DEIS Presentation Overview

- Project Summary
- Process to reach final preferred alternative
  - ESC input opportunities
- Key findings of the DEIS
Summary of the Project

- Develop a long-term vision for the study area
- Integrate land use and transportation
- Opportunities with high capacity transit (HCT)
  - Identify a preferred route and station locations
- Identify community amenities to support the vision
- Protect adjoining areas from adverse impacts
Bel-Red Project Principles - City Council

1. Long-Term Vision
2. Economic Vitality
3. Differentiated Economic Niche
4. Building from Existing Assets
5. High Capacity Transit as an Opportunity
6. Land Use/Transportation Integration
7. Community Amenities and Quality of Life
8. Neighborhood Protection, Enhancement, and Creation
9. Sustainability
10. Coordination
Bel-Red Project Objectives – Steering Committee

- MARKET FEASIBILITY
- LAND USE
- NEIGHBORHOOD IMPACTS
- ENVIRONMENTAL QUALITY/SUSTAINABILITY
  - Improve environmental resources (streams, wetlands)
  - Support sustainable development patterns
- PARKS/OPEN SPACE
  - Parks integrated with future land use concepts
  - Achieves critical mass of park improvements
  - Adds value to overall system (include regional facility)
- TRANSPORTATION
Public Process to Develop Final Preferred Alternative

- Jan. 25: DEIS released
- Feb. 15: DEIS Open House/Public Hearing
  - 5:00 open house
  - 6:30 public hearing
- March 1: Steering Committee meeting/ESC Meeting
- March 12: Close of public comment period
- March 14: Business/Property Owner Panels
- March 20: Community Meeting
- March 29: Steering Committee develops preliminary preferred alternative
- Mid- April: Steering Committee recommends preliminary preferred alternative
- June/July: Committee recommends preferred alternative to Council
- Late Fall 2007: Council action on Comprehensive Plan amendments
What the EIS Evaluated

- No Action Alternative
  - No major land use changes
- Alternative 1: Mid-Range Employment and Housing
  - Development nodes at 122<sup>nd</sup> and 152<sup>nd</sup>
- Alternative 2: Low Employment/High Housing
  - Development nodes at 116<sup>th</sup>, 130<sup>th</sup>, and 148<sup>th</sup>
- Alternative 3: High Employment/High Housing
  - Development nodes at 122<sup>nd</sup>, 130<sup>th</sup>, and 152<sup>nd</sup>
No Action Alternative
1 million sq. ft. commercial/industrial; no new housing units
Alt. 1: Mid-Range Employment and Housing
3.5 million sq. ft. commercial; 3,500 new housing units
Alt. 2: Low Employment/High Housing
2.5 million sq. ft. commercial; 5,000 new housing units
Alt. 3: High Employment/High Housing
4.5 million sq. ft. commercial; 5,000 new housing units
Key Findings of the EIS

- Each alternative is feasible – none fatally flawed*
- Differentiators between alternatives
  - Land Use
  - Population/Housing/Economics
  - Transportation
  - Watershed Processes
- Less differentiating
  - Air Quality
  - Noise
  - Environmental Hazards
  - Aesthetics
  - Public Services and Utilities

* with mitigation
New land use designations would increase density and intensity, especially in mixed-use nodes.

Action alternatives would facilitate transition of existing 4 million sq. ft. of light industrial space to other uses.

- Alternative 1: -2.69 million sq. ft. light industrial
- Alternative 2: -1.98 million sq. ft. light industrial
- Alternative 3: -2.49 million sq. ft. light industrial

Some light industrial remains in all action alternatives
Land Use: Parks and Open Space

- Meeting recreational needs
  - Private parks/recreational facilities
  - Natural resource areas (including critical area buffers)
  - Greenways: green streets, bicycle lanes, walking paths, and open space

- Customized approach for Bel-Red
  - Recognize high land values
  - Consider geography, natural features, proposed land uses, and proximity to future residential development
  - Include urban plazas and boulevards – maybe stormwater
Land Use:
Park/Open Space/Habitat /Stormwater
Land Use:
Park/Transportation: Boulevard Concept

NE 16th Street Green Boulevard
- Wide sidewalks, bicycle facilities, landscaped median
- Connect to new neighborhood parks, open spaces, and trails
- Provide innovative stormwater management strategies integrating components of green infrastructure
  - Vegetated swales
  - SEA Street concept
  - Increase tree canopy
Land Use: Mitigation and Opportunities

- Encourage dense, well designed, pedestrian-friendly commercial and residential development.
- Work with Sound Transit on station area planning.
- Craft incentives for developers to provide amenities such as:
  - pedestrian facilities
  - environmental enhancements
  - parks open space
Each action alternative would increase population by 2030.
- No Action: 0 new residents
- Alternative 1: 6,270 new residents
- Alternative 2: 8,675 new residents
- Alternative 3: 8,675 new residents

Each alternative would increase net employment by 2030.
- No Action: 2,367 net new jobs
- Alternative 1: 6,339 net new jobs
- Alternative 2: 4,740 net new jobs
- Alternative 3: 9,249 net new jobs
Maximize use of other light industrial areas to accommodate some displaced businesses and jobs.

Incorporate compatible light manufacturing and services within new mixed-use areas.

Develop parks and transportation infrastructure to serve the planned increases in housing and employment.
Transportation: Modeling

Linking land use to transportation

Land Use assignments → Trip Generation → Trip Distribution → Mode Choice Model → Auto, Pedestrian, HOV, Transit
Transportation: Action Alternatives Network

[Map with various transportation options and infrastructure improvements labeled, including R-122, R-123, R-145, NE 16th Street, NE 4th Street, and 130th Station.]

Legend:
- New freeway access
- Intersection improvements
- Neighborhood protection
- Ball-Red Corridor
- Potential LRT alignments
- Potential LRT station locations with number of and specific locations will require additional analysis
- Aerial improvements
- Non-constructed improvements
- Existing CIP Projects
Transportation: 2030 Operations

Intersections level of service (LOS):
- LOS A, B, C, or D
- LOS E
- LOS F
- Not applicable

No Action

Alt 1

Alt 2

Alt 3
Transportation: Mitigation

- Roadways
  - Construct transportation system improvements
  - Implement transportation demand management
- Neighborhood Traffic Calming
  - Implement traffic-calming or traffic-diverting measures
  - Prevent spillover parking with restrictions and enforcement
- Transit
  - Implement transit improvements prior to LRT service
  - Integrate surface transit improvement with LRT stations
- Non-motorized Transportation
  - Create a high-quality pedestrian environment within development nodes
  - Establish multiple connections to BNSF trail
Watershed Processes: Existing Conditions
Watershed Processes: Impacts

- Development would intensify in the vicinity of most Bel-Red stream corridors.
- Redevelopment would implement current stormwater management and stream buffer requirements—however, this alone does not yield significant ecosystem benefits.
Promote Low Impact Development and “green” infrastructure.

Acquire new park land, create multiple benefits by including stream habitat areas suitable for enhancement.

Provide incentives for environmental enhancements
  - Increase stream buffers, look for multiple benefits here too.

Incorporate sustainability principles
Watershed Processes: Opportunities – Low Impact Development

**HOW LOW IMPACT DEVELOPMENT ELEMENTS WORK TO MIMIC WATERSHED PROCESSES**

**HOUSES** use different strategies to collect, infiltrate, and cleanse rainwater,
- splashblocks
- rocks
- furrows or channels
- stormwater pop-ups
- planted depressions (raingardens)
- yard drains

**STREETS** slope to one side and cuts in curb direct rainwater into planted and grass swales.

**SWALES** collect, absorb, and filter rainwater from streets and houses into the ground before going into the city storm drain.

**CONVEYANCE FURROWS** direct water away from the house via a path of gravel and crushed rock.

- **slotted pipes** enable water to seep into the ground while moving away from the house and into the rain garden
- **stormwater pop-ups** release water into the yard
- **porous concrete sidewalks** allow water to pass through into the ground.
- **yard drains** direct rainwater from swales or a pipe.
- **splash blocks** slow and direct water away from the house and should be kept clean of leaves.

**Poros concrete allows water to pass through into the ground before it goes to the swale.**

**City storm drain** to carry bigger rainstorms

**Filter soil mix**

- **slotted pipe** (underdrain)
- **rocky soil** holds water until it seeps into the pipe.
Watershed Processes: Opportunities
Watershed Processes:
Opportunities
Westerly Creek Corridor and Trail.
Previously covered by the runways of the old airport, Westerly Creek and its new corresponding trail system create recreational pathways and wildlife habitat—and serve as an important storm water management facility.
Portland – North Macadam Central District Sustainability Program

**Integrating** stormwater, habitat, urban design, and art … replacing engineered solutions with innovative, more 'naturalistic' and visible stormwater management strategies.
Vancouver – SouthEast False Creek
Seattle – South Lake Union (Vulcan Real Estate)
Other Key Findings from DEIS

- **Aesthetics**
  - Views would change substantially due to a more dense, urban character, mitigated by design
  - Mitigation measures could include:
    - Design guidance for higher-density nodes and transition areas
    - Standards for roof lines, rooftop treatments, and light shielding to minimize offsite impacts

- **Environmental Hazards**
  - Many potential sites due to past/present practices
Other Key Findings from DEIS (continued)

- **Air Quality**
  - Each alternative would comply with ambient air quality standards.

- **Noise**
  - Some future residential areas could exceed City noise standards because of increased arterial traffic.
    - Reduce impacts by traffic management and/or site design measures.

- **Public Services and Utilities**
  - Demand would increase, but is within the service capacity of providers.
Environmental Services Commission input to Develop Final Preferred Alternative

- March 1: ESC Meeting
  - Provide high level, policy oriented comments on preferences for preferred alternative
  - Staff will communicate ESC comments to the steering committee prior to the March 29 steering committee workshop
  - Could also comment on the DEIS until March 12
- April 5: ESC meeting – provide comments for steering committee consideration at their mid-April meeting when they recommend preliminary preferred alternative
- June/July: Committee recommends preferred alternative to Council – ESC may review and provide comments

- Summer/Fall 2007: ESC comments on developing implementation strategies
  - Comprehensive Plan and Land Use Code amendments
Thank you!

Questions and Comments:

For more info:

http://www.bellevuewa.gov/bel-red_intro.htm