



MEMORANDUM

DATE: October 4, 2007

TO: Transportation Commission

FROM: Kevin McDonald AICP, Senior Transportation Planner, 452-4558
Bellevue Transportation Department
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SUBJECT: Bel-Red Corridor Project - Implementation

At the October 11 meeting, I will review the preferred alternative for the Bel-Red Corridor Project as developed by the project steering committee, and discuss implementation components that the Transportation Commission will develop.

Steering Committee Preferred Alternative and Council Direction

On September 6, the Steering Committee completed its work and approved a preferred alternative for the Bel-Red Corridor land use and transportation vision through 2030. Council received the Steering Committee transmittal and Final Report on September 24. As a follow up to the transmittal, Council on October 1 reviewed the specific components of the recommendation.

Council directed the City boards and commissions to prepare recommendations for policy and projects that would implement the vision embodied in the Bel-Red Final Report. Each board and commission was given a specific charge (Attachment 1), with the Planning Commission having the overall responsibility to recommend amendments to the Comprehensive Plan and the Land Use Code. As a kick-off to that effort, a joint meeting of the boards and commissions is scheduled for October 10.

The charge for the Transportation Commission is to prepare a recommendation for policies and projects that would implement the Bel-Red transportation vision. The transportation vision anticipates developing a multi-modal transportation system that intimately relates to land use, parks and open space, and the natural environment.

Summary of Preferred Alternative

Maps showing the land use and transportation components of the steering committee's preferred alternative are attached (Attachments 2 and 3). Below is a summary of the alternative. More information on all of these items is included in the Bel-Red Corridor Project Final Report and transmittal from the Steering Committee to the City Council, provided to Commission members in your packet for the October 10 joint boards and commissions meeting.

- Land Use
 - Four "nodes" of higher-density mixed use development, around potential light rail stations. Two of these light rail stations are located outside the study area (one near Overlake

Hospital Medical Center and one in Redmond's Overlake district) and were also assumed in the "no action" alternative.

- Land Use development program consists of 4.5 million additional square feet of commercial development and 5,000 housing units between now and 2030.
- Existing light industrial uses would be allowed to remain, expand, and be rebuilt; vision does not contemplate new light industrial uses.
- Most service uses would be allowed to remain, and future uses developed, throughout the planning area. Service uses with impacts (noise, use of hazardous materials, etc.) that may be incompatible with housing and mixed use development would be allowed to remain where they already exist, and new uses of this type would be allowed in parts of the planning area outside of housing areas and mixed use nodes.
- Environment
 - Improvements to riparian corridors to attain multiple benefits: place-making, habitat enhancements, greenways and trails, and green infrastructure.
 - Watershed-wide application of low-impact development techniques to manage storm water, protect ecological function and create community amenities.
 - Attain environmental enhancements along stream corridors through the use of incentives or City investments, not new regulatory requirements.
- Parks/Open Space
 - Open space opportunities and trails along stream corridors.
 - Neighborhood "pocket" parks to serve the immediate neighborhood.
 - Community park facilities, including a potential major recreation facility.
 - Urban plazas – especially near transit stations.
 - Connective trails and corridors, particularly the NE 16th Street, along the West Tributary, and the BNSF corridor.

Transportation System Components of the Preferred Alternative

The transportation system is envisioned to support the land use vision for 2030 provides for a multi-modal system with the following major components:

Roadway Improvements

- Extension and expansion of NE 16th Street, to provide capacity for automobiles, non-motorized transportation, green spaces, and a shared alignment with light rail transit.
- Extension of NE 10th Street to connect with 124th Avenue NE.
- Expansions of NE 116th, 120th, and 124th Avenues.
- Completion of the interchange at 124th Avenue NE and SR 520.

Light Rail

- Alignment through the corridor on approximately NE 16th Street, and on 136th Place NE
- Between downtown and the Bel-Red Corridor, alignment may cross I-405 at NE 12th Street or NE 6th Street.
- Alignment from Bel-Red to Redmond may proceed on SR 520/NE 24th Street.

- Overlake Hospital Medical Center station not specifically sited due to uncertain I-405 crossing location Sound Transit is considering three locations: NE 12th Street/I-405; west of Lake Bellevue; and NE 8th Street/116th Ave NE.
- Two stations are envisioned within the Bel-Red Corridor: NE 16th Street/122nd Ave NE and NE 16th Street/130th Ave NE.
- Redmond’s Overlake Village Station is located at approximately 152nd Ave NE/NE 24th Street, based on work that Redmond has been undertaking as part of the Overlake Neighborhood Plan update.

Non-Motorized Transportation

- Pedestrian and bicycle improvements would be implemented throughout the corridor together with roadway projects and stand-alone facilities.
- Arterial non-motorized facility improvements can be planned and mapped – and incorporated into the update of the Pedestrian And Bicycle Transportation Plan Update.
- Neighborhood street non-motorized facility improvements will be guided by the vision for creating walkable (and bikeable) communities.
- Non-motorized connections to the BNSF corridor would be provided.
- NE 16th Street would be a major east-west non-motorized corridor.

Implementation

As the stewards of the Comprehensive Plan and the Land Use Code, Planning Commission is charged with developing new policies and regulations to implement the Bel-Red Corridor vision.

Recommendations to the Planning Commission from the Transportation Commission will include amendments to components of the Comprehensive Plan that have policy and/or project implications for the transportation system. A proposed schedule for developing the Transportation Commission’s recommendation is as follows:

DATE	TOPIC	ACTION
October 10	Joint Boards and Commission meeting to review final recommendation and receive direction from Council.	None requested
October 11	Overview charge to Transportation Commission. Review Comprehensive Plan components to be amended (work plan)	Approve work plan
October 25	Review proposed changes: <ul style="list-style-type: none"> • Eastside Transportation Program • Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan 	Discuss and act on staff recommendation
November 8	Review proposed changes: <ul style="list-style-type: none"> • Transportation Element • East Bellevue Transportation Plan 	Discuss and act on staff recommendation
December 13	Review proposed changes: <ul style="list-style-type: none"> • Bel-Red Corridor Subarea Pan 	Discuss and act on staff recommendation
January 10	Overview of all recommended changes	Wrap up recommendation to the Planning Commission

Staff anticipates that the Transportation Commission will develop a recommendation for amendments to the following Comprehensive Plan components to implement the Bel-Red Corridor vision:

Transportation Element (Attachment 4)

As the principal policy document for the City's approach to developing and maintaining a multi-modal transportation system, the Transportation Element may see little change as a result of the Bel-Red Corridor Project. Anticipated policy changes include a proposed modification of the Level of Service standard for the Bel-Red Subarea to reflect the envisioned urban character.

East Bellevue Transportation Plan (Attachment 5)

This is the document in which all of the transportation system project ideas will be placed. Similar to the Factoria Area Transportation Study Update section, the Bel-Red Corridor Study section will include a project list by mode category, and a corresponding map.

Staff will recommend a housekeeping measure for this document. In an effort to consolidate citywide transportation policies in one document, and to eliminate redundancies, relevant policies from the East Bellevue Transportation Plan would be inserted into the Transportation Element. The East Bellevue Transportation Plan then would consist only of the project lists and maps.

Bel-Red Subarea Plan – Transportation Section (No attachment)

The current subarea plan was adopted in 1988 and will be substantially re-written. This is the policy document that will memorialize the Bel-Red Corridor Project vision and the strategy for implementation. It is essentially a mini-comprehensive plan that covers land use, transportation, environmental, parks, urban design, and other policy areas. Subarea boundaries are proposed to be modified to reflect the boundaries of the Bel-Red Corridor Project study area (affecting the adjacent subareas: Crossroads and Wilburton/NE 8th Street). There will be a sizeable transportation policy section in the Bel-Red Subarea Plan.

Bel-Red/Overlake Transportation Facility Plan (Attachment 6)

This document contains the transportation system vision and projects agreed upon between the cities of Bellevue and Redmond through the Bellevue-Redmond – Overlake Transportation Study (BROTS). The current BROTS agreement expires in 2012. BROTS transportation projects are intended to support anticipated land use and provide reasonable mobility throughout the East Bellevue and Overlake areas. BROTS did not envision the growth planned by Bellevue through the Bel-Red Corridor Study and Redmond through the Overlake Village planning effort. Therefore a successor agreement to BROTS is necessary prior to its expiration.

Development of the BROTS successor agreement is inter-jurisdictional in nature, and as such, will be conducted by the City Council. It will proceed concurrently, but on a separate track, and with a separate public process from the Comprehensive Plan amendments. This process will be jointly conducted by Bellevue and Redmond staff, with a significant public involvement component. The Bel-Red/Overlake Transportation Facility Plan will be amended as needed to include BROTS successor agreement policies and projects.

Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan (Attachment 7)

The goal of the Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan is to identify the road and transit facilities needed to implement the City's transportation policies. The plan includes a project list and map, neither of which are updated or referred to as both BROTS and the East Bellevue Transportation Plan cover the same geography. Staff will recommend that this document be repealed, first ensuring that relevant projects are moved to the East Bellevue Transportation Plan.

Eastside Transportation Program (ETP) (Attachment 8)

In the spring of 1987, the Eastside Transportation Program was initiated to address the numerous problems affecting the communities in the rapidly growing area east of Lake Washington. Eastside cities, King County, WSDOT, the Puget Sound Regional Council, and representatives of the private sector participate in ETP.

The objective for the Eastside Transportation Program was to develop an integrated transportation system of regional, subregional, and local improvements which permit reasonable mobility throughout the Eastside by the year 2000.

While the ETP group still exists and meets monthly, much of the content of the Eastside Transportation Program document is outdated and most of the projects identified have been completed. The document is not referenced by the ETP Board and is no longer relevant to transportation planning in Bellevue. Therefore staff will recommend repealing this document, first ensuring that any relevant policies and/or projects are moved to the Transportation Element and/or the East Bellevue Transportation Plan.

Pedestrian and Bicycle Transportation Plan (No attachment)

The Pedestrian and Bicycle Transportation Plan is currently being updated. Staff has worked to ensure that pedestrian and bicycle system project ideas developed during the Bel-Red Corridor Project – and articulated in the Environmental Impact Statement – are captured in the Ped/Bike Plan Update. The Transportation Commission, as the Council's advisors on the Ped/Bike Plan, may provide additional input on potential projects for the Bel-Red Corridor through the Ped/Bike Plan Update.

Please feel free to contact me if you have any comments or questions.

ATTACHMENTS

1. Charge to Boards and Commissions
2. Preferred Alternative Land Use Map
3. Preferred Alternative Transportation Components Map
4. Transportation Element
5. East Bellevue Transportation Plan
6. Bel-Red/Overlake Transportation Facility Plan
7. Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan
8. Eastside Transportation Program (ETP)