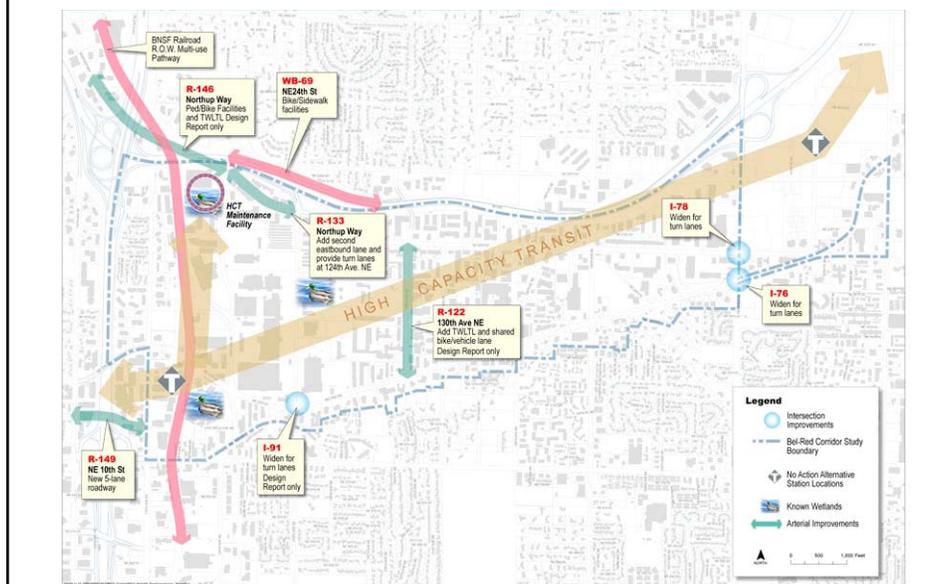
Traffic Demand Leaving Corridor



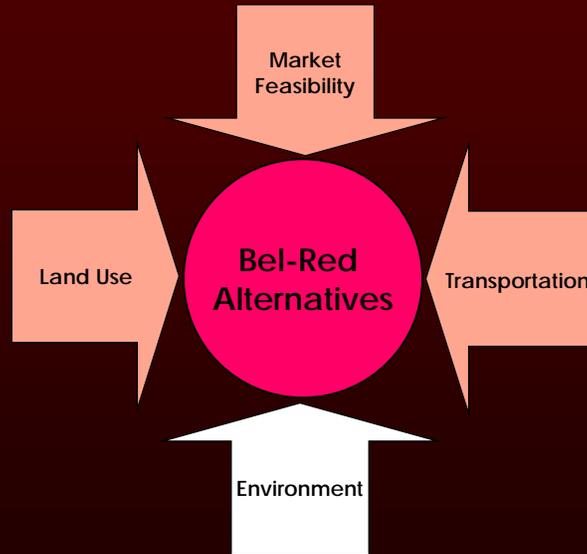
Traffic Demand Entering Corridor



No Action Alternative Improvements



Key Elements



Bel-Red Objectives

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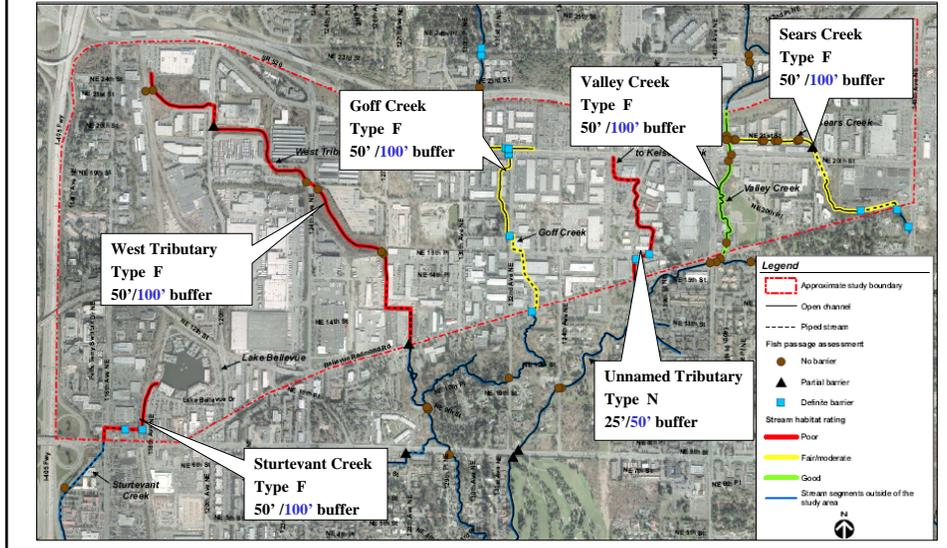
ENVIRONMENTAL QUALITY/SUSTAINABILITY

Improve environmental resources (streams, wetlands)

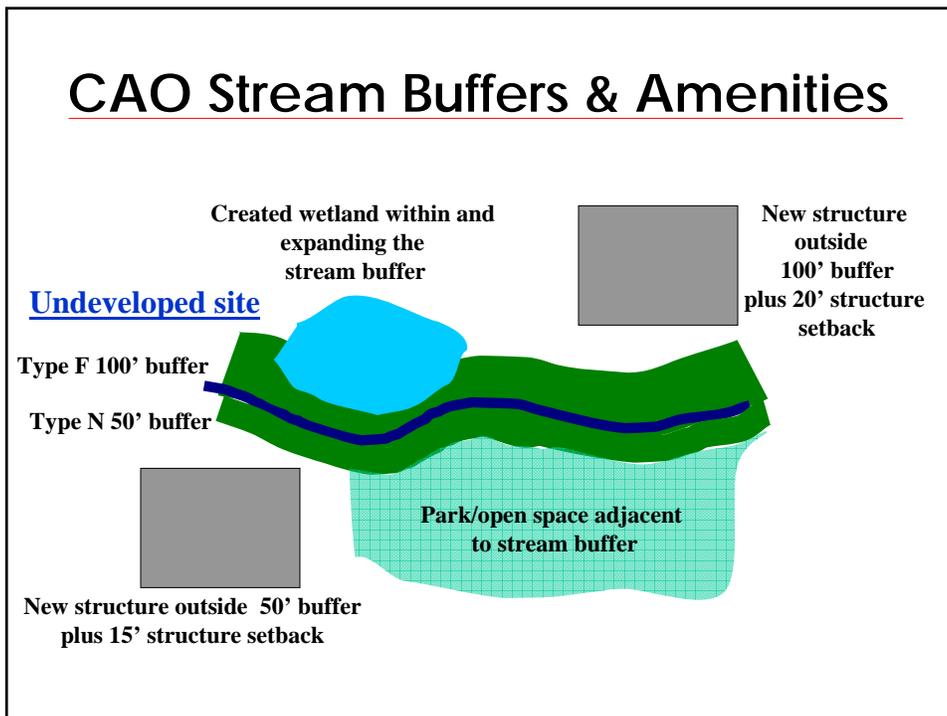
Support sustainable development patterns

CAO Stream Typing & Buffers

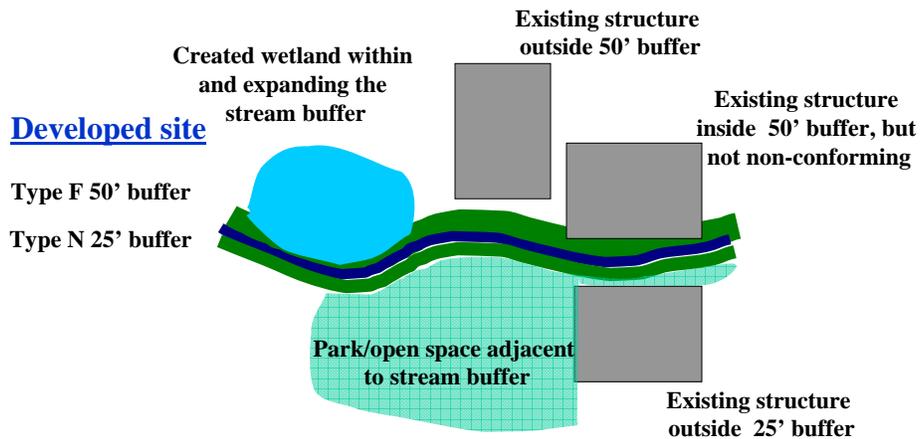
On Developed/Undeveloped Sites



CAO Stream Buffers & Amenities



CAO Stream Buffers & Amenities



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

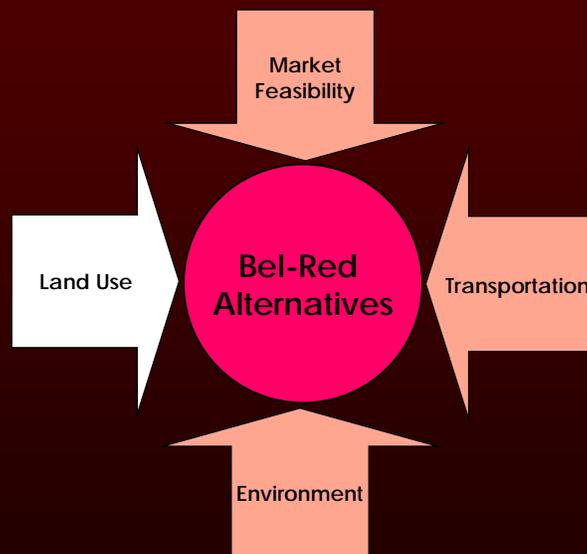


Sustainability: Transportation Choices

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 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

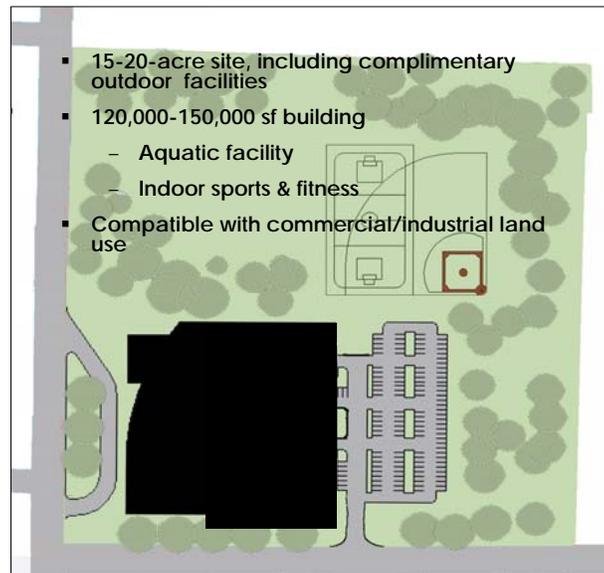
- Serves residential community
- Less than 2-acres to 5+acres
- ¼ - ½ mile service area
- Park features depend on demographics:
 - Athletics fields
 - Playgrounds
 - Court games
 - Walking paths
 - Picnic areas
 - Formal gardens
 - Civic plaza
- Combine with adjacent streams, trail systems

Local Parks



Major Recreational Facility

- 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



Trails and Greenways

Regional Connections



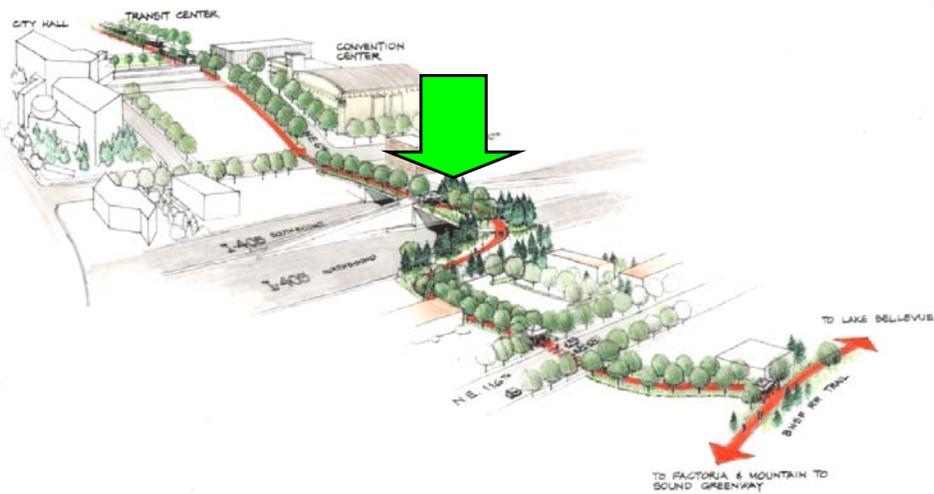
Trails and Greenways

Bridging I-405



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Trails and Greenways

Bridging I-405



Burlington Northern – Santa Fe Trail

Regional North/South Connection

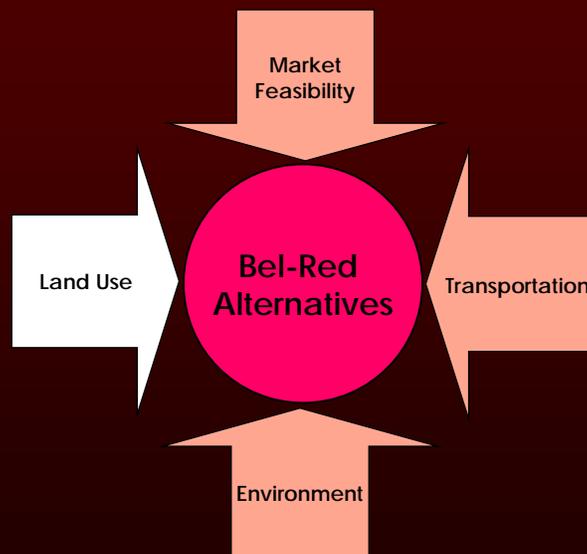


Trails and Greenways

Local



Key Elements



Bel-Red Objectives

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LAND USE

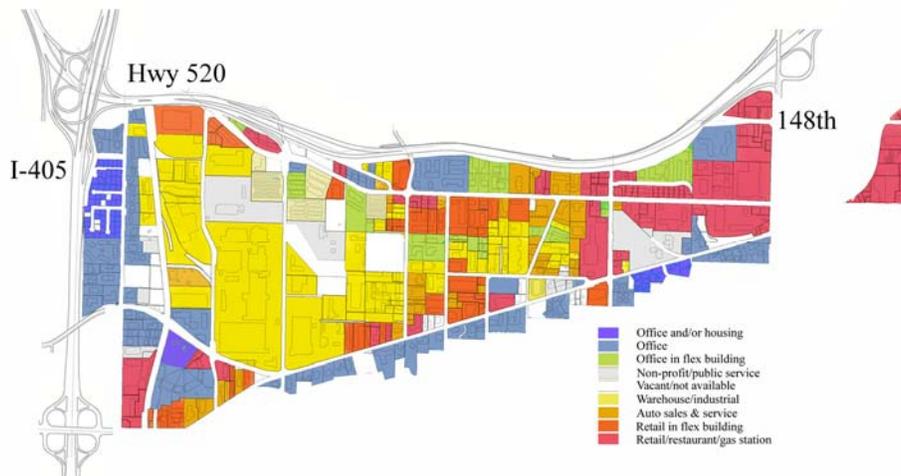
Jobs-housing relationship (accommodate housing and commercial uses)

Accommodate service uses

Land use takes advantage of HCT stations (mixed use nodes)

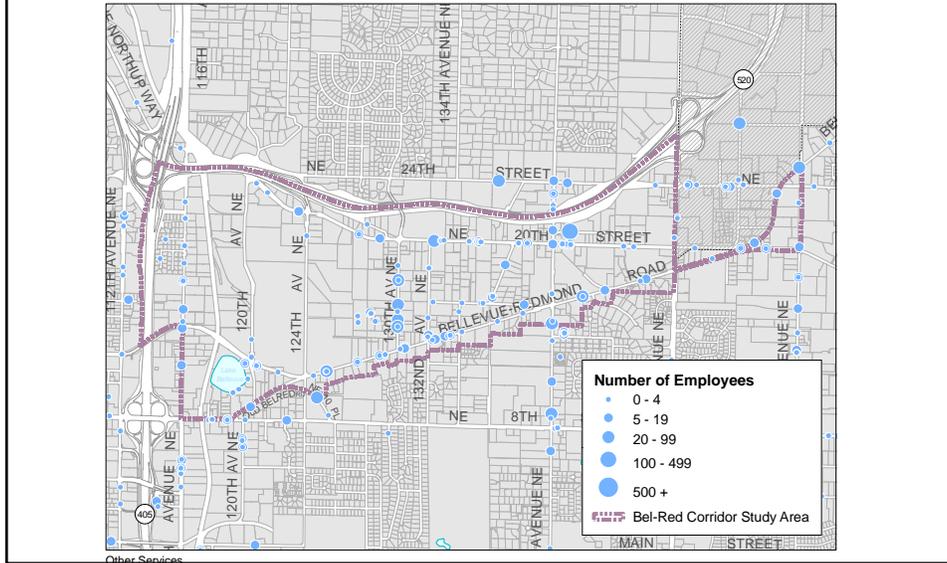
Appropriate scale of development within area

Existing Land Uses - 2005



Existing Service Uses

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



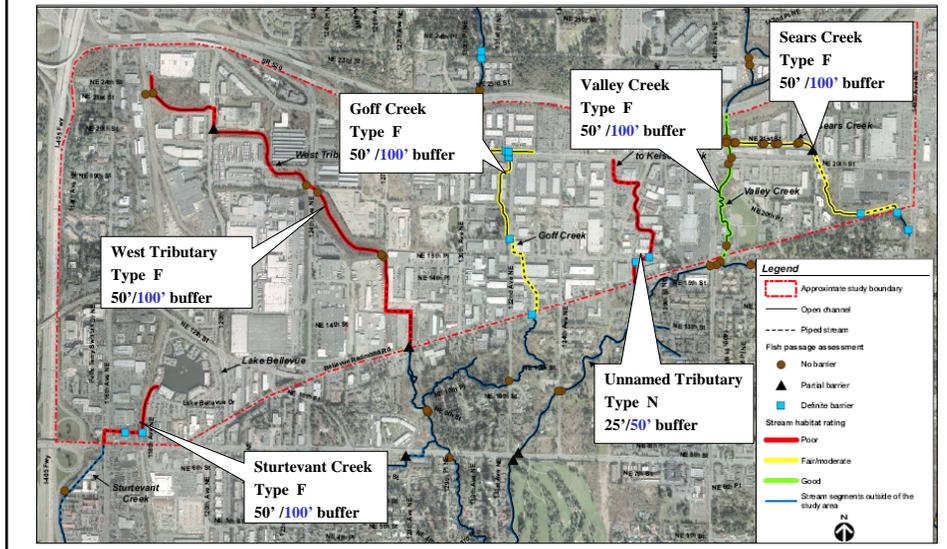
Development Program Range

To Year 2030

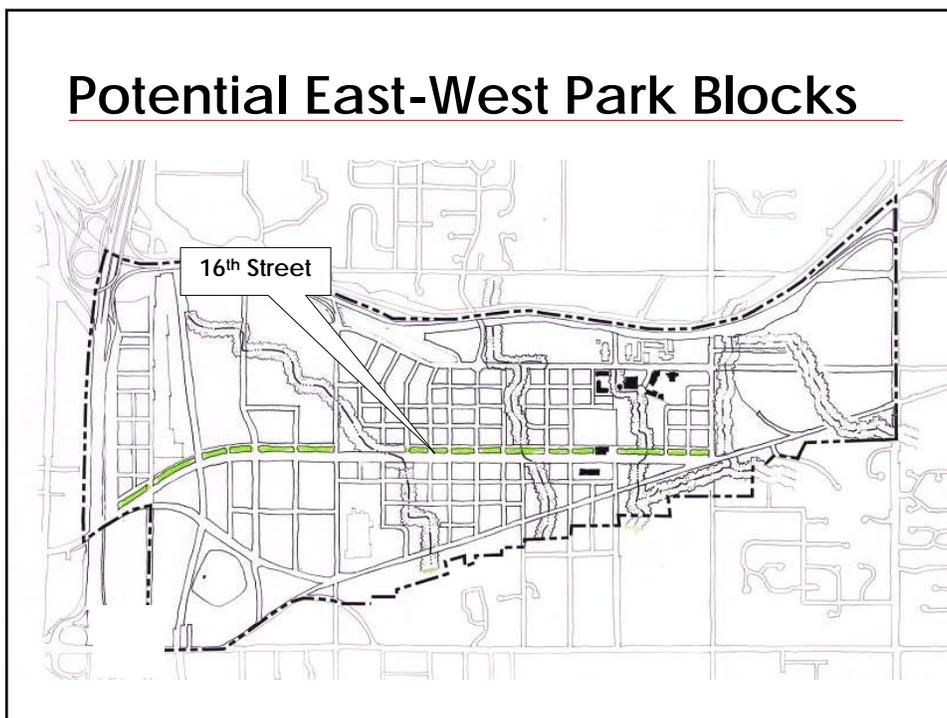
Use	Higher End	Mid-Level	Lower End
Commercial (Office, Retail) <i>(Also may be some demand for hotel, automobile dealers)</i>	4.5 million sf (4 million office, 500K retail)	3.5 million sf (3.2 million office, 300 K retail)	2.5 million sf (2.3 million office, 200 K retail)
Housing	5,000 units	3,500 units	2000 units

CAO Stream Typing & Buffers

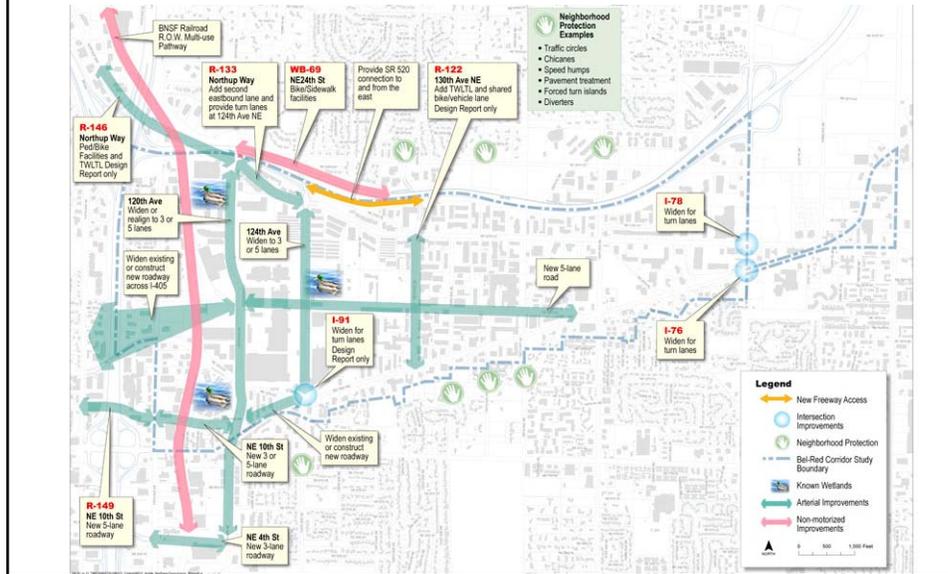
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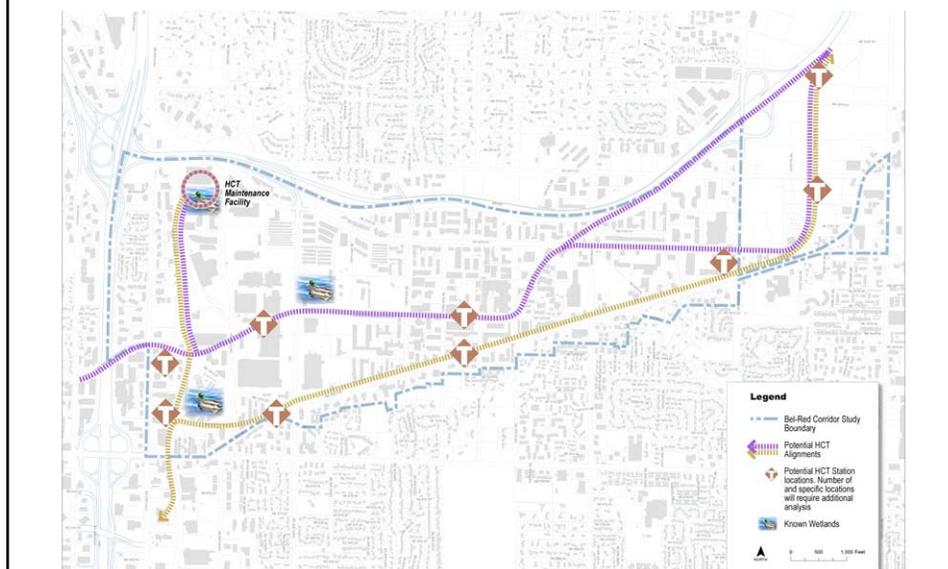
Potential East-West Park Blocks



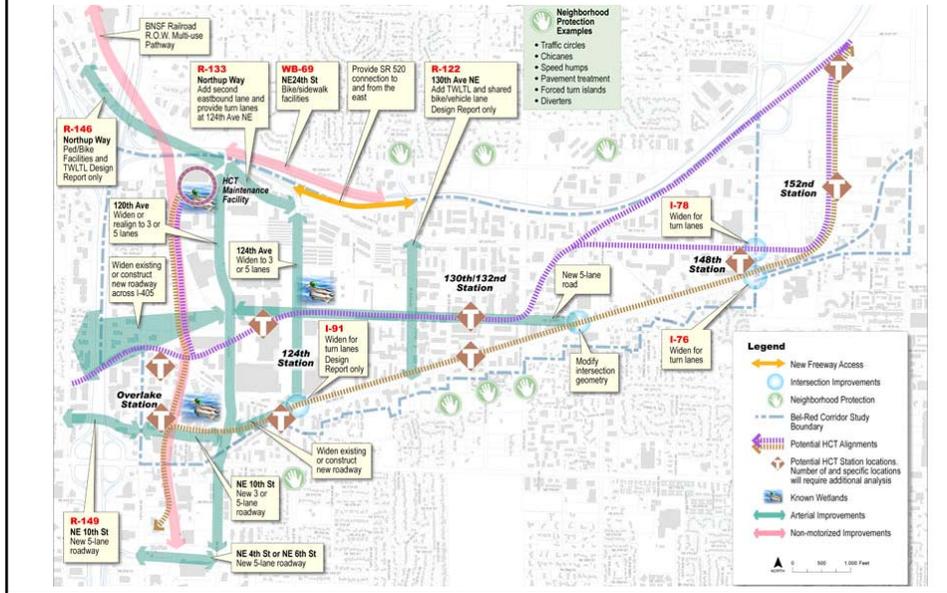
Basic Roadway Improvements



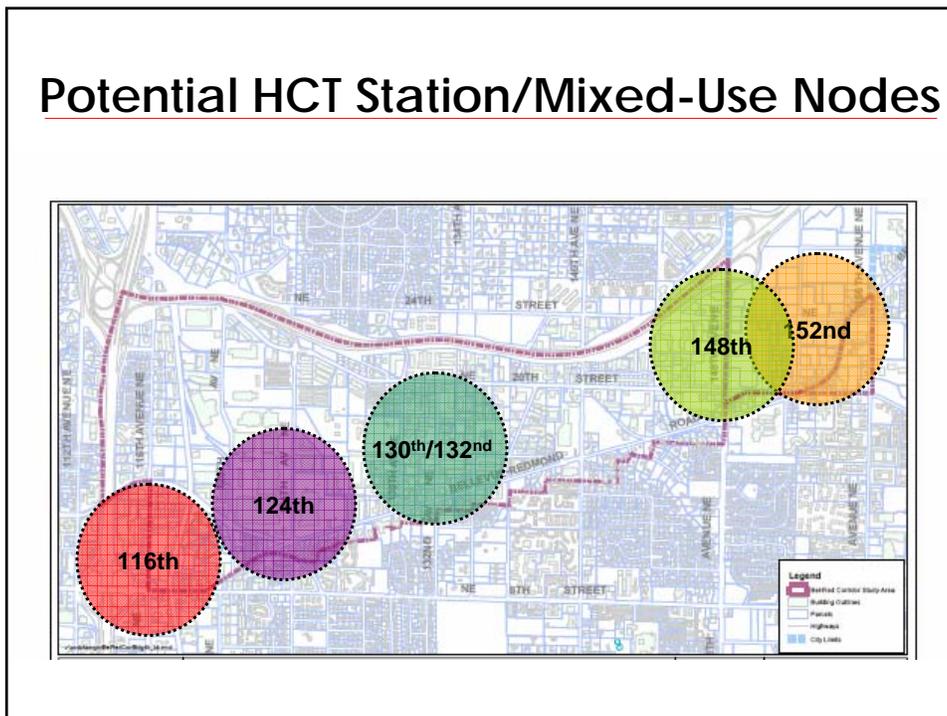
Basic HCT Improvements



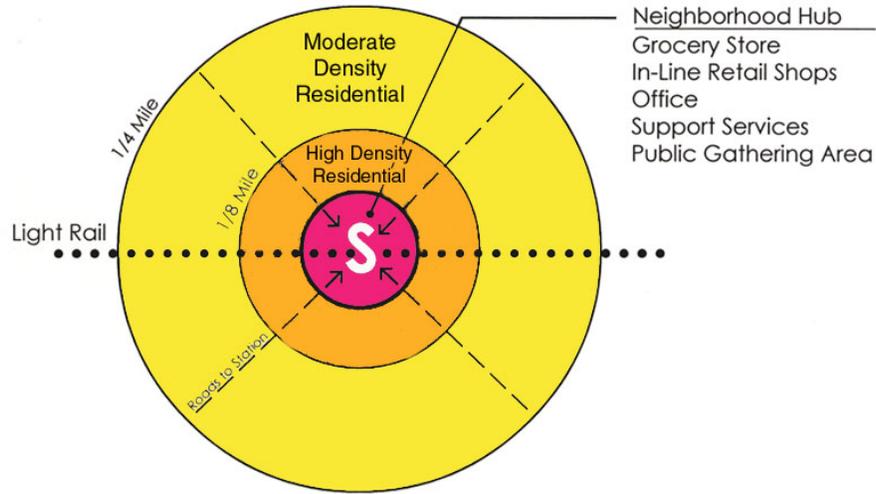
Basic Transportation Improvements



Potential HCT Station/Mixed-Use Nodes



Ideal Station



IDEAL TOD ASSUMPTIONS



Ideal Transit Oriented Development (TOD)

- Residential - 25 units/acre
- Residential - 40 units/acre
- Neighborhood Hub (Grocery Store, Retail and Open Space)

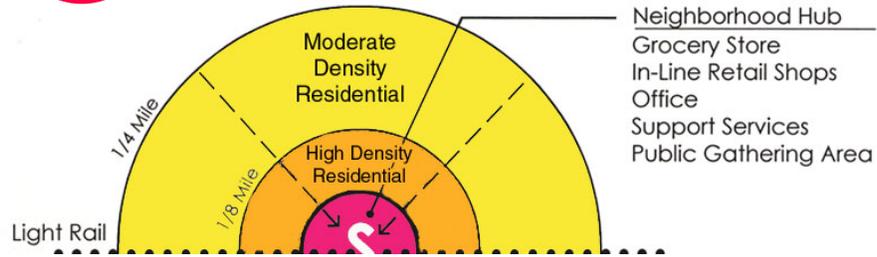
The Ideal Transit Oriented Development (TOD) has the following characteristics:

- Occurs on vacant land within a 360 degree, 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.

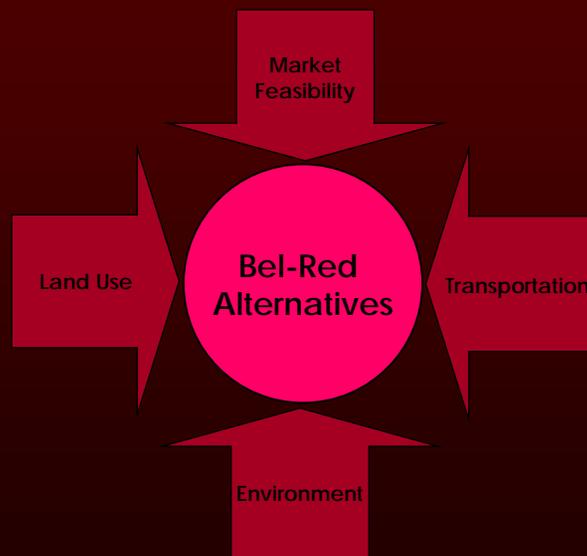
Assumptions related to the Ideal TOD development potential and transit ridership are listed below:

Gross Areas - Ideal TOD	
■ Within 1/8 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%	61.2 acres
Households & Employment	
■ 20.4 acres x 40 dwelling units/acre	816 units
■ 61.2 acres x 25 dwelling units/acre	1,531 units
■ Employment, 3 acres x 95 employees/acre	285 employees
Generated Trips	
■ 2,347 dwelling units x 10.8 trips per day	25,347 trips per day
■ 285 employees x 24.88 trips per day	7,090 trips per day
Transit Trips	
■ 32,437 trips x 10% on transit	3,244 trips per TOD

~~Ideal Station~~



Key Elements



Alternatives

Purpose

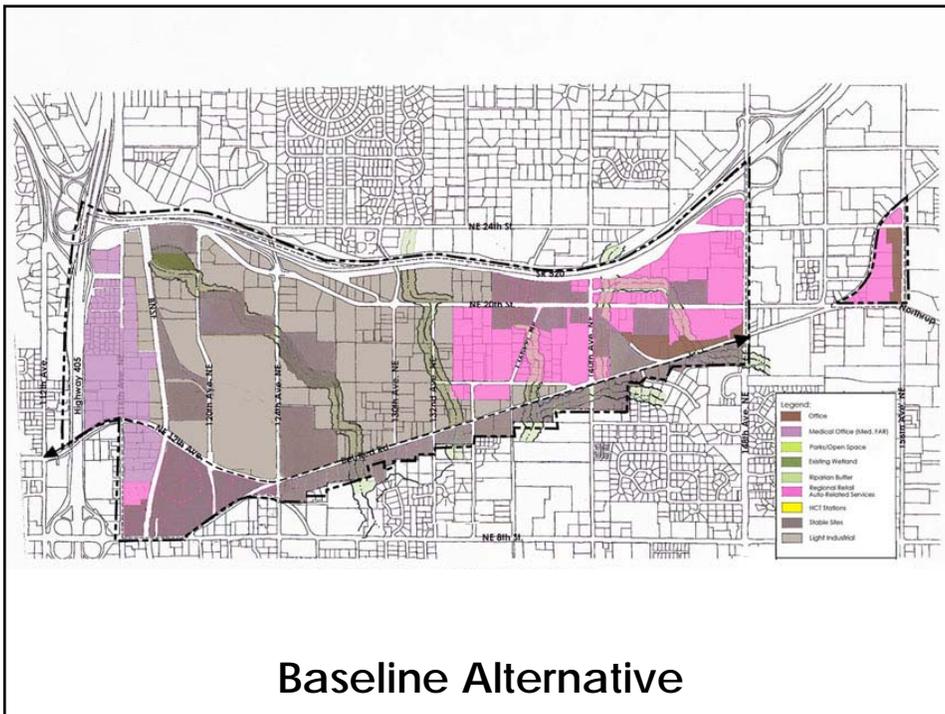
- Illustrate alternative visions for future of Bel-Red corridor
- Alternatives not intended to be developed plan or “zoning” maps, but illustrate concepts for future development, along with the transportation infrastructure and amenities to support it

Process

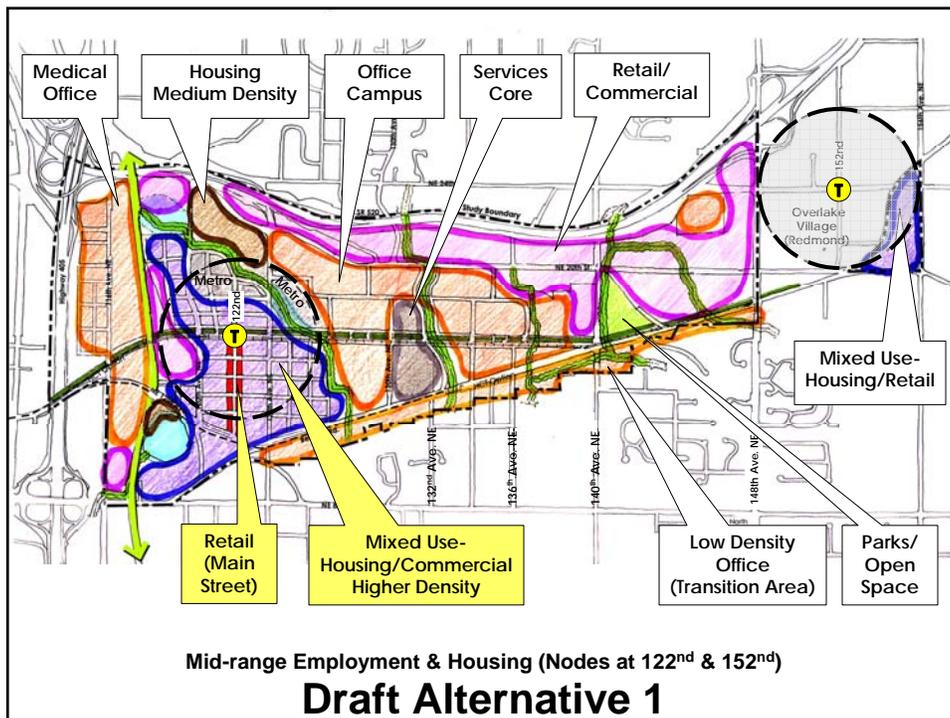
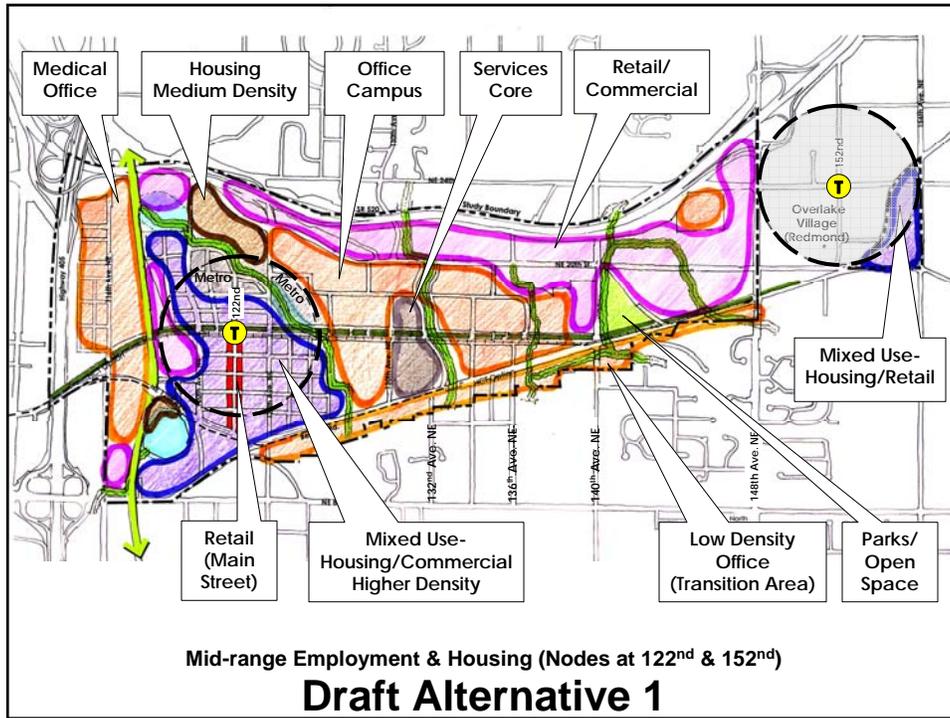
- Alternatives introduced on June 1
- Review and comment by business/property owners in panels on June 6 and community meeting on June 8
- Discussions and suggested revisions by committee on June 12
- Potential committee decision on which alternatives to carry forward to DEIS stage on June 29

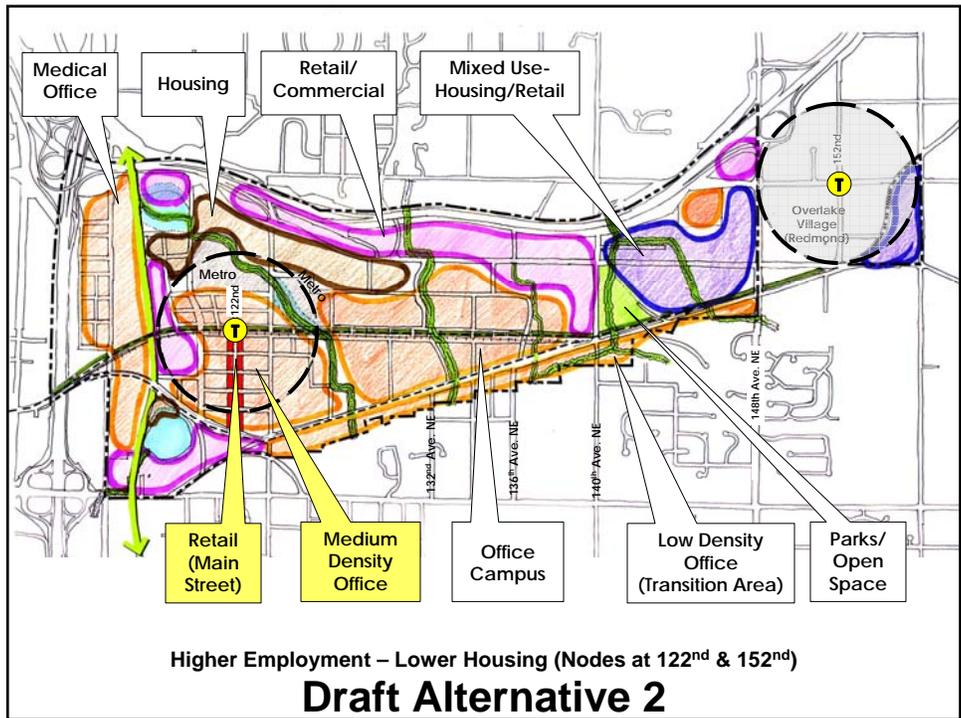
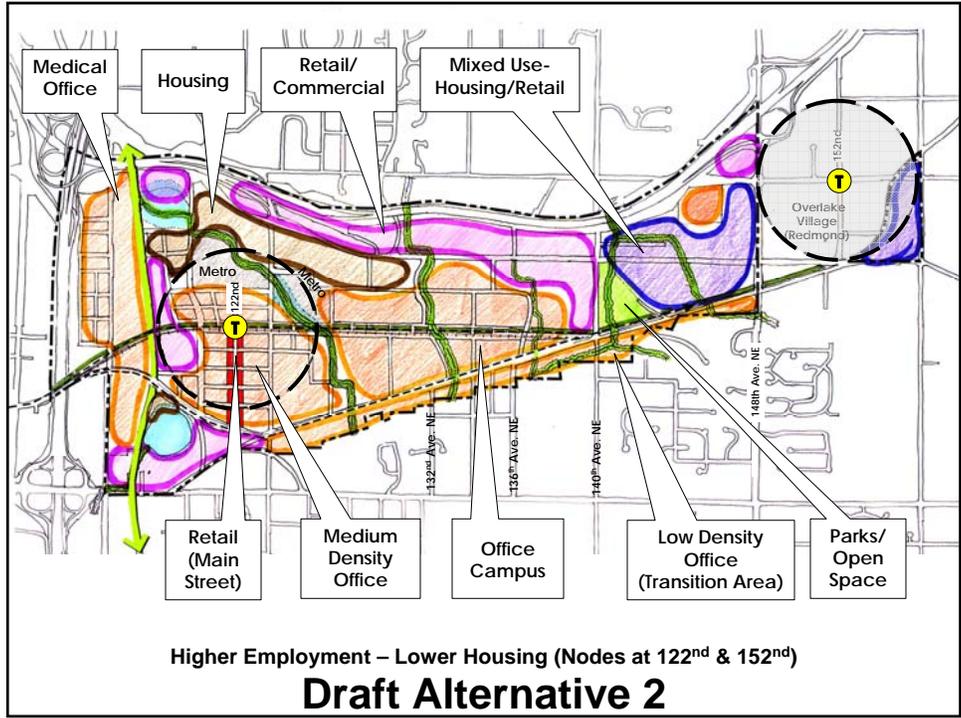
Beginning of process--Additional opportunities for review

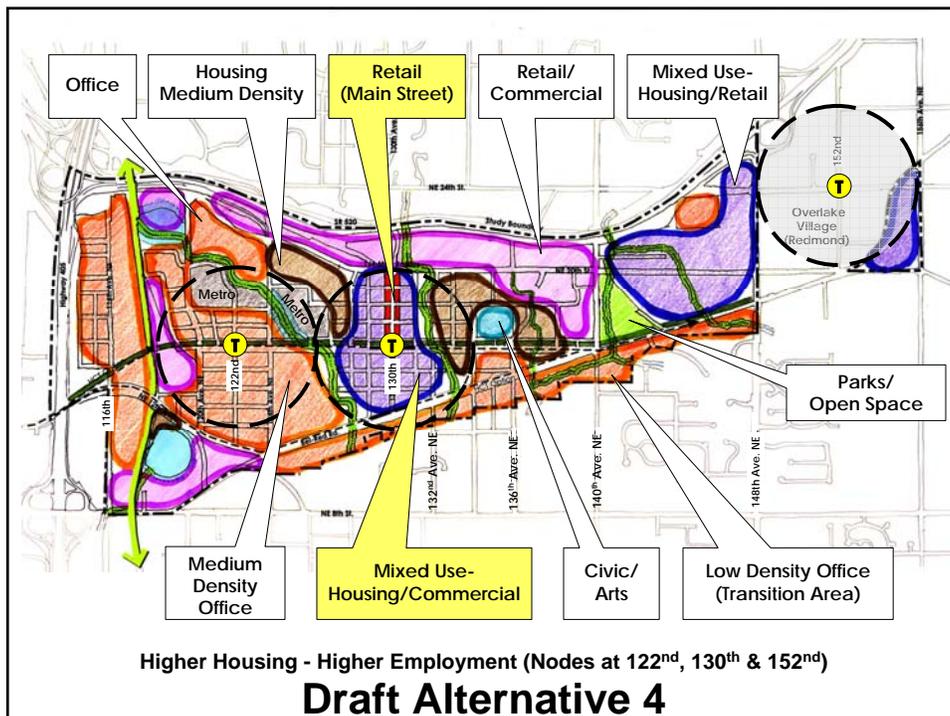
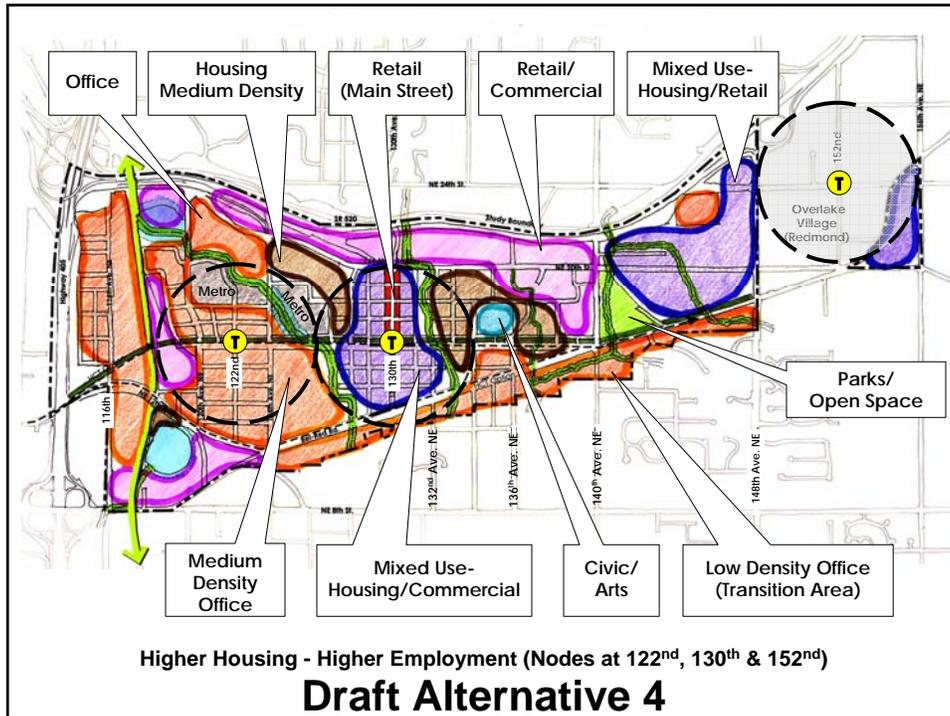
- Comments on DEIS
- Selection of preliminary preferred alternative in fall



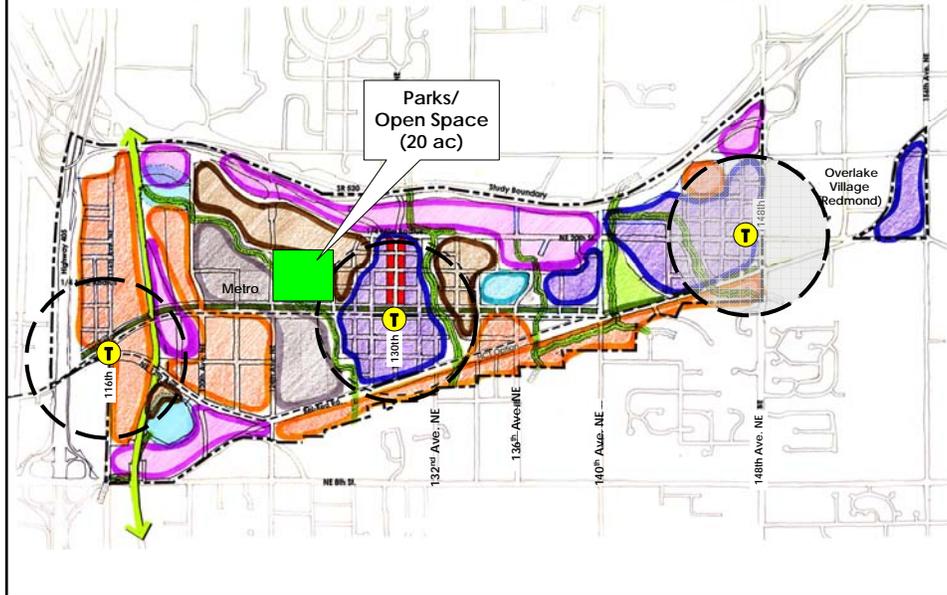
Baseline Alternative







Major Recreation Facility



Comparison Criteria	Quality Legend			No Change	Alt. 1	Alt. 2	Alt. 3	Alt. 4
	Good (Green)	Fair (Yellow)	Poor (Red)					
Market Feasibility								
Incorporates elements of market forecast (office, housing, retail)								
Serves distinctive market niche								
Meets market needs and economic realities								
Leverages nearby opportunities (i.e., Overlake Hospital expansion)								
Parks/Open Space								
Integrates parks with future land use concepts								
Achieves critical mass of park improvements								
Adds value to overall system (include regional facility)								
Environmental Quality/Sustainability								
Improves environmental resources (streams, wetlands)								
Supports sustainable development patterns								

Comparison Criteria	Good	Fair	Poor	No Change	Alt. 1	Alt. 2	Alt. 3	Alt. 4
								
Transportation								
Provides improved access to regional system								
Provides improved local access and circulation								
Accommodates planned level of development								
Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods								
Land Use								
Jobs-housing relationship (accommodates housing & commercial uses)								
Accommodates service uses								
Land use takes advantage of HCT stations (mixed use nodes)								
Appropriate scale of development within area								

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