



# MEMORANDUM

DATE: March 31, 2006

TO: Bel-Red Steering Committee

FROM: Kevin O'Neill, PCD (425-452-4064)  
Kevin McDonald, Transportation (425-452-4558)

SUBJECT: Continuation of discussion on attributes/objectives for land use/transportation alternatives (Agenda Item 6)—**Potential action item**

On April 6 the committee will continue discussing the attributes that will be used to help shape land use/transportation alternatives that will be coming forward for your review later in the spring. This memo clarifies the purpose of these and how they were formulated. We have also attached a matrix analyzing the policy implications of these and how they might influence alternatives. We (and the committee co-chairs) ask that you review these materials and come to the meeting prepared to discuss and potentially act on these.

## *Purpose*

The staff and consultant team is currently in the process of constructing land use alternatives; these will likely come forward to the steering committee at your May meeting. These draft alternatives, once approved by the committee for further study, will do forward into the Draft Environmental Impact Statement (DEIS). To create viable alternatives that are in line with steering committee thinking, we need the committee to agree on key attributes or objectives that should be met by the alternatives. Consideration and adoption of these attributes/objectives will provide direction to staff and consultants as we develop draft alternatives, and will also be a benchmark for you and the public in reviewing them.

## *How The Attributes/Objectives Were Developed*

Attachment 1 shows the draft attributes/objectives that the committee considered at the March 2 meeting, plus (shown in underline) suggested edits/additions from committee members at the meeting. There were several comments made about incentives, city actions, marketing, and strategies implementing the vision for the Bel-Red corridor. These ideas will be important at a later point in the process (when the vision is more established and the focus is on implementation) but the purpose adopting objectives at this point is to help shape what that vision could look like.

The draft attributes/objectives are based on:

- The ten planning principles adopted by the City Council.
- Public comments. Based on review of public comments, some clear themes have emerged: improving the natural environment in the area; adding parks/open space amenities; accommodating service uses; supporting housing, office, and mixed use development; and increasing transportation mobility (streets, non-motorized, and transit).

- Technical work. Work that has been done by staff and consultants, including the economic/market analysis, the existing land use conditions analysis, transportation analysis, and the analysis of riparian corridors, was considered.
- Steering committee discussions. Staff captured issues, questions, and comments that committee members have made to date.

### ***Preparation for the April 6 Meeting***

Attachment 2 is a matrix that includes the draft attribute/objectives that most directly have an impact on development of future land use alternatives, and some explanation of its policy implications (for example, the proposed objectives pertaining to infrastructure and citywide planning framework do not have direct implications on development of the alternatives as do the others). The right-hand column summarizes what these particular attributes/objectives might mean for future land use alternatives. ***The co-chairs have requested that each committee member read through this, and at least preliminarily express your view on each one (“yes”, “no”, or “other”).*** There is a separate sheet that summarizes all these, and can be used as you deliberate. “Other” means that would like to discuss the issue more with the group, or also could also mean that you’d like to see the alternatives address the issue in different ways (for example, you might want to see alternatives that deal with LI land in different ways). Steering committee members may also propose other objectives that could be discussed at the meeting; there is space provided on the forms to do this.

If you have any questions or would like additional information or clarification prior to the meeting, please let us know.

DRAFT Bel-Red Attributes/Objectives  
Including Steering Committee comments made at  
March 2 meeting

Draft Attributes/Objectives	Relationship to Project Principles
<p>Market feasibility:</p> <ul style="list-style-type: none"> <li>• Incorporates elements of market forecast (office, retail, housing, etc.)</li> <li>• Serves distinctive market niche within Bellevue <u>and surrounding area</u></li> <li>• Meets market <u>needs and economic realities</u></li> <li>• <u>Leverage opportunities around adjacent development (i.e. Overlake Hospital)</u></li> </ul>	<p>#2 (Economic Vitality) #3 (Economic niche) #8 (Neighborhood protection, enhancement, creation)</p>
<p>Land Use</p> <ul style="list-style-type: none"> <li>• Jobs-housing relationship</li> <li>• Accommodates service uses</li> <li>• Land use takes advantage of opportunities at HCT stations</li> <li>• <u>Scale of development—a transition area between downtown and neighborhoods</u></li> </ul>	<p>#2 (Economic Vitality) #4 (Existing Assets) #5 (HCT as opportunity) #8 (Neighborhood protection, enhancement, creation)</p>
<p>Neighborhood Impacts</p> <ul style="list-style-type: none"> <li>• Land use is sensitive to surrounding areas</li> <li>• Addresses transportation spillover impacts on adjoining areas</li> </ul>	<p>#8 (Neighborhood protection, enhancement, creation)</p>
<p>Environmental Quality</p> <ul style="list-style-type: none"> <li>• Considers potential to improve area's environmental resources for citywide ecological enhancements and amenities to support development</li> <li>• Supports sustainable development patterns</li> </ul>	<p>#7 (Community amenities and quality of life) #9 (Sustainability)</p>
<p>Parks/Open Space</p> <ul style="list-style-type: none"> <li>• Parks system is integrated with future land use concepts</li> <li>• Achieves critical mass of parks/open space amenities to serve area</li> <li>• Adds value to overall parks system</li> </ul>	<p>#7 (Community amenities and quality of life) #9 (Sustainability)</p>
<p>Transportation Accessibility and Mobility</p> <ul style="list-style-type: none"> <li>• Addresses multi-modal transportation improvements (general purpose, transit, non-motorized)</li> <li>• Provides access to the regional system (general purpose, transit, non-motorized)</li> <li>• Provides local access and circulation within the area to support future land use (general purpose, transit, non-motorized)</li> <li>• Accommodates planned level of development</li> </ul>	<p>#5 (HCT as opportunity) #6 (Land use-transportation integration) #8 (Neighborhood protection, enhancement, creation) #9 (Sustainability)</p>
<p>Infrastructure</p> <ul style="list-style-type: none"> <li>• Other infrastructure (water/sewer, etc.) accommodates planned level of development (based on available information)</li> </ul>	<p>#6 (Land use-transportation integration) #7 (Community amenities and quality of life)</p>
<p>Citywide Planning Framework</p> <ul style="list-style-type: none"> <li>• Consistent with Comprehensive Plan</li> <li>• Consistent with community values</li> </ul>	<p>#1 (Long-term vision) #7 (Community amenities and quality of life) #8 (Neighborhood protection enhancement, creation)</p>

Other comments received at March 2 meeting relating to project implementation:

Catalysts and Incentives

- Develop partnerships with other entities (school district)
- Use development incentives to achieve desired vision
- City should be a catalyst for development

Draft Attributes/Objectives (As presented with revisions on March 2)	Policy Issues/Implications	How This Would Be Used to Establish Alternatives
<p>Market feasibility:</p> <ul style="list-style-type: none"> <li>• Incorporates elements of market forecast (office, retail, housing, etc.)</li> <li>• Serves distinctive market niche within Bellevue <u>and surrounding area</u></li> <li>• Meets market <u>needs and economic realities</u></li> <li>• <u>Leverage opportunities around adjacent development</u></li> <li>• <i>Others?</i></li> </ul>	<ul style="list-style-type: none"> <li>• Future land use plan for Bel-Red would focus on new growth in office, housing, and retail sectors, not new light-industrial or warehouse/distribution uses. As outlined in the Leland study, these are the sectors with the most potential for growth, and LI land has increasingly been developed with other uses (such as car dealerships) If land within the existing LI area is re-designated, some LI uses would likely leave the area over time. If the LI area in Bel-Red is designated for other uses, there would be little land devoted specifically to LI uses left in Bellevue.</li> <li>• Land use planning would focus on most promising market sectors in Bellevue and the Eastside generally, and plan for development types not currently found or accommodated in Bellevue. Most current development in Bel-Red is at floor area ratios of 0.4 or below; new development types, such as 1 FAR office on the scale of the new Microsoft campus buildings, which are currently not accommodated in Bellevue, could be accommodated.</li> <li>• Plan would allow/support land use types that are consistent with community vision, and that market analysis has determined can be developed in the area</li> <li>• Plan should look at taking advantage of potential future development opportunities in specific areas, based on planned future development (for example, the expansion of Overlake Hospital Medical Center provides potential opportunities for medical office development in that area)</li> </ul>	<p>Alternatives would emphasize accommodating office, housing, and retail uses, at varying densities, as these appear to be the most promising market sectors. Some land uses would also be focused in areas based on what is occurring in adjacent areas (such as OHMC, or Overlake Village in Redmond)</p>
<p>Land Use</p> <ul style="list-style-type: none"> <li>• Jobs-housing relationship</li> <li>• Accommodates service uses</li> <li>• Land use plan takes advantage of opportunities at HCT stations</li> <li>• <u>Scale of development—a transition area between downtown and neighborhoods</u></li> <li>• <i>Others?</i></li> </ul>	<ul style="list-style-type: none"> <li>• Bellevue and the Eastside have, and are projected to continue to have, an “imbalance” of housing and jobs. Bellevue’s capacity to accommodate housing (outside of downtown) is very constrained, and will be even more when looking at projected growth to 2030 and beyond. This situation exacerbates peak-hour traffic as greater numbers of people have to commute over longer distances. An element of sustainability is to place housing and services in close proximity to one another. Bel-Red area is now planned and zoned almost entirely for industrial or commercial use. This objective would change this pattern to accommodate housing uses in addition to, and potentially in proportion to, employment growth.</li> <li>• There are clusters of uses, particularly service uses, in Bel-Red that are important to the local community. There is a large amount of zoning in Bel-Red that currently accommodates (and favors) these uses. The vision for Bel-Red may introduce new uses in Bel-Red (such as housing or medium density office). Service uses should continue to be accommodated, but may be located in areas undergoing land use transition (with new uses coming in), or in different types of buildings (new mixed use buildings, for example).</li> <li>• HCT is being planned for this corridor by Sound Transit. HCT is best supported by dense land uses (particularly office or housing) near stations. Bel-Red is currently distinguished by low density development spread throughout the area. A “nodal”, or clustered development pattern would modify this by intensifying uses at certain locations (where there could be future HCT stations), but not throughout entire area. This type of development pattern allows for mixing and a synergy between uses, such as local retail and housing. Since HCT may not arrive in the area for several years, planned land uses in these areas need to make sense whether HCT is there or not. Roadway, non-motorized and transit improvements would help enable development, and HCT would allow for greater development intensities.</li> <li>• Land uses would not be planned at downtown Bellevue densities, but there would be higher densities (particularly at certain areas) than presently exist throughout most of the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Land use alternatives would include a range of uses and densities throughout the corridor. In some places, mixed use development with higher densities than the existing land use pattern would be planned, but not at densities similar to Downtown Bellevue. In other places the land use pattern might not very much change at all.</li> </ul>

<p>Neighborhood Impacts</p> <ul style="list-style-type: none"> <li>• Land use is sensitive to surrounding areas</li> <li>• Addresses transportation spillover impacts on adjoining areas</li> <li>• <i>Others?</i></li> </ul>	<ul style="list-style-type: none"> <li>• More intense land uses would not be placed directly adjacent to residential neighborhoods (for example, along the south side of Bel-Red Road, which abuts single-family residential areas).</li> <li>• Transportation projects to accommodate future land use development would be planned with an emphasis on minimizing, to the extent possible, traffic spillover impacts on adjoining areas, particularly residential areas. In some cases, additional connections to/from Bel-Red and other areas (such as Downtown) would help enhance overall mobility and address existing constraints on the system.</li> </ul>	<ul style="list-style-type: none"> <li>• Land uses would be less intense adjacent to surrounding residential areas. Transportation projects would focus on reducing spillover impacts on neighborhoods while enhancing connections where appropriate.</li> </ul>
<p>Environmental Quality</p> <ul style="list-style-type: none"> <li>• Considers potential to improve area’s environmental resources for citywide ecological enhancements and amenities to support development</li> <li>• Supports sustainable development patterns</li> <li>• <i>Others?</i></li> </ul>	<ul style="list-style-type: none"> <li>• All stream corridors and wetlands would be protected from adverse impacts of future development by setbacks and other measures established in the Critical Areas Ordinance. However, under this objective additional enhancements (i.e. wider setbacks, increased vegetation) could be planned in at least some corridors to improve ecological functions, add open space, or serve as an amenity for development. Instead of stream corridors and wetlands being hidden, these areas would potentially be areas where parks/trails could be focused, and environmental improvements could be integrated with new development.</li> <li>• Land use planning would focus on mixing land uses, improving transportation connections, adding green spaces, improving environmental amenities, and encouraging low impact development and green building</li> </ul>	<ul style="list-style-type: none"> <li>• New land uses and amenities (such as parks or trails) would be developed along enhanced riparian corridors. The land use pattern in at least some parts of the area would mix land uses potentially vary the existing urban form.</li> </ul>
<p>Parks/Open Space</p> <ul style="list-style-type: none"> <li>• Parks system is integrated with future land use concepts</li> <li>• Achieves critical mass of parks/open space amenities to serve area</li> <li>• Adds value to overall parks system</li> <li>• <i>Others?</i></li> </ul>	<ul style="list-style-type: none"> <li>• Bel-Red has very little parks/open space currently, and very little is needed to support existing land use pattern. New parks, trails, etc. would be needed to support a different land use pattern in the area, particularly if housing was added.</li> <li>• Parks facilities should be added based on Parks Department level-of-service standards; the more housing was located in the area, for example, would likely require additional parks/open space amenities to support it.</li> <li>• Parks and trails in Bel-Red would be used to provide links to other parks/open space/trail amenities elsewhere in the city and the region (such as the BNSF corridor). The size of the planning area and large parcels within it also may provide the opportunity to locate a major (20-30 acre) regional recreation facility in the planning area.</li> </ul>	<ul style="list-style-type: none"> <li>• Parks and trails would be planned to support any changes in land use, particular in areas that accommodated housing. At least one alternative would consider a major (20-30 acre) regional or community recreation facility.</li> </ul>
<p>Transportation Accessibility and Mobility</p> <ul style="list-style-type: none"> <li>• Addresses multi-modal transportation improvements (general purpose, transit, non-motorized)</li> <li>• Provides access to the regional system (general purpose, transit, non-motorized)</li> <li>• Provides local access and circulation within the area to support future land use (general purpose, transit, non-motorized)</li> <li>• Accommodates planned level of development</li> <li>• <i>Others?</i></li> </ul>	<ul style="list-style-type: none"> <li>• A new, potentially more intense land use pattern will require major infrastructure improvements to support it. New streets would be required to provide better access within the planning area and additional capacity to accommodate new development. A new east-west connection would help relieve pressure from Bel-Red Road. Non-motorized improvements would be accommodated on-street or in separate off-street trails.</li> <li>• Office and housing uses would both require better access to the regional transportation system than the existing (heavily LI and retail/services)land use pattern. While Bel-Red has good proximity to freeways, connections to them is limited – especially to SR 520 where a full interchange may be needed. Non-motorized connections to the 520 Trail and to the BNSF right-of-way could be enhanced.</li> <li>• A different land use pattern, particularly if there are more dense “nodes” of development, would require a more fully developed street network, with improved connections and streetscapes. Sidewalks and trails would also need to be improved.</li> <li>• Additional land use growth in Bel-Red will require multi-modal transportation improvements to accommodate it. These improvements will include local and regional street improvements, non-motorized improvements, and transit. HCT would help enable development and development intensities at particular locations (where there are stations). Without HCT, these types of intensities would be more difficult to accommodate.</li> </ul>	<ul style="list-style-type: none"> <li>• The alternatives would show additional local (within the planning area) and regional (connections to the regional system) transportation improvements to support whatever land use pattern was being demonstrated. HCT stations would be assumed at certain places within the planning area.</li> </ul>

## Potential attributes/objectives

MARKET FEASIBILITY	YES	NO	OTHER
1) Incorporate elements of market forecast (office, housing, retail)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Serves distinctive market niche	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Meets market needs and economic realities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Leverage nearby opportunities (OHMC expansion)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Others?			

LAND USE	YES	NO	OTHER
5) Jobs-housing relationship (accommodate housing and commercial uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6) Accommodate service uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7) Land use takes advantage of HCT stations (mixed use nodes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8) Appropriate scale of development within area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Others?			

NEIGHBORHOOD IMPACTS	YES	NO	OTHER
9) Land use sensitive to surrounding areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10) Addresses transportation spillover impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Others?			

ENVIRONMENTAL QUALITY/SUSTAINABILITY	YES	NO	OTHER
11) Improve environmental resources (streams, wetlands)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12) Support sustainable development patterns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Others?			

**PARKS/OPEN SPACE**

- 11) Parks integrated with future land use concepts
- 12) Achieves critical mass of park improvements
- 13) Adds value to overall system (include regional facility)

Others?

**TRANSPORTATION**

- 14) Addresses multi-modal transportation improvements
- 15) Provides improved access to regional system
- 16) Provides improved local access and circulation
- 17) Accommodates planned level of development

Others?

**COMMENTS**

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