


BEL RED
corridor project

Inventory • Analysis • Assessment

5-10-06 DRAFT

Parks & Open Space – Elements Assessment (5-10-06 DRAFT)

Purpose

The Bellevue-Redmond (Bel-Red) Corridor Project is both a planning initiative to guide the redevelopment of the Bel-Red Subarea and to redefine its character and function to enhance future sustainability and livability. The purpose of this report is to inventory and analyze the Bel-Red Corridor study area and provide an assessment of the Park, Open Space and Community Service needs and opportunities.

From a Park and Community Service perspective, the Bel-Red subarea must be viewed as a component part of the City's larger "system" of parks, streams, wetlands, plant, wildlife and human elements. The Park & Community Services Department's mission is to contribute to a healthy community through an integrated system of exceptional parks, open space, recreation, cultural, and human services. The guiding principles for the Bel-Red Study Area compliment the Parks and Open Space System Plan and support park and community service opportunities within the corridor.

Evidence indicates that parks, trees, trails and open space conservation is not an expense but an investment that produces important economic benefits. Many people feel they must choose between economic growth/development, parks, trees and the preservation and rehabilitation of natural areas. This choice isn't necessary. These components of community development or "green infrastructure" elements are an essential ingredient for community health, stability, quality of life. In fact, building new parks, providing pedestrian friendly tree-lined streets and the rehabilitation and enhancement of natural areas have invigorated downtown businesses and neighborhood economies.

As the density of urban development increases, so do the economic benefits received from urban parks, natural areas trees and plazas. Within urban neighborhoods and business districts, these spaces provide public gathering spaces that are essential for civic life. Where people go, development and money soon follow. Green Infrastructure is the natural capital of our community. Being a "City in a Park" brings pleasure, recreation, and places for community celebration and spiritual retreat. This asset is essential to our life, health and welfare. Preserving, planning and providing for them is an investment we all profit from. The question for citizens, government and developers is: can we afford not to make this investment?

Guiding Principles : Planning for People, Plants, Wildlife and Places

Sustainability - The vision for Bel-Red should identify opportunities to manage the area's natural resources in a sustainable manner and to preserve and rehabilitate environmentally sensitive natural areas.

Sustainability is achieved when human, social and economic demands can be met without significantly impacting the ability and capacity of natural system to reflect the area's environmental values. Any decisions affecting the natural or human elements within the

Bel-Red community would have a social, economic or environmental impact on the entire system. Redevelopment must be sensitive to the community and nature, aim for design compatibility and be prudent in the use of energy resources. The

natural and built environment and their functions need to be addressed from a systems approach in order to meet, achieve and maintain sustainability with the intention of benefiting future generations.

Opportunities:

- *Park and open space acquisition*
- *Natural area restoration*
- *LEEDS design and implementation*
- *Greenways & Greenstreets*

Connectivity – As a complement to and mitigation for major transportation elements, the Bel-Red Plan should identify and plan for trails and greenways at both the local and regional scale. Providing connections for an integrated open space system of parks, schools, ecologically critical areas, and recreation areas should be an integral element of the Bel-Red planning process.

The Bel-Red subarea is bordered by a number of neighborhoods. To the north, SR-520 isolates the Bridle Trails community from Bel-Red. To the south and east, the Wilburton and the Crossroads neighborhoods define the border, and to the west, I-405 is the boundary which limits access to downtown Bellevue. Planning and design strategies, incorporating

physical connections through skyways, streetscapes, greenways, trails and non-motorized facilities, should be incorporated to promote social and economic connections to surrounding neighborhoods and businesses.

Transportation system design will significantly affect the social vitality of the project and improve the quality of

life in the nearby neighborhoods and communities. Utilizing multi-purpose pathways along green-streets will attract walkers, joggers and bicyclists who share the corridor as they move from neighborhood to neighborhood on their way to work or for play. This will also reduce pressure on, and prolong the useful life of, the transportation infrastructure.

Opportunities:

- *Regional greenway and multi-modal trail*
- *Riparian corridor trails and interpretive features*
- *Local trail connections from Bel-Red and the CBD to surrounding neighborhoods*
- *Enhancement of the city's existing trail system*

Community Amenities and Quality of Life - The Bel-Red plan should capitalize on existing natural resources, enhance the city's visual character, incorporate art and cultural elements and acquire and develop park facilities to meet present and future needs.

Redevelopment of the Bel-Red corridor will introduce a new mix of buildings, houses, roads and their supporting infrastructure. Vital elements of the built environment include the trees and landscaping along the streets. These provide aesthetic appeal, connect neighborhoods to parks and schools, improve property values and enhance

overall quality of life. These features provide community residents and visitors with a sense of place and communicate the inhabitants' values toward the environment and each other. These important infrastructure elements are dynamic by nature and must be given adequate space and resources to thrive. People can easily

see the aesthetic contribution that natural elements provide to a community, but they may never think about the potential health benefits: natural systems not only provide habitat for fish and wildlife, but they filter our air, absorb sound and provide a wholesome environment for all.

Opportunities:

- *Community, neighborhood and mini-parks*
- *Incorporate cultural elements and enhance historical opportunities*
- *Urban plazas and other community gathering spaces*
- *Build upon the existing park-school partnership*

Human Services – In order to provide for appropriate service delivery in the corridor, the Bel-Red plan should identify and map existing human service agencies, transportation access to these agencies and affordable housing needs.

The hallmark of any vibrant community is the ability to assist its citizens with the services needed to live fruitful and enriching lives. Human services help individuals and families in need and offer some of the following services:

assistance with housing and food, gainful employment, personal and family support and access to services. It is critical that the Bel-Red study consider the current local and regional human service needs and resources.

This will preserve the "safety net" of services for those in need. In order to accomplish this, inclusion of and collaboration with providers and their supporters will be required.

Opportunities:

- *Affordable housing options*
- *Integrate human services access opportunities into transportation system improvements*

Building from Existing Assets – The Bel-Red plan should consider building on the existing assets of the corridor including renovating or modifying parks for optimum use.

A number of high-quality Park, Open Space, and Arterial Streetscapes exist within the Bel-Red Subarea. In

addition, six stream corridors and Lake Bellevue provide the foundation for redevelopment and environmental

sustainability. These assets should be targeted for thorough rehabilitation and enhancement through the

planning process. This will bestow continuity with the past, encourage a sense of ownership in the future life of the area and provide a reminder of the historical context of the area.

Opportunities:

- *Riparian corridor and wetland rehabilitation and enhancement*
- *Riparian trail connections to surrounding neighborhoods*
- *Redevelopment around Lake Bellevue to increase waterfront opportunities*
- *Preserve existing street trees into redevelopment program alternatives, as appropriate*
- *Expand and enhance Highland Community Park and YMCA*

Regional Opportunities – A multi-jurisdictional approach should be used to cooperatively identify the demand for facilities and services that respond to regional needs, provide a greater variety of park and recreation services, avoid duplication and promote the distribution of facilities in order to serve area citizens. Bel-Red corridor redevelopment provides an avenue to partner with Redmond, Kirkland and surrounding communities on regional economic development opportunities.

Bellevue is a prosperous, increasingly diverse city. It has evolved from a “bedroom community” into the economic and cultural hub of the Seattle-area’s Eastside. The city’s resident population of 117,000 and daily workforce of about 121,000, make it Washington’s fifth-largest city. The city has developed its downtown core into a major business and retail center while maintaining the safe and comfortable family neighborhoods for which it has long been popular. Redevelopment of the Bel-Red corridor should compliment, not compete with, the economic success of Bellevue’s Central business District. Bel-Red land use alternatives for additional residential zoning will provide economic growth at both the local and regional levels.

Opportunities:

- *Provide for larger scale recreational and athletic facilities*
- *Enhance transit alternatives to build community and improve quality of life*
- *Plan for and implement regional trail opportunities that connect the BNSF and HCT alternatives*

Putting the Principles to Work

The guiding principles provide the framework from which we evaluate potential areas of opportunity for the Bel-Red study area. Taking the guiding principles into consideration as we review site history, evaluate level of service needs and explore areas of opportunity will ensure the community’s needs are met.

Areas of Opportunity 2020-2030



Regional Parks and Facilities

Bellevue is a city blessed with a spectacular setting, strategic location and residents focused on the future. Since its inception in 1953, the city has managed to maintain a clear vision and has distinguished itself by establishing priorities and guiding principles for growth and development. Bellevue is committed to balancing preservation and development, protecting its distinctive neighborhoods and focusing change and densification in the downtown and other commercial areas.

As Bellevue has flourished, the demand for athletic and recreational facilities

has outgrown the capacity of the existing resources. The local and regional demand for multi-purpose athletic, recreation and indoor facilities is a limiting element within the City's Park and Community Service system.

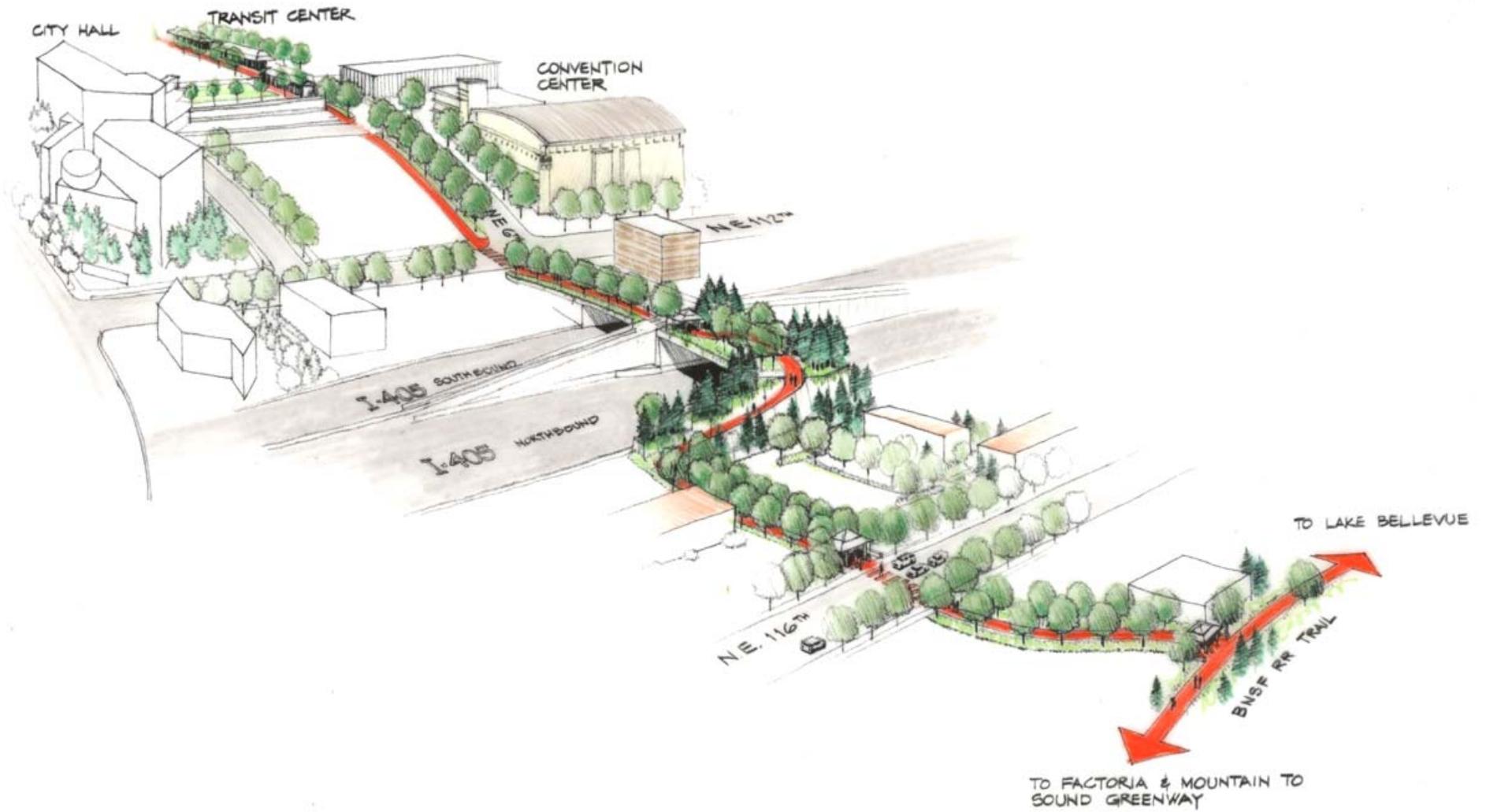
The Bel-Red Corridor Project Alternatives potentially change Bellevue's population growth projections. With alternatives ranging from no-growth of residential populations within the Bel-Red Corridor to increases as high as 5,000 dwelling units by 2030, the potential population increase and the anticipated demand for services must be examined.

To respond to the park, recreation and open space system needs within the Bel-Red subarea and the HCT corridor, the city must review the land use alternatives to capitalize on the anticipated development patterns, the projected demographics and the growth characteristics of the community. It is clear that the projected Level of Service (LOS) needs will increase based on these population increases and community trends.

Greenways, Trails & Non-Motorized Transportation



Aldo Leopold said, "Everything is connected to everything else". Just as the enhancement of stream corridors build fish populations, the development of pedestrian friendly streets and greenway corridors build community. The Bel-Red corridor is and historically has been a natural east-west transportation route connecting the central business districts of Bellevue and Redmond. Like the Lake-to-Lake Trail stringing together park sites along its route, the Bel-Red corridor plan should use greenway trails enhanced with lighting, benches, art, and landscaping to string together business, residential, and cultural communities.



Central Business District to Bel-Red Connection

Recommendations:

Create an Urban Trail System

- Develop consistent signage standards to facilitate way-finding to and along the corridor
- Accommodate for different types of non-motorized transportation use (walking, biking, etc.)
- Develop numerous, safe pedestrian crossings across Bel-Red Road (pedestrian bridges, mid-block trails)
- Incorporate “Green Streets” concept along the corridor
 - Create linear and pocket parks with tree canopy, benches, art and active recreation
 - Create connections to allow pedestrian travel to the Corridor from the north and south
 - Create a bridge for non-motorized traffic over SR 520 to provide access from the SR 520 bike path to the corridor

Connect the Urban Trail to existing and future key destinations

- Develop parkway and trail connections between the CBD, Bel-Red and Overlake
- Acquire Burlington Northern Railroad Right-of-Way corridor and develop Class I regional trail with connections to Burke Gilman and Mountains to Sound Greenway

Integrate activities and destinations into the Urban Trails system

- Create active recreation opportunities/street entertainment - climbing wall, aquatic facility, art complex, skate park, basketball court
- Design and develop a Bel-Red Corridor Greenway and Trail system, integrating riparian corridors with parks and green-streets, and connecting to the existing city-wide trail system.
- Develop urban plazas - including benches, covered plazas, heritage trees and indoor plazas
- Connect Trail System to shopping, restaurants and businesses
- Design urban features reflecting cultural diversity and featuring Sister Cities

Work in cooperation with local business owners to provide and maintain amenities

- Use land-use code to condition amenities during re-development
- Provide incentives for adjacent landowners to maintaining amenities

Aquatics Center

Although Bellevue is bordered by water on two sides, the limited amount of public beach area and short summer season limit public use of this valuable amenity. Swimming and other in-water activities provide excellent low impact aerobic exercise. These can be enjoyed by all ages and encourage a

fit and active community. The Bellevue Aquatic Center would support and satisfy the community need for a large aquatic complex. With multiple natatoriums providing a recreation, event and competition venue, facility possibilities are boundless. Organized citizen efforts at the local and regional

level could generate funds and create the opportunity for a public-private project partnership. Annually, this could generate millions of dollars for the surrounding community through motel/hotel stays and retail business.



Recommendation:

Develop a Regional Aquatics Center

- Create a regional facility with a diving tank, a 50 meter competition pool, a 25 yard recreational pool and a therapeutic warm-water pool
- Tie the new facility into the greenway so that it is easily accessible and becomes a focal point
- Seek partnership and endowment with area businesses for funding
- Incorporate an on-site conference center

Sports and Athletic Complex

While many of the recreational and athletic needs of Bellevue's citizens are met through the use of the existing park and open space system, sports-fields are in continual demand and a very

important component of the Bellevue park system and the sub-regional park system. The Bel-Red area presents the opportunity to provide a regional complex, which could be combined

with the aquatic center, where professional soccer, regional tournaments or other public events could be accommodated.

Recommendations:

Develop a regional Outdoor Sports Fields Arena

- Could be used for outdoor field sports like soccer, lacrosse, track and field, rugby, etc...
- Develop a venue with concessions, staging, etc... to be used for outdoor concerts and events

Develop an Outdoor Adventure Center

- Work cooperatively with King County and Redmond Parks to create an outdoor adventures center for non-traditional outdoors sports popular in the PNW such as rock-climbing, kayaking, mountain biking, orienteering, trekking, etc...



Community, Neighborhood and Mini Parks

Community, Neighborhood and Mini-Parks, integrated with urban trail systems, natural area corridors, and streetscapes, would provide residents and visitors a sense of being in a “City in a Park.” One block may feature office buildings with a plaza and public tennis courts along pedestrian trails; another block may include a basketball court with employees shooting hoops in a lunchtime pick-up game; and further on, teens gathering around a skate park and climbing wall. As the area develops, a variety of

indoor and outdoor opportunities at public parks would provide for structured and passive activities creating a sense of excitement and vitality where people want to spend their time.

A variety of park amenities would offer programs and resources to residents, visitors, teens, and employees. A system of parks designed to reflect the Northwest’s natural features and active lifestyles would compliment nearby retail spaces, residential neighborhoods

and office buildings. Community centers, located within the system of parks, would serve citizens and employees with services such as senior programming and child care while human service providers would have an opportunity to lease space at park sites to offer their services to the public. Fitness facilities would offer a variety of opportunities to encourage healthy lifestyles, and teens and young adults would be drawn to area evening programs, dances, concerts, and other positive social venues.



Community Parks - The historic Highland Park & Community Center would continue to offer programs for special populations and the general public. Renovation and expansion of the community center would blend with the existing architectural framework and reflect the Northwest's natural features and active lifestyles. The expansion would serve the corridor's growing residential and business populations, many of whom seek recreational opportunities and may need human and community service programs. The goal of this facility would be to offer one location where these agencies and programs could be located. The community center would be developed in conjunction with the potential HCT station and in response to the burgeoning residential areas.

Neighborhood Parks - Traditionally, neighborhood parks include a wide array of recreation facilities such as play areas, open lawn areas, natural areas, walking paths and facilities for court games and picnicking. Neighborhood park facilities could be sited at dedicated parkland sites, storm drainage utility sites or sensitively integrated into Bel-Red's natural areas.



Mini-Parks - Mini-parks are designed to meet the demand for recreation facilities at the small neighborhood or city block scale. In urban areas, plazas and other small public spaces serve the mini-park function and often provide seating, fountains, courtyards, plantings, places to eat and public art. Urban mini park alternatives should encourage plazas and small spaces for high-density residential use as well as day time use for employees to break for lunch or artists and craftspeople to display their work on a beautiful summer day. These parks would provide a welcome oasis and respite for residents, shoppers, workers and visitors in the Bel-Red corridor and should be affordable, accessible and visible.

In neighborhoods with no current facilities, two or three parcels could be purchased to build a mini-park with a play area, game court or other single-use facility.



Recommendations:

Enhance the Highland Community Center

- Provide multi-use, flexible space for variety of uses and programming opportunities
- Include multi-generational space
- Build space for gym/exercise opportunities
- Provide human services space for child care, senior programming, counseling services and programming for those with disabilities
- Create areas for teens/young adults for evening programs, dances, music, concerts and an interactive social space to do homework or mentoring
- Create a vital, active street presence with intensified "City in a Park" theme integrated with "way-finding"

Intersperse a variety of active recreation sites throughout the corridor

- Provide tennis, sport-courts, basketball and play equipment
- Create opportunities for entertainment and participation
- Encourage a vital, active pedestrian environment
- Consolidate larger, more intense, alternative sports such as climbing wall and skate park
- Endeavor to associate recreation type with adjacent retail that supports that form of recreation

Integrate active recreation with pedestrian Green Streets

- Create opportunities for people-watching
- Provide public restrooms

Natural Areas, Open Space and Stream Corridors

City surveys have shown that acquisition and preservation of open space and the conservation of fish and wildlife habitat are high priorities for Bellevue's residents. To be consistent with public opinion and manage the area's natural resources in a sustainable manner, city government must recognize that natural areas open space and streams are valuable. This is not just for their ability to serve as a stormwater management system but also because they benefit the community as positive, functional elements of the City's green infrastructure.

At present, the six streams that originate or flow through the Bel-Red corridor have been piped and paved over, relegated to roadside ditches, or flow through a series of stormwater ponds. These streams, and their associated riparian areas, clean the air, buffer land uses, moderate urban heat, provide areas for passive recreation, provide wildlife corridors and add value to nearby real estate. More importantly, salmon regularly travel these waterways on their journey to and from the Pacific Ocean. Rehabilitation of Bel-Red's natural features would truly enhance life for

people, fish, plants and animals and build upon the City's reputation as a "City in a Park" and highlight the city's commitment to environmental stewardship.

In conjunction with tree-lined streets and sidewalks, natural areas, open space and stream corridor enhancement and improvement would provide residents with many recreational opportunities and a better quality of life.



Recommendations:

- Complete a comprehensive stream quality inventory of the corridor, as a baseline and to set priorities
- Create incentives for redevelopment projects to daylight streams and restore riparian areas
- Provide density credits for rehabilitating, enhancing and creating buffers
- Public-private partnership for mitigation and long-term stewardship
- Sensitively locate nature trails and pathways along reclaimed riparian corridors to ensure positive activities rather than degenerative behaviors
- Integrate park facilities adjacent to riparian corridors to increase positive environmental and social impact of the corridors and activity centers

Greenstreets, Boulevards & Parkways

The balanced integration of transportation elements, land use, and open space is essential to the successful implementation of the Bel-Red Corridor project planning principles.

Transportation system design significantly affects the social vitality and quality of life in neighborhoods and the surrounding community. Multi-modal transportation strategies, incorporating physical connections through streetscapes, greenways, trails and non-motorized facilities, would promote social and economic

connections to surrounding neighborhoods and business. Drawn out of cars, residents could make their way along through truly green streets and pedestrians would find it easy to move from HTC stations to work, home or local amenities. Lighting, benches, and landscaping would create inviting areas to socialize, relax and play. Urban plazas would offer choices of recreation, food and events. A unifying design theme and signposts would help orient pedestrians.

Utilizing multi-purpose pathways along green-streets would attract walkers,

joggers and bicyclists as they move from neighborhood to neighborhood on their way to work or for play. Greenstreets, boulevards and parkways would emphasize high quality walkway paving and street furniture, tree-lined streets with landscaping and public art. This would create a sense of place and add color, texture, form and scale to the urban landscape. Traveling from one destination to another, residents and visitors would experience the lively Bel-Red Corridor as a "City in a Park".



Recommendations:

- Create a well balanced, multi-modal transportation system
- Create unified landscape with urban design elements
- Define “Green Streets” with pedestrian-based access, parks along the streets, tree canopies, planting strips, benches and active recreation
- Create an Urban Trail System
- Separate walkways from streets and connect with trail and open space systems
- Create networks of open spaces, plazas, and walkways that improve connectivity throughout the city center
- Continue to enhance pedestrian-only urban trails, creating a pedestrian corridor and mid-block trails

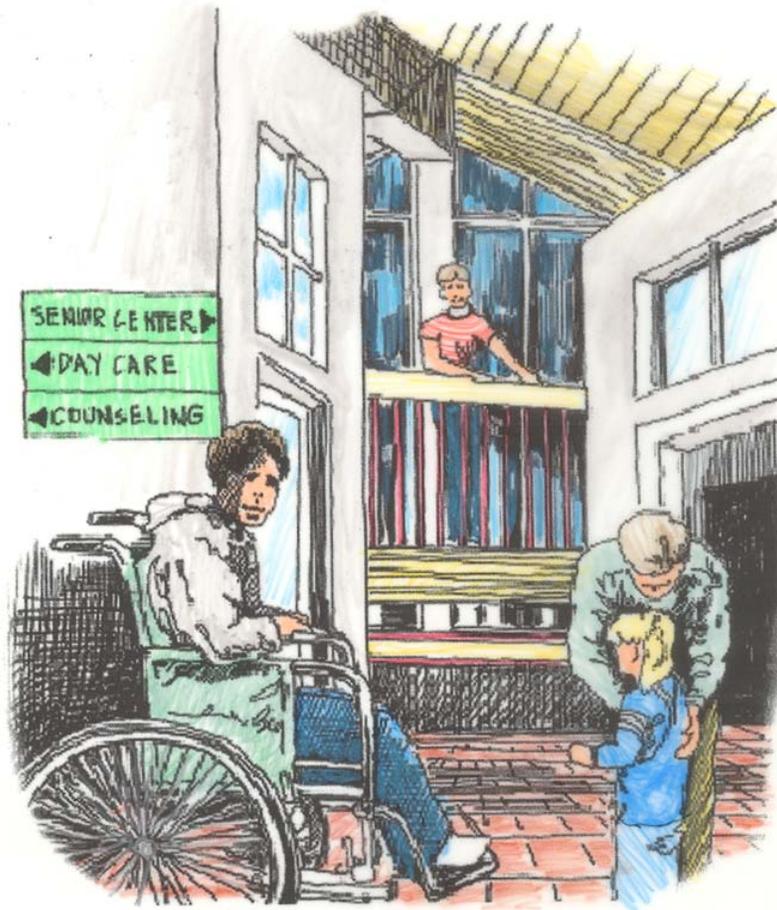


Human Services

In the Bel-Red Corridor Study Area, thirteen organizations provide health and human services to Eastside residents. Of these, eleven receive funding from the City of Bellevue through the Human Services Division.

Because both local residents and the work force access these services, the clustering of these organizations is significant and desirable. To date, many non-profits still find rental and land prices affordable in the Bel-Red

corridor compared to other parts of Bellevue. This obviously greatly influences their choice of location. Offering these services in the Bel-Red area is clearly a high priority for the entire community.



Recommendations:

- Provide programs for the disabled and transportation options to the Highland Center
- Encourage partnerships to meet the need for affordable, quality child care for residents and the work force
- Provide counseling referral, assisted living, access to health services by partnering with human service providers
- Provide transportation to medical and other human services
- Increase availability of senior programs for both active and fragile seniors
- Provide "One Stop Shopping"
- Explore the development of a facility that is similar to the Family Resource Center in Redmond which houses a number of human service agencies under one roof, sharing overhead.

Lake Bellevue

The public has an inherent interest in water, ranging from natural area lakes and streams to constructed ponds and water features. As Bellevue continues to urbanize, opportunities to enjoy these amenities will decrease unless planned for. Lake Bellevue is a

community asset that is overlooked. It could become an integral part of the city's open space system and a significant and central feature when connecting the Central Business District with the Bel-Red Subarea.

Through public acquisition, private incentives or a public-private partnership, Lake Bellevue could be transformed to a new residential, recreational, open space and mixed use neighborhood.



Summary and Closing

In closing, future demand for park and open space facilities in the Bel-Red Corridor is based on land use alternatives, demographics and population growth projections illustrated within this publication. The City's park and recreation standards are directly related to the characteristics of this population. As Bellevue's population grows, service demands will increase and a new mix of parks and other facilities will be necessary to accommodate this growth.

Steady progress towards completing the Bel-Red redevelopment and integration plan, along with changes to and coordination with the park system, is recognized as an essential element of the corridor project. Park acquisition decisions will be strongly influenced by opportunities to preserve critical areas and acquire adjacent properties to meet the community's growing demand for park and recreation services.

City and park development should occur in an increasingly innovative fashion, with attention given to creating and experimenting with an array of private sector, non-profit, and public organization affiliations. The sharing of responsibility, costs, fund-raising and authority should be considered to pioneer a new type of private/public partnership.

Bellevue's park and open space system is an irreplaceable asset. Quality of life is strongly influenced by the degree to which parks, greenways, streams and shorelines and urban forests are enhanced and preserved. A sustainable, comprehensive park system stabilizes neighborhoods, creates community identity, provides respite from urban pressures, offers recreation opportunities and contributes to the health and welfare of the entire community.

APPENDIX A

Site History and Overview (May 10, 06 DRAFT)

The Bel-Red corridor site is located within the Bellevue city limits with adjoining residential neighborhoods to the south and the Bridle Trails neighborhood, bisected by SR-520, directly north. The eastern boundary of the study area is defined by the City of

Redmond and the Overlake Shopping Center. The western edges are adjacent to Interstate Highway 405, the Burlington Northern railway corridor and various other commercial and light industrial-use areas. Major arterial streets within the study area include: NE

20th (Northrup Way) and Bel-Red Road for east and west travel and 140th Ave SE, 148th Ave SE and 156th Ave SE for north and south movement.



Bel-Red Road and NE 8th – circa 1910

The photo to the right shows the intersection of NE 8th and Bel-Red Road looking east. Although difficult to identify, Bel-Red is a small dirt road veering off to the left. Not yet a primary transportation route, Bel-Red served a modest population of 1,500 and was mainly used to connect early homesteads and to transport fresh local produce to market.



Lake Bellevue - 1934

By the turn of the century, logging of Bellevue’s old growth forest was in full swing and forest land was being converted to agricultural use. Bellevue area farmers were busy providing farm products to Seattle. The photo below shows Lake Bellevue surrounded by agricultural lands.



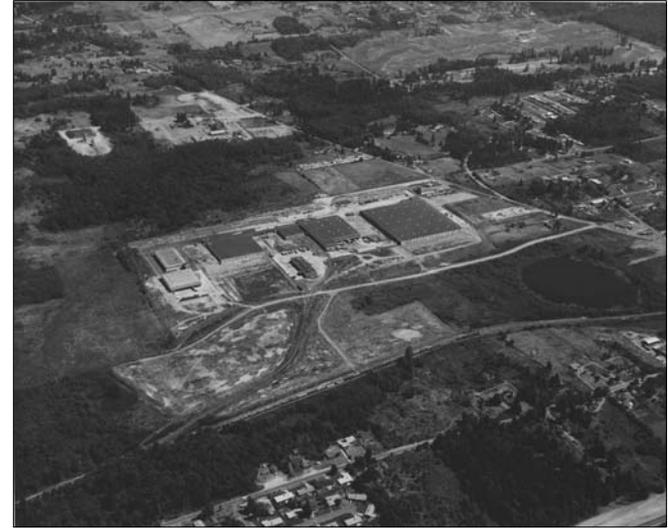
Bel-Red Road and NE 8th – circa 1960

The photo to the right shows the same intersection around 1960. Bellevue was incorporated with a population of 13,000. Traffic was not yet congested in the corridor and businesses began to establish themselves along the roadway as it progressively served more citizens and provided a major transportation route between Bellevue and Redmond.



Lake Bellevue – 1960

With the opening of the I-90 bridge in 1949, Bellevue began to transition from an agricultural community to a bedroom community to the City of Seattle. Bellevue's agricultural lands were quickly converted to shopping centers, commercial and light industrial areas and residential neighborhoods.



Bel-Red and NE 8th – 1994

By 1994, Bellevue's population had soared to over 100,000. Over 6,000 businesses employed 93,000 people and the Bel-Red corridor served as a hub to approximately one quarter of those businesses. With 50% of the area zoned for light industrial use, coupled with rapid business growth in Redmond with large firms such as Microsoft, commuter and freight traffic congestion in the corridor was on the rise.



In 2005, Sound Transit updated its long range plan for regional High Capacity Transit (HCT). Expansion may include an HCT route extension from Seattle to Downtown Bellevue and Overlake. This new transportation mode could be introduced through the Bel-Red corridor, offering major opportunities to modify land use alternatives within the corridor and at future HCT station sites. These could include new opportunities for park system integration and a heightened demand for parks, open space, trails, recreation opportunities and human service programs.

APPENDIX B

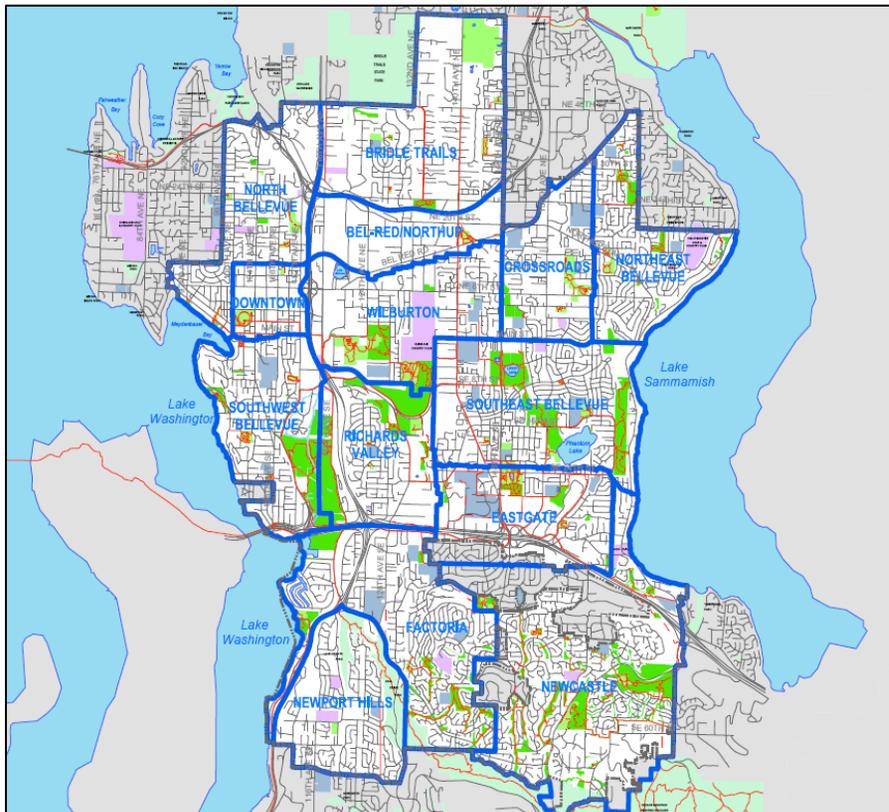
Level of Service Analysis (May 10, 06 DRAFT)

2003 City-Wide Inventory of Existing Park, Recreation and Open Space Facilities

The Park, Open Space and Systems Plan, updated in 2003, reviewed the City of Bellevue's need for park, open space, recreation and human service

facilities. This was based on demographics and population growth projections through 2020. The plan analyzed both city-wide systems needs

as well as sub-area needs including the Bel-Red corridor.



CURRENT STATISTICS

Size (acres)	21,291
Population (2002)	109,935
Projected Population (2020)	135,885
Public Parks and Open Space (acres)	2,343
Public School Sites (acres)	607
Private Park/School (acres)	275
Waterfront (total lineal feet)	73,995

LEVEL OF SERVICE STANDARDS

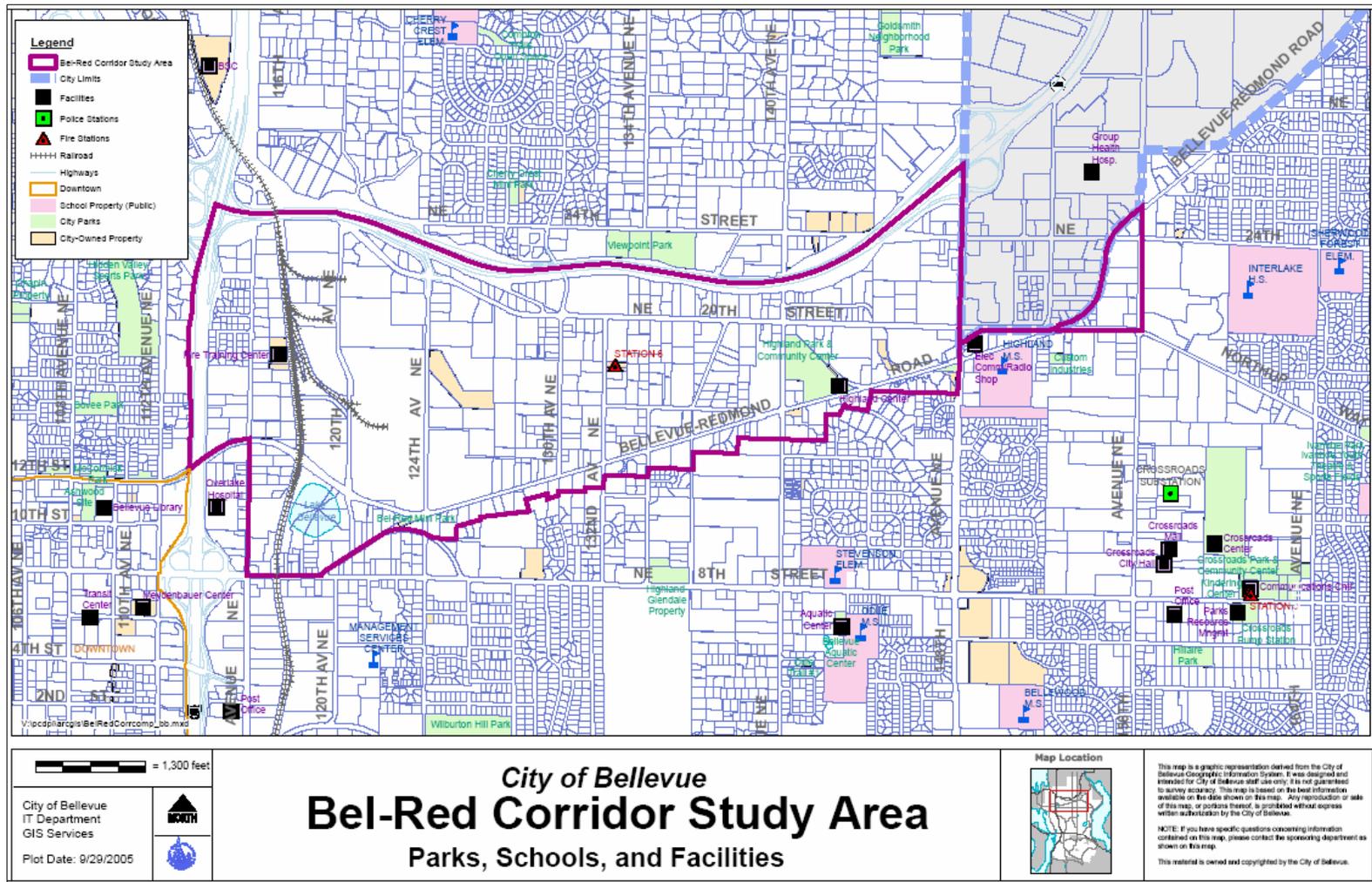
Park Classification	Existing	Standard	Need	Standard	Need
Community	1564.9	1429.2	0	1766.5	201.6
Neighborhood	239.6	164.9	0	203.8	0
Mini	42.4	55.0	12.6	67.9	25.6
Trails (miles)	94.2	120.9	26.7	149.5	55.3

2003 Bel-Red Subarea & Corridor Study Results

The 2003 Park Plan update anticipated Bellevue's population to increase by 25,950 by the year 2020. The plan did

not anticipate new population growth within the Bel-Red Corridor sub-area. This graphic depicts the assessment of existing and future park and open

space facilities. This was an essential element of the Bel-Red Corridor Study Area Plan.



2006

The Bel-Red sub-area is approximately 900 acres with a population of 160 residents. Existing park facilities within the sub-area include Highland Park and Community Center, Bel-Red Mini Park and Commissioner's Waterway

Park. The Park Department presently owns 22 acres of park land within the corridor and manages and maintains the 140th Street Trail and the street trees and landscaping along Bel-Red Road,

Northup Way, NE 20th, 140th and 148th Streets.

The inventory graphic below depicts the current park and recreation facilities available within the area.

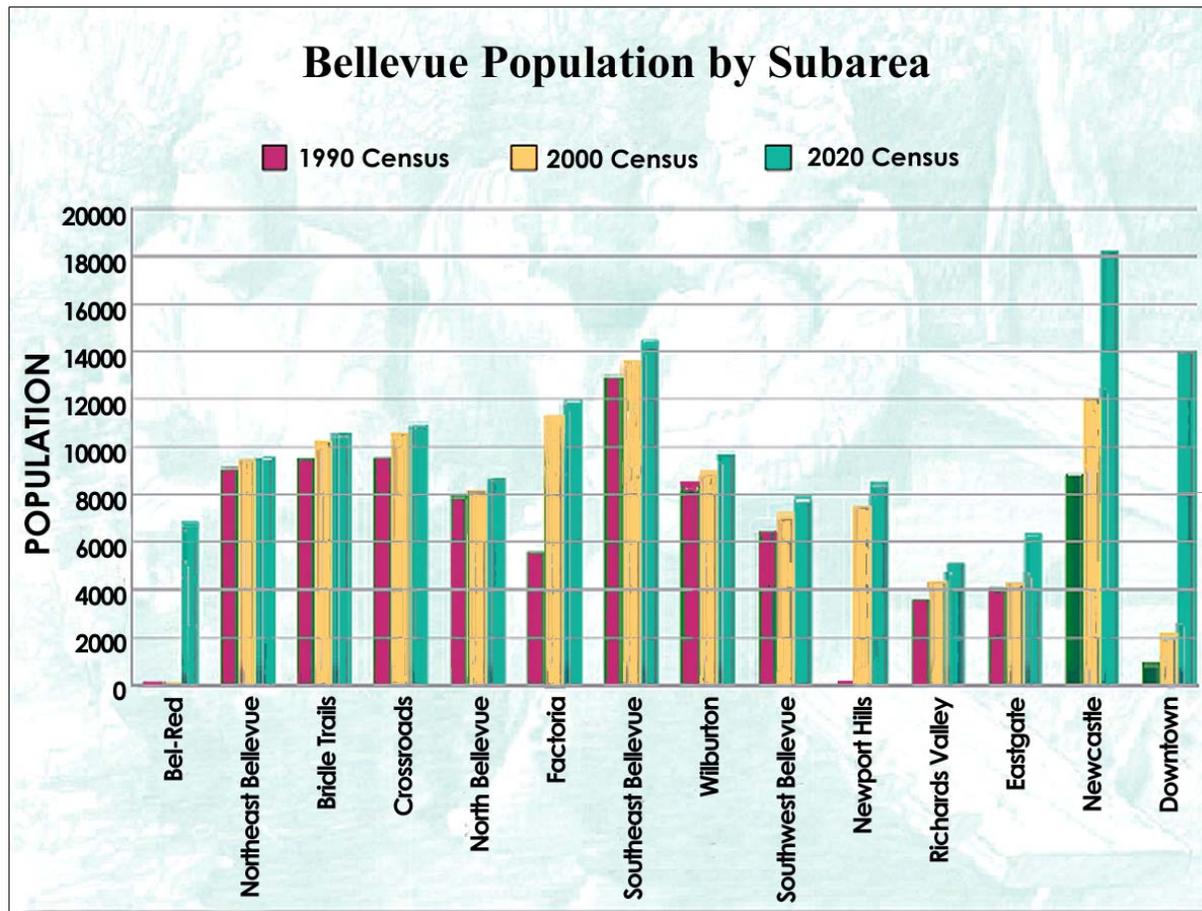
Bel-Red / Northup													
	Total Acres	Trails (mi)	Waterfront (lf)	Soccer Fields	Multi-use Fields	Baseball/Softball Fields	Play Areas	Tennis Courts	Basketball Courts	Picnic Shelters	Gyms	Community Building (s)	Comm. Rec Center
Public Park and Open Space System	21.95	1.53	0	0	0	2	1	2	0	0	1	0	1
Community Parks	11.61	0.79	0	0	0	2	1	2	0	0	1	0	1
Highland Park & Community Center	11.61	0.79				2	1	2			1		1
Neighborhood Parks	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0
Mini Parks	1.34	0.06	0	0	0	0	0	0	0	0	0	0	0
Commissioners Waterway	1.34	0.06											
Open Space / Undeveloped	9.00	0.00	0	0	0	0	0	0	0	0	0	0	0
Utilities Open Space Sites	9.00												
Trail Systems		0.68											
140th Trail*		0.68											
Public School Sites / Library	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0
Private Schools/Parks	0.00	0.00	0	0	0	0	1	0	0	0	1	1	0
Eastside YMCA							1				1	1	
*In multiple Subareas													

Potential Population Growth & Community Trends

With the potential of Sound Transit's light rail system (HCT) traveling through the Corridor, the Bel-Red subarea's population could explode by the year 2030. With estimates easily reaching a

population of 11,000 (5,000 dwelling units x 2.2 residents/unit) by this date, the increase would be over 6000%. The Bel-Red Corridor projected population increases would effect Bellevue's

population growth as follows: from 135,000 residents to 142,000 in 2020, and as high as 147,000 residents by 2030.



Graph is taken from the 2003 Park and Open Space Plan

Level of Service Projections: 2020 & 2030

<u>Bel-Red Subarea</u>	Existing	2020	2030
Size	900 ac		
Public Parks & Open Space	22 ac		
Public School Sites	0		
Private Park/School	0		
Waterfront	9.75 ac		
<i>Population (Projected)</i>	<i>160</i>	<i>6600</i>	<i>11000</i>
<u>Level of Service Standards</u>			
Regional Facility	0	-1	
Community Park	11.61 ac	-74.2 ac	-131.4 ac
Neighborhood Park	0	-9.9 ac	-16.5 ac
Mini-Park	1.34 ac	-2 ac	-4.2 ac
Open Space	9 ac	0	
Trails	.68 mi	-5.7 ac	-10.6 mi
Waterfront Access	0	-3600 ft	-3666 ft

Community Park

Service Area: Citywide – geographically distributed

Size: Varies

Standard: 13 acres/1,000 population, with 60% passive recreation and 40% active recreation area as defined in numbers 1 through 3 above. One-half credit for public middle schools and high schools.

Neighborhood Park

Service Area: 1/2 mile

Size: 2 - 15 acres

Standard: 1.5 acres/1,000 population: one-half credit for public elementary schools

Mini Park

Service Area: 1/4 mile

Size: Less than 2 acres

Standard: 0.5 acres/1,000 population

Waterfront Access

Service Area: Citywide

Size: Varies

Standard: 10% – 20% of available waterfront

Trails

Standard: Walking/hiking/jogging: 1.1 miles/1,000 population

Bicycling: .7 miles/1,000 population

Natural Areas, Open Space and Greenways

Size: Varies depending on resource availability and opportunity

Standard: Varies depending on resource availability and opportunity.

Approximately 10% of land area of city when combined with other city-held open space areas and privately held open space tracts.