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# **BEL-RED** *corridor project*

## **Background Report**

### **Project Summary**

This project is intended to develop an updated, long-range 2030 vision for land use and transportation in the Bel-Red corridor. It will coordinate land use and transportation planning to support future development and redevelopment. In addition, the project will identify potential community amenities, such as parks and community facilities, that would be needed to implement the preferred vision.

One important component of the project will be identifying a preferred high capacity transit (HCT) route and stations for the study area. Sound Transit is engaged in Phase 2 planning for HCT system expansion in East King County. A vote on potential expansions could occur as early as November, 2006. This project offers an opportunity for Bellevue to shape how HCT could improve mobility within the corridor, while supporting desirable land use change.

### **Planning Context**

The study area for the Bel-Red corridor project is large, approximately 900 acres. The study area takes in portions of three of the city's planning subareas: Wilburton/NE 8th Street; Crossroads; and Bel-Red/Northup. Most of the study area is within the Bel-Red/Northup planning area.

The Bel-Red/Northup subarea plan was last updated in a comprehensive manner in 1988. The overall goal of the subarea plan is to "Encourage a mixture of diverse businesses to locate in the subarea". The plan focused on preserving and maintaining land for light-industrial, retail, and low-density office uses, and there are several policies that support this land use direction. Approximately half of the land in the planning area is zoned for Light Industrial (LI) use, which also accounts for nearly two-thirds of the LI zoning in the city. The subarea plan also states that "The City recognizes that the evolution of commercial areas is normal and that the City should be flexible in responding to the changing needs of its residents and businesses".

In 2004, the City Council adopted a comprehensive plan update which was required by the Growth Management Act. The updated Comprehensive Plan calls out the overall Bel-Red/SR 520 area as one of the City's four major employment centers (along with Downtown Bellevue, Factoria/Eastgate, and the 116th/Bellefields area). The plan recognizes that while Downtown Bellevue is the City's primary growth center, all four employment centers have significant concentrations and numbers of employees and are important to the city's overall economy. The updated plan states that "it is appropriate for the City to examine these older areas periodically to ensure they continue to be vital and productive", and contains several



policies supporting the periodic updates of plans as necessary. This includes policies in the Land Use Element such as Policy LU-33, which states “Monitor trends in Bellevue’s job centers and consider land use changes, if needed, to maintain the vitality of these centers”; and policies in the Economic Development Element such as Policy ED-19, which states “Maintain and update integrated land use and transportation plans to guide the future of the city’s major commercial areas and help them respond to change.”

## **Economic Context**

Bellevue’s economy has been dynamic in recent years, with employment growth and shifts in economic sectors. Between 1995 and 2003, the number of covered jobs (those covered by state unemployment insurance, which is less than total jobs) in the city as a whole went up 18 percent. As indicated in the Bellevue Economic Profile, Bellevue’s employment growth in recent years has largely been concentrated in Service sector industries such as business services and information technology.

Within the Bel-Red study area there was a very different trend. During the 1995-2003 period, the number of covered jobs in the study area declined by 6 percent (from about 20,000 in 1995 to about 18,775 in 2003).

Services, Wholesale Trade/Transportation/Utilities (WTU), and Retail have remained the largest sectors of employment in Bel-Red, however, the make up of employment sectors changed somewhat between 1995 and 2003.

- The Services sector, which is the largest industry sector in Bel-Red, increased from representing 43 percent of the jobs in the study area to making up 46 percent.
- Finance, Insurance, and Real Estate (FIRE) continued to contribute a fairly small slice of employment in Bel-Red (6 percent in 2003), but was the fastest growing sector in the study area.
- Retail increased as a share of employment in Bel-Red—from 13 percent of employment to 16 percent, overtaking WTU as the second largest employment sector.
- Large declines in employment brought the WTU share of jobs in Bel-Red down from 19 percent to 14 percent.
- Manufacturing and Construction jobs declined at somewhat faster rates than overall employment in Bel-Red.

The above-noted shifts in employment shares are further evidenced by land use changes on the ground. Between 1995 and 2003 the number of business locations in the “services” sector of the economy grew from 45 percent to 51 percent, while manufacturing declined from 7 percent to 5 percent, and warehouse/distribution shrank from 15 percent to 12 percent. Therefore, even though half of the study area is zoned for light industrial/warehouse uses, a fairly small percentage of the businesses in the area actually consist of those types of businesses. In recent years, Safeway, the largest landowner in the area, moved their

warehouse function to the Kent Valley; the King County Journal also moved most of their operations to Kent. While there are many healthy, thriving businesses in the subarea, this area overall has not performed as well in terms of employment growth or development activity and investment as other major employment areas of the city.

## **Project Rationale**

Given the planning and economic context noted above, and the fact that Sound Transit has begun analyzing the extension of an HCT route through this area, this is the appropriate time to update the vision for the Bel-Red area. This includes integrating work on future land use planning with regional transportation access and HCT corridor planning, and identifying strategies to ensure the protection and enhancement of nearby neighborhoods. There is some urgency to the timing of this work. If the City does not act soon to provide clear direction for Bel-Red's future, the area will be "nibbled away" by piecemeal development, and the opportunity to realize a larger vision will be lost. In addition, this is the time to influence the HCT routing decision, which will be made in the coming 12-18 months, to ensure it best meets Bellevue's preferred development strategy.

Bellevue has a history of working with the community to plan and manage change, rather than seeing change happen in a haphazard, piecemeal way, and this is what we intend to accomplish with this project.

## **Project Objectives and Challenges**

This project has the following key objectives:

- Identify a preferred long-term land use vision for the Bel-Red corridor that:
  - Provides clear and deliberate direction for the area's future
  - Enhances the economic vitality of this area and of the larger city
  - Complements Downtown Bellevue and other employment centers in the city
  - Strongly integrates land use and transportation systems
- Devise a multi-modal transportation system for the area that accommodates future growth, enhances overall mobility, and mitigates impacts on adjoining areas.
- Evaluate the impact and opportunities presented by HCT through the area on both land use and transportation, and identify a preferred HCT route and station locations through this corridor, in coordination with Sound Transit.
- Identify community and neighborhood amenities that will complement the preferred land use vision for the area and serve the broader community.
- Protect adjoining areas from impacts of land use and transportation changes in the study area.

Accomplishing these objectives will be challenging on a number of fronts. Challenges include identifying the particular economic/market niche for this area that complements the city's

overall economic health; developing a mix of desired land uses in an area currently fragmented by many uses and multiple ownerships; developing the neighborhood and community amenities that will make this a more attractive area for redevelopment, and will serve other neighborhoods; and mitigating the impacts of development, particularly traffic impacts, on this area and nearby neighborhoods.

## **Inter-Jurisdictional Coordination**

There will be significant inter-jurisdictional issues relating to this project. The Bel-Red corridor study area is directly adjacent to the Overlake area of Redmond. Major growth in Overlake, and the need for coordinated transportation improvements to serve it, led Bellevue and Redmond to update the Bel-Red Overlake Transportation Study (BROTS) interlocal agreement in 1999. The agreement requires both cities to limit future land use development while needed transportation capacity projects are funded and completed. The agreement runs through the Year 2012. Re-thinking the land use and transportation vision for the Bel-Red area could eventually lead to updating the BROTS agreement. Redmond is beginning the process of examining their Overlake neighborhood plan and looking at implementation strategies for carrying out the vision in the plan, and also looking at the longer-term (2030) in terms of their vision for future growth. Bellevue staff plans to continue to coordinate with Redmond as we each go through our planning efforts.

Close coordination with Sound Transit and King County Metro will be required. As noted, this project will help inform Sound Transit's broader planning for Eastside HCT, and is intended to be persuasive in identifying the preferred route and number and location of stations in this area. King County is a major land owner with its East Base located within the study area. Also, King County Metro's local transit service on the Eastside would be affected by any future HCT investment, so it will be critical to understand how local and regional services could be effectively integrated.

Finally, the Washington State Department of Transportation will be involved due to the proximity of State Route 520 and Interstate 405. Both freeways will require upgrades in the next several years, and the project is expected to identify how access might be improved to these important regional facilities.

## **Project Scope of Work**

The full project scope will involve the following major elements:

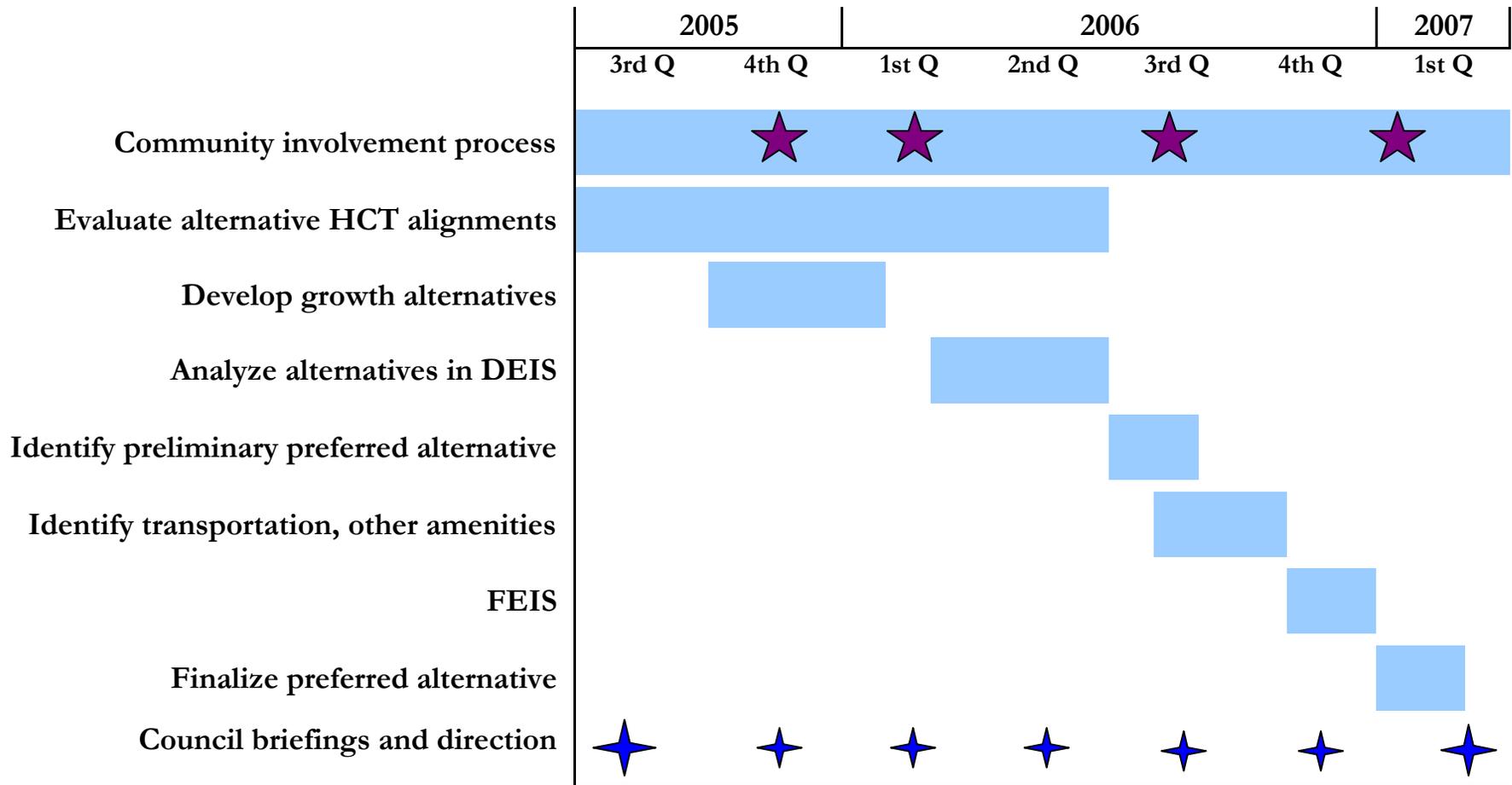
- ***Economic and market analysis:*** With the help of Leland Consulting Group, the existing employment and business mix in the area will be evaluated, and long-term growth prospects for the area will be analyzed for a variety of land uses. This analysis will consider projected growth throughout the region and in other employment centers, the ways this area may complement rather than compete with Downtown, and development potential that could be facilitated by an HCT line.

- ***Evaluation of HCT routes and potential station locations:*** A number of routes and station locations through the corridor will be evaluated to determine how to optimize transportation and land use opportunities. HCT is a potentially important addition to transportation capacity for the area, and will also in many ways influence future land use decisions.
- ***Land use alternatives:*** Based in part on analysis of the area's constraints and opportunities, the economic/market analysis, HCT evaluation, input from community stakeholders, and other factors, at least three integrated land use and transportation alternatives will be generated for additional analysis. The City has hired Crandall Arambula, a planning and urban design firm from Portland to assist with this effort.
- ***Transportation analysis:*** Any revised future land use vision for the corridor will require regional access, adequate circulation within the area, and mitigation of impacts to surrounding areas. The transportation impacts of each land use alternative will be modeled and evaluated. The results of this analysis will help identify a preferred land use alternative, with an appropriate package of multi-modal transportation strategies. A consultant team led by CH2M Hill and supported by Parametrix will support the transportation analysis environmental review elements of the project.
- ***Environmental review:*** A programmatic SEPA Environmental Impact Statement will be prepared and published, which will disclose the comparative impacts of the various alternatives to support understanding by the public and by decision-makers of the implications of the alternatives.
- ***Selection of a preferred alternative:*** Based on the evaluation of alternatives and public input, a preferred alternative will be selected. The preferred development patterns will be refined and illustrated. In addition to land use and urban amenities, the preferred alternative will include the transportation improvements needed to accommodate the vision, strategies to minimize impacts to surrounding areas, and the preferred vision for an HCT route/station locations through the corridor.
- ***Financing and implementation strategies:*** A financial strategy will be prepared to guide funding of the transportation, urban amenities and other improvements needed to realize the preferred alternative. Upon final approval of the project, Comprehensive Plan and Land Use Code revisions will be prepared to provide the necessary policy direction for the area's future.

## **Project Timeline**

As noted in the project timeline, the project is expected to be concluded in early 2007. Major milestones will include a determination of land use/transportation alternatives to be analyzed in the Draft Environmental Impact statement (a decision that will likely need to be made by early spring 2006) and identification of a preferred alternative, which will likely occur in summer/fall of 2006.

# Timeline



- ★ Large community meeting/forum
- ★ Council briefing/direction



# BEL-RED

*corridor project*

## Bel-Red Corridor Project Planning Principles

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

Lacking a clear vision, the area will likely continue to see piecemeal, uncoordinated change, and the loss of its full potential.



2. **Economic Vitality.** This project should establish a solid and dynamic economic future for Bel-Red, enhancing the area's existing strengths and its future potential.

While portions of Be-Red have been in transition, the area has many strengths to build upon. These include its proximity to the regional hospital medical complex, and its strategic location between Downtown Bellevue and Overlake, two of the most dynamic economic centers in the region.



3. **Differentiated Economic Niche.** Bel-Red should provide for future growth of jobs and firms that have significant potential for expansion, and which are not well accommodated in other parts of the city.

The area should enhance the City's overall economic health while creating land use forms and densities that are not likely to be found in other city employment centers, particularly Downtown Bellevue.



4. **Building from Existing Assets.** This project should build on existing assets of the corridor, including the large number of viable, successful businesses in the area.

Bel-Red is a major employment center with hundreds of successful businesses, including many small businesses. While the goal of the study is to define a long-term vision, the needs of existing businesses should be acknowledged and respected.



5. **High Capacity Transit as an Opportunity.** This project should approach High Capacity Transit as a significant opportunity to both enhance mobility and affect desired land use change. HCT can be a

very significant development for Bel-Red, in that it can create entirely new transportation capacity and facilitate a series of land use changes. This project will determine the optimal route, number and location of HCT stations that realize these opportunities.



6. ***Land Use/Transportation Integration.*** *Given the importance of maintaining a well balanced transportation system, and the inter-dependence between transportation and land use, this project should closely integrate land use and transportation planning.*

Important outcomes will be a land use vision that limits the number and frequency of drive-alone trips, and a set of multi-modal transportation improvements that will accommodate growth, and provide mobility to and within the corridor.



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

Identifying amenities like parks and open space, community gathering places, and cultural features that will enhance the quality of life of Bel-Red and the wider city will be a key dimension of this planning effort.



8. ***Neighborhood Protection, Enhancement, and Creation.*** *This project must identify strategies to identify and mitigate potential neighborhood impacts related to future Bel-Red development.*

Bel-Red is surrounded by several residential neighborhoods and other commercial centers. The project will assess the impacts of growth in the Bel-Red area, and identify and mitigate potential adverse impacts to these neighborhoods, as well as opportunities for neighborhood enhancements and even creation of new neighborhoods in the area.



9. ***Sustainability.*** *The vision for Bel-Red should identify opportunities to manage the area's natural resources in a sustainable manner.*

Building and redevelopment should be sensitive to issues of natural resource protection, energy and resource conservation, and transportation choices. In addition to the community benefits in enhanced quality of life, a more sustainable approach to development is increasingly helping to differentiate desired economic centers in the marketplace.



10. ***Coordination.*** *This planning effort requires solid coordination with other affected jurisdictions.*

In particular, close coordination with Sound Transit is necessary to attain regional agreement on the preferred HCT alignment and station locations. Coordination is also required with the City of Redmond because this study area is included in the Interlocal BROTS Agreement.



# **BELRED** *corridor project*

## **Staff Contact List**

| <b>Name</b>    | <b>Department</b> | <b>Phone</b> | <b>E-Mail</b>                |
|----------------|-------------------|--------------|------------------------------|
| Matt Terry     | PCD               | 425-452-6191 | mterry@ci.bellevue.wa.us     |
| Goran Sparman  | Transportation    | 425-452-4338 | gsparrman@ci.bellevue.wa.us  |
| Dan Stroh      | PCD               | 425-452-5255 | dstroh@ci.bellevue.wa.us     |
| Kris Liljeblad | Transportation    | 425-452-2866 | kliljeblad@ci.bellevue.wa.us |
| Kevin O'Neill  | PCD               | 425-452-4064 | koneill@ci.bellevue.wa.us    |
| Michael Paine  | PCD               | 425-452-2739 | mpaine@ci.bellevue.wa.us     |

## **Consultant Team**

Economic/Market Analysis: Leland Consulting Group

Land Use/Urban Design: Crandall Arambula

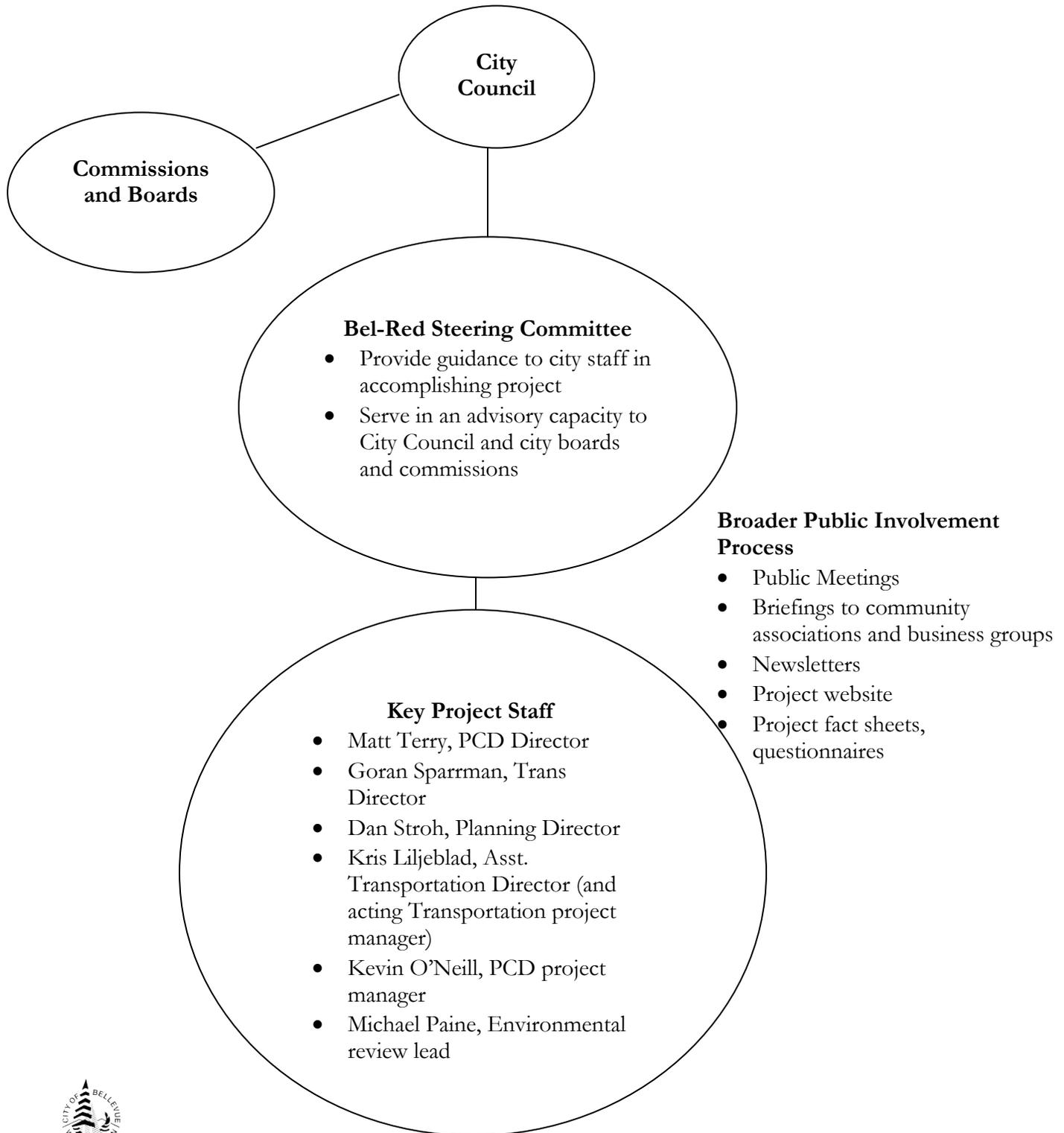
Transportation/Environmental: CH2M Hill



# BEL-RED

*corridor project*

## ORGANIZATIONAL CHART





## **Bel-Red Corridor Project Steering Committee Members**

### **Ex-City Council members**

#### **Mike Creighton, Co-Chair**

Executive VP Kibble & Prentice; Current Chairman Seafair Board of Directors; HopeLink Board member; Former Mayor and member Bellevue City Council; Former Chair and member Bellevue School Board.

#### **Terry Lukens, Co-Chair**

Retired King County Superior Court judge. Currently an arbitrator and mediator with JAMS, a private dispute resolution firm. Former City Council member and Mayor of Bellevue and former chair of the Bellevue Planning Commission.

#### **Kurt Springman**

A native of Bellevue - raised in the Lake Hills, Tam-o-Shanter, and Clyde Hill neighborhoods; returned to Bellevue in 1990 after living in Denver and New York City during the 1980s; BS Accounting - University of Denver, MBA - NYU Stern School of Business; Bellevue City Council Member 1996-1999;

Previous Career Experience: Investment Banker, Real Estate Finance, CPA, Small Business Owner, High-Tech marketing

Current Employment: Director Microsoft Global Alliance, Symantec Corp.

Married, two grade school age daughters

### **Commission and Board Representatives**

#### **Joel Glass**

I have lived in Bellevue for the past 38 years and I currently live in Lake Hills. My two brothers and I run a home building company, Design Guild Homes. We build mostly upper end custom homes on the Eastside. I am currently serving on the Transportation Commission.

#### **Doug Mathews**

Bachelor of Arts in Business Administration, March 1978 University of Washington; Employed by UW for 23 years, currently as Administrator for the School of Music; Bellevue Planning Commissioner since May 2003; Served on West Lake Hills CAC as vice-chair; member of Lake Hills Shopping Center Stakeholder's group; one of several founding members of Lake Hills Neighborhood Association.



**Kurt White**

Moved to Bellevue in May of 1982 from Eugene Oregon. Currently live in the Lake Heights neighborhood in South Bellevue, I have 3 sons—all products of the Bellevue School System. Employed as a Project Manager at T-Mobile USA at their headquarters in Factoria. I have served on the Bellevue Parks and Community Services board now in my 7<sup>th</sup> year and in my third term as Chairman.

**At-Large Members**

**Sue Baugh**

2003-2005 Vice President and Commercial real estate broker at The Staubach Company, a commercial real estate company that does exclusively tenant representation.

2002- Commercial Real Broker with Cushman & Wakefield

1987-2001 Several positions at Wright Runstad & Co and Equity Office Properties including Managing Director of Leasing for Bellevue. I've been on the BDA Board sine 1990 and was chair for 2 years. Former Bellevue Chamber Board Member, and currently on the Bellevue Convention Center Board. Former YMCA Board Member.

**Steve Dennis**

In 2003 Steve Dennis retired as President of Quadrant Corporation, a Bellevue company, after a 30 year career in real estate development and homebuilding. Currently Mr. Dennis is on the boards of Puget Sound Bank, Meydenbauer Center and the Children's Home Society of Washington. He is currently a Mediator in the Bellevue Mediation Program and past co-chair of the Critical Areas CAC.

**Norm Hanson**

I have lived in the Bridle Area since 1970. I am active in the Bridle Trails Community Club and have served as President several times. Currently, I am involved with the Bridle Trails Park Foundation which was established to preserve Bridle Trails State Park and am currently serving as Vice President.

**Earl Overstreet**

Earl W. Overstreet II is the founder and president of General Microsystems Inc. a Bellevue based company specializing in high performance servers, workstations, storage, and storage management products. He serves on the board of directors for the Bellevue Chamber of Commerce and has been a Bellevue resident for twenty-five years. Earl has a BS in Mechanical Engineering from Case Institute of Technology and an MBA from Case Western Reserve University.

### **Eddie Pasatiempo**

Senior Vice President of Global Sales and Field Operations for Captaris. He serves on the board of the Washington Software Alliance as well as the University of Washington Alumni Association and the WAC (Washington Athletic Club). From 1977 to 1992 he worked in six different divisions handling a wide range of hardware and software products and services for IBM.

### **Bill Ptacek**

Bill Ptacek became the Director of the King County Library System (KCLS) in 1989. Bill began his career at the Chicago Public Library and worked as the Director of the Idaho Falls and Louisville Free public libraries before coming to KCLS. He has a Bachelor's Degree from the University of Illinois, a Masters Degree in Library Science from the State University of New York and Advanced Degree in Administration from the University of Chicago. He has also served as an adjunct professor and a visiting speaker at the University of Washington's Information School.

### **Dean Rebhuhn**

35 years in residential real estate. Past chair of Bellevue Chamber of Commerce . Past chair of the Northwest Multiple Listing service. Areas of expertise: residential, single family and multi-family marketing , pricing, area analysis. Area of knowledge: Bellevue and greater eastside.

### **Ken Schiring**

Long-time representative from the Sherwood Forest Community. Served on the Crossroads CAC, Redmond's Overlake CAC representing Bellevue for this area's review and BROTS finance committee. Just recently completed eight years on the Bellevue Planning Commission.

### **Pat Sheffels**

I have been a Wilburton resident for 19 years. I chaired the Citizen's Advisory Committee for the Wilburton/NE 8th plan in 1989. In 1993 I was appointed to the Planning Commission and served for 10 years. In 2005 I was again appointed to the Planning Commission.

### **Laurie Tish**

Laurie is a partner with Moss Adams, a regional CPA firm headquartered in Seattle. She specializes in providing audit and consulting services to utilities and governmental entities such as transit agencies, ports and public retirement systems. She was recently re-appointed to the Washington State Board of Accountancy by Governor Gregoire. Laurie resides in the Bridle Trails neighborhood with her husband and three children.

## **Commission and Board Alternates**

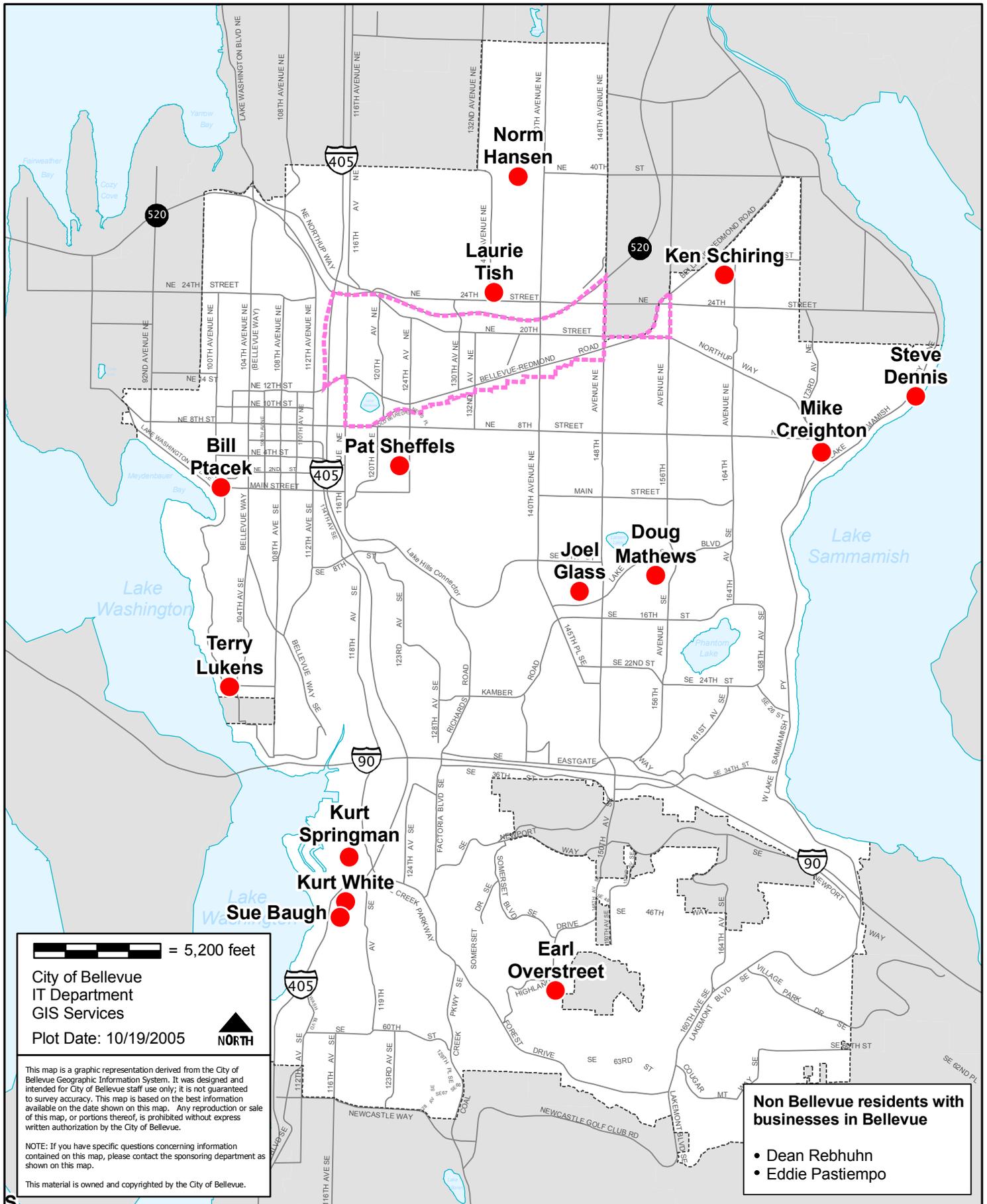
### **Jane Bennett**

Jane Bennett is currently serving her second term on the Bellevue Parks & Community Services Board. She was raised in Seattle and earned a BA at the University of Washington. Jane is employed as Executive Assistant to the President and COO of PRO Sports Club.

### **Jan Holler**

Dr. Jan Holler grew up near Vasa Park on Lake Sammamish, received degrees in Rehabilitation from Seattle University and a PhD in Education from UW. Jan has promoted hiring of people with disabilities, serving in the UN Division of Social Policy and Development, on the President's Committee on Employment of People with Disabilities, and worked to pass the Americans with Disabilities Act. Jan is serving on the Transportation Commission.

# Proposed Bel-Red Steering Committee Members



# **BEL-RED** *corridor project*

## **Bel-Red Steering Committee Operating Guidelines – DRAFT**

**These guidelines describe the roles and meeting procedures to be followed by the Bel-Red Steering Committee in providing guidance on the Bel-Red Corridor Project.**

### **Membership**

The Bel-Red Steering Committee consists of 16 voting members as appointed by the Mayor and Deputy Mayor and confirmed by the City Council. The Bel-Red Corridor Project is expected to be completed in early 2007; the bulk of the Steering Committee's effort is expected to occur between late 2005 and late 2006, when it is expected that a preferred future land use-transportation alternative will be developed. Members of the Steering Committee are volunteers and shall not be compensated for their efforts.

### **Charge**

The Bel-Red Steering Committee is directed to provide guidance to city staff in developing work products to accomplish the Bel-Red corridor project. Specifically, this work will involve developing future development scenarios for the Bel-Red corridor, evaluating those scenarios in an Environmental Impact Statement, and ultimately selecting a preferred land use and transportation alternative and identifying actions to implement the preferred vision. The project will culminate with a final report summarizing the recommendations of the committee. Once the committee completes its final recommendation, it will disband.

The Steering Committee will serve in an advisory capacity to the City Council, the Planning Commission, the Transportation Commission, and the Parks Board. At the conclusion of its work, the committee will transmit its recommendation on the preferred future land use and transportation vision for the Bel-Red corridor study area. The City Council, upon review by City boards and commissions, will ultimately approve the final report on the project, which will lead to follow-up work on Comprehensive Plan and subarea plan amendments, and potentially changes to the Land Use Code and Capital Investment Program Plan.

In undertaking their work, the Steering Committee should be guided by several broad planning principles that were approved by the City Council on the project. (These principles are provided under the project information tab in the Steering Committee main notebook.)

In conducting its work, the Steering Committee should recognize that a wide representation of opinions, expertise, and objectives exists within the individual members of the committee.



The Steering Committee members should respectfully consider each other's views and right to participate, and fully consider all aspects of any issue before drawing conclusions and recommendations. The Steering Committee should also participate in broader public outreach efforts on the project and solicit input from the general public and other key community stakeholders.

## **Co-Chairs**

The Mayor and Deputy Mayor have appointed Mike Creighton and Terry Lukens as co-chairs of the Steering Committee. The co-chairs will be responsible for running committee meetings, providing facilitation, and ensuring adherence to committee procedures. The co-chairs will encourage active participation by all members. The co-chairs will work with city staff to develop draft meeting agendas.

## **Meetings**

The Steering Committee shall meet approximately every 4-6 weeks during the duration of the project for 2-to-3 hour meetings. Meetings of the steering committee should be, to the extent possible, scheduled for a recurring time and place. In addition to regular meetings, field trips and tours may also be scheduled. The preferred time of day and day of the week for meetings will be determined by the committee at their first meeting. Meeting minutes will be kept and distributed to all members.

## **Reaching Agreement**

The Steering Committee will present its project recommendations to City Council in late 2006/early 2007. Whenever possible, the committee will make decisions by consensus. Every effort will be made to determine the "sense of the committee" and to reach agreement by consensus. When consensus is not possible, a vote shall be taken. The majority vote of a quorum shall constitute action by the committee; a quorum exists when a majority of the committee's members are present.

For certain decisions, the co-chairs may call for a vote on matters that the committee, through consensus, agrees can best be facilitated by a show of hands.

## **Attendance**

Each committee member shall commit to attend all scheduled meetings. It shall be the responsibility of members to prepare for meetings by reviewing materials distributed in advance. Agenda materials will be distributed at least one week prior to each meeting. Decisions will be made by those present at the meeting. Substitutes for committee members are not permitted, other than the designated alternates from the City Planning Commission, Transportation Commission, and Parks Board. If a committee member misses three consecutive meetings, that member will be dismissed. No replacements will be appointed if a member is dismissed.

## **Non-Committee Participation**

Steering Committee meetings will be advertised on the project website, City events calendar, and other venues, and will be open to attendance by the general public. At the start of the committee's second meeting, and at all subsequent meetings, a limited amount of time will be available for oral public comments. Written comments may be addressed to the Co-Chairs and/or staff.

## **Task Groups**

When advised by city staff or a determination is made by the co-chairs, the chairs may appoint Steering Committee task groups. Task groups may vary in size and will have a defined content scope and tenure. Steering committee members may serve on more than one task group. Task groups will act in an information-gathering and advisory capacity to the overall committee; they will not be authorized to make recommendations on behalf of the entire committee.

## **Communication with City Council, Boards and Commissions**

The committee co-chairs and city staff may provide periodic updates on the progress of the project to the City Council. Committee representatives from city boards and commissions shall provide regular updates to their colleagues.

## **Committee Support**

City staff shall manage the overall planning effort and will, with the assistance of consultants, provide technical and clerical support to the committee.

## **Protocols for City of Bellevue Boards, Commissions, Committees and Task Forces**

### **Meetings**

- The Open Public Meetings law applies to all standing, special or advisory boards, commissions, committees or subcommittees appointed by the City Council.
- All meetings shall be open to the public, with the exception that Executive Session may be held on topics authorized by State law.
- A meeting takes place when a quorum (a majority of the total number of Board, Commission, Committee or Task Force members) is present and information concerning City business is received, discussed, and/or acted upon.
- Notice, agenda, and minute-taking requirements must be met.
- No legal action may be taken by the Board, Commission, Committee or Task Force except in a public meeting. At a Special Meeting, action can be taken only on those items appearing on the posted agenda.
- To avoid possible violations of the Open Public Meetings Act, staff advise that Board, Commission, Committee or Task Force members avoid any back-and-forth exchange of information, viewpoints, positions or other dialogue via email among a quorum of their membership about the business of their organization. Additionally, email exchanges about City business among less than a quorum which are then relayed by a participant to other members, who together would constitute a quorum, should also be avoided.

### **Public Records**

- The term "public records" applies to any paper, correspondence, form, bound volume, film, magnetic record, drawing, photograph, audio or video recording, video stream, email or other document (regardless of media) that has been created or received by any state or local government agency (including Boards, Commissions, etc.) during the course of public business.
- To assess a public record's status, it is necessary to determine the message content. The following guidelines apply to records in general as well as to email correspondence.

Depending on its content:

*An individual email message may constitute public record material with a legally mandated retention requirement, or*

*It may contain information with no retention value or retention requirement.*

- Examples of emails or documents which usually are public records:
  - Policy and procedure directives
  - Correspondence and/or memoranda related to public business
  - Documents related to legal or audit issues
  - Messages that document City actions, decisions, operations or responsibilities
  - Messages that initiate, authorize, or complete a business transaction
  - Final reports or recommendations
  - Other messages sent or received that relate to the transaction of City Business.
  
- Examples of emails or documents which usually are NOT public records:
  - Meeting notices or reminders
  - Personal messages not related to official business
  - Announcements or bulletins
  - Informal notes
  - Telephone messages that do not contain information that may constitute a public record
  - Information downloaded from network sources such as web sites or bulletin boards
  - Copies of published materials
  - Duplicate copies
  - Requests for information (but not public disclosure requests)
  - Transmittal memos.
  
- Members of Boards, Commission, Committees and Task Forces may be required to produce their personal notes taken at their meetings that relate to the activities and deliberations of the organization in response to a request for inspection and copying of public records. To the extent those notes contain information that is purely personal or material that is exempt under the Public Disclosure Act, they may not need to be produced.
  - Public records are the property of the agency.
  - Public records must remain in the custody of the agency in which they were originally created or received.
  - Public records are managed (preserved, stored, transferred, destroyed, etc.) according to the provisions of RCW 40.14.

City Clerk's Office 10/20/05

# BEL-RED

*corridor project*

## Bel-Red Steering Committee

### Potential Schedule for First Meetings – DRAFT

2005

#### First Meeting—Project Orientation (late October)

- Introductions of steering committee
- Charge and operating guidelines for committee
- Summary of project scope and issues/challenges (overview of background report)
  - Project context
  - Major elements of the project
  - Project principles
- Project schedule
- Public involvement plan
- Economic Analysis—present preliminary findings (Leland Consulting Group)

#### ***PUBLIC KICK-OFF MEETING***—November 9

#### Second Meeting—Existing Conditions and Planning Issues (early December)

- Summary of results of project kick-off public meeting
- Existing land use/urban design conditions analysis and suitability analysis
- Land use evaluation criteria
- Draft transportation performance measures
- Transportation conditions analysis/constraints
- HCT planning
  - Sound Transit process, schedule
  - City Council direction to date (interest statements)
  - HCT alignment and station concepts in Bel-Red and relationship to land use planning



2006

**Major Topics:**

**Discussion of Conceptual Land Use Alternatives (First Quarter)**

- Review, approve evaluation criteria/performance measures for development and evaluation of combined land use-transportation alternatives
- Overview and discussion of conceptual land use alternatives, and associated transportation facilities and services
  - Identify key issues and guidance for further development of alternatives

***HCT TOUR*** (tentatively February)

***PUBLIC MEETING ON DRAFT ALTERNATIVES*** (tentatively late February/early March)

**Endorsement of Alternatives for EIS** (late first quarter/early second quarter)

- Summary of results of public meeting on alternatives
- Review, approve combined land use/transportation alternatives for inclusion in DEIS
- Outreach process for community review of alternatives (during preparation of the EIS) and Steering Committee role



**Bel-Red Steering Committee**  
**October 27, 4:00 pm**  
**Highland Community Center General Purpose Room**

**Draft Agenda**

1. Welcome and review of the agenda
2. Introductions of steering committee members and staff
3. Charge and operating guidelines for committee
4. Summary of project scope and issues/challenges
  - a. Project context
  - b. Major elements of the project
  - c. Project principles
5. Project schedule
6. Public involvement plan (November 9 public meeting)
7. Economic Analysis—present preliminary findings (Leland Consulting Group)
8. Next meetings and best times for future meetings



## CITY COUNCIL STUDY SESSION ITEM

### SUBJECT

Initiation of the Bel-Red Corridor Project

### STAFF CONTACTS

Matt Terry, Planning & Community Development Director  
Goran Sparrman, Transportation Director

### POLICY ISSUES

- What is the long-term land use and transportation vision for the Bel-Red corridor?
- How can this vision best be served by a future High Capacity Transit investment?
- What planning principles and public process should guide the Bel-Red Corridor project, which will focus on the questions above?

Decades ago the City planned the Bel-Red corridor to accommodate a mix of light industrial, warehousing and distribution facilities. In recent years, the area has been undergoing a piecemeal transition as many of these uses move elsewhere in the region, and the City has no clear direction on what will take their place. The Council allocated funding in the 2005-2006 PCD and Transportation budgets to develop policy direction for the area's future and to take advantage of the opportunity provided by a future high capacity transit (HCT) investment.

Tonight staff is formally beginning this work, seeking Council direction on the project scope, planning principles, and public involvement process.

### DIRECTION NEEDED FROM COUNCIL

Action  
 Discussion  
 Information

Provide direction to staff on the project scope, planning principles, and public involvement process.

### BACKGROUND/ANALYSIS

#### Background

The Bel-Red corridor (see Attachment 1 for study area boundaries) is one of the City's major employment areas. It contains approximately 27% of all the commercial and industrially-zoned land in Bellevue, including well over 50% of all land zoned for light industrial use, and approximately 20% of the city's total employment.

The planning and general land use pattern for the area was determined decades ago, when much of Bel-Red was set aside for light industrial use. In recent years, a land use transition has been occurring, as some of the industrial, warehousing and distribution uses planned decades ago move elsewhere in the region, where land is considerably less expensive. Recent analysis shows that in the period between 1995 and 2002, there was a slight decrease in employment in this area, while in Bellevue as a whole employment rose 17 percent during this same period.

Bellevue's updated Comprehensive Plan calls out the Bel-Red/SR 520 area as one of the City's four major employment centers, but acknowledges that the area has been in transition for some time. The Plan states that "it is appropriate for the City to examine these older areas periodically to ensure they continue to be vital and productive." This may entail planning for new uses and urban forms, developing incentives and other strategies to promote re-investment, and targeting investments in public infrastructure to help catalyze new private sector development.

At the same time, the regional transit agency Sound Transit has recently updated its Long Range Plan and begun identifying potential expansions to the region's HCT system. This process (Sound Transit Phase 2) will examine a potential HCT route extension from Seattle to Downtown Bellevue and Overlake, and could result in a public vote on HCT expansion as early as fall 2006. This opens up the potential to introduce an entirely new transportation mode through the Bel-Red corridor, with major opportunities for enhancing land use around future station sites.

Given these factors, the time has come to update the vision for the Bel-Red area, integrating work on land use with regional access and HCT corridor planning, and strategies to ensure the protection of nearby neighborhoods from potential changes. There is some urgency to the timing of this work. If the City does not act soon to provide clear direction for Bel-Red's future, the area will be "nibbled away" by piecemeal development, and the opportunity to realize a larger vision will be lost. In addition, this is the time to influence the HCT routing decision, which will be made in the coming 12-18 months, to ensure it best meets Bellevue's preferred development strategy.

#### Project Objectives

This project has the following key objectives:

- Identify a preferred long-term land use vision for the Bel-Red corridor that:
  - Provides clear and deliberate direction for the area's future
  - Enhances the economic vitality of this area and of the larger city
  - Complements Downtown Bellevue and other employment centers in the city
  - Strongly integrates land use and transportation systems
- Devise a multi-modal transportation system for the area that accommodates future growth, enhances overall mobility, and mitigates impacts on adjoining areas.
- Evaluate the impact and opportunities presented by HCT through the area on both land use and transportation, and identify a preferred HCT route and station locations through this corridor, in coordination with Sound Transit.
- Identify community and neighborhood amenities that will complement the preferred land use vision for the area and serve the broader community.
- Protect adjoining areas from impacts of land use and transportation changes in the study area.

Accomplishing these objectives will require meeting a number of challenges: identifying the special market niche for this area that complement the city's overall economic health; developing a "critical mass" of the desired land uses in an area currently fragmented by many uses and multiple ownerships; developing the neighborhood and community amenities that will make this a more attractive area for redevelopment; mitigating the impacts of development on this area and nearby neighborhoods; and other challenges.

Accomplishing the project objectives and meeting these challenges will require a great deal of both technical work and public involvement.

### Scope of Work and Anticipated Products

PCD, Transportation and other departments have allocated significant staff resources to this effort. In addition, staff plans to hire consultants with expertise in a number of areas: economic and market analysis, land use/HCT integration and urban design, transportation analysis, environmental review, and financial strategies to implement the preferred vision. The economic/market consultant has been hired.

In a related item on tonight's consent agenda, staff is requesting approval of a contract with a land use/urban design firm (Crandall Arambula) that has been selected through a competitive solicitation process.

A generalized project timeline is shown in Attachment 2. The full project scope will involve the following major elements:

- *Economic and market analysis:* With the help of consultants, the existing employment and business mix in the area will be evaluated, and long-term growth prospects for the area will be analyzed for a variety of land uses. This analysis will consider projected growth throughout the region and in other employment centers, the ways this area may complement, rather than compete, with Downtown, and development potential that could be facilitated by an HCT line.
- *Evaluation of HCT routes and potential station locations:* A number of routes and station locations through the corridor will be evaluated, to determine how to optimize transportation and land use opportunities.
- *Land use alternatives:* Based in part on analysis of the area's constraints and opportunities, the economic/market analysis, HCT evaluation, input from community stakeholders, and other factors, at least three land use alternatives will be generated for additional analysis.
- *Transportation analysis:* Any revised future land use vision for the corridor will require regional access, adequate circulation within the area, and mitigation of impacts to surrounding areas. The transportation impacts of each land use alternative will be modeled and evaluated. The results of this analysis will help identify a preferred land use alternative, with an appropriate package of multi-modal transportation strategies.
- *Environmental review.* An Environmental Impact Statement will be prepared and published, which will disclose the impacts of the various alternatives and allow the broader public and decision-makers the detailed analysis needed to understand implications of the alternatives.
- *Selection of a preferred alternative:* Based on the evaluation of alternatives and public input, a preferred alternative will be selected. The preferred potential development patterns will be refined and illustrated. In addition to land use and urban amenities, the preferred alternative will include the transportation improvements needed to accommodate the vision, strategies to minimize impacts to surrounding areas, and the preferred vision for an HCT route/station locations through the corridor.
- *Financing and implementation strategies.* A financial strategy will be prepared to guide funding of the transportation, urban amenities and other improvements needed to realize the preferred alternative. Draft Comprehensive Plan and Land Use Code revisions will be prepared to provide the necessary policy direction for the area's future.

### Draft Planning Principles

In order to help guide the work during the course of the project, staff has drafted several principles intended to provide consistent direction. These draft principles are presented for the Council's consideration in Attachment 3.

### Proposed Public Participation Program

Public participation will be extensive and is a critical component of this project. The study area is large and diverse, encompassing all or parts of three subareas: all of the Bel-Red/Northup subarea, and portions of the Wilburton/NE 8<sup>th</sup> Street and Crossroads subareas. In addition, a number of residential neighborhoods lie just outside the study area, including Bridle Trails, Rock Creek, and Sherwood Forest.

Given the size and complexity of the project, staff recommends that the study be guided by a relatively small but robust steering committee made up of former City Council members, a member each from the Planning Commission, Transportation Commission, and Parks Board, and several representatives from the study area and surrounding community. The mission of this group will be to advise and make recommendations to the City Council on the study. This group's structure and background will provide both a broader, citywide perspective and an understanding of neighborhood issues and concerns. Specific appointments to the steering committee will be brought forward for Council confirmation in September.

While this steering committee will focus primarily on HCT within the Bel-Red corridor, some overlap may occur with broader issues relating to the larger Eastside HCT planning effort, including other portions of the HCT route in Bellevue. In addition to the Bel-Red project steering committee, staff proposes that there be a separate public involvement structure to evaluate issues relating to the portion of the HCT line between I-90 and I-405, including Downtown Bellevue. It is anticipated that some members of the Bel-Red steering committee would be involved with members of an I-90 to I-405 group in helping to integrate City-wide HCT concerns. (See conceptual diagram in the public involvement plan.)

In addition to the citizen steering committee, an extensive outreach program is planned to engage property owners, tenants, nearby residents, and other stakeholders. A public "kick-off" meeting is planned for early fall, and a number of other community meetings will occur in 2006. Extensive outreach will be used to provide up-to-date information on the project and solicit feedback from citizens, including the City's website, media relations, creation of a project newsletter, questionnaires, articles in *It's Your City* and *Neighborhood News*, staff and consultant meetings with both business and neighborhood stakeholders and groups, and other tools. We will also coordinate the city's public involvement efforts on the Bel-Red study with Sound Transit's Phase 2 planning efforts. A summary of the overall public involvement plan is included in Attachment 4.

#### Interjurisdictional Coordination

The Bel-Red corridor study area is adjacent to the Overlake area of Redmond. Major growth in Overlake, and the need for coordinated transportation improvements to serve it, led Bellevue and Redmond to update the Bel-Red Overlake Transportation Study (BROTS) interlocal agreement in 1999. The agreement requires both cities to limit future land use development while needed transportation capacity projects are funded and completed. The agreement runs through the Year 2012. Re-thinking the land use and transportation vision for the Bel-Red area could eventually lead to updating the BROTS agreement. Staff plans to coordinate with Redmond to allow a joint review of land use and transportation implications.

Close coordination with Sound Transit, and King County Metro will also be required. This project will help inform Sound Transit's broader planning for Eastside HCT, and is intended to be persuasive in identifying the preferred route and number and location of stations in this area. King County is a major land owner with its East Base located within the study area. Also, King County Metro's local transit service on the Eastside would be affected by any future HCT investment, so it will be critical to understand how local and regional services could be effectively integrated.

#### **ALTERNATIVES**

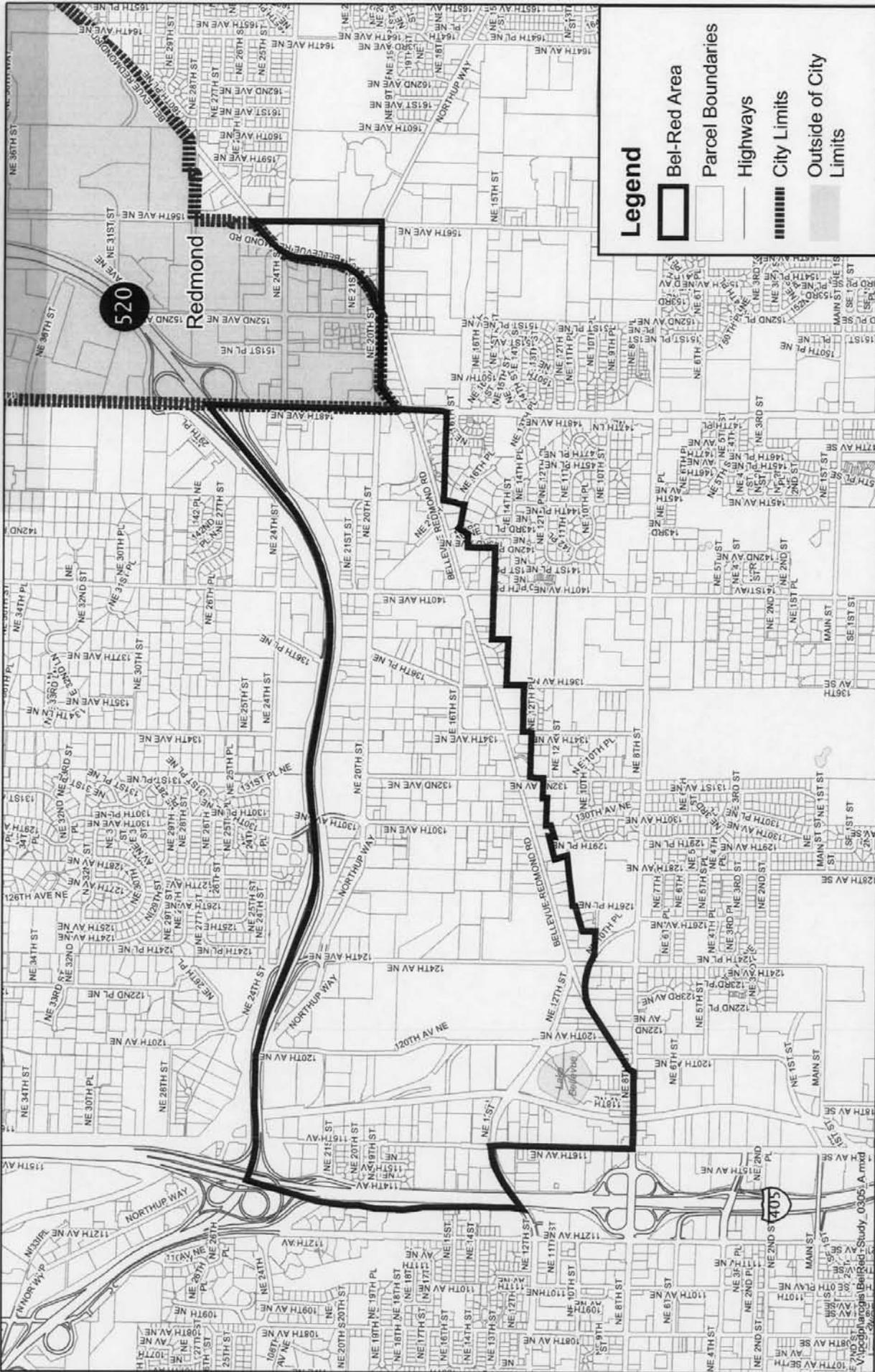
1. Approve the proposed project scope, planning principles, and public involvement plan for the Bel-Red Corridor Project.
2. Revise the proposed project scope, planning principles, and public involvement plan for the Bel-Red Corridor Project, and approve as revised.
3. Provide other direction to staff.

## **RECOMMENDATION**

Alternative 1.

### **ATTACHMENT(S)**

1. Map of Bel-Red Corridor Project primary study area
2. Generalized Project Timeline
3. Proposed Planning Principles
4. Draft Public Involvement Plan



This map is a graphic representation derived from the City of Bellevue Geographic Information System. It was designed and intended for City of Bellevue staff use only; it is not guaranteed to be accurate. The map is based on the best information available on the date of the map. The City of Bellevue is not responsible for any errors or omissions on this map or portions thereof, is prohibited without express written authorization by the City of Bellevue.

NOTE: If you have specific questions concerning information shown on this map, please contact the sponsoring department as shown on the map.

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# Bel-Red Corridor Study Area

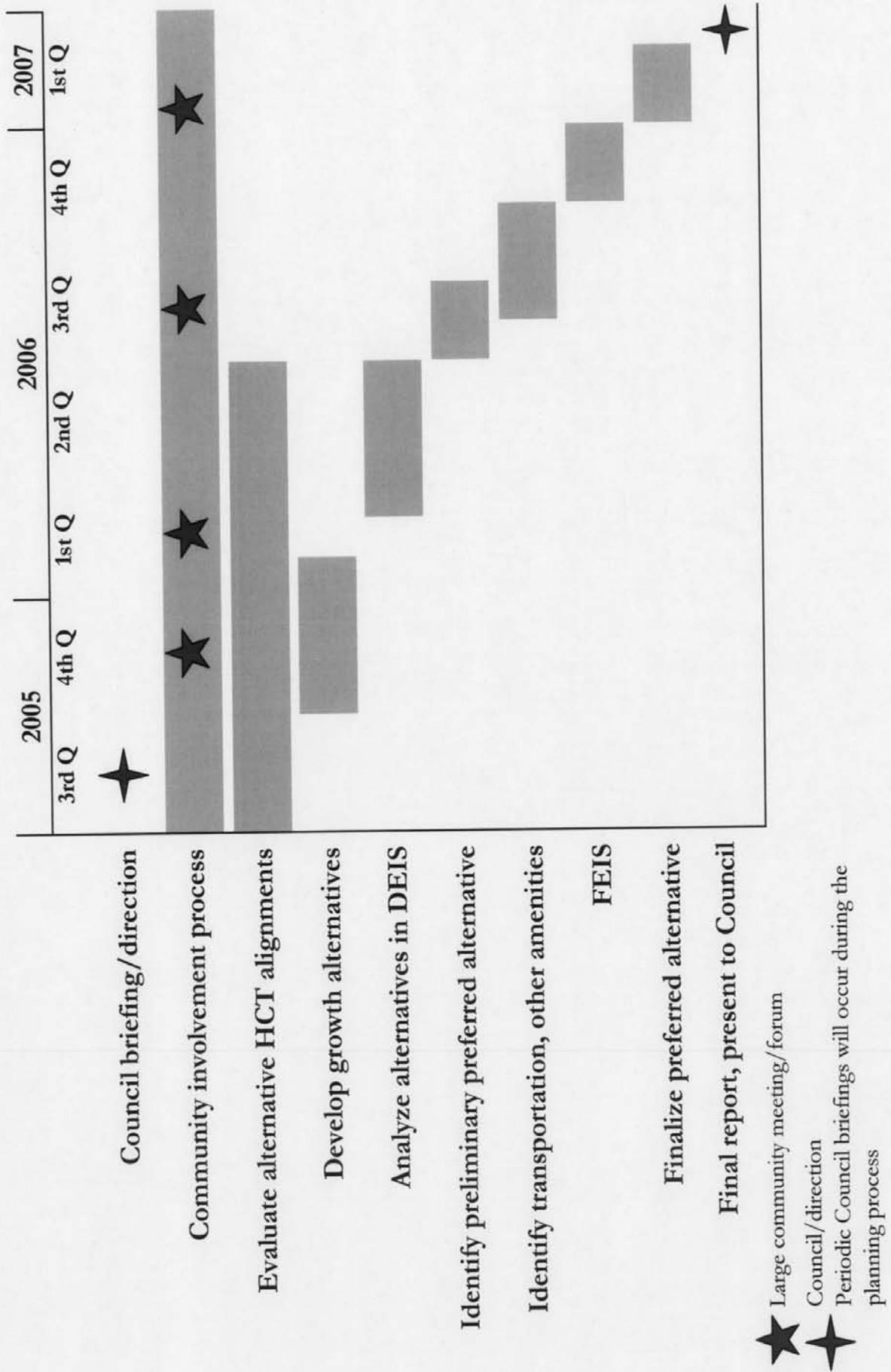
City of Bellevue  
IT Department  
GIS Services

Plot Date: 7/18/2005

Scale: 1" = 1,880 feet

North Arrow

## Attachment 2: Bel-Red Corridor Study Project Timeline



Attachment 3  
**Bel-Red Corridor Project**  
**Draft Planning Principles**

In order to help guide this work as it proceeds, staff has drafted several planning principles intended to provide consistent direction across the course of this project. The following principles are suggested for the Council's consideration:

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

Lacking a clear and powerful vision, the area will likely continue to see piecemeal, uncoordinated change, and the loss of its full potential.

2. ***Economic Vitality. This project should establish a solid and dynamic economic future for Bel-Red, enhancing the area's existing strengths and its future potential.***

While portions of Bel-Red have been in transition, the area has many strengths to build upon. These include its proximity to the regional hospital medical complex, and its strategic location between Downtown Bellevue and Overlake, two of the most dynamic economic centers in the region.

3. ***Differentiated Economic Niche. Bel-Red should provide for future growth of jobs and firms that have significant potential for expansion, and which are not well accommodated in other parts of the city.***

The area should enhance the City's overall economic health while creating land use forms and densities that are not likely to be found in other city employment centers, particularly Downtown Bellevue.

4. ***Building from Existing Assets. This project should build on existing assets of the corridor, including the large number of viable, successful businesses in the area.***

Bel-Red is a major employment center with hundreds of successful businesses, including many small businesses. While the goal of the study is to define a long-term vision, the needs of existing businesses should be acknowledged and respected.

5. ***High Capacity Transit as an Opportunity. This project should approach High Capacity Transit as a significant opportunity to both enhance mobility and affect desired land use change.***

HCT can be a very significant development for Bel-Red, in that it can create entirely new transportation capacity and facilitate a series of land use changes. This project will determine the optimal route, number and location of HCT stations that realize these opportunities.

6. ***Land Use/Transportation Integration. Given the importance of maintaining a well balanced transportation system, and the inter-dependence between transportation and land use, this project should closely integrate land use and transportation planning.***

Important outcomes will be a land use vision that limits the number and frequency of drive-alone trips, and a set of multi-modal transportation improvements that will accommodate growth, and provide mobility to and within the corridor.

7. ***Neighborhood Protection. This project must identify strategies to identify and mitigate potential neighborhood impacts related to future Bel-Red development.***

Bel-Red is surrounded by several residential neighborhoods and other commercial centers. The project will assess the impacts of growth in the Bel-Red area, combined with growth impacts from Overlake, and identify and mitigate potential adverse impacts to these neighborhoods.

8. ***Sustainability. The vision for Bel-Red should identify opportunities to manage the area's natural resources in a sustainable manner.***

Building and redevelopment should be sensitive to issues of natural resource protection, energy and resource conservation, and transportation choices. In addition to the community benefits in enhanced quality of life, a more sustainable approach to development is increasingly helping to differentiate desired economic centers in the marketplace.

9. ***Coordination. This planning effort requires solid coordination with other affected jurisdictions.***

In particular, close coordination with Sound Transit is necessary to attain regional agreement on the preferred HCT alignment and station locations. Coordination is also required with the City of Redmond because this study area is included in the Interlocal BROTTS Agreement.

## Attachment 4

### **Bel-Red Corridor Project– Summary of Public Involvement Process**

**Purpose:** To engage the community in a dialogue about the future of the Bel-Red corridor; to give property owners and stakeholders an opportunity to share their ideas, comments and concerns regarding a future land use and transportation vision for the Bel-Red area.

**Objectives:** To involve affected and interested businesses and residents in developing a long range vision and then identify ideas to improve mobility, mitigate impacts, and garner broad public support. More specifically:

1. To inform local businesses and residents about the study: what the study is; and why it is important to be proactive about managing change within the Bel-Red Corridor.
2. To accurately and effectively find out the concerns, needs, priorities, and viewpoints of area businesses and the surrounding community about land use in the Bel-Red Corridor and potential changes in the future.
3. To help interested parties understand the issues and provide opportunities to influence the decisions and outcome.
4. To engage with all potential stakeholders in developing and shaping a vision that has broad community support, and can be accomplished.
5. To involve the public in the decision-making process as alternatives are narrowed down to one preferred alternative.
6. To develop community direction that will help shape and support Sound Transit's Phase 2 planning process for the Bel-Red Corridor area in the future.

**Framework for Public Involvement:** Staff propose that the study be guided by a steering committee made up of former City Council members and members of the Planning Commission, Transportation Commission, and Parks Board, as well as representatives from the study area and the surrounding community. The mission of this group would be to meet with and guide project staff and consultants on the study, help host broader public events in the area (such as open houses and broader community meetings) and advise and make recommendations to the Boards and Commissions and ultimately the City Council on the study.

In addition to the steering committee, there will be a variety of other opportunities for broader public involvement and engagement with property owners in and adjacent to the study area. There will be a project open house/kick-off meeting in the fall, project newsletters, a project website, and other opportunities for the public and community stakeholders to provide input to the project, as noted below.

The City Council is the final decision maker for the study. The Council will receive periodic briefings, provide policy direction, review study recommendations, and act on any proposed future implementation actions, such as Comprehensive Plan amendments, code changes and/or capital projects for infrastructure changes. City boards and commissions will also be briefed on the study, and will have a role in providing input to the recommendations and conducting hearings on any subsequent implementation measures that would come out of the study.

**Tools and Products:** There are a number of tools that will be used to promote interest and provide opportunities for engagement throughout the duration of the project:

- Community/Neighborhood Association Presentations
- Open Houses, Public Meetings, and Coffee Breaks (*Coffee breaks will be held 8-10 a.m. to attract the business population before “We Are Open” hours*)
- Bel-Red Corridor Web Page and an E-mail List Serve
- Bel-Red Corridor Frequently Asked Questions (FAQ) information material
- Bel-Red Corridor Fact Sheet
- Bel-Red Corridor Bellevue TV segments
- Articles in *It’s Your City* newsletter

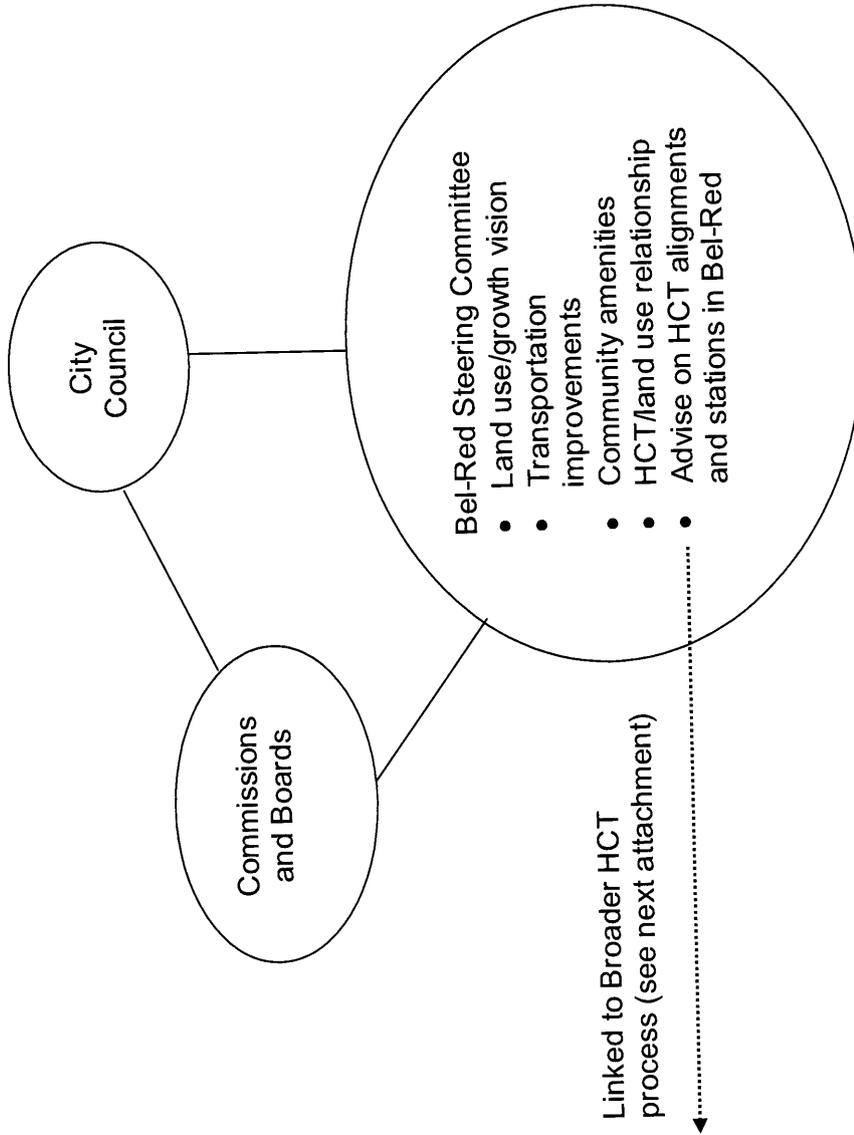
**Prospective stakeholders:** Because of the number of businesses within the area and its proximity to other neighborhoods and employment centers there are likely to be a variety of potential stakeholders and interested parties. This is a summary of a more extensive list:

- Current tenants, owners, developers of space in the Bel-Red Subarea (Light industrial, general commercial, office space, community business).
- Employees/workers (businesses in subarea and workers around subarea).
- Customers of existing businesses
- Prospective new tenants, developers, and owners of space in subarea
- Residents and residential property owners within and adjacent to subarea (Including all community and neighborhood associations).
- Other entities with adjacent uses impacted by changes (Overlake Hospital Medical Center; Group Health Cooperative; Highland Park & Community Center users).
- Bellevue economic development entities (BEP; Bellevue Downtown Association, Bellevue Community College; and other interested advocacy groups).

**Timeframe for Key Public Involvement Activities:** The proposed schedule for public involvement has been created to fit well with the key decision-making milestones of the study:

|                              |  |
|------------------------------|--|
| 3 <sup>rd</sup> Quarter 2005 | Develop FAQ, introductory newsletter, Webpage, and E-mail List serve           |
| 4 <sup>th</sup> Quarter 2005 | Hold <u>Kick-off Public Meeting</u>  |
| 1 <sup>st</sup> Quarter 2006 | Hold <u>Land Use Alternatives Public Meeting</u> and shoot Bellevue TV segment |
| 2 <sup>nd</sup> Quarter 2006 | Hold Coffee Break Events with businesses                                       |
| 2 <sup>nd</sup> Quarter 2006 | Hold <u>Land Use &amp; Transportation EIS Public Meeting</u>                   |
| 3 <sup>rd</sup> Quarter 2006 | Hold <u>Draft Preferred Alternative Public Meeting</u>                         |
| 1 <sup>st</sup> Quarter 2007 | <u>Preferred Alternative Public Meeting</u>                                    |

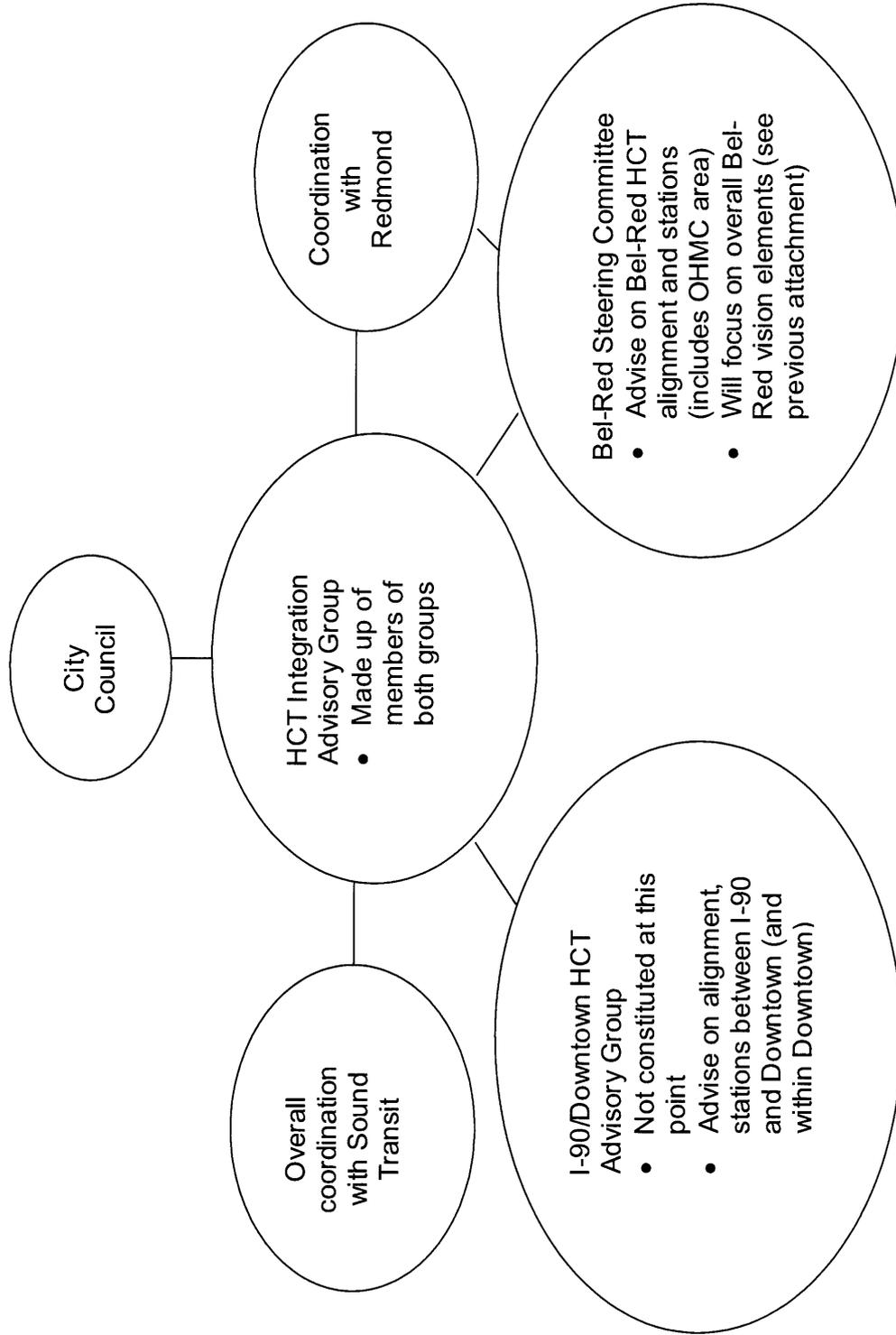
# BEL-RED CORRIDOR STUDY PUBLIC INVOLVEMENT



## Broader Public Involvement Process

- Large public open houses
- Briefings to community associations and business groups
- Newsletters
- Project website
- Project fact sheets, questionnaires

# CITYWIDE BELLEVUE HCT ADVISORY PROCESS



# **BEL-RED** *corridor project*

## **Public Involvement Plan Summary** **2005 - 2007**

### **Objectives of the Public Involvement Plan**

To involve affected and interested businesses and residents in developing a long range land use and transportation vision and identifying projects and community facilities to improve mobility, mitigate the negative impacts of change, increase community amenities, and enable a decision that has community support. More specifically:

1. To inform local businesses and residents about what the study is; the benefits of the study; and why it is important to be proactive about managing change within the Bel-Red Corridor.
2. To accurately and effectively find out the concerns, needs, priorities, and viewpoints of the area businesses and the surrounding community about land use in the Bel-Red Corridor and potential changes in the future.
3. To help interested parties understand the issues and provide opportunities to influence the decisions and outcome.
4. To engage with all potential stakeholders in developing and shaping a vision that has broad community support, and can be accomplished.
5. To involve the public in the decision-making process as alternatives are narrowed down to one preferred alternative.
6. To develop community direction that will help shape and support Sound Transit's Phase 2 planning process for the Bel-Red Corridor area in the future.

### **Stakeholders**

#### **City of Bellevue**

- City Council
- Planning Commission, Transportation Commission, and Parks Board
- Other boards and commissions
- City Departments: City Manager's Office, Planning & Community Development, Transportation, Parks & Community Services, and others

**Current tenants, owners, developers of space in the Bel-Red area**

- Light industrial, general commercial, office space, community business

| <b>Examples of Larger Property Owners Currently within Bel-Red Area</b>  |   |  |  |
|--|---|--|--|
| <i>Zoned Light Industrial</i>  | <i>Zoned GC or CB</i>   | <i>Zoned Office</i>  | <i>Combo, Other</i>  |
| Safeway<br>Lowe's<br>Icom America<br>WW Grainger, Inc.<br>IME Kelsey Creek LLC<br>Willamette Industries, Inc.<br>Barrier Properties<br>Teledesic LLC<br>Pine Forest Transitory Co.<br>Coca Cola<br>Shurgard Storage<br>Bellevue U-Store It<br>Pacific Coca Cola Bottling Co.<br>Trivestors, LLC<br>Simon Assoc.<br>Cadman Premix Co.<br>Evans Co.<br>Evergreen Center Assoc.<br>Brenner Construction Co. | Mayers Group Investments (GC)<br>Northwest Financial Group (GC)<br>Columbia Business Park (GC)<br>North Creek Business Park (GC)<br>Trident Investments Inc (GC)<br>Teachers Insurance And Annuity (GC)<br>Bidco Assoc (CB & GC)<br>Seattle Investment Properties (CB)<br>Apple Northwest LLC (CB)<br>Fred Meyers (CB)<br>F-MAC ROSS PLAZA LLC (CB)<br>F-Mac Ross Plaza LLC (CB)<br>Lln 20th Street Liability Comp (CB) | Sterling Realty Place LLC Bel-Red<br>Executive Plaza<br>Underwood 130, LLC<br>MBA Assoc.<br>Dina Corp<br>University Street Properties<br>G Henbart Company<br>YMCA Of Greater Seattle<br>Bellevue Medical Park LLC<br>Bellevue Medical Group<br>1800 Professional Plaza Ptrshp | King County (Office And LI Zoning)<br>City Of Bellevue (Detention, Fire Dept.-including training center, Highland Park and Community Center)<br>Seattle City Light |

**Employees/workers**

- Employees of businesses in area
- Unions
- Workers around area

**Customers of existing businesses**

***Prospective new tenants, developers, and owners of space in the Bel-Red area***

- Light industrial, general commercial, office space, community business, new land use designations
- Professional associations of realtors and developers
- Nearby businesses in tech cluster who might be suppliers/customers/partners to new tenants

**Residents and residential property owners within and adjacent to the Bel-Red area**

- East Bellevue Community Council
- Community/Neighborhood Associations: Bridle Trails, Chase, Cherry Crest, Compton Green, Glendale, Pikes Peak, Rock Creek, Sherwood Forest, and Wilburton
- Owners and residents in remaining single family homes in Dogwood Park
- Nearby residents in Redmond
- Community Activists

**Bellevue economic development entities**

- Bellevue Economic Partnership
- Bellevue Community College
- Other Interested Advocacy Groups

**Other agency stakeholders**

- City of Redmond
  - City Council
  - Mayor
  - Commissions
  - City Departments
  - Business developers
  - Residents
  - Other stakeholders
- King County Metro
- Sound Transit
- Washington State Department of Transportation

**Other entities with adjacent uses impacted by changes**

- Overlake Hospital Medical Center
- Group Health Cooperative
- Highland Park & Community Center users
- Railroad operators and users (Burlington Northern Santa Fe, Spirit of Washington Dinner Train, freight originators)
- Microsoft Corporation
- Downtown Bellevue (Bellevue Downtown Association, Chamber of Commerce, businesses, residents, etc.)

### **Others**

- General public
- Advocacy groups (e.g., 1000 Friends of Washington)

### **Tools and Products**

A number of tools, such as those listed below, will be used to promote interest and provide opportunities for engagement throughout the duration of this project:

- Community/Neighborhood Association Presentations
- Open Houses, Public Meetings, and Coffee Breaks
- Bel-Red Corridor Frequently Asked Questions (FAQ) Information material
- Bel-Red Corridor Fact Sheet
- Bel-Red Corridor Bellevue TV segments
- Articles in the *It's Your City* newsletter

The following page shows a preliminary schedule of public involvement activities.

## Preliminary Schedule of Public Involvement Activities

The following is a preliminary schedule of public involvement activities for the Bel-Red Corridor Project. Shaded boxes in bold letters denote where the Bel-Red Steering Committee is directly involved in the public involvement activity.

| 3 <sup>rd</sup> Quarter<br>2005                          | 4 <sup>th</sup> Quarter<br>2005                   | 1 <sup>st</sup> Quarter<br>2006                   | 2 <sup>nd</sup> Quarter<br>2006                       | 3 <sup>rd</sup> Quarter<br>2006                         | 4 <sup>th</sup> Quarter<br>2006              |
|--|---|---|---|---|--|
| <b>Create B-R Steering Committee</b>                     | <b>B-R Steering Committee Meetings - TBD</b>      | <b>B-R Steering Committee Meetings - TBD</b>      | <b>B-R Steering Committee Meetings - TBD</b>          | <b>B-R Steering Committee Meetings - TBD</b>            | <b>B-R Steering Committee Meetings - TBD</b> |
| Create a FAQ Sheet                                       | Update FAQ Sheet                                  | Update FAQ Sheet (Jan)                            | Update FAQ Sheet (Apr)                                | Update FAQ Sheet (July)                                 | Update FAQ Sheet (Oct)                       |
| Introductory Article in <i>It's Your City</i> (Late Aug) | Article in <i>It's Your City</i> (Dec)            | Article in <i>It's Your City</i> (March)          | Article in <i>It's Your City</i> (June)               | Article in <i>It's Your City</i> (August)               | Article in <i>It's Your City</i> (Dec)       |
|  | Prepare 1-page Questionnaire & Newsletter (Nov)   | 1 <sup>st</sup> Quarterly Newsletter (Jan)        | 2 <sup>nd</sup> Quarterly Newsletter (Apr)            | 3 <sup>rd</sup> Quarterly Newsletter (July)             | Last Quarterly Newsletter (Oct)              |
|  | News Release Re: Open House/Workshop (Nov)        |   | News Release (Apr)                                    |   | News Release (Nov & Dec)                     |
| Develop B-R Corridor Website (Aug-Oct)                   | Update B-R Corridor Website                       | Update B-R Corridor Website                       | Update B-R Corridor Website                           | Update B-R Corridor Website                             | Update B-R Corridor Website                  |
|  | Prepare and post B-R Corridor Poster (Oct/Nov)    |   |   |   |  |
|  |   |   | <b>B-R Corridor Coffee Break</b>                      |   |  |
|  | <b>Project Kick-Off Open House/Workshop (Nov)</b> | <b>Open House to review Land Use Alternatives</b> | <b>Open House for Land Use and Transportation EIS</b> | <b>Open House to review Draft Preferred Alt. (July)</b> |  |
|  |   | BTV <i>It's Your City</i> (Jan)                   | BTV <i>It's Your City</i> (May)                       | BTV <i>It's Your City</i> (Sept)                        | BTV <i>It's Your City</i> (Jan '07)          |
|  | Neighborhood Assoc. Mtgs. (Quarterly)             | Neighborhood Assoc. Mtgs. (Quarterly)             | Neighborhood Assoc. Mtgs. (Quarterly)                 | Neighborhood Assoc. Mtgs. (Quarterly)                   | Neighborhood Assoc. Mtgs. (Quarterly)        |
|  | Neighborhood News Bulletins (Monthly)             | Neighborhood News Bulletins (Monthly)             | Neighborhood News Bulletins (Monthly)                 | Neighborhood News Bulletins (Monthly)                   | Neighborhood News Bulletins (Monthly)        |

# BEL-RED

## *corridor project*

### Frequently Asked Questions

Q: What is the Bel-Red Corridor project?

A: This project will establish an ambitious but realistic long-term (through 2030) vision for the future of the Bel-Red corridor. The project study area stretches from I-405 to approximately 156<sup>th</sup> Avenue NE, and from SR 520 southward to Bel-Red Road. The City of Bellevue will work with the community to define a future direction for land use (type and intensity of development), transportation, and other community facilities, such as parks, trails, etc.

Q: Why is the city doing the Bel-Red Corridor project, and why now?

A. There are several reasons that this project is being initiated now. First, this area was planned decades ago to accommodate light industrial and warehouse/distribution uses, such as the Safeway distribution center. Recently, some businesses, including Safeway, have moved out of the area. Change has occurred in a piecemeal fashion in recent years with no overall direction.

Bel-Red is one of several major employment areas in the city (along with Downtown and Eastgate), but this area has not prospered to the same extent as these other areas. In fact, employment has declined recently. The city needs to consider how this area should develop in the future, and what this area's role should be in the city's overall economic development and growth management strategy.

In addition, Sound Transit is beginning their Phase 2 planning effort for the next round of High Capacity Transit (HCT) investments. They have identified a conceptual HCT corridor from downtown Bellevue to Overlake and eventually to downtown Redmond. The city is taking the initiative to work with the community and Sound Transit to identify how HCT should serve this area. This, combined with the other factors noted above, makes this the right time to be undertaking this project.



Q: What are the key objectives of this project?

A: There are several objectives of this project:

- Determine future land use in a thoughtful, comprehensive manner
- Integrate land use and transportation planning, including planning for all types of transportation, including pedestrians, bicyclists, buses, cars, and High Capacity Transit (HCT).
- Evaluate the impacts and opportunities presented by a potential HCT line through the corridor, and identify a preferred route and station locations
- Identify community amenities (such as parks) that will contribute to and support the preferred vision
- Protect adjoining areas from impacts of future growth

Q: How will this project affect businesses and the surrounding neighborhoods?

A: One “principle” of the project, as endorsed by the City Council, is to build on existing assets of the area, including successful businesses, while identifying opportunities for future business development and economic growth in the corridor.

Another “principle” defined by the Council is to protect adjoining areas from the impacts of future growth as much as possible and to consider creating new neighborhoods. The project also will identify potential amenities that could serve the area, surrounding neighborhoods and commercial areas.

The city has hired a consultant team that includes experts in economic and real estate market analysis, land use, transportation and the environment. This team will work with city staff and the community to strategize how the Bel-Red area should change over time.

Q: Is there coordination with Sound Transit and other agencies on this project?

A: Yes. Sound Transit is considering a High Capacity Transit investment from Downtown Seattle across I-90 to Downtown Bellevue, then east through the Bel-Red Corridor to Redmond. Bellevue’s efforts will help identify how HCT would fit in this area, where the route and stations should be located, and how land use might relate to that major investment.

In addition, King County Metro is both a major property owner and a service provider. They have their East Base just off 124<sup>th</sup> Avenue, and they operate local bus service.

The Washington State Department of Transportation will be involved as well, due to the proximity of State Route 520 and Interstate 405. Both freeways will require upgrades in the next several years, and the project will help identify how to improve access to them.

Lastly, the City of Redmond and Bellevue are already jointly planning for the Bel-Red and Overlake area through the Bellevue Redmond Overlake Transportation Study (BROTS). Bellevue will continue to coordinate closely with Redmond on land use and transportation planning for this area.

Q: How can the public be involved with and informed about this project?

A: There are many ways the public can become informed and involved:

- Public open houses and workshops
- Meetings with neighborhood associations and businesses
- A project website: [www.cityofbellevue.org/belred.asp](http://www.cityofbellevue.org/belred.asp)
- Project questionnaires
- Articles in Bellevue's It's Your City newsletter
- Media releases about upcoming events will be sent to local press and posted on the city Web site
- Project Update newsletters sent to businesses and residents in the area
- Bellevue TV It's Your City program will air project information
- Send an e-mail to [BelRed@ci.bellevue.wa.us](mailto:BelRed@ci.bellevue.wa.us)

Q: Who will be the ultimate decision-makers on this project?

A: The City Council has appointed a Steering Committee to guide staff efforts on the project. That group includes former City Council members, representatives from City Boards and Commissions, residents from several Bellevue neighborhoods, and representatives from the business community. The Steering Committee will serve in an advisory capacity to the City Council, the Planning Commission, the Transportation Commission, and the Parks Board. At the conclusion of the Committee's work, they will transmit its recommendation on the preferred future land use and transportation vision for the Bel-Red corridor to the City Council, who will take final action.

Q: When will the project be completed?

A: The project is expected to be completed in early 2007. However, one goal of the project is to determine a potential High Capacity Transit route by summer/fall 2006 to help influence decisions made as part of Sound Transit's Phase 2 planning process, so this is also an important earlier milestone.

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## Property has a bold future: Zoning may change for 36 acres Safeway plans to sell

2005-08-08  
by [David A. Grant](#)  
Journal Reporter

BELLEVUE -- Safeway Corp., which moved its distribution operation to a giant new facility in Auburn earlier this year, plans to sell about 36 acres of property, nearly half its holdings in Bellevue.

The land, located near two freeways and a railroad line and less than a mile from downtown Bellevue, is considered prime real estate that's ripe for redevelopment.

Property of a similar size and location has not been available in Bellevue for many years and commercial real estate professionals say it could fetch anywhere from \$25 million to \$50 million, depending on how it's rezoned and other factors.

Long anticipated, the property could be put on the market as early as this fall.

Safeway's plan coincides with a major project the city launched recently to study future uses of land in the Bel-Red Road corridor.

The 900-acre corridor includes land just south of Bel-Red Road north to Highway 520, and runs from Interstate 405, next to downtown Bellevue, on the west, to 148th Avenue Northeast on the east, the Redmond city limit.

A short distance east of that is the main campus of Microsoft Corp., the Eastside's largest employer.

Bellevue planners say in recent years the area, zoned for warehouse, light industrial and other commercial uses, has been "nibbled away by piecemeal development."

They argue a long-term land-use vision is needed to provide direction for the future, enhance economic vitality and complement downtown as an employment center.

Last week the Bellevue City Council approved spending \$265,000 to pay a consultant for planning and design work related to the Bel-Red Corridor Project. A total of \$960,000 has been budgeted for recommendations on how the land should be used, an environmental impact statement and transportation analysis.



Near the corridor's west end lies Safeway, which owns a total of about 75 acres at three locations near 124th Avenue Northeast, between Bel-Red Road and Northrup Way. The land for sale is from a 59-acre parcel west of 124th.

In a short letter to the Bellevue Planning Department in late June, the company stated that 36.6 acres of "the south property will be sold for redevelopment."

Cherie Myers, a spokeswoman at Safeway's regional headquarters in Bellevue, said Friday only that the company "is looking at a lot of different options."

The 22.5 acres at the north end of the parcel will continue to house Safeway's milk and ice cream plant and a variety warehouse distribution center. Most of the buildings on the property were constructed in the late 1950s.

On separate properties nearby, the company operates a production bakery and a beverage plant.

Safeway officially opened its 115-acre Auburn facility in April, including a 1.15-million-square-foot distribution building. About 800 employees now work at the Auburn complex, Myers said.

The grocery chain paid \$29 million to Boeing for the property in 2002 and spent \$140 million on the distribution center.

Matt Terry, Bellevue's planning director, said the Bel-Red area's zoning has remained the same since the 1960s as the city grew up and traffic slowed down.

The corridor now contains 27 percent of the city's commercial and industrially zoned land -- more than 50 percent of land zoned light industrial -- and 18,774 jobs out of Bellevue's total of 110,774 in 2003.

However, while the city's total employment grew by 17 percent from 1995 to 2002, in the Bel-Red corridor it fell by 6 percent during the same period.

Terry said there has been pressure for years from landowners, tenants and developers to change the area's zoning.

"That's because the regional economy is changing. A regional distribution system in Bellevue made sense in the 1960s," Terry said. "There was great access to the freeway system, little congestion and noise from truck routes were not a problem.

"As we've grown up and got more intensely developed, issues have grown for us and (Safeway). That's largely why Safeway relocated its regional distribution to Auburn."

While it's too early to say exactly how the area will change, Terry said he expects the corridor's many small businesses to remain, while large warehouses and distribution sites are converted to other uses.

More office buildings are a good bet, with some residential and retail development possible as well.

One major factor driving the corridor study is the likelihood that Sound Transit will run some version of high capacity transit -- light rail or fast buses -- between downtown Bellevue and Microsoft.

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Terry said it's "extraordinary to have a parcel this size be available." Commercial real estate agents seem to agree.

"The upside development potential is so tremendous," said John Cox, an agent with GVA Kidder Mathews. "It could be great for office, mixed-use or multi-family.

"But before taking advantage of an upzone, significant traffic improvements are needed."

Terry Wirth, with Colliers International, said traffic issues will need to be addressed, but expects developers from across the nation will be interested in the property.

"A ton of people will jump all over this. It has proximity to freeways, views, it's close to downtown, close to a hospital and it's flat," Wirth said. "It's a fabulous site."

David Grant can be reached at david.grant@kingcountyjournal.com or 425-453-4237.

#### RELOCATION

PHOTOS by Rick Schweinhart/Journal: 1) Bellevue planners are hoping for a long-term land-use vision for the former Safeway distribution center near Bel-Red in Bellevue. 2) Safeway will continue to use the Bellevue distribution center after it sells half the property.

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## Effort to shape Bel-Red Corridor future underway

Faced with changes in land use patterns and declining employment in the Bel-Red Corridor, the city has launched a major effort to shape the area's future.

The City Council in August gave planners approval to develop a new direction and identity for the area that builds on its existing strengths, increases business activity, protects and enhances adjacent residential neighborhoods, and capitalizes on potential new transit modes.

The effort will be led by the departments of Planning and Community Development and Transportation, with major involvement by businesses and residents. A citizen steering committee will be appointed by the Council, and numerous community meetings and other opportunities for public participation will occur.

The planning effort is expected to take place through early 2007, with frequent progress reports made available to the public.

"We need the community's help to plan for the future of the Bel-Red Corridor now while we have a chance to shape its outcome," said Matt Terry, director of the city's Planning and Community development Department. "If we wait, we will see piecemeal change that is unlikely to result in attractive places to live and work."

With about 20 percent of the city's total employment, the Bel-Red area has long been one of the city's major business areas, dominated by stores and offices, warehouses and distribution facilities including the Coca Cola bottling plant. About half of the area, which has about 1,100 business locations, is zoned for light industrial use.

But in recent years, as the city's downtown and other commercial areas have thrived, the Bel-Red area has faltered, with big employers either moving out or greatly reducing operations. Safeway has shifted most of its distribution operations out of the area and announced plans to sell about half of the 75 acres it owns, while the King County Journal moved the bulk of its operations from the Bel-Red Corridor to Kent.

As land uses in the area have shifted, employment also has declined. Recent data indicates that between 1995 and 2003, employment in Bellevue as a whole increased by 18 percent, but dropped six percent in the Bel-Red Corridor. Over 20,000 people are presently employed in the Bel-Red Corridor.

City officials said given these trends, it is important the city begin working now with businesses and residents to determine future land uses in the corridor, as well as the area's role in the city's overall growth and economic development.

Moreover, Sound Transit is in the early stages of evaluating High Capacity Transit (HCT) modes such as light rail or bus rapid transit that would cross Lake Washington into downtown Bellevue and then eventually run east through Overlake and the Bel-Red Corridor and into Redmond.

Such a transit line could carry more than 15,000 passengers per day between Downtown Bellevue and Redmond Overlake, offering a fast, reliable travel option in a very congested corridor and opening up new options for different types of development, city officials said.

"It's a prime time to embark on the Bel-Red effort," said Goran Sparrman, director of the city's Transportation Department. "We know the Bel-Red area needs transportation improvements, and not just to carry



An aerial photo of the Bel-Red Corridor, with the Safeway distribution center in the foreground. The company has moved some of its operations from the site, and currently plans to sell about half of the 75 acres it owns in the corridor. Photo by Ron Parker, Associated Earth Sciences.

more cars. Along with HCT, we need to look at improving bike routes, bus routes and sidewalks, too."

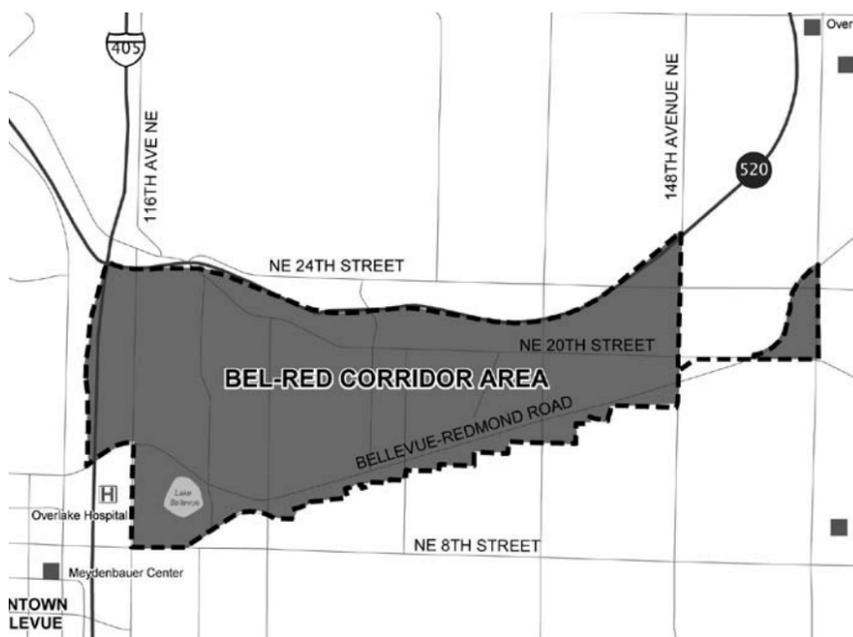
When complete, the plan will include recommendations for land use changes and related infrastructure (such as utilities, streets and parks), a preferred route for HCT with station locations, identification of needed amenities, and financial strategies to put the plan into action.

The city expects to work closely with Sound Transit and the City of Redmond, and develop an extensive plan to keep the public involved and informed. In addition to the citizens steering committee and planned community meetings, the city will develop a Bel-Red Corridor website, newsletters and other communications tools.

"The city can either stand by, or help guide what happens," said Dan Stroh, the city's Planning Director. "Bellevue has a history of working with the community to plan and manage change, and that is what we hope occurs here."

For a complete list of the Bel-Red Corridor planning principles adopted by the City Council, see page eight of the PDF document on the Web: [http://www.cityofbellevue.org/citygov/CityCouncil/pdf/PA\\_08012005\\_2a\\_SS.pdf](http://www.cityofbellevue.org/citygov/CityCouncil/pdf/PA_08012005_2a_SS.pdf).

For additional information, e-mail [BelRed@ci.bellevue.wa.us](mailto:BelRed@ci.bellevue.wa.us) or contact Kevin O'Neill at 425-452-4064.



The Bel-Red Corridor stretches between State Route 520 and Bel-Red Road, extending from Interstate 405 to the city's border with Redmond at 148th Avenue Northeast.



More than 1,000 residents joined Bellevue City Councilmembers for the grand opening of Lewis Creek Park in South Bellevue. Bellevue City Councilmembers uncover the Park Dedication Plaque: From l to r: Conrad Lee, Mayor Connie Marshall, Don Davidson, John Chelminiak, Grant Degginger. The park offers a visitor center, extensive trail system, play areas, and sportsfields. Eighty per cent of the 56-acre park remains in its natural condition.

Attachment A  
Scope-of-Work  
Bel-Red Corridor Study –Economic and Market Analysis  
Leland Consulting Group

This following pages describe the individual tasks in the scope-of-work, followed by a description of the work products, a preliminary schedule, and estimated budget to complete each deliverable.

Work Products

Consultant will produce a technical memorandum on completion of each of the numbered tasks which summarizes key findings and recommendations. Each memorandum will become a section in the final report. The final report will likely have the following order and contents

Executive Summary

1. Development Demand and Constraints
  - Summary of Existing Development Patterns
  - Area Wide Market Demand
  - Relationship to Other Regional Employment Centers (particularly DT Bellevue)
  - Constraints and Obstacles
2. Development Options
  - Development with No Public Action
  - Node Opportunities
  - Corridor Opportunities
  - Potential HCT Routes
3. Implementation Strategies
  - Strategy Elements
  - Summary of Key Principles
  - Actions and Timeframes

Appendices

- Photos
- Area Wide Maps and Tables
- Summary of Interview Findings
- Market History and Projected Demand
- Relevant National HCT case studies

Format of Work Products

The interim and final work products will be presented in an easy-to-read format with short sections and extensive use of color, graphics and bullet point text. All printed materials will be bound in letter-sized documents. Consultant will provide ten copies of the final report. PowerPoint presentations will be accompanied by hand-outs.

Tasks

Consultant will carry out the work in this approximate sequence:

### Task 1. Development Demand and Constraints.

- 1: Consultant will analyze existing development patterns in the study area, including:
  - (1) Major features and users
  - (2) Land use
  - (3) Employment type and density
  - (4) Age and condition of existing buildings
  - (5) Parcel size
  - (6) Ratio of land to total property value
  - (7) Coverage ratios
  - (8) Access and exposure on major and minor streets
  
- 2: Consultant will meet with stakeholders and others to discuss plans, opportunities and constraints to development in the study area. This will include a meeting with representatives of Sound Transit to discuss potential High Capacity Transit (HCT) alignments and conditions necessary for attracting this public investment. Other people and organizations will likely include:
  - (1) Developers, brokers, land owners and investors
  - (2) Institutional and corporate owners
  - (3) Social service agencies
  - (4) Transportation and transit agencies
  - (5) Retailers and auto related companies
  
- 3: Consultant will analyze historical and projected demand through 2010, 2020 and 2030 for various land uses in the study area. This analysis will be based on data from the Puget Sound Regional Council, on-line sources, brokerage house statistics and employment data compiled in Task 1 above. This data will include local employment by industry. Major categories of land uses to be analyzed will include:
  - (1) Office space
  - (2) Industrial space
  - (3) Retail space
  - (4) Multi-family housing

As part of this analysis, the Consultant will analyze the current and potential positioning of the study area as an employment center, and its relationship to other major Eastside commercial and employment centers such as Downtown Bellevue, Overlake, and Eastgate.

- 4: Consultant will make qualitative judgments about future demand for more specialized uses that are variations on the uses above, including:
  - (1) Grade A office space
  - (2) back-office space
  - (3) laboratory and medical uses
  - (4) service office and industrial space
  - (5) warehouses
  - (6) auto-related uses
  - (7) specialty retail
  - (8) local-serving retail

- (9) hotel and hospitality
- (10) local-serving retail and restaurant
- (11) destination and comparison retail

### Task 2. Development Options

- 1: Consultant will recommend a “program of development” that assesses the future development potential for the study area as a whole and for sites, nodes and corridors within the study area. This program will describe
  - (1) different target markets and users;
  - (2) relevant user needs;
  - (3) specific land uses and development configurations which meet these needs;
  - (4) the appropriate scale of development, and
  - (5) special marketing concerns.
- 2: This analysis will recognize that future development of the Bel-Red corridor is intended to complement rather than compete with downtown Bellevue. Although some uses may appear similar, the positioning and mix of uses will likely be different.
- 3: This analysis will also examine the likely future of the study area if there are no significant changes in zoning or transportation improvements, or no major initiatives on the part of the City.
- 4: Based on earlier discussion with transportation and transit agency representatives, Consultant will analyze the impact of alternative HCT alignments on potential redevelopment of given portions of the study area and properties.
- 5: Consultant will also meet with the City’s land use/urban design consultant (yet to be selected) to brief this consultant on its program findings.
- 6: Identification of pertinent HCT corridors in other parts of the country, with similar characteristics to the study area.

### Task 3. Implementation Strategies

- 1: Consultant will propose principles and strategies for encouraging redevelopment and revitalization of the area. Many of these recommendations are likely to arise from earlier meetings with stakeholders and developers. The strategies will highlight, among other topics, the area’s attributes, key challenges to future development, and strategies to overcome those challenges.
- 2: Consultant will recommend actions that encourage development and remove obstacles, and prioritize these in a “Next Steps” section for follow up.

Meetings and Target Dates

The following table provides a preliminary schedule for the project, with the start date based on the date of the final execution of the contract.

| <u>Week</u> | <u>Meetings</u>  | <u>Deliverable</u>   | <u>Estimated Budget per Deliverable</u> | <u>Lead Staff</u>           |
|-------------|--|--|---|-----------------------------|
| 1           | Technical Meeting with City staff on data availability and delivery dates of requested GIS work products   |  |   | Rod Stevens                 |
| 2           | Kick-Off Meeting with senior City staff and consultants, covering ideal study outcomes, real estate & planning issues, transportation strategies, and effective means of carrying out the work |  | \$2,500                                 | David Leland<br>Rod Stevens |
| 4           | Stakeholder Meetings   |  | \$5,000                                 | Rod Stevens                 |
| 6-7         | Progress Meeting: “Development Demand and Constraints”   | Technical Memorandum: “Development Demand and Constraints”   | \$17,500                                | Rod Stevens                 |
| 9           | Progress Meeting:: “Development Options”   | Technical Memorandum:: “Development Options”   | \$10,000                                | David Leland<br>Rod Stevens |
| 11          | Progress Meeting:: “Implementation Strategies”   | Technical Memorandum:: “Implementation Strategies”   | \$10,000                                | David Leland<br>Rod Stevens |
| 12          | Executive Workshop Meeting with selected senior staff and potentially elected officials to review overall findings   | Final Report Bound report including technical memorandums as major sections, plus executive summary and appendices | \$4,950                                 | David Leland<br>Rod Stevens |

In addition to these meetings, Consultant will meet with the City’s land use consultant to brief them on its findings and to discuss how these may affect future planning for the area.

Consultant reserves the right to accelerate this schedule, based on reasonable advance notice to the City. Significant delays or changes in this schedule will be documented in writing.

Billing

Client will bill monthly, with payment due within 30 days, per Section 2C of the contract. These billings will reflect progress on the various work tasks and work products, with the cumulative billing for each task not to exceed the schedule of values stated above. The following hourly charges are included for reference on future billings, although it is mutually understood that this is a not-to-exceed contract and that the schedule of values will limit billings for any given task:

|                                  |       |
|----------------------------------|-------|
| Dave Leland:                     | \$225 |
| Rod Stevens and Anne Ricker      | 180   |
| Jon Williams, & other Associates | 125   |
| Analyst                          | 100   |
| Support staff                    | 65    |

In the event that the City suspends the work for more than two weeks, then the City shall pay the Consultant on a time and materials basis for the work completed to date, based on the above billing rates, but in no event more than the scheduled payment shown above and in no event less than 50% of the scheduled payment.

**Attachment A**

**Scope of Work**  
**Bel-Red Corridor Study - Land Use/Urban Design Planning**  
**Crandall Arambula**

The consultant will perform the tasks and submit the deliverables described in this Scope of Work. For purposes of the contract scope —tasks, deliverables, and budget—the term “consultant” will refer to Crandall Arambula and to any sub-consultants doing work under this contract.

The city will provide project management on the overall Bel-Red corridor project, which includes a scope of work involving several consulting firms, including economic, transportation, and environmental consultants who will be hired by the City under separate contracts. The consultant will be expected to collaborate with and coordinate their work with these other consultants. In addition, the consultant will be expected to work in a highly collaborative manner with city staff, conferring with and involving staff at major formulation states throughout the life of this contract.

Task completion shall be approved by the city's project manager, and deliverables shall be submitted to and approved by the city's project manager. Unless noted otherwise, all deliverables shall be in appropriate digital format. Printed display and/or hardcopy material deliverables are noted.

The City will provide, base maps of the study area with the following information in hard copy and electronic format:

- Property lines
- Building footprints
- Roadway and sidewalk curb locations
- Contours
- Existing utilities (above and below grade)
- Other information as agreed by the consultant and the city project manager

As noted below, the scope will be performed in three phases: Existing Trends Analysis, Development and Refinement of Land Use Alternatives, and Implementation Measures.

## **Tasks and Deliverables**

### **Phase 1: Existing Trends Analysis**

#### **Task 1.1. Initial Meeting**

The consultant will attend a project “kick-off” meeting with the city’s project manager and other city staff. The purpose of the meeting will be to:

- Address project coordination and management, including work with city staff and other project consultants;
- Begin discussing project issues and opportunities;
- Anticipate the need for the consultants to attend and prepare presentation materials for meetings of the project steering committee, and potentially with City Boards and Commissions and/or the City Council
- Finalize the project schedule; and
- Discuss the various project stakeholders and the consultant’s role in assisting with the city’s public involvement plan.

Deliverables: Finalized project schedule, including integration of key public meetings that the consultants will attend.

#### **Task 1.2 Evaluation of Existing Conditions**

The consultant will evaluate the study area’s existing conditions and character of the built and natural environments. This includes an analysis of existing land uses (light manufacturing, warehouse/distribution, residential, office and retail).

The consultant will:

- Gather and review existing information on the area, including:
  - Land use types
  - Age of buildings, densities, and building types
  - The transportation network
  - Inventory of existing community assets
- Conduct a natural resource inventory of the area, and characterize ecological resources and conditions that affect suitability for alternative development types and densities. Special emphasis should be placed on riparian corridors, wetlands and other ecologically sensitive areas;
- Survey the study area, addressing the link between the transportation system and existing development, identification of key development/redevelopment parcels and under-utilized properties, and urban design issues.
- Develop base maps, including physical conditions; and
- Photograph the area.

Deliverables: Technical memorandum summarizing key findings from analysis. Base maps and photographs documenting existing conditions.

### **Task 1.3 Baseline Analysis of Economic Conditions**

The consultant will meet with the city's economic and market consultants to discuss key findings from the economic/market analysis of the area and their implications for future development, including land use types and building form.

Deliverable: Technical memorandum outlining land use/urban design implications of economic/market analysis.

### **Task 1.4 Opportunities and Constraints**

Based on the work performed in Tasks 1.2 and 1.3, the consultant will prepare an analysis of existing physical, environmental, and economic opportunities, constraints, and challenges. The consultant will:

- Analyze opportunities for new development and redevelopment in conjunction with implementation of multi-modal transportation facilities, such as new road capacity, pedestrian paths, bicycle trails, high capacity transit (HCT), and links to regional open space networks. HCT will be a particular focus in the analysis, with regard to potential future land use at station areas.
- Identify land development/redevelopment suitability from the perspective of natural systems, including areas/resources where disturbance should be avoided or minimized, and areas where higher density development activity is most appropriate.
- Identify opportunities for restoring degraded ecological functions which could be accomplished as a complement to redevelopment activity. Assess appropriateness for low impact development storm water treatment, given area soils, existing conditions and other relevant factors.

Deliverables: Technical memorandum summarizing findings from analysis. Graphics and base maps describing project growth constraints and opportunities, and environmental factors.

### **Task 1.5 First Public Meeting**

The consultant will help prepare materials for and attend the first public "kick-off" meeting on the project. The consultant will coordinate with City staff on roles/responsibilities regarding the public meeting (as outlined in Task 1.1), but consultant responsibilities may include making presentations and facilitating work sessions.

Deliverables: Presentation graphics and materials, in both display and digital (Powerpoint) format.

## **Phase 2: Development and Refinement of Land Use Alternatives**

### **Task 2.1 Develop Land Use Evaluation Criteria**

The consultant will work with city staff to develop a list of key criteria which will help guide development of land use alternatives. These criteria will cover economic, environmental, urban design, urban form, and other variables.

Deliverable: List of evaluation criteria for development and review of land use alternatives.

### **Task 2.2 High Capacity Transit Station Analysis**

The consultant will work with city staff and the transportation consultant to analyze and identify potential HCT station locations in the study area from the perspective of land development opportunities and compatibilities. These alternative station locations will be a key driver for land use alternatives and development concepts.

Deliverable: Technical memorandum and maps outlining station location alternatives.

### **Task 2.3 Alternative Plan Concepts**

Based on work undertaken in Task 1, the results of the public kick-off meeting, and the analysis undertaken in Task 2.1 and 2.2, the consultant will work in collaboration with city staff and other project consultants to develop three alternative future land use scenarios for the area. The alternatives will be summarized and illustrated, and will outline and describe the amount, location and types of land uses. In developing these land use alternatives, the consultant will integrate the environmental assessment performed in Task 1.2 and 1.4 into the development of the land use alternatives, adding the emphasis on ecological sensitivity to other perspectives and disciplines informing these alternatives. In addition, the consultant will include examination of:

- HCT routes and potential stations;
- Transportation networks, including bike/pedestrian paths, and integration of land use and transportation capacity and improvements
- Results from the economic/market analysis
- Opportunities for higher density and infill development than presently exist;
- Links to open space and natural resources
- Overall urban form
- Compatibility with nearby land uses
- Infrastructure capacity and constraints

These alternatives will ultimately be reviewed in a Draft Environmental Impact Statement (DEIS) prepared by a consultant under a separate contract.

Deliverables: Rendered plans, sections, diagrams, tables, charts, sketches and text describing each alternative, and text documenting the assumptions and characteristics of each alternative.

### **Task 2.4 Development of Visual Simulation and Graphic Tools**

The consultant will develop prototype visual simulations to illustrate the alternatives developed in Task 2.3.

Deliverables: Visual simulation and graphic illustrations explaining land use mixes, specific development types and concepts, and HCT alignments and stations. Using the graphic program SketchUp, animated PowerPoint presentations for each land use alternative for the area, will be developed illustrating:

- Building heights and footprints
- Open space and circulation
- Proposed land uses

### **Task 2.5 Public Workshop to Present Draft Alternatives**

The consultant will prepare presentation materials and attend a second broad public workshop that will present draft land use alternatives for public review. The consultant will coordinate with City staff on roles/responsibilities regarding the public meeting, but consultant responsibilities may include making presentations and facilitating work sessions.

Deliverables: Presentation materials, in both display and digital (Powerpoint) format.

### **Task 2.6. Refinement of Draft Alternatives**

Based on review at the public workshop and additional need for refinement, modifications will be required to the draft alternatives prior to preparation of the Draft Environmental Impact Statement. The consultant will undertake and document these modifications.

Deliverable: Graphics and technical memorandum outlining modifications.

### **Task 2.7 Develop Preferred Alternative**

Based on technical analysis of land use alternatives, including information presented in the DEIS, and community input, the consultant will develop a preliminary preferred land use alternative. The preferred alternative may be one of the alternatives developed in Task 2.3, or a hybrid of earlier alternatives.

The preferred land use alternative will outline the types, intensity, and location of land uses, and also identify community amenities (such as parks and open space) that would be desired to accomplish this vision. The consultant will work in conjunction with the transportation consultant in evaluating transportation improvements needed to implement the preferred land use alternative. In addition, the consultant will identify additional opportunities for sustainable development practices in redevelopment of the Bel-Red area, including zoning strategies, building design, infrastructure development.

Deliverables: Digital sketchbook of plans, sections, sketches, or other illustrations that clarify and illustrate the preferred alternative. A “framework” plan for various land uses within the preferred alternative (office, retail, housing, open space, etc.). A technical memorandum describing the preferred alternative.

**Task 2.8 Public Workshop on Preferred Alternative**

The consultant will prepare materials for and attend a third broad public workshop that will present the draft preferred land use alternatives for public review. The consultant will coordinate with City staff on roles/responsibilities regarding the public meeting, but responsibilities may include making presentations and facilitating work sessions.

Deliverables: Presentation materials, in both display and digital (Powerpoint) format.

**Task 2.9 Prepare Refined Graphics and Visual Simulation of the Preferred Alternative**

Based on input from the third public meeting, the consultant will refine its plans, sections, sketches, and drawings to illustrate the preferred alternative. The consultant will then prepare a sophisticated, computer “drive through” visual simulation of the preferred alternative.

Deliverable: Disk with a visual “drive through” of the preferred alternative and CD of refined plans, sketches, and drawings of preferred alternative in jpg or PowerPoint format will be provided after the preferred alternative is identified and finalized.

**Task 2.10 Phasing Strategy**

The consultant will work with the City’s transportation consultant to develop a phasing strategy for implementing any land use/zoning changes in the area (including interim land use controls). The strategy will recognize that ultimate implementation of the preferred vision will likely occur in an incremental fashion between now and 2030, and the timing will be dependent on the availability of necessary infrastructure. There will be a focus on linking implementation of the land use plan and future development with necessary infrastructure, including transportation, water, sewer, and other essential services.

Deliverable: Technical memorandum outlining proposed phasing strategy for implementation of land use/zoning changes.

**Task 2.11 Present Refined Preferred Alternative**

The consultant will prepare a summary and presentation of the final preferred alternative for presentations to City commissions, City Council, the project steering committee, and other community stakeholders.

Deliverables: Technical memorandum summarizing and evaluating the preferred alternative in response to project objectives and evaluation criteria established in Task 2.1; electronic sketchbook of graphic illustrations of preferred alternative.

### **Phase 3: Implementation Measures**

#### **Task 3.1 Draft Implementation Strategy**

The consultant will prepare a draft implementation strategy that will identify catalyst project ideas, implementation priorities and estimated costs, implementation responsibilities and schedule. Deliverables: Draft technical memorandum summarizing catalyst projects, implementation priorities and costs, return-on-investment ratio analysis, financial strategies, implementation priorities, responsibilities and schedule.

An Implementation Action Plan will be prepared in coordination with the transportation consultant. Public and private catalyst projects within the study area, (with some focus on station areas), will be identified and prioritized based on the need to minimize public investment and maximize private development. Where appropriate, transportation improvements will be included in the investment ratio calculation. The financial analysis will estimate the total amount of public and private investment within ¼ mile of each potential station area when the plan is implemented. The investment ratios will be based on the projected public and private investment within these areas.

#### **Task 3.2 Amendments to City's Land Use Code and Design Review**

**Guidelines.** The consultant will propose recommended amendments to the City's Land Use Code and design review guidelines to implement the final preferred land use alternative.

Deliverable: Technical memorandum including proposed amendments to the City's Land Use Code and design review guidelines to implement the preferred alternative, along with rationale and justification for the proposed changes.

#### **Task 3.3 Final Implementation Strategy**

Based on input from City staff and the project steering committee, the draft implementation strategy will be revised and finalized.

Deliverable: (1) Final technical memorandum summarizing catalyst projects, implementation priorities and costs, implementation priorities, responsibilities and schedule. (2) Final technical memorandum presenting proposed amendments to the City's Land Use Code and design review guidelines to implement the preferred alternative. (3) Final technical memorandum outlining opportunities for sustainable development and strategies to accomplish this.

#### **Task 3.4 Final Report**

The consultant will prepare a report summarizing all information gathered and generated and outlining key findings and recommendations. The report will include graphic illustrations and all digital files. The report will be in PDF format to enable reproduction and posting on the City's website.

Deliverables: Ten color hardcopies of the final report. One PDF file. All other graphic and text original files. Visual simulations in digital format.

## **Budget**

The budget for the scope of work, including tasks and deliverables performed by the consultant, shall not exceed \$265,000. This budget includes all labor, deliverables, travel, printing and production, telephone and related expenses, and other reimbursable expenses.

Labor costs will be based on the following billing rates:

### Crandall Arambula:

|                  |            |
|------------------|------------|
| George Crandall: | \$145/hour |
| Don Arambula:    | \$130/hour |
| Kristin Belz:    | \$65/hour  |
| Jason Graf:      | \$65/hour  |
| Support Staff:   | \$55/hour  |

### Herrera:

|                  |            |
|------------------|------------|
| Kittie Ford      | \$159/hour |
| Mark Ewbank      | \$159/hour |
| Amanda Azous     | \$131/hour |
| Jose Carrasquero | \$130/hour |
| Robin Kirschbaum | \$115/hour |

### Newlands and Company:

|               |           |
|---------------|-----------|
| Don Newlands: | \$85/hour |
|---------------|-----------|

### Perteet:

|           |           |
|-----------|-----------|
| Andy Yim: | \$60/hour |
|-----------|-----------|

The budget shall include Crandall Arambula travel to Bellevue for not more than 15 meetings, at an assumed cost of \$600 per trip, for a total of \$9,000. Meetings that the consultant will be asked to attend include, but are not limited to:

- Meetings with the city project manager and other city staff
- Meetings with other consultants hired under separate contracts working on the Bel-Red Corridor project
- Meetings with the project steering committee
- Meetings with community or business stakeholders
- Community meetings, including meetings with City Council or city boards and commissions

The consultant will have flexibility to allocate the budget between tasks, as long as all tasks and deliverables are completed, and the budget does not exceed \$265,000. For planning purposes, the budget will be allocated as follows:

|                 |           |
|-----------------|-----------|
| Task 1:         | \$56,000  |
| Task 2:         | \$150,000 |
| Task 3:         | \$50,000  |
| Travel/Per Diem | \$9,000   |

Schedule

The consultant will begin providing services on the date of execution of the contract, and will complete services on or before April 1, 2007.

**RFP 05-129**  
**BEL-RED CORRIDOR PROJECT**  
**SCOPE OF WORK**

**TRANSPORTATION ANALYSIS AND ENVIRONMENTAL REVIEW**

October 19, 2005

**INTRODUCTION**

The Bel-Red Corridor is one of the City of Bellevue's major employment areas, containing approximately 20% of the city's total employment and over half of all land zoned for light industrial use. The Comprehensive Plan recognizes the area has been in transition for some time, stating that "it is appropriate... to examine these older areas periodically to ensure they continue to be vital and productive." This will entail planning for new uses and urban forms, developing incentives and strategies to promote reinvestment, and targeting investments in public infrastructure to help catalyze new private sector development.

Sound Transit recently updated its Long Range Plan and has begun identifying potential expansions to the regional High Capacity Transit (HCT) system. This planning process (called ST 2) will examine a potential HCT route extension from Seattle to Downtown Bellevue and Overlake. An entirely new transportation mode could be introduced through the Bel-Red corridor, offering major opportunities to enhance land use around future station sites.

The Bel-Red Corridor Project will integrate land use, localized transportation, and regional access/HCT corridor planning. Strategies to protect existing and new neighborhoods from the significant impacts of change will be an integral part of the work. The key objectives of the Corridor Project follow.

- Identify a preferred long term land use plan for the Bel-Red Corridor that:
  - Provides clear and deliberate direction for the future of the area.
  - Enhances the economic vitality of this area and of the larger city.
  - Complements Downtown Bellevue and other employment centers in the city.
  - Strongly integrates land use and transportation systems;
- Devise a multi-modal transportation system for the area that accommodates future growth, enhances overall mobility, and mitigates impacts on adjoining areas;
- Evaluate the impact and opportunities presented by HCT through the area on both land use and transportation, and identify a preferred HCT route and station locations through this corridor in coordination with Sound Transit;
- Identify community and neighborhood amenities that will complement the preferred land use plan for the area and serve the broader community; and
- Protect adjoining areas from impacts of land use and transportation changes in the study area.

Accomplishing these objectives will require meeting a number of challenges: Identifying the special market niche for this area that complements the city's overall economic health; developing a critical mass of the desired land uses in an area currently fragmented by many uses and multiple ownerships; developing the neighborhood and community amenities that will make this a more attractive area for redevelopment; mitigating the impacts of development on this area and nearby neighborhoods; and others. This scope of work is a critical part of the technical work that will be required to meet these challenges and satisfy the project objectives.

The full scope of work for the Corridor Project will include the following major elements:

- Economic and market analysis – contracted to Leland
- Land use alternatives development and refinement – contracted to Crandall Arambula
- Transportation analysis and environmental review– this consultant selection process
- Evaluation of HCT routes and potential station locations – to be provided by Sound Transit

- Community outreach – a broad and ongoing program will be conducted by City staff with support from the consultant team. A Steering Committee of community leaders and representatives will provide project oversight and recommendations to the City Council.
- Selection of a preferred alternative – based on the evaluation of alternatives and public input. It will include transportation improvements needed to accommodate the vision for an HCT route and station locations.
- Financing and implementation strategies – to guide funding of transportation, urban amenities and other improvements needed to realize the preferred alternative.

This scope of work is a critical part of the technical work that will be required to meet these challenges and satisfy the project objectives. It focuses on the transportation analysis and environmental review elements listed above that are intended to satisfy policy decision-making needs and programmatic SEPA requirements. Major tasks are identified along with the task purpose, subtasks, and expected deliverables.

### **Task 1. Project Management**

Purpose: Establish a detailed guide for the consultant's management of the transportation and environmental elements of the project.

Assumptions:

- Monthly management team meetings will be 2 hours long and will be attended by 2 CH2M HILL staff.
- Project duration will be approximately 15 months.

Activities:

- A. *Project Management Plan* – The plan will establish the consultant's project team, communications, decision-making, schedule, budget, change management, and quality control. Progress reports will accompany all invoices (on monthly or other interval to be agreed in advance), identifying task completion status from the prior period, issues to be addressed, budget and schedule status.
- B. *Project Budget* – Identify key staff by task and functional role, hours and cost by task for subsequent progress monitoring. With City approval, task budgets may be adjusted within a fixed overall project budget in response to changing project needs. A contractual contingency of approximately 5% should be set aside for unanticipated needs, for use only with the City's approval.
- C. *Project Schedule* – Develop and maintain a schedule in Microsoft Project, detailing milestones, meetings and critical path decision points for each major task.
- D. *Management Team Meetings* – Prepare and conduct a kick-off meeting at project start to share communication and coordination protocol, and disseminate project instructions on such items as quality control, budget and schedule. Prepare for and attend monthly meetings with the City's Project Manager (and others as needed) to review status of scope, budget and schedule, and project issues as needed.

Deliverables: Project Management Plan, kick-off meeting, monthly management team meetings, Technical Memo 1 including project budget and schedule. Invoices and progress reports will be provided monthly or on another interval to be established.

### **Task 2. Previous Transportation Analyses and Environmental Reviews**

Purpose: Establish an understanding of the existing and planned local and regional transportation context, and prior environmental reviews relevant to the corridor project area. Identify relevant case studies of HCT-related land use redevelopment from other corridors. Document the research for subsequent reference and/or application.

Assumptions:

- Electronic and/or hard copies of all reports cited will be provided by the City at the time of Notice to Proceed.
- Up to three case studies will be identified and researched for task 2C.

Activities:

- A. *Summarize the local and regional planning context* relevant to the corridor study area, including: Eagle Hardware EIS (circa 1993); Bel-Red Overlake Transportation Study Update (BROTS) EIS and 1999 Interlocal Agreement; SR 520 Added Access Study of 2000; BROTS N-S Corridor Study of 2002;

Eastgate/I-90 Corridor Study of 2002; 148<sup>th</sup> Avenue Mobility Improvement Project of 2003; Downtown Implementation Plan of 2003 and EIS; Overlake Hospital/Group Health expansion and NE 10<sup>th</sup> Street extension (NE 10<sup>th</sup> Street Pre-Design Study by WSDOT September 2004, Traffic Operations Analysis by HDR Engineering Inc. October 2004, Overlake Hospital Master Plan/NE 10<sup>th</sup> Street Extension Draft EIS, October 2004, and FEIS February 2005); Overlake Transportation Technical Analysis 2005; I-405 corridor plan implementation through nickel projects and transportation partnership program; SR 520 corridor planning and conceptual design; and the impending ST 2.

- B. *Identify planned transportation improvements* relevant to the study area as identified in Bellevue's 2005-2011 Capital Investment Program (CIP), 2004-2015 Transportation Facilities Plan (TFP), Transportation Improvement Program (TIP), Transit Plan, BROTS agreement, and 2030 BKR model platform used for the Overlake Transportation Technical Analysis. Identify relevant transportation improvements planned by the Washington State Department of Transportation (WSDOT), City of Redmond, King County Metro, and Sound Transit.
- C. *Identify relevant case studies* from other urban corridors where planning for land use redevelopment has been successfully performed and documented in conjunction with the introduction of HCT. Look for opportunities to incorporate case study related information in the comparative evaluation of alternatives.
- Deliverables: Prepare Technical Memoranda 2A/B with graphic representations of the regional planning context and committed and planned transportation improvements, and 2C on Relevant HCT Case Studies.

### Task 3. Performance Measures

Purpose: Prepare and gain agreement on the evaluation tools that will be used to compare, contrast and describe the relative performance of alternatives, esp. transportation and environmental performance.

Assumptions:

- Performance measures will be appropriate to a programmatic analysis; measurement standards will be commensurate with the level of data that will be developed for each alternative as part of other tasks in this scope of work.
- The level of effort assumed by the Consultant, in terms of number of hours, must be taken into account when deciding which and how many performance measures to utilize.
- Measures related to transit service frequency, ridership, travel time, etc. will be provided by the City of Bellevue (within the BKR model).
- All performance measures developed in this task will be consistent with existing City policies and regulations and assume an approval process by the Steering Committee (appointed by the City Council).

Activities:

- A. *Benefit/Cost analysis* - Identify methodology for performing benefit/cost analysis on alternatives to be carried forward into the EIS, including an acceptable benefit/cost ratio to be used as a screening parameter.
- B. *Transportation system performance* – Analysis to be performed for a 2-hour PM peak period consistent with the City's concurrency methodology except for transit performance which will be based on the AM peak period or total daily conditions. Measures to be considered include screenline volume/capacity for arterial roadways and transit passengers/seated capacity; network vehicle miles traveled, vehicle hours traveled, Mobility Management Area v/c averages (rolled up from system intersections within each MMA); lane miles of roadway capacity added/reduced; transit service coverage and frequency of service, transit route ridership, daily boardings by station and route segment, transit travel time and savings by segment, transit schedule reliability by segment, park and ride lot demand, non-motorized system impacts/benefits, and truck and rail delivery impacts.
- C. *Environmental consequences* – traffic volume, congestion and delay on residential collector streets; potential for parking overflow into residential neighborhoods; comparative potential for business and residential displacement and acreage acquired for right-of-way by land use type; loss of on- and off-street parking; likely view obstructions; impacts on air, noise, water quality, wetlands, plants and animals, hazardous material, public services and utilities, etc.
- D. *Environmental sustainability* – Working with the Crandall Arambula team (Herrera), identify a method to compare opportunities (among alts.) for providing environmental sustainability within the project area.

- E. *Consistency with plans and programs* – of affected jurisdictions including the cities of Bellevue and Redmond and transportation providers including WSDOT, Sound Transit and King County Metro.
- F. *Financial Feasibility* - Capital cost estimates, ongoing operating and maintenance costs, revenue/funding opportunities

Deliverables: Prepare Technical Memorandum 3

#### Task 4. Scoping

Purpose: Obtain public and agency input to define the scope of the environmental review.

Assumptions:

- An expanded SEPA scoping process will be used per WAC 197-11-210.
- Alternatives will not have been identified by the time the scoping meeting is held; the meeting and associated materials will be structured to obtain useful input from the community regarding the nature of potential alternatives.

Activities:

- A. *Prepare display materials* for the scoping meeting(s) as requested by the City to convey the purpose and need for the project, proposed scope of analysis, and possible alternatives to be considered.
- B. *Attend public and agency scoping meetings* (up to two staff per meeting).
- C. *Document scoping process results* in a Scoping Report.

Deliverables: Up to 5 graphic boards and two handouts for scoping meetings, scoping meeting attendance, and Draft and Final Technical Report 4: Scoping (10 copies + electronic copy).

#### Task 5. 2030 No Action Alternative

Purpose: Document assumed future conditions in the study area if no action is pursued to intervene with land use or transportation changes. Establish a baseline BKR model for comparison of land use/transportation alternatives.

Assumptions:

- The No Action conditions are defined as no zoning changes, no transportation system changes beyond the 2030 baseline, and no HCT within the Bel-Red corridor.
- In the case of TAZ splits, up to 3 TAZs will be assumed for splitting. (see task B below).
- Up to 200 intersections are assumed to be post-processed for the No Action Alternative. Only the 2030 p.m. peak hour will be post-processed.

Activities:

- A. *Recommend needed changes to the 2030 BKR Base Model Platform* from the Overlake Transportation Technical Analysis, considering project planning, design and funding progress and assumptions regarding HCT system revisions (Seattle Monorail, Central Link First Hill and Airport stations, North Link or other extensions) and other relevant system considerations. Following review and approval, code the transportation network assumptions to represent 2030 multi-modal transportation conditions of the No Action Alternative.
- B. *Review Market Analysis results of the Leland work and recommendations for the No Action land use conditions for 2030 resulting from the Crandall Arambula work.* Examine the level of detail within the Bel-Red study area and split Traffic Analysis Zones where necessary. Code the land use conditions to be assumed within the No Action Alternative.
- C. *Load the 2030 travel demand on the No Action transportation network* using the four-step procedure of trip generation, distribution, mode choice, and assignment and identify deficiencies.
- D. *Post-process BKR model volumes* using UFOS-Net consistent with the City's established practice. Post-processing will be done for a two-hour period consistent with the City of Bellevue's concurrency system, and for a one-hour period for intersections in Redmond consistent with that City's concurrency approach.
- E. *Use EMME/2 and UFOS-Net to forecast link and intersection volumes, ridership, system VMT, VHT, and other transportation system performance measures as defined in Task 3.*
- F. *Using the existing calibration year model (MPO) provided by the City, document the comparison of existing conditions with the 2030 No Action Alternative.*

Comment [JY1]:

Deliverables: Prepare Technical Memorandum 5 documenting the assumed No Action transportation network and services, land use assumptions by geographic area, and transportation system performance for demonstration of change from existing to 2030, and for baseline measurement purposes.

#### **Task 6. 2030 Land Use/Transportation Alternatives**

Purpose: Develop three distinctly different integrated land use/transportation scenarios for the study area with the expectation that any of the three could become the foundation for the corridor plan.

Assumptions:

- Each alternative will consist of one land use development scenario and one associated set of transportation improvements.
- The consultant team will generate up to 6 preliminary alternatives, in collaboration with City staff and Crandall Arambula, to be taken into the charette; these alternatives will not be evaluated quantitatively prior to the charette.
- Up to 200 intersections are assumed to be post-processed for each of the 3 action alternatives. Only the 2030 p.m. peak hour will be post-processed.
- Participants in the charette will have authority to make shortlisting recommendations for the groups or agencies they represent; the charette will produce the staff/consultant recommendations for the Steering Committee, and a Steering Committee recommendation will be confirmed by Council.]

Activities:

- A. *Three different scenarios* will be prepared representing varying combinations of land use development and multi-modal transportation facilities and services for the Bel-Red Corridor. The transportation consultant will lead the preparation of the transportation system elements to be integrated with land use assumptions developed by Crandall Arambula. This task will require collaboration with City staff, the Steering Committee, Planning and Transportation Commissions, Crandall Arambula, other consultants, Sound Transit and their consultants regarding HCT routes, guideway alignments, station locations, maintenance facilities, and operating and maintenance assumptions. The primary forum for collaboration with the Steering Committee, the commissions, and other agencies will be a charette held to determine a shortlist of three alternatives from a larger set of possibilities brainstormed by consultants and City staff. In creating the alternatives, the team will consider: the creation of a denser street and pedestrian network; mitigating pass-through trips; improving regional accessibility; and the effect of a potential HCT system, including opportunities to establish transit-oriented land use development and/or other synergistic relationships.
- B. *Detail the assumed transportation system for each of the three alternatives*, including changes to regional freeway routes, the street network, non-motorized elements (pedestrian and bicycle systems), and transit system including exclusive guideway HCT, express bus/HOV, and regular route bus transit. Code the assumed networks and service assumptions in the BKR model.
- C. *Prepare a qualitative analysis of each alternative* and recommend changes to strengthen or improve them to create high quality urban neighborhoods before proceeding with further detailed analysis.
- D. *Load the 2030 travel demand on the transportation network for each of the three alternatives* using the four-step procedure of trip generation, distribution, mode choice, and assignment. Identify deficiencies.
- E. *Post process BKR model trip volumes* using UFOS-Net consistent with the City's established practice and prepare analysis per measures identified in Task 3.

Deliverables: Prepare Technical Memorandum 6

#### **Task 7. 2030 Alternatives Evaluation**

Purpose: Compare and contrast the No Action Alternative and three integrated land use/transportation scenarios in order to clearly identify the differences as a guide to public policy decision-making.

Assumptions:

- Up to 30 distinct transportation improvements will be conceptually designed and cost estimated for the three action alternatives collectively.

- Quantitative and qualitative analysis of the alternatives will be limited to the performance measures developed as part of Task 3.
- Information to be provided to Crandall Arambula for development of visual simulations will consist of conceptual plan, profile, and section layouts developed for Task 7A. CH2M HILL will not be developing visual simulations for any component of the project.
- The City will provide estimates for ongoing operation and maintenance costs of potential transportation improvements.
- Roadway/intersection analysis will be conducted for the 2030 p.m. peak hour only [transit model results will be for the am peak].

Activities:

- Prepare conceptual engineering of transportation improvements* as the base for technical analysis, feasibility analysis, cost estimating and documentation.
- Prepare both a quantitative and qualitative analysis of the alternatives*, applying the performance measures developed in Task 3.
- Summarize the analysis results in graphic, tabular and other readily digestible formats* for ease of communication and inclusion in the Draft EIS.
- Lead the preparation of transportation system information to be included in visual simulations* for the combined land use/transportation alternatives by the Crandall Arambula team.
- Prepare cost estimates for transportation elements of the three action scenarios*; planning level opinions of cost, considering construction cost and feasibility, and ongoing annual costs of operations and maintenance.

Deliverables: Prepare Technical Memorandum 7A on the Alternatives Evaluation, and 7B on Cost Estimates.

### **Task 8. Prepare Draft EIS**

Purpose: Satisfy the needs of public and agency review, decision-making support, and SEPA regulations. The consultant will analyze and describe the affected environment, alternatives under consideration, comparative impacts by alternative, potential mitigation measures, and significant unavoidable adverse impacts for each element as described below.

Assumptions:

- Analysis of land use and economic activity will be based on work done by Crandall Arambula and Leland; this work will simply require reformatting to meet SEPA requirements.
- Visual and aesthetic assessment, including simulations, will be based on work by Crandall Arambula.
- Air quality conformity analysis and/or microscale analysis will not be required, since no project-level improvements are proposed. Consultant will verify acceptability of this approach with PSRC prior to beginning work.
- Direct impacts of Sound Transit's proposed HCT system will be evaluated in the EIS to be prepared for that project and will not be considered in the Bel-Red Corridor analysis except as they may contribute to cumulative impacts.
- Evaluation for neighborhoods outside the Bel-Red Corridor study area will be limited to assessment of traffic impacts using the City's existing concurrency methodology.
- The City will provide two rounds of review on the Preliminary Draft EIS, and will provide a single consolidated mark-up document to the consultant for each review round.

Activities:

- Land Use and Economic Activity* - Land uses and patterns, employment, and economic activities and trends; direct (displacements) and indirect (redevelopment) impacts; consistency with plans; and local tax bases
- Neighborhoods and Populations* - Neighborhoods, populations and their characteristics, including assessment and documentation of affected adjacent neighborhoods and populations
- Aesthetics* - Visual and aesthetic assessment considering both visual resources and viewer response to the visual environment
- Transportation* - Summarized from Task 7 above

- E. *Air Quality* – Emissions burden analysis to determine comparative area-wide level of impact
- F. *Noise* – Monitor ambient conditions as needed, identify potential impacts relative to the FHWA criteria based on increase in traffic volumes using FHWA NOISE model, and identify locations needing mitigation
- G. *Ecosystems* – Identify potential for impacts to vegetation and wildlife habitat, threatened and endangered species, aquatic resources, and wetlands. Assessment will be relative among alternatives and will quantify impacts to the extent possible based upon land area proposed for redevelopment and right-of-way limits of transportation improvements.
- H. *Water Resources* – Identify potential impacts to major drainage areas and surface water bodies based on changed land uses, alterations in hydrology (e.g. increased impervious surface, increases or reductions in culverted and channelized stream reaches, etc.), flooding and water quality conditions.
- I. *Energy* – energy types, sources and rates of consumption
- J. *Geology and Soils* – topography and geology, soils and groundwater, hazards
- K. *Environmental Health* – hazardous materials
- L. *Public Services and Utilities* – Fire and emergency medical services, law enforcement, schools and bus transportation, solid waste collection, utility pipes/conduits/cables and related infrastructure
- Deliverables: Draft EIS chapters (10 copies + electronic copy), Preliminary Draft EIS (10 + electronic copy), and Draft EIS (camera-ready hard copy + electronic copy)

#### Task 9. Select 2030 Preferred Alternative

Purpose: Select a preferred land use/transportation scenario that is most consistent with community objectives to be carried forward into the Final EIS and subsequent plan adoption/implementation actions.

Assumptions:

- The Preferred Alternative will be a hybrid of the initial three action alternatives.
- The Preferred Alternative's impacts will be within the range of impacts evaluated for the three alternatives evaluated in the Draft EIS, and will not require supplemental SEPA analysis.
- Transportation modeling for the preferred alternative will consist of one additional 2030 BKR model run, using the 4-step process, followed by post-processing of up to 200 intersections for the p.m. peak hour only.

Activities:

- A. *Assist with efforts to obtain and assess stakeholder input* (Task 13), and integrate the feedback and information gained in the evaluation, screening and selection of alternatives.
- B. *Provide a consultant's recommended preferred alternative* and a supportive rationale for its selection.
- C. *Update and summarize analysis results for the selected preferred alternative* in graphic, tabular and other readily digestible formats for ease of communication. The product will be included in the project final reports.
- D. *Prepare operational simulations for the No Action and Preferred Alternative* to visually demonstrate traffic operating conditions. The preferred software is Synchro/Sim Traffic to optimize signal operations and LOS, and SimTraffic to analyze control delay and queueing.

Deliverables: Prepare Technical Memorandum 9 - Selected Alternative Recommendation, and Operational Simulations for No Action and Preferred Alternatives

#### Task 10. Prepare Final EIS

Purpose: Respond to comments on the Draft EIS, prepare additional analyses to include the preferred (hybrid) alternative, and complete the environmental documentation to finalize the environmental process.

Assumptions:

- Up to 50 separate letters/comment forms with up to 200 different substantive comments will be submitted on the Draft EIS.
- No significant new analysis or revisions to the Draft EIS will be warranted by the comments.
- Two rounds of review will be provided by the City and consultant team, and the City will provide a single consolidated mark-up document to the consultant.

Activities:

- A. *Work cooperatively with the City and consultant team* to determine Final EIS content, identify responsibility for responding to comments and other needs.
- B. *Assist with preparation of Frequently Asked Questions and responses.*
- C. *Assist with response to comments from Draft EIS.*
- D. *Prepare Preliminary Final EIS* (10 copies + electronic copy)
- E. *Prepare Final EIS* (camera-ready hard copy + electronic copy)

Deliverables: Responses to FAQs and Draft EIS comments, and Preliminary and Final EISs

#### **Task 11. 2030 Preferred Alternative – Refinement**

Purpose: Refine the preferred alternative to establish the basis for subsequent public policy changes and investments in transportation infrastructure and services.

Assumptions:

- Traffic forecasts for interim years will not be developed using the BKR model. Instead, if forecasts are needed to determine phasing, a straight-line growth rate will be assumed between existing volumes and 2030 forecasts.
- The City, in consultation with the consultant, will identify transportation policy changes necessary to achieve the preferred alternative and/or to contribute to the objectives and principles of the corridor planning effort.

Activities:

- A. *Prepare a financial strategy*, estimate revenue availability for transportation-related elements through the 2030 planning horizon based on known resources.
- B. *Recommend project priorities and phasing* as a guide to programming and funding the transportation elements of the preferred alternative. Utilize 2022 as one interim time point for phasing purposes.
- C. *Review the City's recommended transportation policy changes* necessary to achieve the preferred alternative and/or to contribute to the objectives and principles of the corridor planning effort.

Deliverables: Prepare Technical Memorandum 11

#### **Task 12. Draft and Final Corridor Project Reports**

Purpose: Provide high quality reports to summarize the analysis, findings, and results of the Corridor Project and recommendations to achieve the preferred future vision.

Assumptions:

- All graphics and analysis included in the corridor project report will have been developed as part of previous tasks.
- The report will be approximately 50 pages in length with color illustrations.

Activities:

- A. *Prepare a Draft Final Report* to integrate, document, and summarize Technical Memos 1-11.
- B. *Prepare a Final Report* incorporating revisions requested from reviews of the Draft.

Deliverables: 10 copies of Draft + electronic file, 10 copies of Preliminary Final Report + electronic copy, and 1 camera-ready hard copy of Final Report + electronic file

#### **Task 13. Community/Stakeholder Outreach**

Purpose: Assist the City in involving affected and interested businesses and residents in identifying supportive strategies to improve mobility, mitigate impacts, and gain public support for a long-range land use vision

Assumptions:

- The City will lead all public involvement efforts and will mail and distribute newsletters and other public documents.
- Consultant team support will be on an as-needed basis, up to the maximum hours allocated in the project budget.

Activities:

- A. *On request by the City, assist with organizing, facilitating and participating in public forums, hearings, open houses, workshops, coffee breaks and other public meetings*, including selected meetings of the Steering

Committee, Planning and Transportation Commissions, and Bellevue City Council. Advise on and assist with development of agendas, formats, posting web-based project materials, presentation materials and publicity, facilitating meetings and summarizing public discussions.

- B. *Prepare graphic materials* to summarize work products for public display, publication, and review and comment.
- C. *Provide technical experts of the team* for ongoing discussions and supplementary analyses on key aspects of the project.

*Deliverables:* Assume preparation for and participation by one consultant team member in 1 meeting per month after standard business hours for the life of the contract.

## SUMMARY OF DELIVERABLES

Technical Reports:

1. Project Management Plan
2. A/B - Transportation Context for Bel-Red Corridor Plan, C – Relevant HCT Case Studies
3. Bel-Red Transportation Performance Measures
4. Draft and Final Scoping Reports
5. 2030 Bel-Red No Action Alternative
6. 2030 Bel-Red Action Alternatives
7. A - Alternatives Evaluation and B - Cost Estimates
8. Responses to FAQs and Draft EIS comments
9. Selected Alternative Recommendation
11. Preferred Alternative Implementation Strategy

Operational Simulations for No Action and Preferred Alternatives (Task 9)

Preliminary Final and Final EISs (Task 10)

Draft Final and Final Project Reports (Task 12)

Community/Stakeholder Outreach Support (Task 13)

## ITEMS AND SERVICES TO BE FURNISHED BY THE CITY OF BELLEVUE

The City will provide the following items and services to the Consultant to facilitate the preparation of the Bel-Red Corridor Plan within the limits of the project. The Consultant is entitled to rely on the accuracy and completeness of the data furnished by others, including but not limited to survey and traffic data.

1. Calibration year and 2030 Bellevue-Kirkland-Redmond (BKR-EMME/2) Model, Release 3
2. Existing traffic volumes, applicable traffic studies, land use data, etc. and other documents as listed in Task 2
3. Preliminary design for the NE 10<sup>th</sup> extension and associated intersections at 112<sup>th</sup> and 116<sup>th</sup> Avenues, ramp terminals at I-405, and new intersections to serve OHMC and GHC
4. Timely reviews of all work at mutually agreed upon times and consolidation of all review comments into one review set prior to return to the Consultant
5. GIS mapping for the project area
6. Deliverables from the land use (Crandall Arambula) and economic (Leland) teams in electronic and hard copy formats for use in analyses and SEPA documentation included in this contract
7. Arrangements for public meetings, room reservations, news releases, announcements, etc.