

STATION AREA PLAN REPORT

130TH AVE NE LIGHT RAIL STATION
BELLEVUE, WASHINGTON

MARCH 2012



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executive summary

In 2009, the Bellevue City Council adopted policies and regulations intended to transform the Bel-Red Subarea from a light industrial and auto-oriented commercial corridor to a series of vibrant, mixed-use, livable neighborhoods supported by light-rail transit.

A catalyst for redevelopment is the Sound Transit plan to build and operate East Link light rail between Seattle and Redmond. The alignment traverses the Bel-Red Subarea with a station and park and ride at 130th Avenue NE. Station area planning focuses on the walkable area around a planned light rail station. It is considered a “best practice” that should be done before final station design, which is anticipated to begin in 2012. Station area planning will influence how the station is integrated with the surrounding area.

The 130th Avenue NE station area plan is not formally adopted by the City Council. It is a document that advances the vision and policy framework adopted in the Bel-Red Subarea Plan and the development standards established in the Land Use Code. This plan will guide redevelopment, public investments, and stream restoration projects, and the design of new parks and transportation facilities.

The area around the planned light rail station at 130th Avenue NE will redevelop over time as a vibrant, diverse and walkable neighborhood. New housing will be key to revitalization in this neighborhood, with a broad range of housing types to meet the needs of a diverse population.





The natural environment, long neglected and abused in this area, will be significantly restored as a neighborhood amenity and a functional ecosystem. Trees and open spaces will be added, and stormwater will be managed in a more environmentally sensitive way. Neighborhood parks and plazas will be integrated with the Goff Creek corridor and linked by trails.



Intended as the “Main Street” for the neighborhood, 130th Avenue NE will be transformed to feature wide sidewalks lined with interesting shops and restaurants on the ground floor of taller buildings that are mostly condominiums and apartments. New streets, sidewalks, bicycle facilities and trails will knit the neighborhood together and provide connections to transit and nearby neighborhoods.

The area surrounding the planned station at 130th Avenue NE is comprised of many privately-owned parcels of various sizes and shapes. This ownership pattern, coupled with a discontinuous transportation network presents a challenging setting for coordinated redevelopment in the area. On the other hand, there are opportunities to create a unique mixed-use neighborhood that embraces walkability and transit, takes advantage of and enhances natural amenities,

and has a well-connected pedestrian and bicycle system, consistent with the vision for this area in the Bel-Red Subarea Plan.

It is expected that the long transition will occur incrementally and in phases related to the construction and operation of light rail. Adaptive reuse of existing buildings will constitute much of the near-term change, and may include “pioneer” residential development. During light rail construction, the pace and scale of redevelopment will increase as the prospect of light rail service is in sight. The opening of light rail is anticipated to be a dramatic catalyst for redevelopment activity, including the neighborhood’s first high-rise residential towers.

The light rail station will be a focus of activity, with people coming and going to the trains, and with activities associated with the surrounding housing, retail, plazas and streets.

This station area plan report is a resource that can help articulate the vision for the area around the 130th Avenue NE station, and to guide public and private investments toward achieving the vision. It may also serve as a template for the station area plans to be prepared for the other light rail stations in Bellevue.

While this report is now complete, additional refinements to various components of the station area plan remain to be considered, such as defining the configuration of interim and long-term commuter and neighborhood parking, and developing specific design concepts for park development and stream corridor restoration.



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1 existing conditions

1.1 130TH AVENUE NE STATION AREA GEOGRAPHY

The planned East Link light rail station is in the alignment of NE 16th Street between 130th Avenue NE and 132nd Avenue NE. The approximate geographic boundary of the station area is Bel-Red Road to the south, West Tributary of Kelsey Creek to the west, NE 20th Street to the north and 140th Avenue NE to the east. For planning purposes, the station area can be described as

the area within the 5 to 10 minute walk of the planned station. Centrally located within the Bel-Red Subarea, the planned 130th Avenue NE station is about two miles to the east of Downtown Bellevue and just under two miles west from the Overlake neighborhood in Redmond.

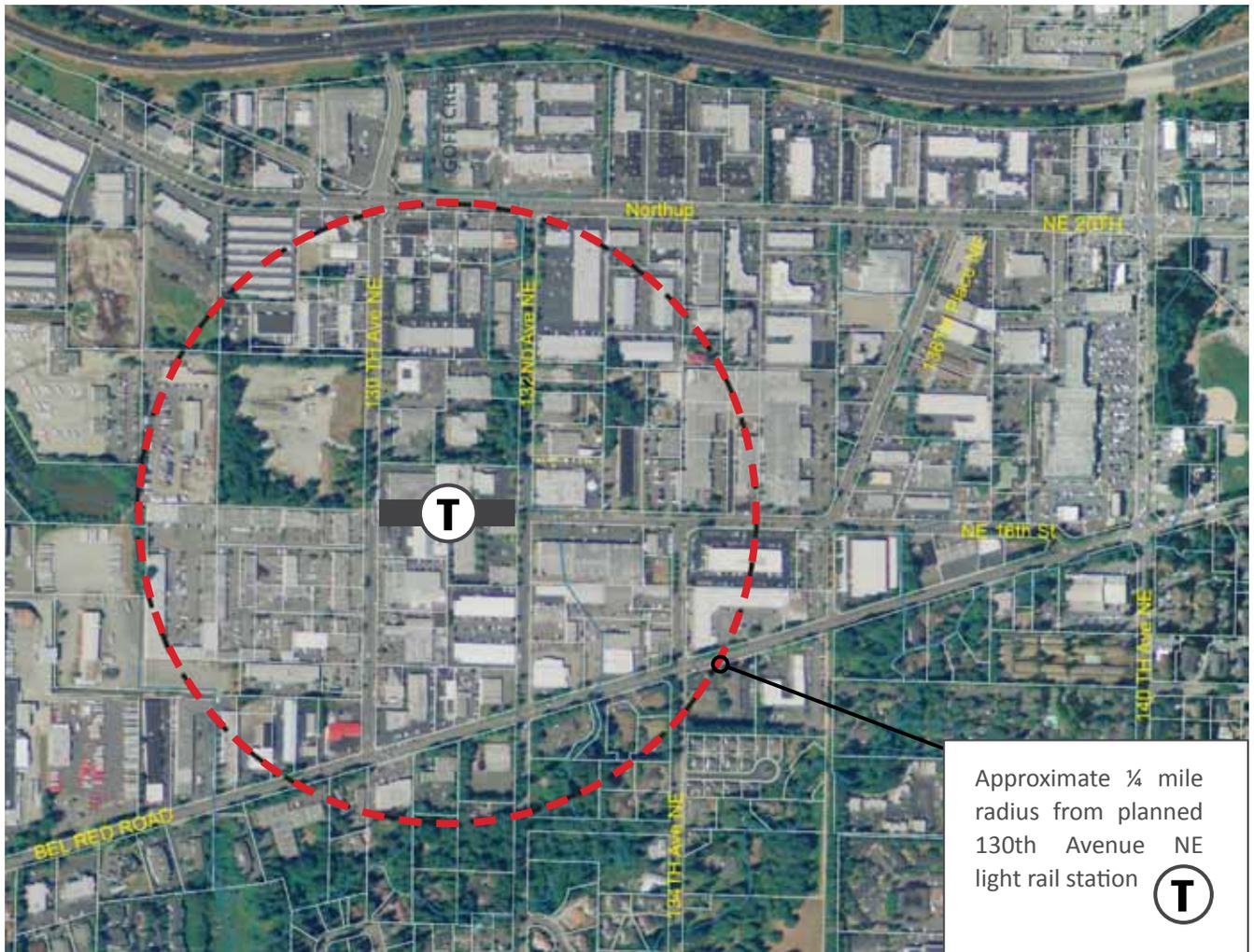


Figure 1.1 Aerial view of the 130th Avenue NE station area

1 existing conditions

1.2 LAND USE

No one currently lives within the station area. Much of the surrounding area is characterized as the “Service Core” in the Bel-Red Corridor Project Draft EIS (2006). This area hosts a collection of warehouses and flexible-space buildings. Within the flexible spaces are gyms, churches, auto repair shops and small start-up firms. This commercial and light industrial activity center is supported by residents from adjacent neighborhoods in Bellevue and from the greater Eastside. There are a few restaurants or other ‘high turnover’ retail uses. Figure 1.2 portrays the mix of land uses within the Bel-Red Subarea – note the mix of uses around the planned 130th Avenue NE light rail station compared to the more homogenous industrial uses to the west.

Buildings within the station area are predominantly single story, serviced by surface parking. The average age of structures within the station area is about 35-40 years, with the most recent new structures coming on line in 2000. Average building size is roughly 16,250 square feet, yielding an average floor area ratio (FAR) of 0.3, which is typical of suburban development. Figure 1.3 shows the footprints of buildings throughout the Bel-Red Subarea. Notable is the diverse but primarily small building size in the area around the 130th Avenue NE station area.

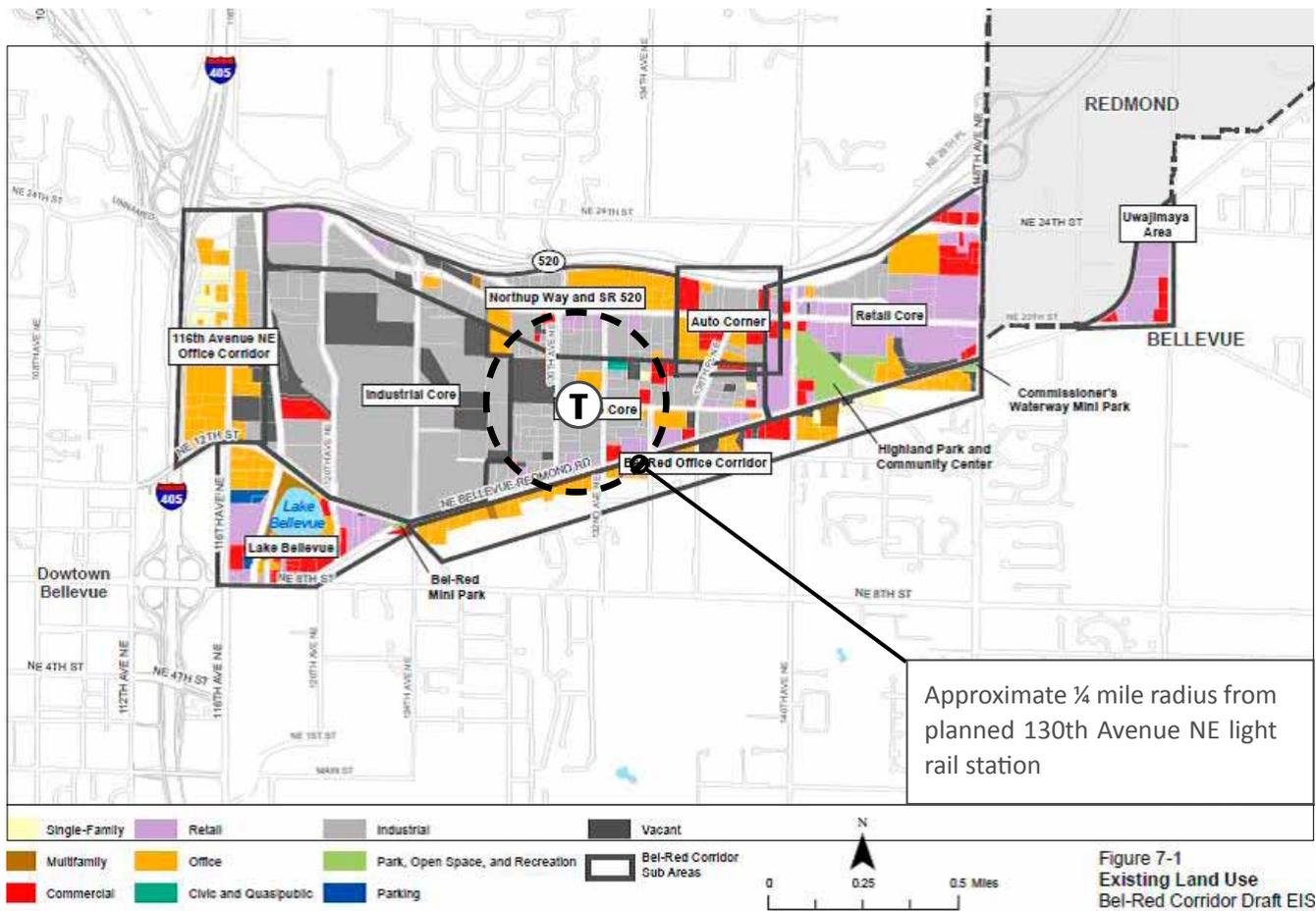


Figure 1.2 Major land use types in the Bel-Red Subarea *Source: Bel-Red Corridor EIS, 2006*

Figure 7-1 Existing Land Use Bel-Red Corridor Draft EIS

As mentioned previously, within the area surrounding the planned 130th Avenue NE light rail station there are no residents but there are many jobs. Within a 5 to 10-minute walk of the station there are approximately 2,000 to 4,600 jobs, respectively, in 2010. In a 10-minute walk from the station are adjacent residential neighborhoods, and upwards of 900 residents live within this larger “walkshed”.

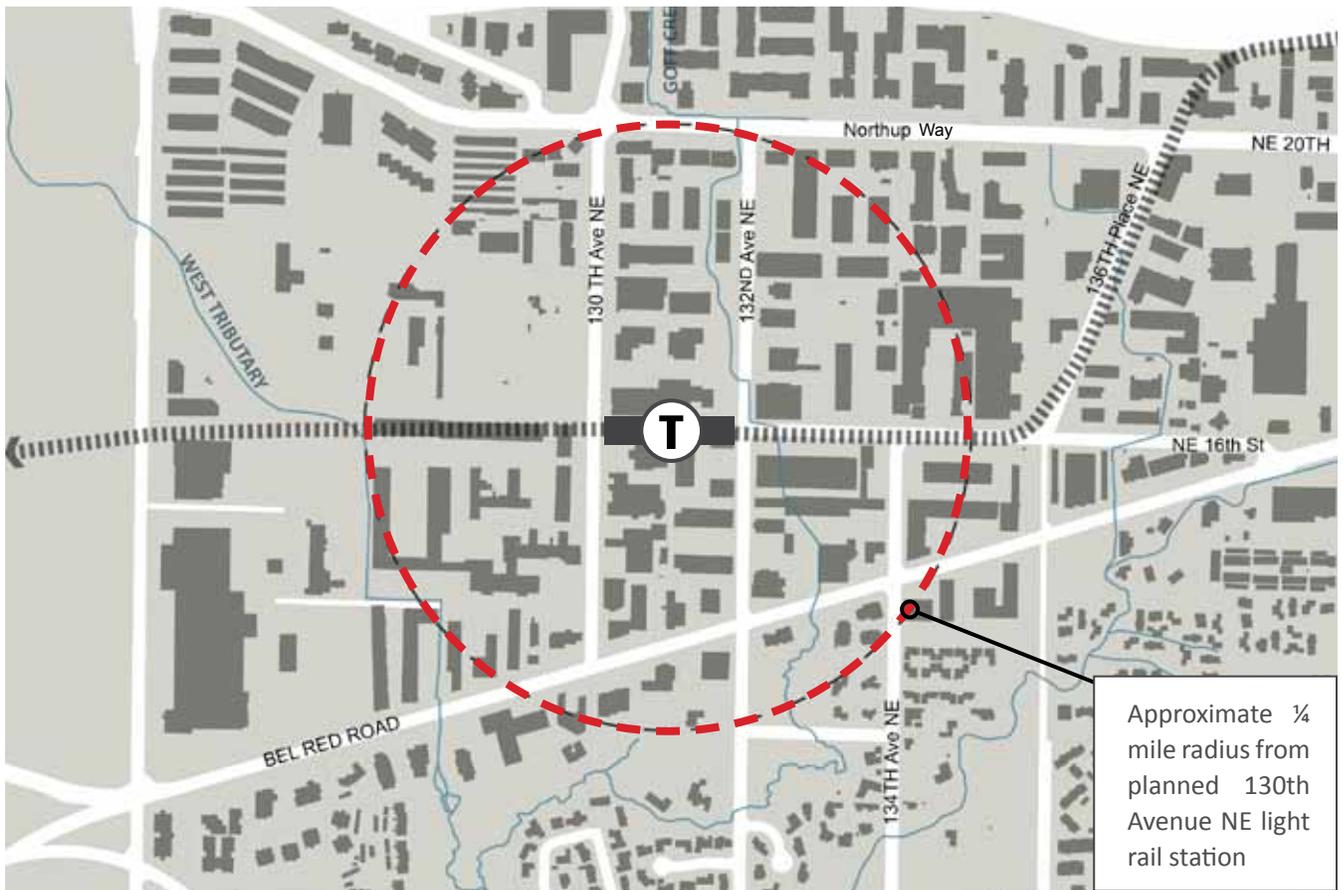


Figure 1.3 Footprint of buildings - intervening space is largely parking lots

1 existing conditions

1.3 TRANSPORTATION SYSTEM

The Bellevue Comprehensive Plan designates roadways citywide based on their intended function, as shown in Figure 1.4. Major arterials provide efficient direct routes for longer trips within the city. Minor arterials connect neighborhoods with the major arterials, while collector arterials collect/distribute traffic within neighborhoods. Bel-Red Road is designated as a major

arterial. Minor arterials include NE 20th Street and 140th Avenue NE. Collector arterials are 130th Avenue NE, 132nd Avenue NE and 136th Place NE. Major and minor arterials generally have two lanes in each direction with a center two-way, left-turn lane, while collector arterials have one lane in each direction and may not have a center turn lane.

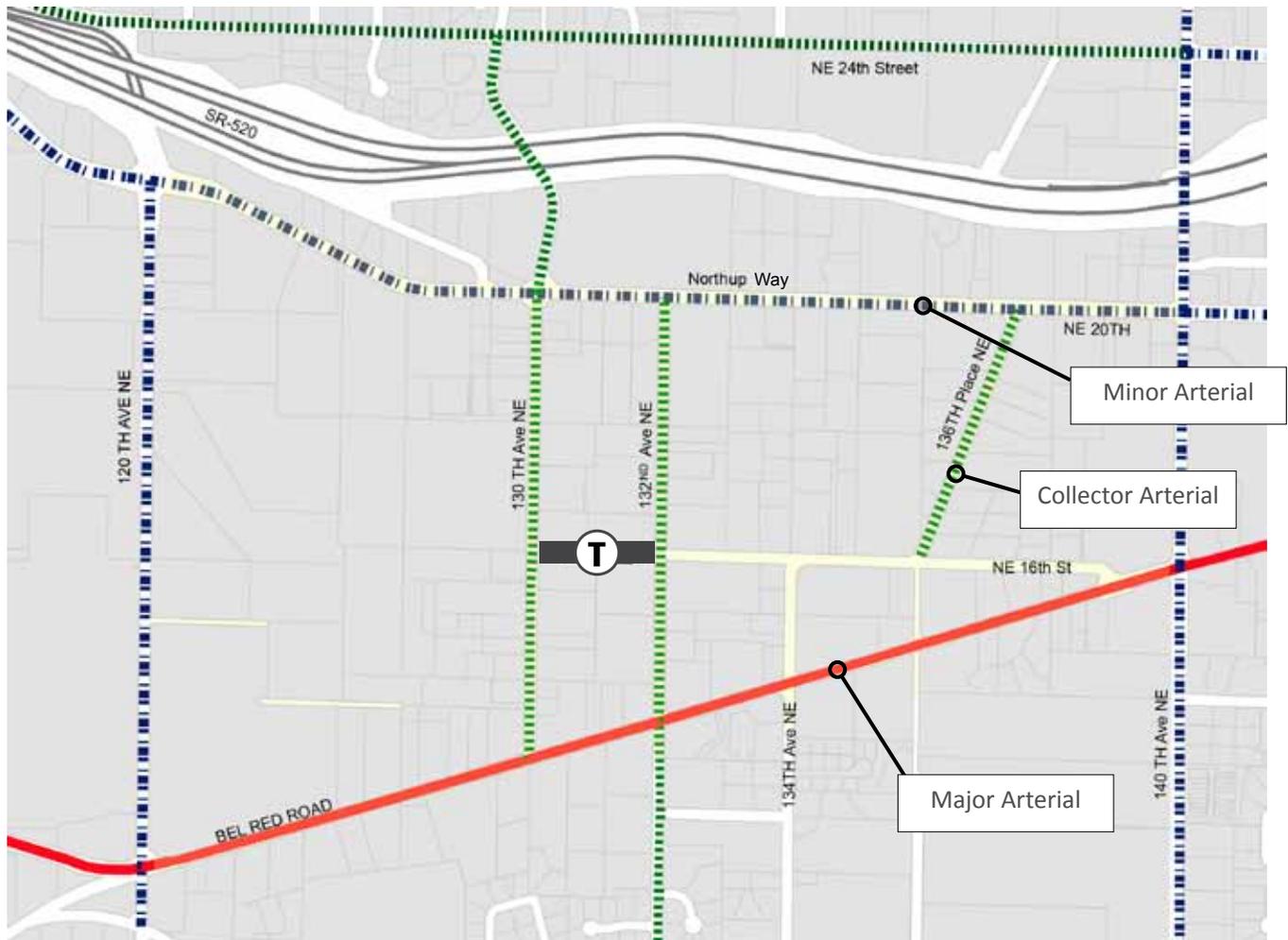


Figure 1.4 Arterial designations near the planned station *Source: Bellevue Comprehensive Plan*

1.3.1 Traffic Volume

Traffic volumes on arterial streets in the 130th Avenue NE station area have trended downward over the last 10+ years. The table below shows traffic counts taken by the City of Bellevue in 1999 and the most recently available traffic counts taken in 2009.

Street name	1999	2009	% change
130th Ave NE	9,100	6,100	(32%)
132nd Ave NE	5,600	4,000	(28%)
Bel-Red Road	27,100	22,700	(16%)
NE 20th St	26,100	26,100	0%
140th Ave NE	19,600	17,800	(9%)

1.3.2 Sidewalks

Sidewalks exist on many arterial roads, shown as dark lines on the map in Figure 1.5, but there are significant gaps, especially within the core of the station area. Thus, much of the station area is not currently accessible to pedestrians by walking on a sidewalk. The lack of a continuous and connected pedestrian system is a function of the nature of the existing discontinuous street pattern and private land parcels that are served primarily by driveways and parking.



Figure 1.5 Existing sidewalks near the planned 130th Avenue NE station

1 existing conditions

1.3.3 5-minute and 10-minute walk from planned 130th Avenue NE station

As noted previously, the existing street network is sparse and discontinuous. Independent of the presence or absence or quality of sidewalks, this street network defines the existing walking routes in the vicinity of the planned 130th Avenue NE light rail station.

These walking routes are the basis for defining the 5-minute and 10-minute walk distances from the



Figure 1.6 Streets accessible in a 5 and 10-minute walk from the planned station

station and identifying the parcels of land that are accessible to a person by walking in those timeframes. The maps below document the walk distances along existing streets within a 5-minute and 10-minute walk from the planned station. Figure 1.6 shows the walking distances along the streets, and the Figure 1.7 shows the properties that can be accessed within a 5-minute and 10-minute walk.

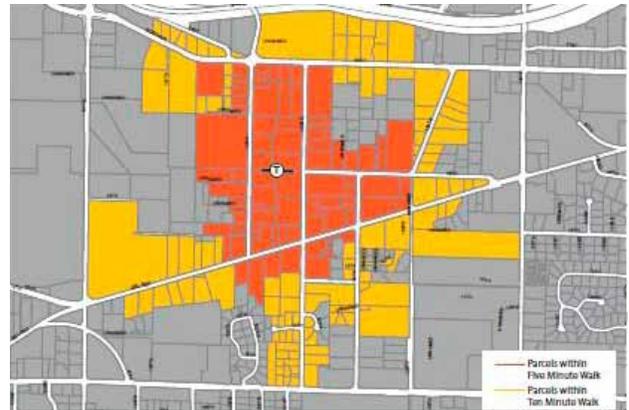


Figure 1.7 Parcels accessible in a 5 and 10-minute walk from the planned station

1.3.4 Bicycle facilities

Within the 130th Avenue NE station area, there are limited bicycle facilities for reasons similar to those attributing to the lack of sidewalks – the existing discontinuous street system and land use pattern that is accessed by driveways and parking lots. Existing bicycle facilities include one short off-street bicycle path that connects 136th Place NE and Bel-Red Road, and a shared roadway/paved shoulder on 130th Avenue NE. Nearby, to the north is the SR 520 Trail, a regional facility that provides a non-motorized connection between Redmond and Bellevue, and will eventually reach Seattle via a new SR 520 floating bridge. There are connections to the SR 520 Trail from 130th Avenue NE and from 136th Place NE.



Figure 1.8 Existing Bicycle Facilities near planned 130th Avenue NE light rail station

1.3.5 Transit

King County Metro provides limited bus service within the 130th Avenue NE station area. Transit service is provided on east-west arterials on the perimeter of the study area: Bel-Red Road and NE 20th Street; and on the north/south arterial, 140th Avenue NE. Figure 1.9 shows the routing of two-way all-day transit service in Bellevue and the greater Eastside.

1.4 NATURAL ENVIRONMENT

The land in the Bel-Red Subarea is covered primarily with the impervious surfaces associated with industrial and commercial buildings, parking lots, and roads. Within this highly urbanized environment, open space is limited to a single large park, small wetlands, a lake, and narrow riparian areas surrounding segments of open stream channels. Some small groves of coniferous forest or occasional isolated mature trees remain on commercial properties. Urban street trees and managed landscaping round out the components of the natural environment. This section describes the stream corridors near the 130th Avenue NE station area as well as the soils.

1.4.1 Streams in the Bel-Red Subarea

Through the Bel-Red Corridor Study Environmental Impact Statement, extensive research and documentation of the water resources was performed. Streams shown in Figure 1.10 exhibit the typical degraded characteristics of urbanized watersheds, with extensive areas of impervious surface, narrow stream channels and piped stream segments. Streams typically do not support fish life due to unstable channels, fair to poor water quality, and fish passage barriers.

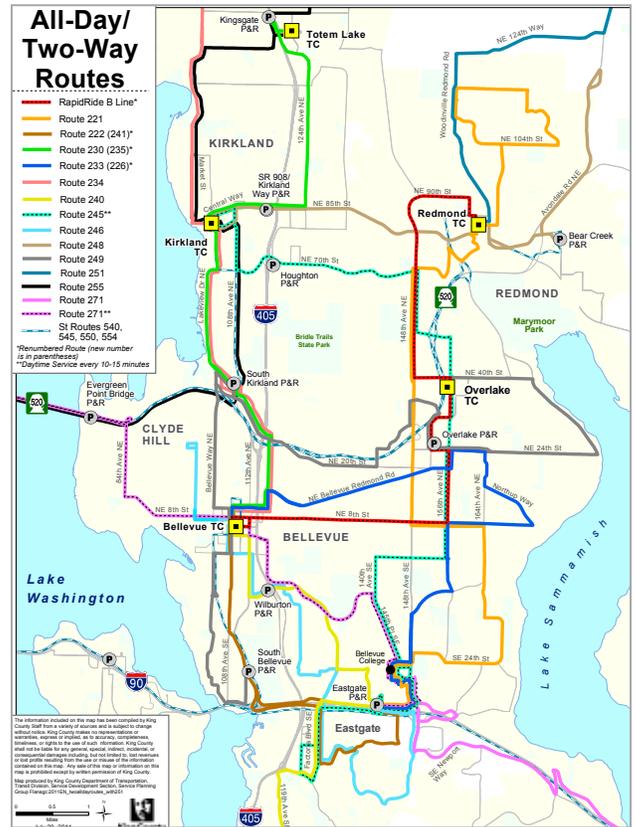


Figure 1.9 Existing transit service
Source: King County Metro, 2012

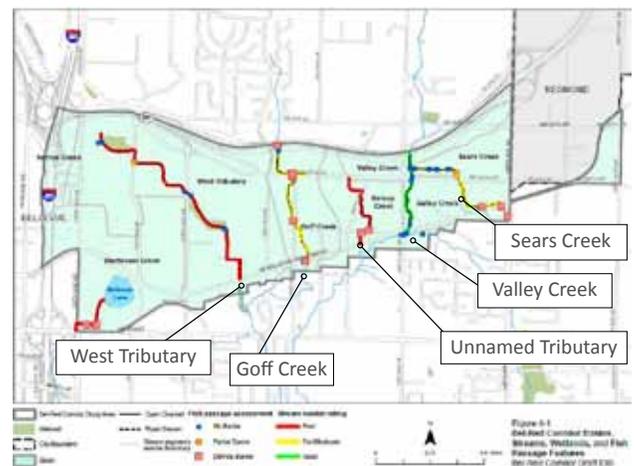


Figure 1.10 –Bel-Red Subarea stream corridor habitat rating.
Source – Bel-Red Corridor EIS

1 existing conditions

1.4.2 Goff Creek

Goff Creek runs through the center of the 130th Avenue NE station area. The northern segment of Goff Creek – north of NE 16th Street - is mostly open channel, but is constrained by buildings, parking lots, and rip-rap as shown in Figure 1.11. A relatively intact riparian segment featuring mature conifers is located upstream from 132nd Avenue NE. The southern segment of the stream is piped downstream from 132nd Avenue NE, all the way to Bel-Red Road, where the substandard culvert creates a fish passage barrier. Existing habitat conditions in Goff Creek were rated as moderate for fish access and riparian condition, to poor in terms of fish use, physical stream corridor conditions and fish habitat conditions.

1.4.3 Unnamed Tributary

The Unnamed Tributary to Kelsey Creek lies between Goff Creek and Valley Creek. Two stream segments are located in pipes, and the stream passes through several culverts that are impassable to fish. Where the stream runs at the surface, it has the characteristics of a drainage swale or ditch with rip-rapped banks. Existing habitat conditions in the Unnamed Tributary to Kelsey Creek were rated moderate for fish use, fish access, fish habitat conditions, and riparian condition and poor for physical stream corridor conditions.

1.4.4 West Tributary

The West Tributary of Kelsey Creek flows south across the western portion of the Bel-Red Subarea and forms the western edge of the 130th Avenue NE station area. The West Tributary has two large, forested wetlands that serve a stormwater management function and provide wildlife habitat. For about ¼ mile immediately north of Bel-Red Road, the stream flows in a pipe. Existing habitat conditions in the West Tributary to Kelsey Creek were rated moderate for fish use and fish access, and poor for physical stream corridor conditions, fish habitat conditions, and riparian conditions.



Figure 1.11 Goff Creek flows through a constrained channel north of NE 16th Street

1.5 SOILS

Soils in the area of the planned 130th Avenue NE light rail station consist largely of two soil types, as shown in Figure 1.12. Both soil types are related to the Pleistocene ice age glacial period that concluded approximately 10,000 years ago. Vashon recessional outwash deposits create the predominant soil type. Recessional outwash was deposited by meltwater streams emanating from retreating glaciers. These sands, gravels and occasional boulders have not been overridden by glacial ice and

therefore are not compacted and they drain water very well. Vashon subglacial till is typically a heterogeneous mix of compacted gravelly sand with scattered cobbles and boulders in a clay/silt matrix. It is very dense and is sometimes referred to as “hardpan.” This soil type does not drain very well and is ill-suited for natural stormwater drainage practices.

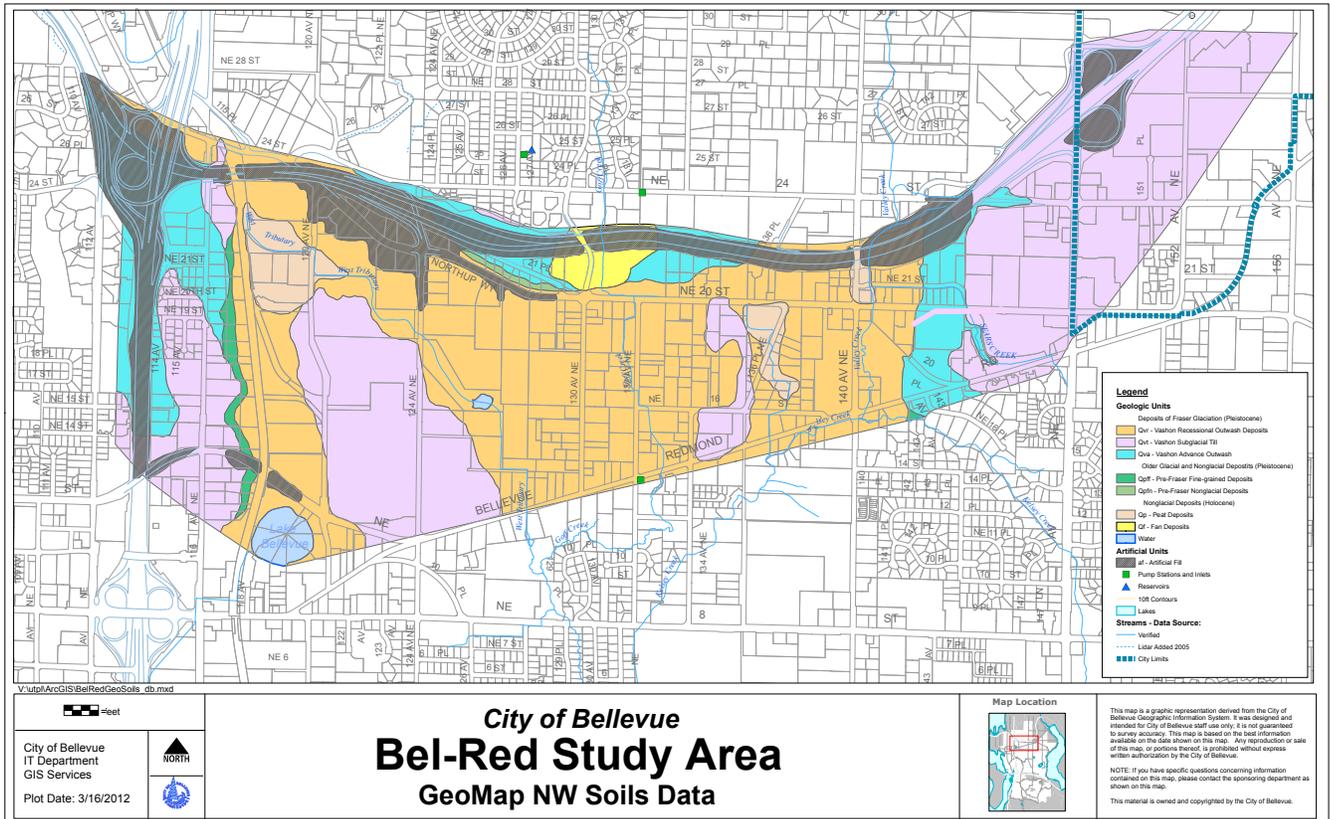


Figure 1.12 Bel-Red Subarea Soils Map

1 existing conditions

1.6 PARKS AND COMMUNITY FACILITIES

1.6.1 Public Parks

There are two public recreational facilities within the Bel-Red Subarea and each is proximate to the 130th Avenue NE station area.

Highland Park and Highland Community Center are east of the planned station and are situated adjacent to Bel-Red Road at 142nd Avenue NE. Highland Park consists of 17 acres and includes baseball and softball fields, tennis courts, a play area, picnic tables, a skate park, and a large riparian area associated with Valley Creek.

Highland Community Center is a “log cabin” building with rustic charm. Amenities and programs include a gym, room rentals, and drop-in sport programs. The Center also provides programs that give people with disabilities opportunities for recreation, socialization and learning.

Bel-Red Mini Park is located east of the station area adjacent to Bel-Red Road at 124th Avenue NE. This park provides a respite from the bustle of Bel-Red and provides vegetated open space and picnic tables.



Figure 1.13 Meeting room in Highland Community Center

2 neighborhood character

The emerging neighborhood around the 130th Avenue NE light rail station will be unique in Bellevue. With a rich mix of residential and commercial uses, plus open spaces and environmental amenities, the neighborhood character will reflect the best of urban and natural in the Pacific Northwest. This section frames the intended neighborhood character and identifies public and private actions that will strengthen community identity, support incremental redevelopment, and create a vibrant transit-supported neighborhood.

2.1 STATION AREA CHARACTER

The neighborhood around the 130th Avenue NE station area is envisioned in the Bel-Red Subarea Plan as having a predominantly residential component with an active retail street at its core. The neighborhood will have a pedestrian-friendly and walkable character with convenient access to shopping, jobs, and community amenities, and will also be well connected by transit and bicycle to the larger city and region. The Bel-Red Subarea Plan and Land Use Code allow for development of a range of housing types and densities that sustain street vitality and efficient transit service. In addition, a broad range of allowed land uses provides for flexibility and creative solutions that can respond to market demands that may evolve over time.

A green and natural form of development will differentiate this area from other urban neighborhoods in the City. This will be particularly well expressed in the design and character of the streets. The design challenge will be to reconcile the existing industrial / commercial character of the neighborhood and its buildings with the ultimate vision during the long period of transition. An important part of the future neighborhood character will be the legacy of its light industrial past, including some of those uses that add value to the modern neighborhood. These new urban neighborhoods will - organically and by design – incorporate surprising and interesting elements as part of their character.



Streets internal to the neighborhood will have a much a different character from adjacent arterials such as NE 16th Street and 130th Avenue NE. These narrow streets with a low volume of slowly-moving vehicles will incorporate generous landscaping and will help create a more intimate scale appropriate for a residential neighborhood.

2 neighborhood character

2.2 RESIDENTIAL CHARACTER – A UNIQUE SENSE OF PLACE

The 130th Avenue NE station area will have a character and scale different from Downtown Bellevue, Overlake, or other Bellevue neighborhoods. It will also be distinct within the Bel-Red Subarea. This neighborhood will be authentic – differentiated from others with the colors and materials used in the built environment and by integrating components of the natural environment.

2.2.1 Essential Components of Livability

This area will be characterized by a natural and green environment, achieved by creating small scale places and micro climates, with an abundance of trees, ample sidewalks and landscaping in the public right-of-way, and narrow streets that accommodate natural drainage.

Essential neighborhood components such as plazas, art and landscaping can help create character and build community. These components will be incorporated into new private development and in the public realm of the streets and the light rail station. Public gardens and pea patches have proven to be excellent amenities to foster neighborhood livability and community building.

2.2.3 Goff Creek

Goff Creek, now largely relegated to ditches and pipes, will be an important feature of the neighborhood when it is restored. Proximity to the creek will help to define the character of the neighborhood and each building site. Transitions between the public and private realm will be somewhat blurred by the intentional use of landscaping to soften edges, create habitat and provide tree canopy. The blurring of public and private will be unique along the Goff Creek corridor where there will be a blending of uses and functions. In places, Goff Creek may flow across private property but it will remain a community asset.

Stormwater management features that are typically hidden from view except for storm drain grates will be part of the streetscape, parks and plazas. Where nature is restored – as in Goff Creek, or where it

is introduced – as in natural drainage practices for stormwater management - interpretative signage and education will integrate these natural systems into the understanding of residents and visitors. This will be a great opportunity to demonstrate and explain how stormwater management featuring drainage swales and rain gardens can improve the health of the creek.

2.2.4 Buildings and Uses

A residential “texture” will be incorporated into the built environment through such means as using natural building and paving materials and designing buildings that include generous balconies to integrate the indoor and the outdoor environment.

Balconies and building edges/corners will have a big impact on neighborhood character and quality of life. Balconies that are located on quieter streets are functional amenities because outdoor use is not impacted by the traffic noise that may occur along arterials. Balconies that overlook a park, plaza or creek can help activate and secure these public spaces with “eyes-on-the-street”. For redevelopment projects that span a block, different design and materials can help to differentiate between the “front porch” and the “back porch” of the new blocks. Variety along building frontages is important. Building edges and corners can create inviting public spaces suitable for café seating and landscaping. A more transparent building edge can result in a favorable interplay between private residential space and public open space.

2.2.4 Buildings and Uses, continued

Continuity of living will also be an important component for the character of these neighborhoods. Through the proper mixing of uses, housing types and attention to design, the neighborhood will accommodate all ages. Among the uses that are essential components of neighborhood livability are “third places” such as community centers, restaurants and coffee shops. These shared community assets allow residents to be active within their neighborhood, and to be more comfortable in a smaller dwelling, thus potentially reducing the cost of housing.



2.2.5 The Neighborhood Environment

One thing that distinguishes residential areas from commercial areas is the level of background noise. Busy business districts are noticeably noisier than residential areas, sometimes to the extent of interrupting conversation or drowning out desirable sounds such as birds singing or the flowing of a stream. Stepping a block off of the business streets into the residential neighborhoods, a person should experience a relative quiet. Great examples of a transition to quiet can be found in the West End of Vancouver, BC, and in the many “streetcar” neighborhoods of Seattle such as 15th Avenue East or Broadway Avenue East on Capitol Hill. The residential neighborhood around the 130th Avenue NE light rail station will resemble those great places.



2 neighborhood character

2.3 RETAIL CHARACTER – INTERESTING AND VIBRANT

At the core of a livable residential neighborhood is a vibrant retail core. When residents can walk or bicycle to obtain most of their everyday needs, the neighborhood is environmentally sustainable and a place where people feel a strong sense of community. A wide range of community-serving businesses are allowed along retail streets in the Bel-Red Subarea – these uses are part of the picture. The other part is how people get to and from these businesses and the quality of their experience along the way.

2.3.1 130th Avenue NE – a Retail “Main Street” for the Neighborhood

The physical character of the street will include wide sidewalks that are uninterrupted by driveways and that accommodate outside seating and displays. Street furniture and generous landscaping add comfort and shade. In addition to the retail establishments that line the sidewalks, second floor residential and commercial uses will add to both the character and security of the street. Consider pedestrian-ruled Ballard Avenue in Seattle as a good local example of a lively and comfortable pedestrian retail street. In California, Old Pasadena’s Historic Downtown district along Colorado Boulevard is full of activity – people like to hang out on this street because there are interesting things to see and do.



Existing businesses in the area that the community supports may be key elements of the future economic vitality and character of the neighborhood. These “legacy” retail businesses may be the repair shops and light manufacturing studios that exist today and may be integrated in new development. They currently anchor the neighborhood economy and with good planning they can be part of the transition when sites are redeveloped.





Food trucks



Coffee stands



Local restaurants/bike cafes



Legacy retail uses

2.3.1 Retail “Main Street”, continued

Grocers often are key components of a sustainable neighborhood where residents can take care of their day-to-day needs without getting in a car. Smaller scale grocery stores will support the residents as well as commuters who will use the light rail station. Neighborhood-oriented retail and services will be important uses to recruit to the neighborhood.

Food trucks and coffee stands can be an interim/permanent component of the retail scene in the neighborhood. Set up in a parking lot, a food truck or coffee stand can provide a valuable service to nearby residents and employees who would otherwise have to travel farther for lunch, coffee or snacks, and at the same time they contribute to the character, vibrancy and sustainability of the emerging neighborhood.

Could there be a growing bicycle culture in the 130th Avenue NE station area? An emerging district – perhaps similar to locations in Portland, Oakland and other cities – could mean associated retail, service, and/or manufacturing. Bike cafes with themes such as “ride in - hang out - get your fix - ride on” at Mojo Bicycle Café in San Francisco or “bikes – beer – and bloody good food” at OTB Bicycle Café in Pittsburgh could be interesting models for themed retail! Strong connections to the nearby neighborhoods, the regional SR 520 Trail and to the light rail station would support an emerging bicycle culture for recreational and commuter riders.

2.3.2 Surprises on the Streets

A significant part of the neighborhood character will be the surprise of finding legacy retail uses in the heart of the neighborhood. While in many older neighborhoods these uses tend to be small cafes or corner grocery stores, here surprises may include an auto repair/detailing shop, lawn mower repair, or electronics recycling. These uses can nicely fit into the evolving neighborhood and are the welcome result of a redevelopment scenario that will likely to be incremental in nature.

2 neighborhood character

2.4 MAKING IT HAPPEN

The Bel-Red Subarea Design Guidelines support a built environment and a public realm that are of a high quality design that evokes the essence of the Pacific Northwest. This station area plan provides additional strategies to frame the neighborhood character.

Full block redevelopment projects would be possible, but in most cases would require parcel consolidation. Redevelopment is more likely to be incremental and smaller-scaled occupying a half or less of the block. Like the street-car neighborhoods of the past, new development will relate to the pedestrian scale of the smaller street grid with its planned 300-foot block faces, and the planned multi-modal transportation improvements. Light rail transit, new streets, sidewalks, bike lanes and trails will support a lively streetscape and will improve movement within and through the area.

Neighborhood street design guidelines provide the framework for mobility. 130th Avenue NE will have a “Main Street” character with housing above retail, a lively pedestrian street, and an urban plaza that creates a gathering place. 132nd Avenue NE will have neighborhood serving retail and services interspersed with housing and the green corridor of Goff Creek. On the grid of “local streets” and “green streets,” quieter residential neighborhoods will develop with an abundance of street trees, generous and functional landscaping, and well-connected walking and bicycling facilities.

2.5 DYNAMIC TRANSITION FROM EXISTING TO NEW

As the neighborhood gradually transitions, a new dynamic will emerge between the existing industrial and commercial uses and new development. Some existing buildings and uses will remain as anchors to the neighborhood’s past. Some buildings will adapt to new and sometimes unexpected uses. Surprising juxtapositions- industry coexisting with residential- will lend distinct character and appeal to the neighborhood.



This dynamic is already in play with existing arts and cultural uses in the area becoming the core of a potential new arts district. Open studios, art walks and whimsical expression in buildings and infrastructure could contribute to a dynamic cultural environment. Public art and artists living and working in the neighborhood will add a distinct character. Arts and cultural uses in the neighborhood include Pacific Northwest Ballet, Bellevue Art and Frame, a glass art studio, and multiple music studios. Other adaptive reuse includes recreation and fitness, entertainment, community and religious organizations.

Totally new buildings and the adaptive re-use of existing buildings will occur incrementally. “Pioneer” projects have the opportunity to define the character of the whole neighborhood– and thus must be carefully integrated. Each increment of redevelopment will contribute to the evolving neighborhood character.

Adaptive reuse of existing buildings can be more efficient, less expensive, and more environmentally responsible than new construction. Adaptive reuse may also include investments and upgrades to existing structures, or infill development within surface parking lots along the street edge of land already in development.

2.6 DESIRABLE RESIDENTIAL NEIGHBORHOOD

Transforming the 130th Avenue NE station area into a desirable residential neighborhood will require integrated public and private investments in infrastructure, open space, environmental improvements and other urban amenities that, over time, will provide the essential components for a livable neighborhood. Of particular note are planned enhancements to Goff Creek that could create an ecologically vibrant stream corridor that becomes a significant amenity for new residential development. Light rail transit, new streets, sidewalks, bike lanes and trails are designed to improve livability as well as mobility. These investments should be made concurrently or in advance of new development.



2.7 APPROPRIATE SCALE OF REDEVELOPMENT

Although there is no housing in this “neighborhood” today, there is a potential for 1,800 new housing units to be built and occupied by 2030. This represents a key opportunity to develop a wide range of housing types at urban densities.

The Land Use Code provisions for the Bel-Red Subarea support graceful transitions in scale to residential neighborhoods to the north and south. Highest allowed densities are near the planned light rail station at the center of the station area node. Here potential building heights may reach 150 feet with a floor area ratio (FAR) of 4.0. However, developers can attain this density only by participating in an amenity incentive system that provides public benefits, including affordable housing, in exchange for higher densities.

Lower building heights and densities will be located towards the perimeter of the node. Here development may include courtyard and townhome apartments, with allowable residential building height up to 125 feet through participation in the incentive system. Housing development around the station area will help support a mix of services as well as transit that will help to transform the station area into a lively neighborhood.



2 neighborhood character

2.8 DIVERSITY OF HOUSING TYPES

Consistent with the housing vision for the Bel-Red Subarea is the development of a diversity of housing types and price points for owners and renters. This includes affordable and workforce housing to support Bellevue’s growing job market.

A nearby example of transit-oriented and affordable housing is The Village at Overlake Station, located in the Overlake neighborhood in the city of Redmond at NE 24th Street and 152nd Avenue NE. The Village at Overlake Station combines 308 apartments affordable to moderate and lower-income residents, a day care facility, a park-and-ride with shared and dedicated parking, and a Metro bus transit center within a single integrated use. With easy access to transit, only six out of ten households own a car.

Developed by the King County Housing Authority, The Village at Overlake Station is an example of transit-oriented and affordable housing.



2.9 SUSTAINABILITY

Neighborhoods that are well served by transit, with connecting streets, sidewalks, bike lanes and trails improve mobility, reduce greenhouse gas emissions, and enhance the natural and built environment. Housing in these neighborhoods, sometimes called “transit-oriented housing” or “location efficient housing”, offers the lifestyle and financial benefit of housing with easy access to transit and services, and in close proximity to jobs. This proximity may reduce auto-use, lower a household’s combined cost of housing and transportation, and reduce transportation-source greenhouse gas emissions. Decreased per-capita auto-use also enhances sustainability on a regional level by reducing the need for and cost of wider roads, more parking facilities and other infrastructure related to moving and storing private automobiles. This in turn increases the benefit of local and regional investments in transit, sidewalks, bicycle lanes and trails.



3 redevelopment opportunities

A fundamental goal for the 130th Avenue NE station area is for a graceful transformation into a walkable, ecologically sustainable and complete residential urban neighborhood that responds to and capitalizes on the new light rail system.

By 2030, the area is projected to see development of 1,800 new residential units, more than 150,000 square feet of additional retail space, and a modest amount of new office space. This new development will take advantage of the area’s prime geographic location and the new East Link light rail transit service. However, change will occur over decades and require commitment to implement the area’s long range vision.

Transformation of the area will predominantly occur through private investment and redevelopment. For that investment to happen, property owners and developers need more than a vision for the future, they need to piece together the financial components that make for successful projects. Redevelopment sites need to be large enough to support modern forms of development. Sites will require convenient vehicle and pedestrian access and connectivity to the future transit station. And projects require market demand that might be encouraged by creating an attractive neighborhood with parks, open space, grocery stores and retail activities.

With the adoption of the Bel-Red Subarea plan in 2009, the City put in place a plan and zoning that supports a greater intensity and form of development. To help attract private investment that will take advantage of the new zoning and the future light rail station, investments in public projects will provide the necessary infrastructure for redevelopment and demonstrate a commitment to the area’s future.

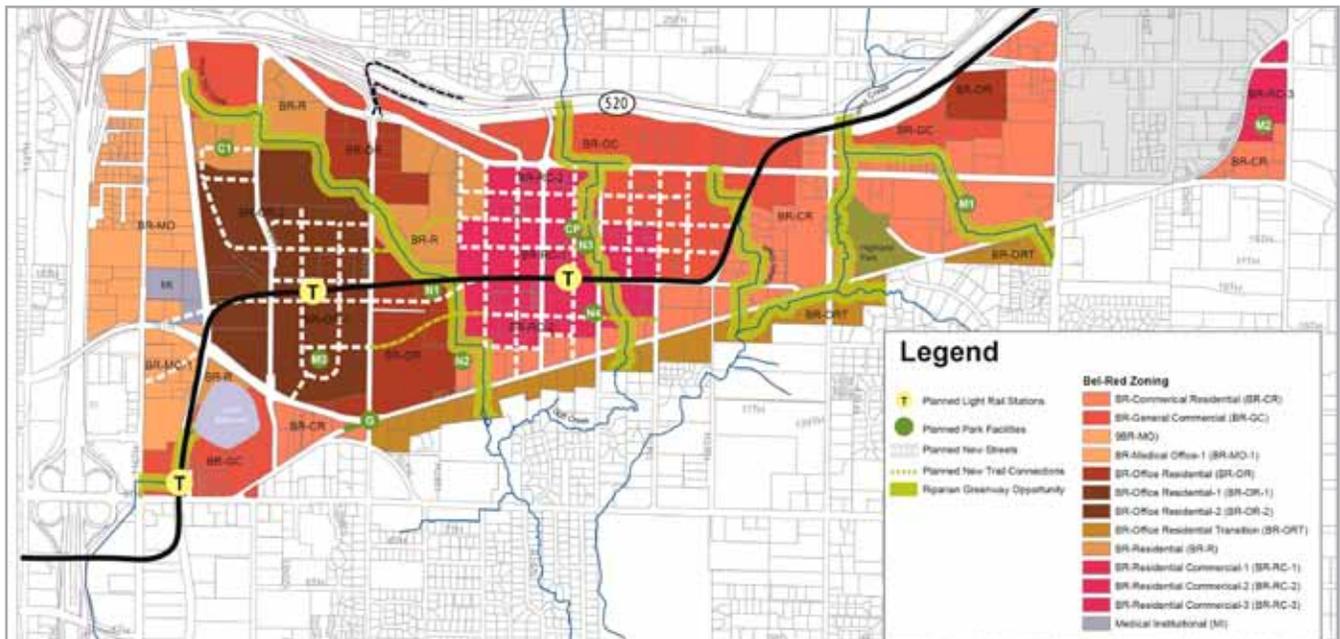
This section considers a number of local area factors that are likely to influence the propensity and timing of development. As the City examines potential public investments to make and opportunities to collaborate with private developers in order to spur development activity, the following aspects should be explored:

- Establishing an urban scale street grid to help organize development, facilitate more vehicle access options and improve pedestrian access to the light rail station.
- Encouraging both large-scale redevelopment and shorter term incremental adaptive re-use and infill projects to help the area transform.
- Improving and naturalizing Goff Creek to create a neighborhood amenity that attracts residential use and makes the area more livable.
- Prioritizing safety and wayfinding to the station for pedestrians and bicyclists to help communicate how the area has convenient access to the region’s transportation system.
- Establishing parks, open space, storm water mitigation gardens and recreation to enhance the area’s character and attractiveness.
- Utilizing incentives and zoning flexibility to enable the private sector to partner with the City to achieve redevelopment goals.

3 redevelopment opportunities



Neighborhood character at the 130th Ave NE Station will include a mix of uses and building forms in an active pedestrian environment.



The Bel-Red Subarea Plan emphasizes mixed-use development near the 130th Ave NE station with residential uses incentivized through capacity bonuses.

3.1 STATION AREA CONTEXT

The 130th Avenue NE station area is currently comprised of a mix of retail, office, and light industrial land uses that serve both nearby residents and consumers from the broader region. In total there are 122 parcels in the station area and the average lot size, excluding the 9.4 acre Cadman property, is roughly 47,600 square feet, or 1.1 acres.

The average building size is roughly 16,250 square feet, yielding an average floor area ratio (FAR) of 0.3, which is typical of suburban development with surface parking. The average structure was built in 1974 and the newest buildings were constructed in 2000.

There are 75 unique property ownerships in the station area. The five largest landowners by acreage are as follows:

1. Evans Company (Evans Industrial Park), 11 parcels totaling 13.5 acres;
2. Mayers Group Investments (MGI Building and flex/industrial buildings), 10 parcels (not all contiguous) totaling 10.3 acres;
3. Cadman Inc. (Ready-Mix facility), 1 parcel totaling 9.4 acres;
4. Robertson Development (auto maintenance and repair), 7 parcels (not all contiguous) totaling 6.7 acres; and
5. Evergreen Center Associates (Evergreen Center), 4 parcels totaling 5.8 acres.



Figure 3.1 Station area parcel map and ownership pattern.

3 redevelopment opportunities

3.1.1 Market Conditions in the Station Area

In general, commercial real estate in the station area is performing well compared to the region as a whole, especially when considering the age and quality of buildings. This area's central location in the region, limited supply for this type of product in the competitive area, and relatively affordable rental space combine to make it a good location for back office or incubator space compared to the more expensive locations on the Eastside. To evaluate market fundamentals economic consultant, Heartland LLC, reviewed 31 commercial properties within the station area totaling 1.14M square feet representing 69 percent of the total building area. The building square footage not captured by this survey is largely owner-user buildings that are not available for lease. This data set helps define both the current performance of commercial space from a rent and vacancy perspective but also looks at the area's historical trends as compared to regional market fundamentals. Of the 31 surveyed properties, 10 percent are classified as retail, 10 percent are classified as office, and 80 percent are classified as industrial or industrial/commercial flex space.

3.1.2 Vacancy in the Station Area

Overall vacancy for industrial and flex space is substantially lower than the regional vacancy rate. Vacancy in the limited amount of office and retail space in the station area is mixed, with retail underperforming the region and office outperforming the region.

As of April 2011, the overall vacancy rate in the station area is 6.1 percent. Vacancy for retail space is at 17.0 percent, office is 7.9 percent, and industrial/flex space is 4.6 percent. The vacancy rate in the station area compares favorably to the rest of the Puget Sound region where the office vacancy rate is 17.6 percent and industrial/flex is 17.0 percent. The retail vacancy rate is higher than the region, which is currently at 10.8 percent. The retail vacancy rate spike that occurred in 2008 was due to negative absorption at the 40,000 square foot Bel-Red Retail Center at 13500 Bel-Red Road. Figure 3.2 shows the historical vacancy rate trends for the properties in the survey.

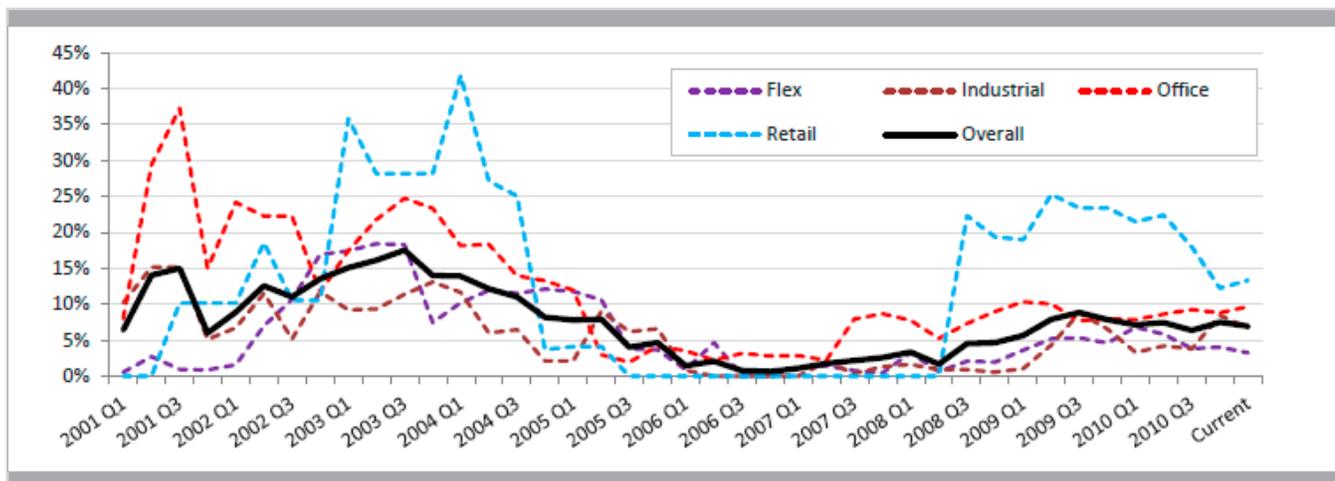


Figure 3.2 Vacancy Rate Trends Source: *Officespace.com*

3.1.3 Rental Rates in the Station Area

With an average rate of \$0.59 per square foot (per month), rental rates for industrial/flex space in the station area exceed the regional average by \$0.15, or roughly 34 percent, which when coupled with the low vacancy rate and the fact that 80 percent of the total square footage in the station area falls into this type of space supports the overall assessment that the commercial market is comparatively healthy. The strong rental rates are primarily a function of location (proximity to downtown Bellevue, Redmond, Microsoft and access to freeways) and scarcity.

Office and retail rental rates are below the regional average. The average retail rate is \$22.79 per square foot compared to the regional average of \$29.42 per square foot. The local office rate is half of the regional rate at \$16.31 per square foot compared to \$30.40 per square foot. While location and scarcity positively influence the industrial rental rates, office and retail space underperform the region due in part to age and quality of the building stock.

3.2 REDEVELOPMENT FACTORS

The station area implementation strategies seek to promote infill redevelopment and help to achieve the highest and best uses of the station area. However, development is a high risk endeavor. It relies not only on subjective experience but also the shifting winds of the marketplace. As such, it is notoriously hard to predict.

There is no obvious answer for what will trigger new private sector development or where in the station area it might occur first. This is due to changing regional and global economic factors, the level playing field of the station area (the area is generally underdeveloped), buildings in the station area of a similar age/condition and no immediate catalyst property. A review of the type of landowner in the station area also reveals that it is populated mostly by passive owners as opposed to developer/investors.

Several factors related to redevelopment interact with each other within the context of changes over time. This section documents, rates and maps development indicators that may be used during a station area planning process. These factors do not exactly correlate with a larger suite of factors considered in identifying potential catalyst redevelopment opportunities, as described in section 3.6.2.



3 redevelopment opportunities

3.2 REDEVELOPMENT FACTORS, CONTINUED

The table of indicators reflects a process to map sites with greater redevelopment potential.

As a decision-making tool, a baseline analysis for the station area could help identify:

- a) Where there is the greatest propensity for development.
- b) Patterns that show where there are potential catalyst opportunities for both the public and private sectors.
- c) Opportunities to align City strategies and/or infrastructure investments with early private development.

This analysis would help differentiate between phases of development, the two most obvious phases for the area around the 130th Avenue NE station being pre- and post- light rail construction.

These indicators help identify how factors integrate with short, mid and long-term opportunities/challenges. A post-station iterative analysis would allow the City to measure and track criteria reflecting a full application of station area assets. This would allow the City to measure the effectiveness of various factors and investments in catalyzing redevelopment.



Summary Table of Indicators.

INDICATOR	DESCRIPTION	SCORING	APPLICABLE PRE-STATION	APPLICABLE POST-STATION
Ownership pattern	Indicated whether the development block contains a single owner or multiple owners	1= single ownership or public facility; 0= multiple owners	*	*
Improvement to Land Value Ratio (Figure 3.3)	Indicated the ratio or improvement value to land value.	0= Improvement to land value ratio < 0.3; 1 = Improvement to land value ratio > .3-0.6	*	*
Building Condition (Figure 3.4)	Indicates the average current condition of existing building(s) within each development block.	2 = poor 1 = moderate 0 = good	*	*
Owner/User (Figure 3.5)	Indicates the relative value of the parcel	1 = low value 0 = high value	*	
Adjacent Uses	Indicates whether development block is adjacent to community assets (i.e. community center, grocery) or negative uses	0 = no impact -1 = parcel is adjacent to a use with negative impacts.	*	*
Infrastructure Required For Development	Indicates the level of public investment in street right-of-way and related infrastructure required for development.	1= parcel bordering at least one existing right of way; 0=parcel not bordering an existing right of way	*	*
Proximity to LRT (factor to increase when station opens)	Indicates proximity to the planned LRT station	1= within walking distance of ST station 0=not within 1320 ft of ST Station		*
Proximity to Goff Creek (or other major site asset)	Indicates the proximity to the restored Goff Creek corridor, an asset to spur redevelopment	1= development block borders Goff Creek, 0=development block does not border Goff Creek Corridor		*

3.3 REDEVELOPMENT INDICATOR DETAILS

Ownership Pattern

The ownership pattern indicator is to represent parcel consolidation and the relative ease of redevelopment with one single owner compared to the barriers involved with multiple owners. This indicator can be classified using two scores: a single-ownership score and a multiple-ownership score. A single ownership development block ‘mostly’ contains parcels with a common owner. In a few cases a small portion of an adjoining parcel with a different owner falls within a development block’s boundary; this can still be scored as a single owner.

Improvement to Land Value Ratio

The improvement to land value ratio indicator represents the differences between land value and investments made to improve the buildings on the land. This

methodology was adopted from the 2007 King County Buildable Lands Report, which determines the amount of land suitable for urban development, and evaluates its capacity for growth, based upon measurement of five years of actual development activity. The technical definition used to calculate this indicator was adopted by the City of Bellevue during the Buildable Lands Report analysis, as noted in Appendix A of the report. Land and improvement values have been acquired from the King County Department of Assessments, Real Property Account database. The formula used was the assessed improvement value divided by the assessed land value. Ratio values less than 0.5 were assumed to score favorably for redevelopment, meaning the land was assessed at least twice the value of the improvements.



Figure 3.3 Improvement to Land Value Ratio Map

Building Condition

The building condition indicator represents the impact of building condition on the decision to redevelop. Building condition was determined using the Commercial Building dataset available from the King County Department of Assessments. The Assessors data uses seven categories of building condition. For the purposes of this analysis, the categories are condensed into three scores, as shown in the adjacent table.

King County Assessor's Building Condition Category	Analysis Scoring
Low	2
Low/Average	2
Average	1
Average/Good	1
Good	0
Good/Excellent	0
Excellent	0

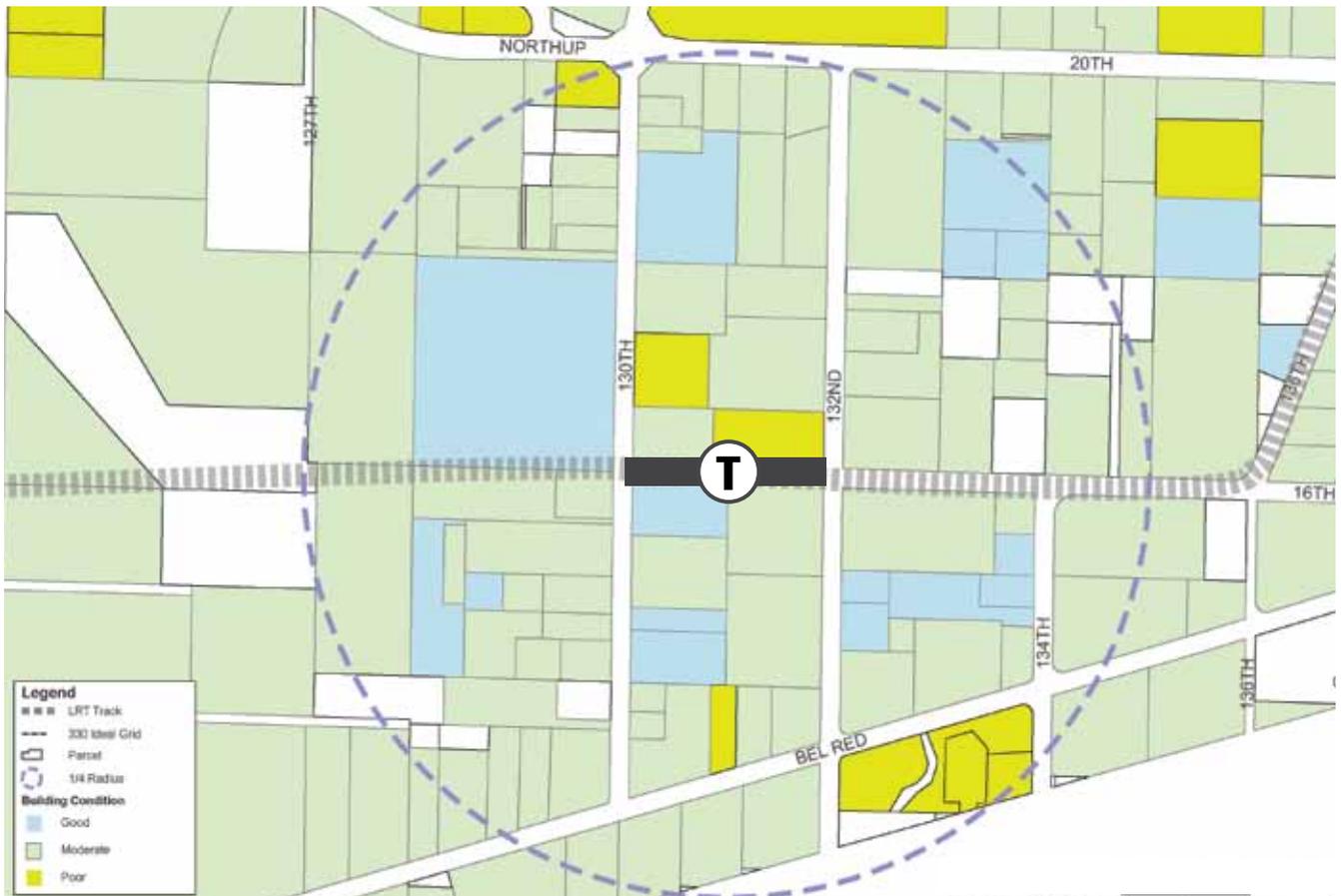


Figure 3.4 Building Condition Map

3 redevelopment opportunities

Owner/User

This indicator shows how much relative value a particular property may have to that user. I.e. banana storage for a grocery chain has high value because it would cost a lot to replace – not because the building itself is generating revenue or is special.

Adjacent Uses

This indicator shows if an adjacent use has a positive or negative impact on a potential new investment. For example, a cement pre-mix operation may negatively impact a residential investment while a location adjacent to an existing grocery store would have a positive impact.

The existing area assets include:

- Highland Park and Community Center
- YMCA
- Safeway grocery store
- Pacific Northwest Ballet School
- Goff Creek (included as an independent factor below)



Figure 3.5 Owner/User indicator Map

Current Occupancy (*district level overview only)

Leases and vacancy rates are applied generally to the station area during this analysis.

Infrastructure Required for Development

The infrastructure indicator represents the potential investment in right-of-way or other public infrastructure beyond the planned light rail system for redevelopment of a block area to be feasible. This indicator assumes that where right-of-way does not exist, the developer would be responsible for street right-of-way costs or share costs with the City. Considering the limited street grid within the station area, additional new streets will be needed to provide access and connectivity, as required by the Bel-Red Subarea plan.

This indicator scores development blocks that border an existing street higher than those that do not, indicating a lower barrier to redevelopment when an existing street can be utilized. This is a simplistic way of capturing the general costs associated with street improvements. This indicator would change as the street infrastructure is expanded in the station area and would contribute to an analysis of redevelopment economics.

Proximity to Light Rail Station

The proximity indicator represents the ability of potential development sites to access the light rail station at 130th Avenue NE. This can help to track the implementation of the street grid.



Proximity to Goff Creek

The proximity to Goff Creek represents the asset provided by the Goff Creek restoration. Parcels adjacent to the Goff Creek corridor would score higher as they will have direct access to the stream and can utilize the stream as a residential amenity. Utilization of this factor will expand over time as restoration of Goff Creek occurs.



3.4 TIMING OF DEVELOPMENT

When will new housing and retail developments in the 130th Avenue NE station area be viable? Transformation of the station area will not occur all at once. Rather, it will occur incrementally and even as redevelopment takes place, the area will continue to support a variety of continuing uses as well as older structures that are adapted for new uses. The timing of this transformation may be thought of in three general phases of activity:

1. Early Period: 2012 - 2015

The global economic recession has made development activity and financing of all types difficult. However, the Bel-Red area has a strong geographic nexus being located between Downtown Bellevue and Overlake and adjacent to two major freeways. Additionally, despite the recession, the region has continued to see growth, albeit at a slower pace, and demand for residential rental units is relatively strong.

The 130th Avenue NE area has not yet seen major new development projects. Existing buildings remain largely occupied with only few vacancies. Examples of new uses established in recent years that support the evolution of the neighborhood, include fitness centers, restaurants, and churches. A fire station was converted to an office for a small software company. During this period, new uses that take advantage of the new Bel-Red zoning are likely to continue this trend of adaptive reuse of existing buildings. Adaptive reuse may create the first housing in the neighborhood, perhaps taking the form of flexible live and work space for artists and other “pioneer” residents.

Market demand for residential development is forecast to result in construction of 200 residential units in one to three new buildings in the station area as the economy recovers. These new development projects will likely utilize locations that have existing strengths such as arterial access and visibility and proximity to parks and services.

2. Construction Period: 2015 - 2023

Sound Transit is scheduled to begin East Link construction in 2015. Reconstruction of street segments and installation of stormwater drainage facilities interrelated with light rail construction are also anticipated during this period. This work will require acquisition of parcels and businesses along the construction corridor. The noise and construction related disturbance will make the NE 16th Street corridor a relatively unattractive living environment. However, actual construction of the station will remove any doubts about the progress of light rail or the station location.

Market demand and geographic location are expected to continue to drive new development in the 130th Avenue NE station area during this period. 600 new units of housing and small amounts of office and retail development are forecast for the station area.

Development is likely to seek locations that avoid the worst of construction impacts, while still being located in proximity to the light rail station, planned parks, services and other essential components of livability. As restoration of Goff Creek begins, some development projects may seek to leverage Goff Creek as an opportunity to attract new residents.

It is expected that the pace of development will quicken as construction concludes and the opening of the light rail system nears. Investors tip the balance toward new projects when land prices continue to be more moderate prior to light rail opening, while being able to sell the attraction of transit access to new residents.

3. Light Rail Station Opens: 2023-2030

The opening of light rail is anticipated to be a dramatic catalyst for new development activity. The combination of the area’s geographic location, access to local jobs, Bellevue’s great schools and parks, and direct access to the regional transit system will be significant selling points. As City investment continues in parks, open space, stream restoration and local street improvements, the area will begin to see physical change. All of this will communicate to potential developers, businesses and residents the viability of the 130th Avenue NE station area. 1,000 new residential units and more than 100,000 square feet of new retail development are forecast during this period. As development pressure increases and land values rise, investors will seek to increase the potential development return from their sites, resulting in increased densities and some high rise construction.

By 2030 redevelopment may utilize about 20 acres of land in the station area. Many existing businesses and sites will thrive as this development occurs next door. Businesses will not only have the larger Bellevue market to serve, but will now have a built in market of thousands of new residents, workers and commuters. The station area will be home to some 1,800 new households while the overall Bel-Red area will see development of 5,000 residential dwellings. Some existing businesses will relocate to be integrated with redevelopment projects, growing as the neighborhood expands. Others will continue to operate as they have for years, blending into the new neighborhood.



New development co-exists with legacy uses in Ballard.



Urban plaza integrated to the neighborhood at Director Park in Portland.



DEVELOPMENT PHASES

3 redevelopment opportunities

3.5 DEVELOPMENT FORMS

Modern development of retail, office and residential uses typically is based on recognized standards for many building design components, such as floor heights, floor plate size, and elevator loading. While architects generate creative and interesting solutions, fundamental components can be used early in the development process to determine if development of a particular site is feasible.

For example, common development types result in building forms that can accommodate a minimum retail depth on ground levels and double-loaded rows of housing on upper levels. Buildings need to provide for parking, either in above grade structured garages or below grade. Standard parking and aisle dimensions result in a typical parking area width of about ninety feet. Of course, parking and other building elements can be configured differently and be made to fit unique situations. However, where sites and designs require non-standard layouts, efficiency typically decreases resulting in higher development costs.

The following sections and images show several of the development types used to test development feasibility within the 130th Ave NE station area.

3.5.1 Smaller Infill Sites

The 130th Avenue NE area has a number of smaller parcels due to unconsolidated property ownership. Provided that the parcels meet a minimum lot size of about 21,000 square feet, these smaller parcels present an opportunity for infill residential or mixed use development. A common building form expected for these smaller parcels might be five-over-one construction. In this case, a prototypical site would result in a 65 foot tall building with 80 residential units. It would include 65 stalls of parking (at a 0.75 parking ratio), with a floor area ratio (FAR) of 3.71 fitting within the maximum FAR of 4.0 allowed by the Land Use Code.

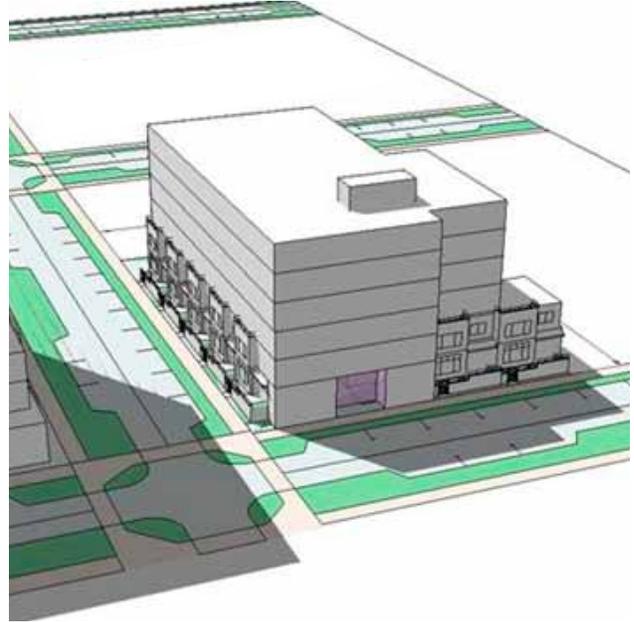


Figure 3.6 The illustration shows a prototypical six story (5 over 1*) infill building with 80 residential units.



Mid-rise, mixed-use building on Denny Way in Seattle.

Note: "Five-over-one" construction refers to the type of construction as classified by the International Building Code. Five-over-one is where five stories of wood frame construction is built above a concrete platform.

3.5.2 Large-Scale Development

Large development sites provide a number of advantages to investors. A larger lot size provides flexibility. Development forms may include five-over-one construction resulting in mid-rise six or seven story buildings or tower/platform forms of construction where one or more slender towers rise above a base platform of several stories. Mid-rise construction is typically lower cost per square foot than high-rise tower construction, making it attractive for many investors, while high-rise construction creates greater access to views and typically results in higher rents.



In this Portland mid-rise building, a courtyard parking structure is wrapped with retail and residential uses.

Photo Credit: Leland Consulting



Larger sites create the opportunity to construct high rise towers integrated with base platforms.



Figure 3.7 This site combines both mid-rise and tower building forms. Parking is located to the interior and may be shared between uses. Larger sites allow for a more efficient parking geometry.

3 redevelopment opportunities

3.6 POSSIBLE FIRST MOVES

Attracting investment for redevelopment often relies upon a “first move” to set an example for how development might occur and demonstrate both financial feasibility and viability of the real estate market. According to a 2009 Urban Land Institute Bel-Red Subarea Plan workshop*, a critical issue to the success of future development is the identification and prioritization of catalyst investments to create a destination address attractive to new residents.

Tools the City may use to support catalyst project development include identifying developable parcels and providing strategic infrastructure investment needed to stimulate private investment. Transition plans, development agreements or other collaborative strategies could help spur investment in key station area properties. Specific strategies that the City may explore further include:

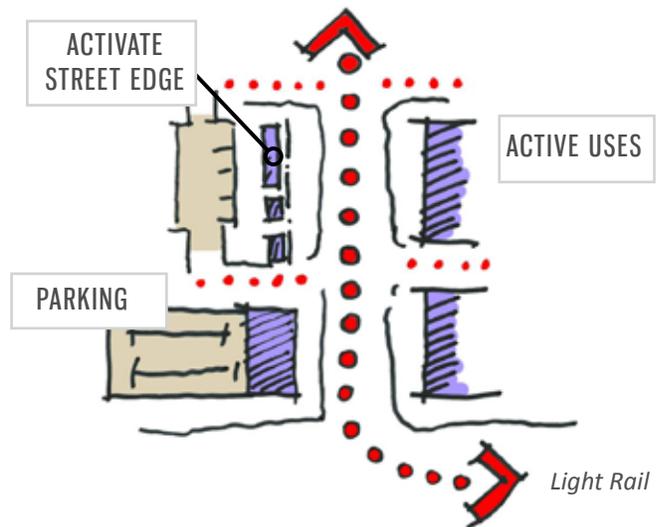
- **Private Partnership** – facilitate a partnership between a private development company and a public agency (Sound Transit and/or the City).
- **Discovery Center** – similar to the “Discovery Center” at South Lake Union, a temporary marketing center could help tell the story of the 130th Avenue NE station, and begin to shift local perception of the area even before light rail is operational. A center could be designed to highlight the vision and local amenities to prospective tenants and investors.
- **Catalyst Projects** – Pioneer development projects could consist of opportunities for early private investment or investment of public funding for affordable housing.
- **Park and Ride Strategy** – Development of the 130th Avenue NE station park and ride could be leveraged as a tool to spur development, such as by integrating the park and ride into a mixed use project.



The South Lake Union “Discovery Center” is a modular building located in a rapidly developing area in Seattle. Such a facility would help in the marketing of The 130th Avenue NE station area to prospective tenants and investors.

Photo Credit: Vulcan, Inc

- **Heat Pump Concept** – The placement of residential uses and housing should compliment the location of future parking in a way that stimulates pedestrian activity in proximity to the station, thereby making retail more successful and increasing the attractiveness of the area to additional investment.



Pedestrian travel route “Heat Pump” into neighborhood.

* ULI Innovations Workshop. Bel-Red Powerpoint presentation. June 25th, 2009. Accessed from <http://seattle.uli.org/Events/Past%20Events/Innovations%20Workshop.aspx>

3.6.1 Catalyst Housing Opportunity

A strategy to encourage housing in a new market area is public investment in a catalyst project. Public investment in a project, or in the infrastructure required by the project, will help to offset the development risk of early housing projects.

The Ashwood Court senior apartment project is an example of a housing catalyst project in downtown Bellevue (11018 NE 11th St.). Downtown Action to Support Housing (DASH) is the non-profit owner and developer of this 50-unit affordable senior housing project. In 1996 Bellevue provided funds targeted for downtown housing to cover predevelopment costs and to purchase the site. The site was then leased back to DASH.



Ashwood Court Apartments in Downtown Bellevue

The predevelopment loan will be repaid over 50 years; the lease is for 75 years with moderate annual lease payments. In the 15 years since the development of the Ashwood Court apartments, Downtown Bellevue and the Ashwood neighborhood has seen extensive new housing development.

Public amenities in or near the Ashwood neighborhood include the King County Regional Library, Ashwood Park, McCormick Park and the Bellevue transit center. Residents also enjoy walking access to downtown jobs, retail, and restaurants.

The Korean Women’s Association (KWA) Senior City Apartments is another example of catalyst affordable housing developed alongside transit. This 62-unit senior housing community was built on surplus land left from the creation of the adjacent Federal Way Transit Center. Along with housing, the project includes a ground floor community room and commercial space for KWA social services. Easy connections to the transit center and to the city center allow senior residents to live without dependence on a car for mobility



Korean Women’s Association Senior Apartments in Federal Way

3 redevelopment opportunities

3.6.2 Catalyst Redevelopment Opportunity Areas

Within the 130th Avenue Station area, certain locations have been identified as potential catalyst redevelopment opportunity areas. Key attributes that give these sites an enhanced propensity for redevelopment include:

- Size of property and the ability to internally control amenities
- Ability to consolidate parcels
- Building value/land value ratio
- Strategic location near new park or stream assets/improvements
- Catalyst location to help establish 130th Avenue NE station neighborhood vision
- Ability to establish the planned street grid and pedestrian connections

These sites have been found to have an inherent propensity for redevelopment and the ability to meet the redevelopment goals of the station area. Detailed maps and descriptions of sites selected for further exploration are included on the following pages.

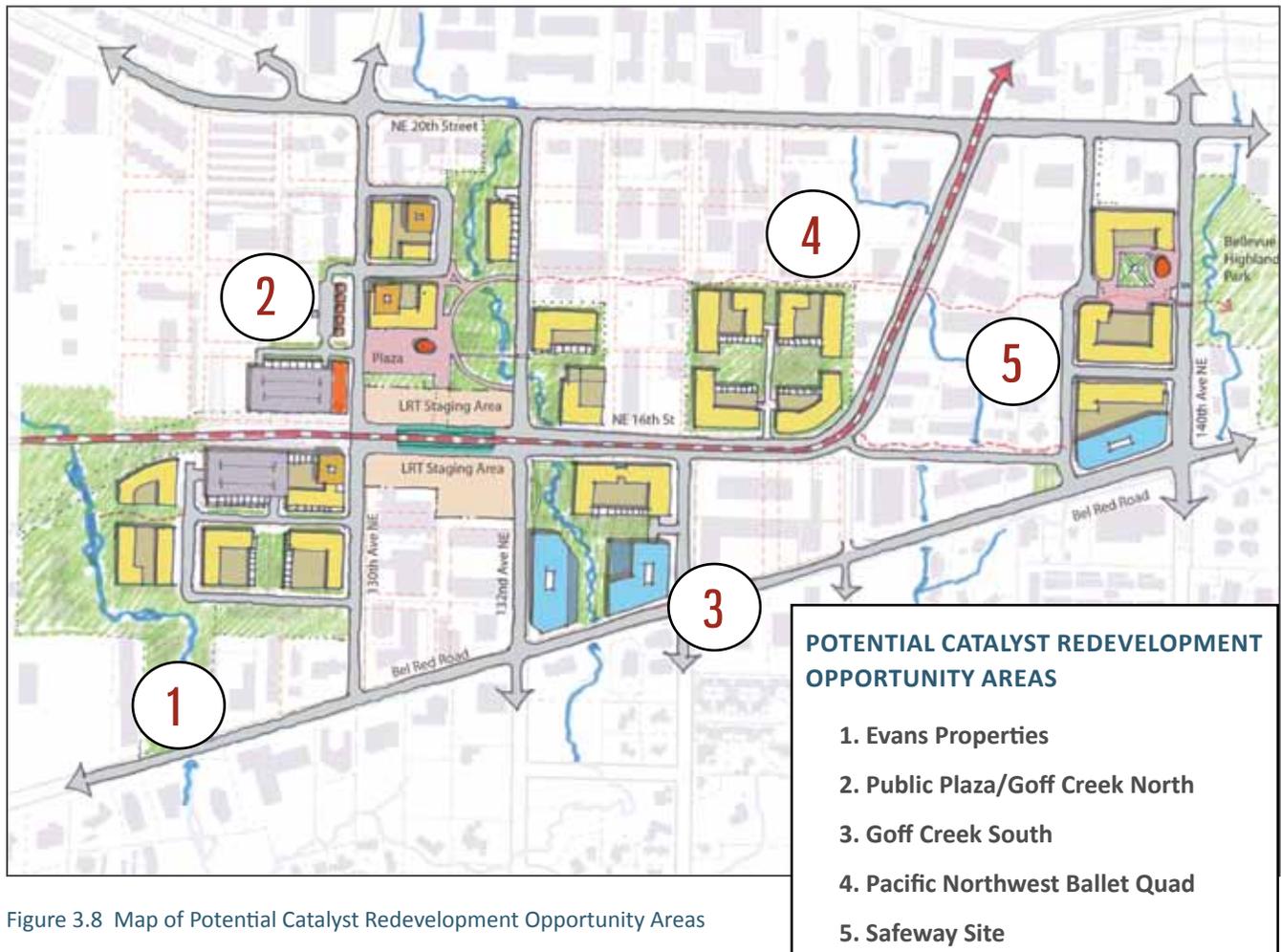


Figure 3.8 Map of Potential Catalyst Redevelopment Opportunity Areas

1 EVANS PROPERTIES

Located to the southwest of the light rail station, this large property is currently a mix of commercial and light industrial uses. The north edge will be impacted by light rail construction, and may be a potential location for a parking garage that could provide commuter and neighborhood parking. Positioning the garage as shown below would provide for integrated private development, place-making and pedestrian-oriented streetscapes. The street grid would also be expanded as redevelopment occurs, and trails could connect to the adjacent West Tributary park area.

Positive Attributes

- This property is consolidated and generally underutilized relative to zoning potential.
- The property is large enough to share assets and control phasing and internal programming.
- Provides a possible partnering opportunity with Sound Transit for a commuter or shared parking structure. Parking structure could also act as a acoustic buffer to rail noise.
- Shares the western boundary with a new municipal park and creek improvements.
- Provides access to trail system

- Possible network of green streets and internal pocket park or street mews
- Proximity to station without much construction impact

Constraints

- May require demolition of some existing viable buildings.
- Dedication of land for streets and creek improvements could be traded for open space or development capacity by including in the base FAR calculations, or other negotiable standards.

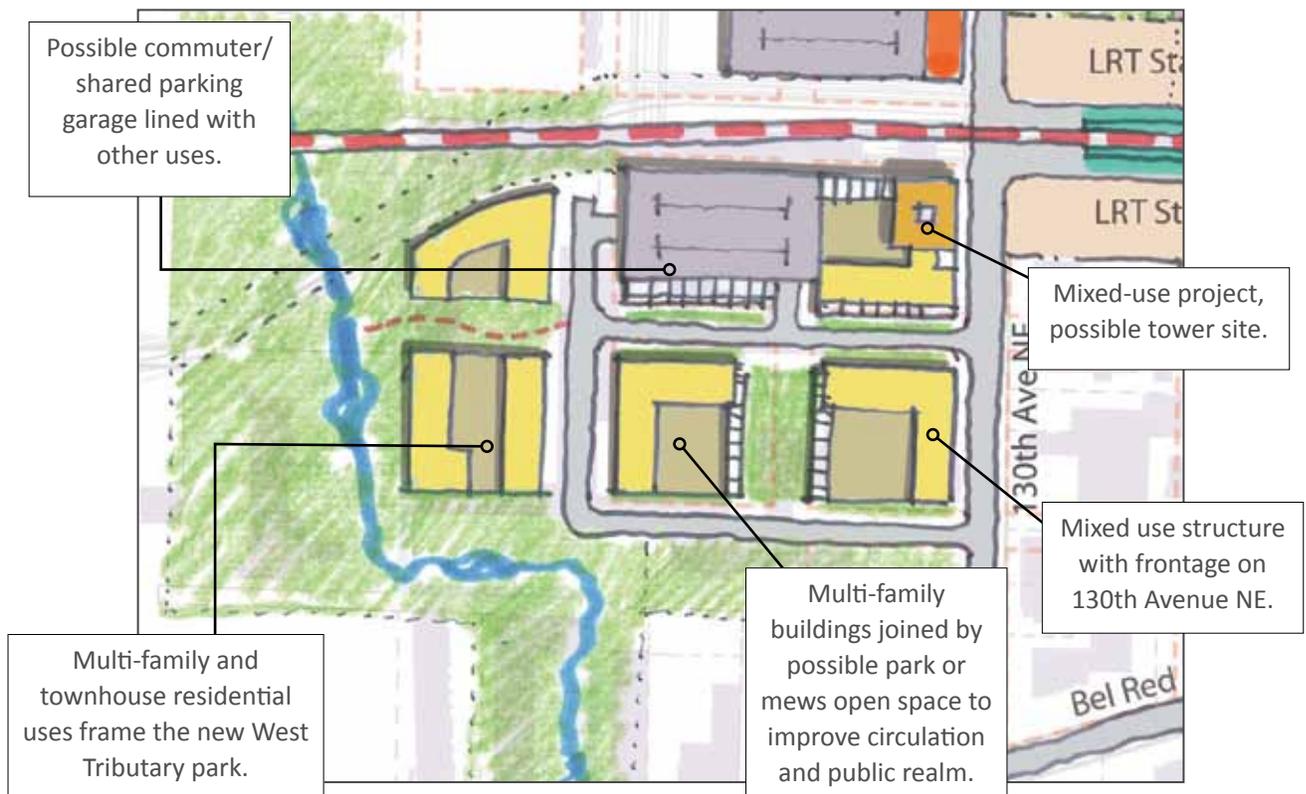


Figure 3.9 Evans Property Catalyst Redevelopment Opportunity Area

2 PUBLIC PLAZA / GOFF CREEK NORTH

As the heart of the station area community, this area will evolve with great public amenities and outstanding redevelopment opportunities. The illustration below explores the potential for public/private partnerships to make the best use of the transit-rich location, the restored Goff Creek corridor, and the planned urban plaza. New local streets will implement segments of a more connected street grid. The Sound Transit construction staging area can be redeveloped to create the plaza enclosure and retail street wall along NE 16th Street.

Positive Attributes

- Creek restoration is prioritized and creates a common internal block asset.
- Development will capitalize on the new creek amenity. City can lead or collaborate with developers in permitting, funding and implementation.
- Parcel on NE 16th Street is already interrupted by the light rail and NE 16th Street corridor construction.

Constraints

- Requires land consolidation, and rearranging platting.
- City acquisition of stream or easements/agreements for on-going stream maintenance.
- Dedication of land for creek improvements could be traded for open space or development capacity by including in base FAR calculations or other negotiable standards.

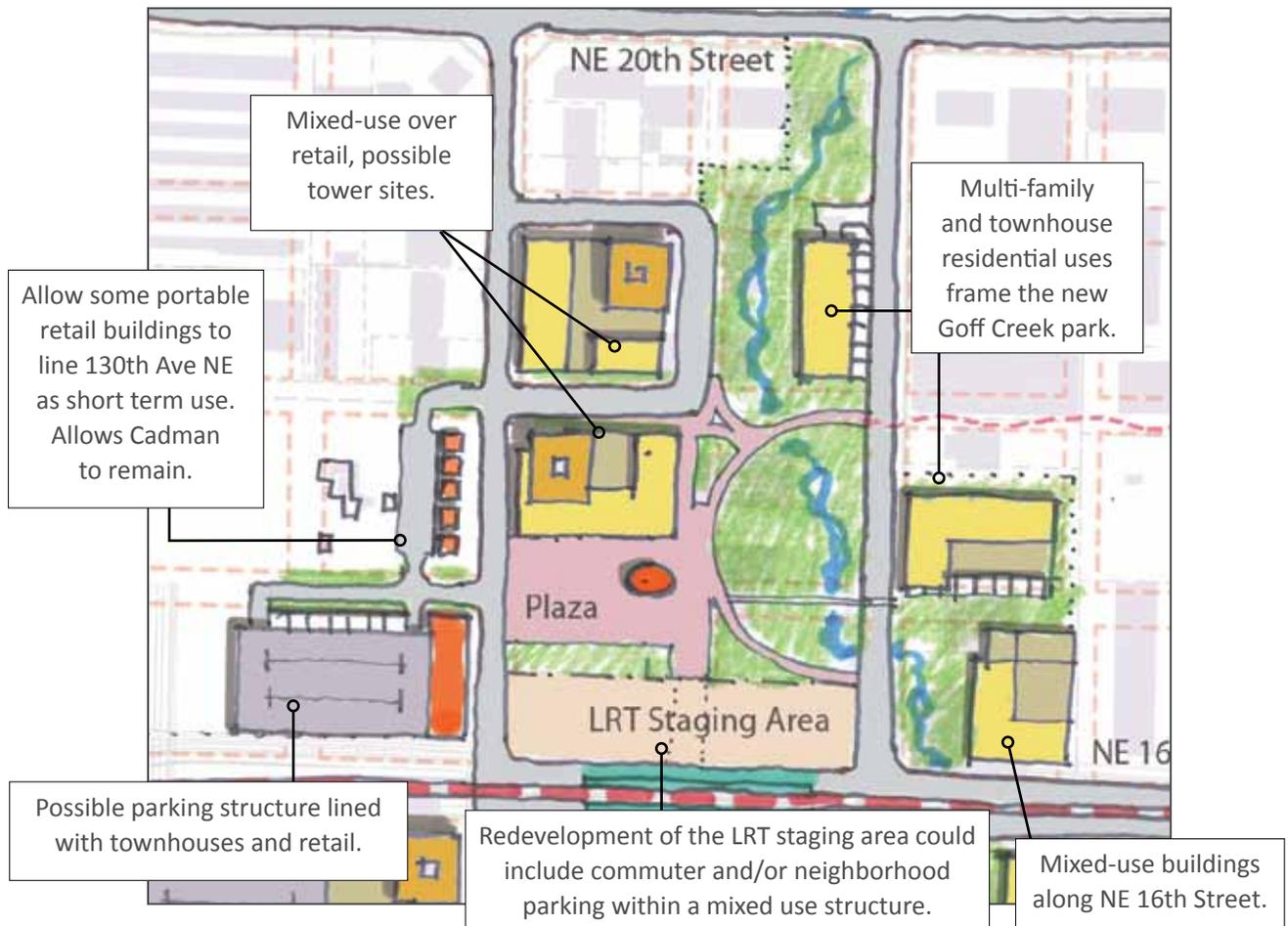


Figure 3.10 Public Plaza/Goff Creek North Catalyst Redevelopment Opportunity Areas



An urban plaza can cap several levels of underground parking.

3 GOFF CREEK SOUTH

Goff Creek currently flows through a pipe beneath buildings and parking lots in this area. This site plan concept illustrates the potential for a restored stream corridor to have a positive effect on value of adjacent properties for mixed-use development. The Creek restoration will need to be carefully orchestrated and negotiated with new development to maximize both the real estate potential and habitat enhancement. The frontage along Bel-Red Road is well-suited for a small cluster of office/retail commercial uses while NE 16th Street and 134th Avenue NE may accommodate residential/retail mixed-use with ideal station access.

Positive Attributes

- Establishes best assets early; a park and an improved creek
- Catalytic placemaking effect can be started without interfering with Sound Transit construction work.
- Sets the stage and brands the district as a walkable, highly livable and sustainable community.
- Private sector can leverage these amenities with significant investment and partnering.

Constraints

- Multiple property ownerships requiring consolidation, collaboration or acquisition by either municipality or by the private sector.
- Requires significant public investment, Local Improvement District, grants , etc.
- Existing buildings may need to be demolished and uses relocated, some before the end of their useful life.
- Dedication of land for streets and creek improvements, but could be traded for open space or development capacity by including in base FAR calculations or other negotiable standards.



Figure 3.11 Goff Creek South Catalyst Redevelopment Opportunity Area

4 PACIFIC NORTHWEST BALLET QUAD

Located at the corner of NE 16th Street and 136th Place NE, these existing warehouse buildings have high redevelopment potential within the adopted zoning. Redevelopment is well suited to offer a mix of residential uses with some retail or ground-related housing in a phased redevelopment. In the illustration, the conceptual configuration of buildings also helps to establish the new urban street grid and an east/west multi-purpose trail to precede the planned NE 18th Street “Green Street.”

Positive Attributes

- Property consolidated and generally under utilized, relative to existing zoning.
- Large enough site to share assets and control phasing/internal programming.
- Street grid and utilities can be planned for future connection through the site.
- North Edge can start establishing the future green street program on NE 18th Street.
- Internal courtyard or park with street mews would create a nicely framed open space.
- Likely a very residential focused development opportunity.

Constraints

- May require demolition of some viable buildings
- Noise of rail alignment next to residential uses
- Initial access limited to NE 16th Street, and may complicate phasing.
- New residential uses may need to be buffered from existing uses.

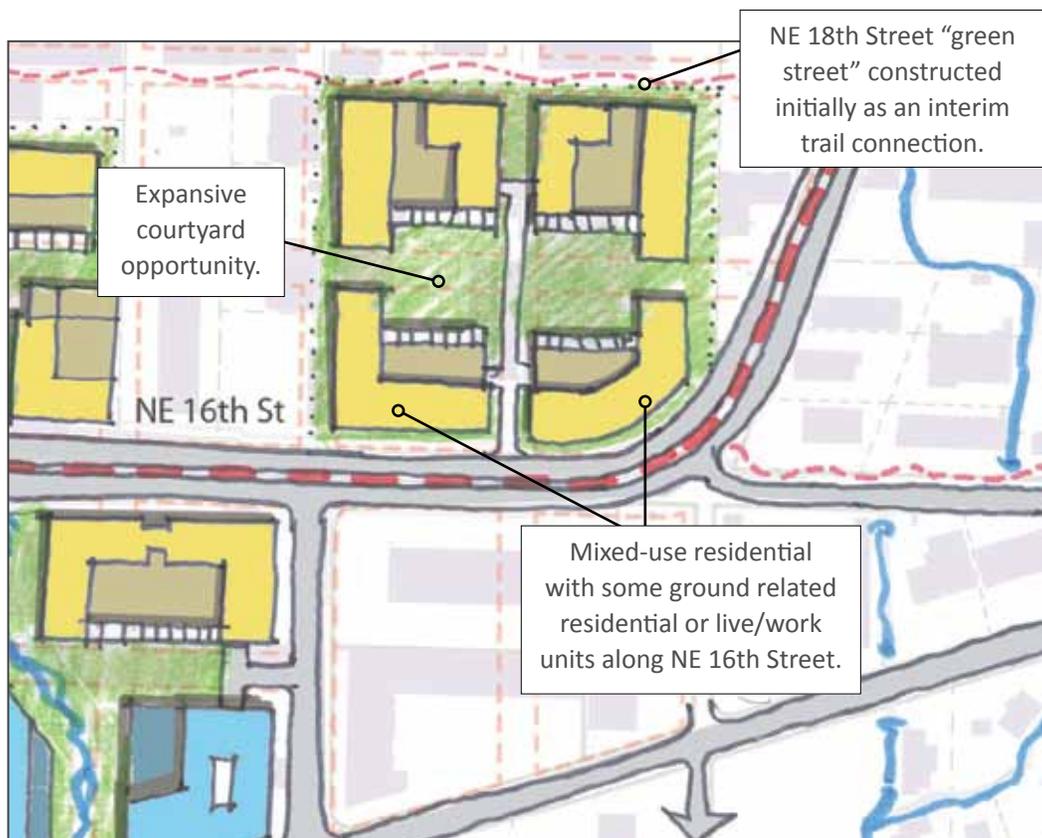


Figure 3.12 Pacific Northwest Catalyst Redevelopment Opportunity Area

3 redevelopment opportunities

5 SAFEWAY SITE

Located to the east of 136th Place NE, the Safeway Site is a large consolidated parcel on 140th Avenue NE within walking distance of the light rail station. The well-established Highlands Park serves as a strong anchor to eastern edge of the district. Good pedestrian and bicycle connections to the station will make this area more attractive and likely to redevelop. The parcel is large enough to establish its own internal amenities such as a civic square and internal mews for festivals or events.

Positive Attributes

- Large consolidated parcel.
- Large enough to share assets and control phasing/internal programming.
- Proximity to Highlands Park. Redevelopment can respond to and welcome better connections and association with the established park.
- Possible internal civic plaza and park could anchor and help define “place” at this end of the station area.
- Great mixed use opportunity. A grocery store could remain with associated retail under multi-floor residential. Uses could be selected to share parking such as medical office.
- Energy district opportunities

Constraints

- Requires demolition of existing Safeway and other retail uses.
- Structured parking would be required for grocery and all other uses.
- Dedication of land for streets and plaza improvements could be traded for open space or development capacity by including in base FAR calculations or other negotiable standards.



Figure 3.13 Safeway Site Opportunity Area

4 goff creek

A restored Goff Creek corridor is a significant environmental enhancement and public open space component identified in the Bel-Red Subarea Plan.

The Goff Creek corridor is the focus of the planned open space system in the 130th Avenue NE station area. In the future, a free-flowing stream and ecologically-enhanced riparian corridor will characterize this currently degraded ecosystem. The restored stream corridor will accommodate strategically placed crossings for pedestrians and bicyclists and a sensitively designed multi-purpose path will provide connections to the neighborhoods along the stream.

Goff Creek will be advantageously integrated into emerging neighborhoods as a feature that accommodates a range of environmental functions and community amenities. Salmon will once again spawn in Goff Creek, trees and shrubs will keep the stream cool and provide shelter and shade, and the neighborhood will have a functional and resilient natural amenity. Goff Creek may be integrated with the built environment as backdrop for a farmers market, designed as a contrasting feature of an urban plaza, or featured as a setting for public art. Key strategies for integrating the stream corridor with the neighborhood include:

- Promoting environmental sustainability through stormwater management with features for biofiltration such as swales, rain gardens and pervious pavement;
- Designing transportation infrastructure to acknowledge and celebrate the creek crossings;
- Linking non-motorized components of the new local street grid across and along the stream corridor;
- Providing locations to integrate public art that may incorporate environmental interpretation;
- Creating destinations and anchors for neighborhood open space with places for rest, recreation, play, and gathering;
- Using public/private partnerships to catalyze redevelopment that can restore stream habitat and function; and
- Engaging the new neighbors and the community as a whole as stewards of the creek – to care for a place they value.



While the vision for the Goff Creek corridor started with the Bel-Red Subarea plan, the understanding of the creek – its history and its potential – emerged through subsequent studies of its hydrology and hydraulics.

The City of Bellevue report “Past, Present and Future Alignment of the Goff Creek within the Bel-Red Corridor” (March 2011) provides a hydrological analysis of Goff Creek and a range of feasible alternatives for the future stream restoration and alignment. In the report, the historic stream alignment is mapped, and the ideal future stream alignment is shown within a “band of feasibility” that takes into account the prescribed buffers on either side of the creek.

4.1 HISTORY AND EXISTING CONDITIONS

To re-establish an ecologically functional Goff Creek requires an understanding of its historical alignment. Over the last 75 years, the basin has transitioned from agriculture to urban. In the course of development, the creek has been redirected through pipes and culverts

in the area between Bel-Red Road and NE 20th Street. Existing open channels have been shifted to allow for more efficient utilization of property. A variety of maps and photographs were used to approximate the historic alignment of Goff Creek – as shown in Figure 4.1.

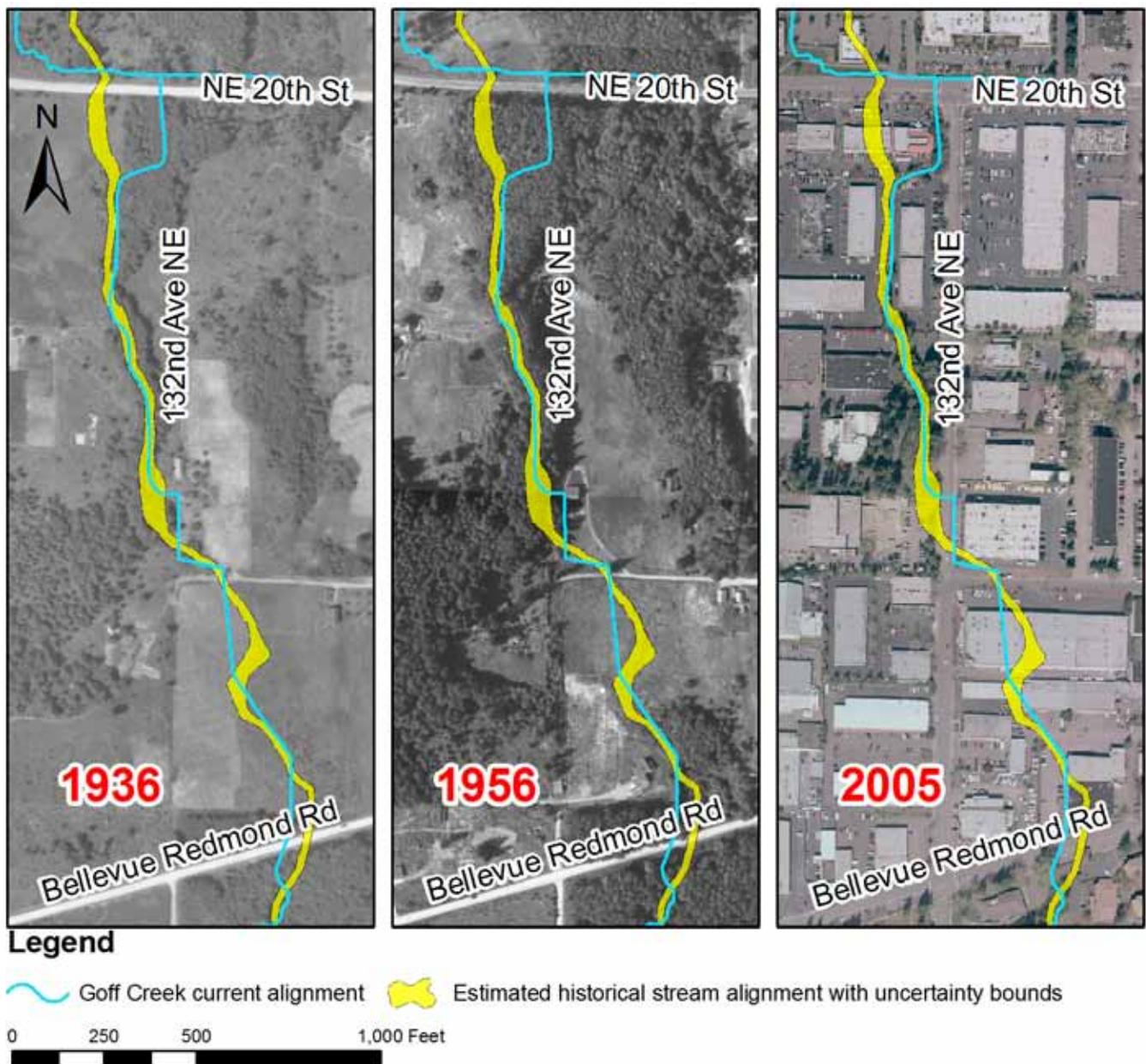


Figure 4.1 Goff Creek Alignment Over the Years

4.2 BEL-RED SUBAREA PLAN VISION: THE TRANSITION FROM GREY TO GREEN

The transition from a grey commercial/industrial area to a green mixed use neighborhood will be fostered by adding trees and open spaces, managing storm water in an environmentally sensitive manner, and enhancing the Goff Creek riparian corridor.

Obscured by the predominant industrial and commercial uses are natural areas that are not obvious to the casual observer. Goff Creek has been abused in the past, but can be restored as a natural system to enhance the neighborhood – as part of the Bel-Red “Great Streams” strategy.

Goff Creek suffered severe degradation during development in the 1960s and 1970s. The types of impacts and stream constraints include fish passage barriers, impervious surfaces, buildings adjacent to streams, and piped stream segments. Despite this degradation, Goff Creek supports resident fish within the 130th Avenue NE station area, and salmon spawn just downstream from the fish passage barrier at Bel-Red Road. Salmon can again spawn in this reach of Goff Creek when habitat improvements are made.

Stream habitat ratings as shown in Figure 4.2 are based on ecological factors such as fish use, stream corridor conditions, riparian habitat, fish habitat, fish access and water quality. Fairly good habitat exists upstream of the piped segment and supports the promise that Goff Creek can be restored as a functional ecological system and a neighborhood amenity.

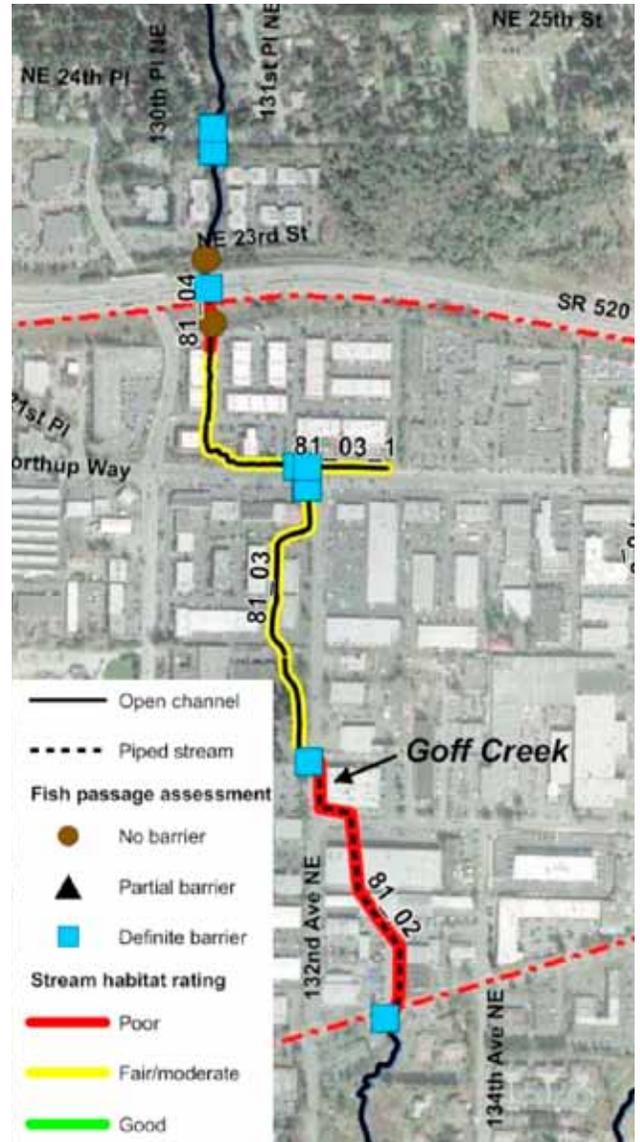


Figure 4.2 Goff Creek Habitat Ratings

4 goff creek

Integrating open spaces with the Goff Creek corridor will provide seamless connection of natural function, education, art, neighborhoods, commerce, and aesthetics.

The images in Figure 4.3 illustrate the “grey to green” potential of restoring the Goff Creek corridor.

Currently relegated to a ditch wedged between parking lots, Goff Creek can be restored, ecological function can be enhanced, and a neighborhood amenity can be created with a combination of the following strategies:

- widen the riparian corridor;
- plant native trees, shrubs, and ground cover;
- introduce large woody debris to the stream channel;
- remove fish passage barriers;
- include trails, patios, and upper floor balconies along the stream.



Figure 4.3 Goff Creek Segment Before and After Illustration

4.3 HYDRAULICS, HYDROLOGY, AND HABITAT

Implementing the “Great Streams” strategy for Goff Creek will include daylighting piped reaches, restoring riparian habitat, and improving the overall stream flow. To achieve these multiple objectives requires a base of understanding of the stream system hydrology, hydraulics and habitat.

4.3.1 Hydraulics

The hydraulics of Goff Creek relates to the properties of the stream channel— open channel, culvert or pipe – and the amount of water that the channel must convey. The width, depth and roughness of the channel and the dimensions of culverts and pipes relate to the capacity to allow water to pass. Hydraulic modeling of 100-year and 500-year stream flows indicates that the Goff Creek channel is capable of accommodating the anticipated volume of water, but that the culvert under 132nd Avenue NE and the piped segment south of NE 16th Street do not have that capacity. As a result, during major storms flood water flows south down 132nd Avenue NE and across Bel-Red Road back to the natural Goff Creek channel.

4.3.2 Hydrology

Hydrology relates to the typical flow of a stream and how a stream responds to precipitation within the watershed – how much and how fast the stream flow changes when it rains. The Goff Creek watershed upstream from the 130th Avenue NE station area retains a significant amount of forest cover. Impervious surface is about 23 percent. These characteristics allow rainwater to soak into the soil – tempering the responsiveness of the stream to heavy rain and replenishing the groundwater. Ground water provides a steady flow of about 1 cubic foot of water per second. Heavy rains can increase the flow 30 times above the base flow, and a major “100-year” flood may have a volume of 60 times the base flow. While these flow changes are significant, the potential for flooding would be more frequent and severe if the watershed had less forest and more impervious surface. For the future, the size of culverts and design of stream restoration projects would accommodate a 500-year storm - with an anticipated stream flow of 61 cubic feet per second at the 132nd Avenue NE culvert and 76 cubic feet per second at Bel-Red Road.



Goff Creek culvert



Flood event



Goff Creek culvert

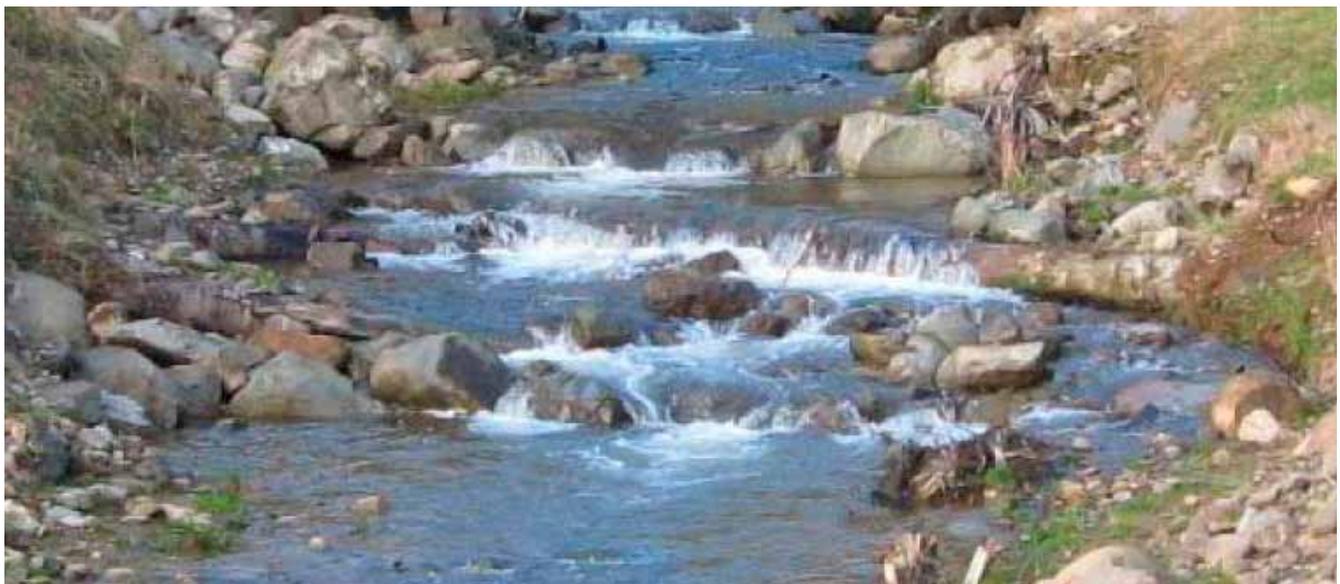
4.3.3 Habitat

The primary habitat restoration goal for Goff Creek is to provide spawning opportunities and year-round habitat for fish. A short segment of Goff Creek upstream of the 132nd Avenue NE culvert is a relatively intact habitat that provides a glimpse of what a restored stream might resemble. The riparian buffer has a mix of trees and shrubs, but the stream channel itself lacks structure or diversity. Improvements to structure, diversity, and stability can be addressed with elements such as large woody debris (LWD).

In a forested setting, falling trees near a stream may alter the stream channel. In an urban setting, large woody debris is installed to mimic a forested condition to create habitat diversity. LWD often with rootwads still attached, creates pools that provide essential habitat for fish to rest, feed, and overwinter. Log weirs help maintain the stream gradient, retain streambed gravel, create backwater upstream ponding, and downstream plunging pools.



Large woody debris creates in-stream habitat



Healthy stream channel with log weirs and boulders

4.3.4 Goff Creek Ideal Alignment and Band of Feasibility

To guide Goff Creek restoration and to provide a framework for developing a parcel-based implementation strategy for stream daylighting, an ideal alignment and “band of feasibility” were developed, shown on a parcel-based image in Figure 4.4.

The concept of an ideal alignment for Goff Creek is based on the historic alignment and represents a path of least resistance that would maintain a natural alignment while connecting with fixed-point road crossings. Enveloping the ideal alignment of the stream channel is a band of feasibility that considers channel shapes and connectivity as well as parcel impacts and excavation volumes.

Within this approximately 50-foot band on either side of the ideal alignment there would also be space for a riparian corridor with minimal impacts to parcels the stream does not currently affect. Shifts of the channel beyond this distance may impact parcels where the creek has never flowed.

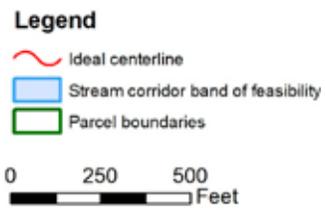


Figure 4.4 Goff Creek Band of Feasibility

4.4 GOFF CREEK RESTORATION

Goff Creek’s long transition to sustainability will employ strategies that incorporate creek restoration into individual redevelopment projects - a parcel-based implementation strategy. Guidelines have been developed to identify strategic priorities within the overall approach for Goff Creek daylighting and restoration. Two general approaches – a “wet” strategy and a “dry” strategy - will guide incremental stream restoration. In the “wet” strategy an open channel is constructed across a parcel and the stream flow is directed into the new channel and the piped portion within that parcel is abandoned. The “dry” strategy involves constructing the new stream channel in increments, but defers directing the flow of water to it until the entire new open channel is prepared, at which time the piped segment is abandoned.

Daylighting or restoration guidelines that would apply to each parcel as redevelopment occurs consist of:

- Locating the Goff Creek alignment within the band of feasibility;
- Accommodating a natural stream bend radius (no 90-degree angles) and stream bed slope with a series of pools and riffles;
- Anticipating and planning for connectivity to adjacent parcels- and whether the connection would be “wet” or “dry”;
- Considering the impacts of stream centerline and buffer on adjacent parcels;
- Minimizing the impacts to parcels outside the band of feasibility.

4.4.1 Goff Creek Integrated with Urban Redevelopment

Redevelopment along Goff Creek is a prerequisite for restoration and it will have great influence on the character of the stream and the neighborhood. Site planning and building design will relate to and take advantage of this natural asset.

Viewing points into the stream corridor would be incorporated into the design of adjacent new residential or commercial development. Commercial buildings can provide active edges along the stream corridor with components such as a promenade that would link cafes, restaurants, and shops, an illustration of which is shown in Figure 4.5.

New residential buildings may provide overlooks from private or common patios, and locations for semi-private space for passive viewing. As redevelopment occurs, special attention will be paid to maintaining solar access into the stream corridor which will allow riparian vegetation to thrive.

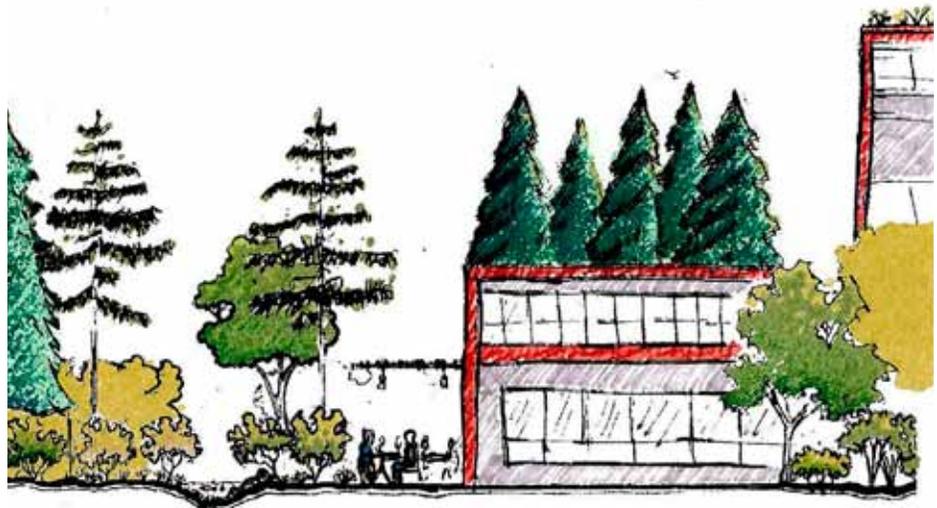


Figure 4.5 Buildings integrated with a restored stream corridor

4.4.2 Goff Creek Integrated with Neighborhood Parks and Urban Plaza

Parks and open spaces in the Bel-Red Subarea will both beautify the neighborhoods and improve ecological systems such as Goff Creek. As incremental improvements to Goff Creek will create components of the park and open space system, so too will open space investments contribute to Goff Creek restoration.

The restored Goff Creek corridor will create a linear green habitat through the new urban neighborhood. Along the corridor, open space components of various types will provide destinations and connections and will contribute to the ecological function of the stream.

Public land acquired for open space will perform multiple functions. A neighborhood park adjacent to Goff Creek may provide a wider natural buffer than could be achieved with private development, at the

same time it may support active recreation and manage stormwater. An urban plaza will be a destination for a farmers market, and a setting for environmental interpretation, salmon viewing, and outdoor art.



Restored Goff Creek corridor integrated with adjacent development

4.4.3 Stream Corridor and Crossings

Creating a multi-purpose path along Goff Creek will enhance non-motorized access within the neighborhood. Motor vehicle crossings of Goff Creek would generally be limited to those that currently exist, and instead, non-motorized crossings would connect street ends.

Components of a stream –side multi-purpose path may include:

- A variety of public experiences along the stream corridor;
- Interpretive signage to promote awareness of Goff Creek and its ecology and inhabitants;
- Minimal encroachment into sensitive habitat;
- A meandering public sidewalk along 132nd Avenue NE into stream corridor;
- Wayfinding signs, bollards, benches and other furnishings;
- Trees, shrubs, and groundcovers in the riparian restoration areas;
- Trail-type components such as special paving or artistic applications in the crossing of NE 16th Street at 132nd Avenue NE as continuity of trail features.

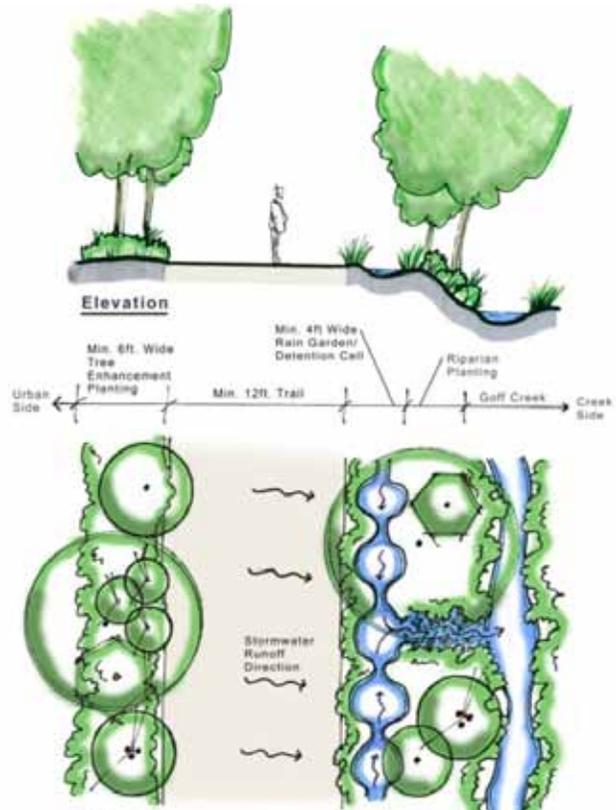


Figure 4.6 Trail cross section and plan



Components of stream crossings will create awareness of Goff Creek flowing underneath the crossing in a variety of ways such as:

- Expressing the stream in the form of the crossing – level or arch structure, architectural or functional design;
- Incorporating art or environmental interpretation;
- Terminating “Green Streets” at the edges of the riparian corridor and continuing the connection as a pedestrian and bicycle facility that crosses the stream.



4.4.4 NE 16th Street Crossing and Culvert Location

East of 132nd Avenue NE, Goff Creek will flow through a new culvert under NE 16th Street and the East Link light rail trackway. This location presents both a challenge and opportunity for stream restoration and integration with the neighborhood. The challenge is to ensure that the integrity of the Goff Creek corridor habitat is maintained to the extent possible at this interface of major transportation system infrastructure. This challenge is also the opportunity to incorporate design features into the roadway and trackway that best support the continuity of riparian habitat and the multipurpose path.

Setting the culvert location drives design and engineering considerations for the roadway and trackway and affects the redevelopment potential of nearby parcels. The ideal centerline of Goff Creek is east of 132nd Avenue NE and the band of feasibility extends from the intersection to approximately 100 feet east. A culvert location between 50 to 75 feet east of the intersection will allow for a reasonable riparian buffer on the west side of the creek and a large redevelopable parcel on the east side of the creek south of NE 16th Street. On the north side of NE 16th Street, Goff Creek

would flow in an open channel through open space that could include passive recreation or urban agriculture reminiscent of the area’s history.

To maintain continuity of the Goff Creek multipurpose path across NE 16th Street, curb bulbs will shorten the crossing distance and special paving in the crosswalk will create a pedestrian emphasis. On each end of the fish-passable culvert, landscaping and stream-bed treatments will be installed that provide an extra measure of shelter and habitat for salmon and other aquatic life.

An additional habitat enhancement could include a break in the embedded light rail trackway for a short trestle structure over Goff Creek. This feature would allow daylight into the stream midway through the long culvert.



5 transportation

The emerging neighborhood in the 130th Avenue NE station area will be served by a station on the Sound Transit East Link light rail corridor. New and redesigned arterial streets will knit the neighborhood together for all modes of transport and will provide connections to nearby neighborhoods and to the regional transportation system. A grid of local access streets and pedestrian and bicycle facilities will be built as the area redevelops. This new street grid will support the land use vision of the Bel-Red Subarea Plan and the street design will prioritize pedestrian and bicycle mobility.

Existing arterials will provide direct access to and circulation within the neighborhood and to the rest of the city. Significant planned modifications to existing arterials include:

- Upgrading the design of 130th Avenue NE to create a pedestrian-oriented retail street.
- Building a multi-modal corridor along NE 16th Street/136th Place NE that will accommodate a light rail alignment, a station at 130th Avenue NE, several signalized crossings of the LRT trackway, bicycle and pedestrian facilities and some on-street parking.

Planned improvements to the local circulation system within the station area include:

- A fine grained local street grid that will be created by extending existing streets and building new streets as redevelopment occurs, providing neighborhood access and permeability for pedestrians, bicyclists and motorized vehicles.
- A system of pedestrian and bicycle connections that will link new neighborhoods with parks, plazas and transit.
- Multipurpose paths that will provide access within the neighborhood and connections to regional routes.
- On-street parking and loading zones on local streets and arterials that will support residential uses and ground-level retail businesses.

- Streetscape improvements that will create a sense of place, and will include features such as generous landscaping, wide sidewalks, enhanced crosswalks, decorative lighting, wayfinding signage, and functional and attractive street furniture.

The planned transportation system will improve connectivity, support new neighborhoods, help activate retail areas, and provide safe pedestrian and bicycle facilities.

A standard established by the Bel-Red Subarea Land Use Code is a block size perimeter of 1,200 feet. In Figure 5.12 on page 64, prototypical blocks are generally shown to be consistent with this standard, although due to unconsolidated land ownership and likely incremental redevelopment, block sizes will inevitably vary.

For this reason, Local Streets and Green Streets are shown in a conceptual configuration and the precise sequence, location, and design will depend on individual parcel redevelopment. In some areas, alleys may be introduced to provide access for services and loading. In other situations, a street may incorporate “woonerf” or “bikeway” qualities to prioritize pedestrians and bicyclists.

Ultimately, achieving a continuous, safe and navigable circulation pattern will be the result of individual development and design decisions guided by this station area plan.

5 transportation

5.1 EAST LINK LIGHT RAIL

Light Rail transit will connect Redmond, Bel-Red, Downtown Bellevue and Downtown Seattle. One of six stations in Bellevue will be at 130th Avenue NE. Construction is expected to commence in 2015, with the opening of revenue service in the 2022/2023 timeframe. This station will form the activity core of the emerging neighborhood. It is expected to have approximately 1,500 daily boardings in 2030. Many of these transit trips will begin and end as walk trips or bicycle trips, therefore non-motorized access to the station is a key component of mobility.

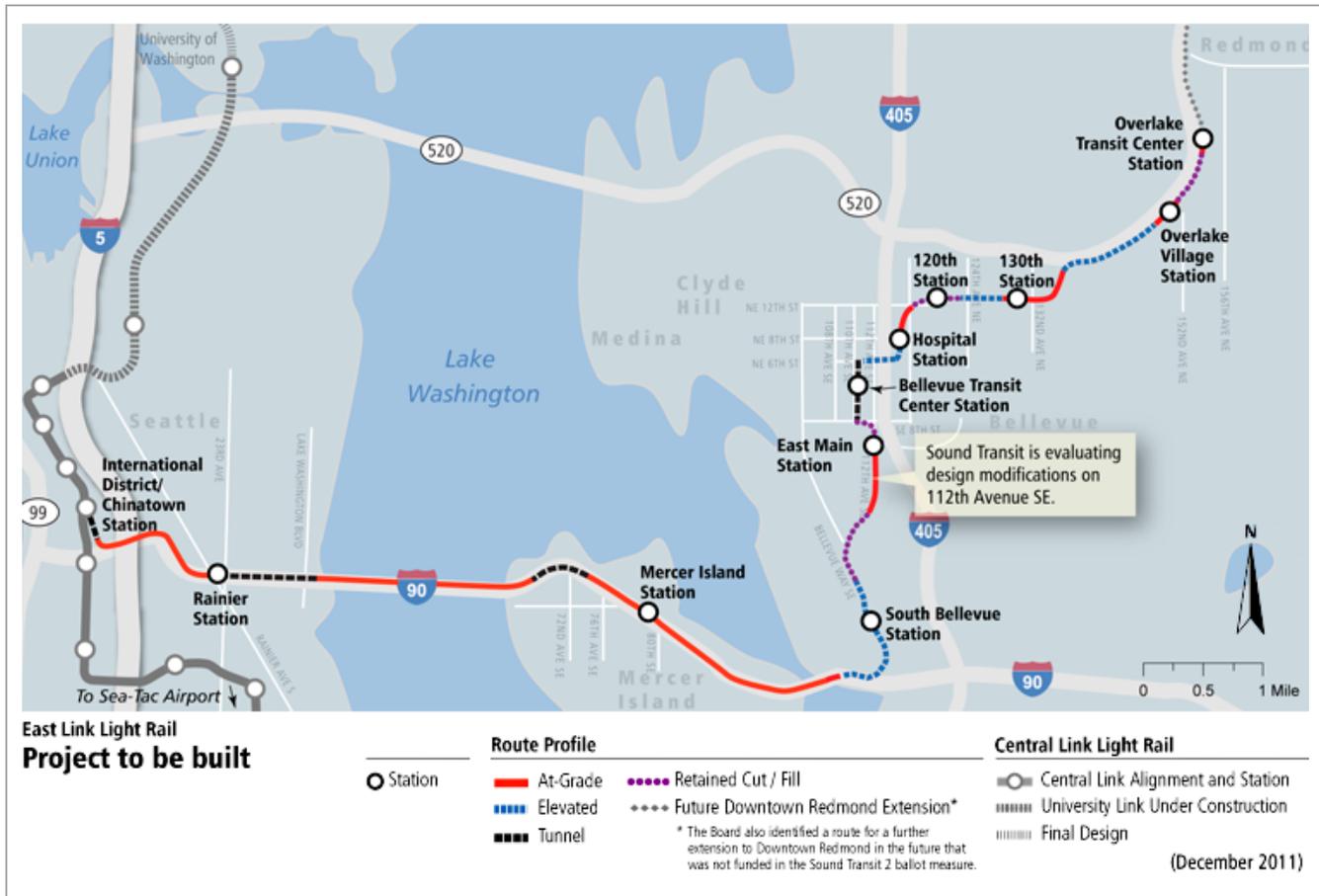


Figure 5.1 Planned East Link alignment and Stations Source: Sound Transit December 2011

5.1.1 Sound Transit Alignment and Station

Through the 130th Avenue NE station area, light rail is planned to be in a center running alignment in the corridor of NE 16th Street and 136th Place NE. The trackway is 30-feet in width, expanding to 52-feet at the station to accommodate the platforms. Figure 5.2 illustrates the light rail station and alignment east of 130th Avenue NE.

5.1.2 130th Avenue NE Station

The 130th Avenue NE station is planned in a side platform configuration within the NE 16th Street right-of-way between 130th Avenue NE and 132nd Avenue NE. The station platforms will be approximately 400 feet long to accommodate a 4-car train. Pedestrian access to the station platforms will be from the west end via 130th Avenue NE and the east end via 132nd Avenue NE. Station design is expected to include components that are specific to the location, integrated with standard components.

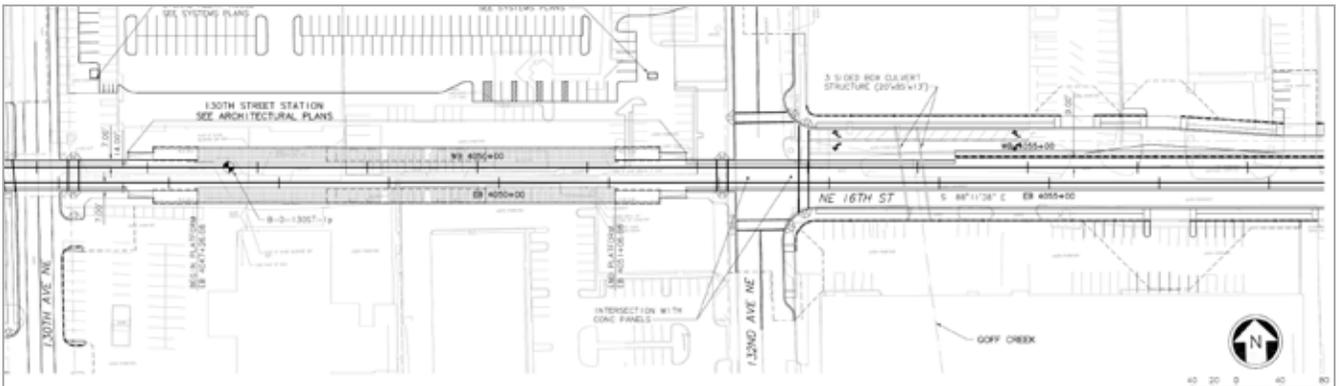


Figure 5.2 Light Rail Alignment East of 130th Ave NE Source: Sound Transit Preliminary Engineering Drawings, November 2010

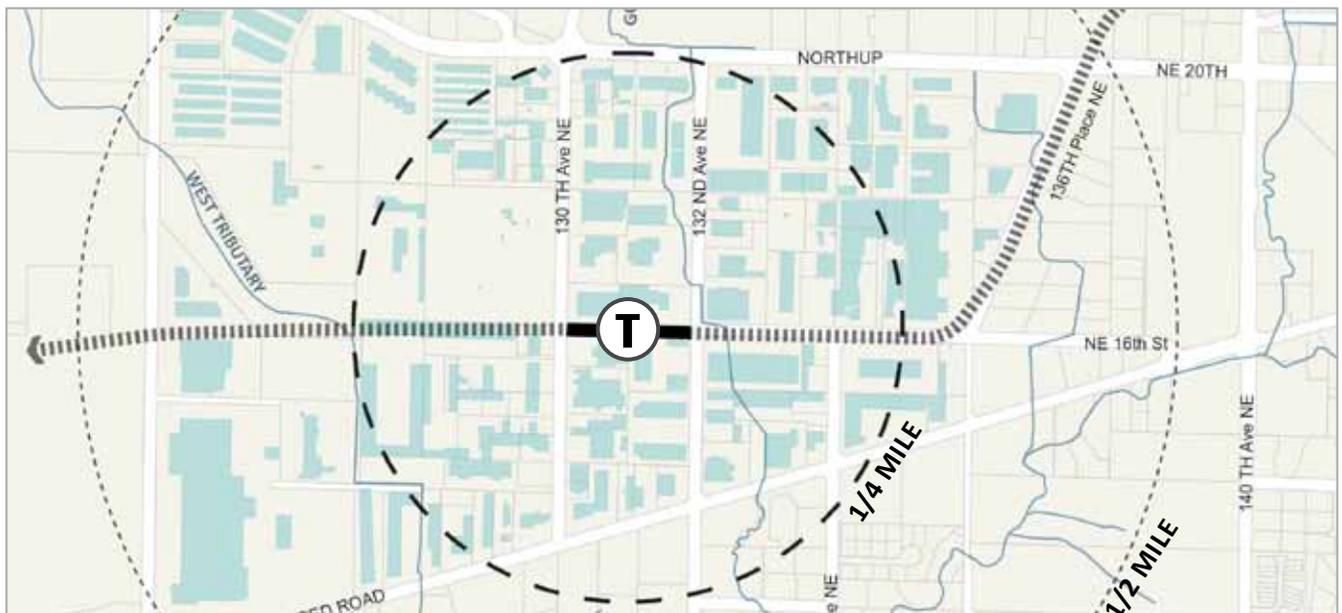


Figure 5.3 130th Ave NE station and East Link alignment through the Bel-Red Subarea

5.1.3 Park and Ride

Sound Transit is planning to develop a park and ride facility to accommodate 300 cars, plus 40 bicycles. The park and ride will also accommodate off-street vehicle pick-up/drop-off. A collaborative design process between the City of Bellevue and Sound Transit will determine the exact location and configuration of the park and ride, including the layout of vehicle and bicycle parking spaces, and ingress/egress/circulation. Figure 5.4 shows preliminary designs for a future surface park and ride lot, but the ultimate configuration of the commuter parking facility is yet to be determined.

5.1.4 Local Transit Access

Smooth and seamless transitions between modes of transport support mobility and transit system ridership. Bus/light rail transfers in the Bel-Red Subarea will be accommodated at the 120th Avenue NE station, and the preliminary design of improvements to 120th Avenue NE support this function. There are no proposed on-street transit pick-up/drop-off zones on arterials near the 130th Avenue NE station.



Figure 5.4 Park and Ride at 130th Ave NE Source: Sound Transit Preliminary Engineering Drawings, November 2010

5.1.5 Bicycle Access and Parking

Sound Transit is providing bicycle parking integrated with the planned park and ride lot. Preliminary engineering plans (November 2010) identified 24 Class 1 bicycle parking spaces (lockers or racks in enclosed areas) and 16 Class 2 bicycle parking spaces (bicycle racks in unsupervised areas) located on the east side of the park and ride lot. An additional 40 bicycle parking spaces can be accommodated at the park and ride lot to address future demand.

Much of the bicycle access to the station is expected to originate from adjacent neighborhoods and regional bicycle facilities, rather than from within the station area itself where walking is expected to be the primary mode of access. NE 16th Street/136th Place NE, 130th Avenue NE and 132nd Avenue NE will have dedicated bicycle facilities that will provide direct access to the station, where bicycles may either be parked or wheeled onto the train.

5.2 NE 16TH STREET - 136TH PLACE NE

NE 16th Street, and the contiguous 136th Place NE form a transportation corridor that will be unique in Bellevue both for its design that responds to the East Link light rail alignment and a side-platform station, as well as for its function as a connective, green, multi-modal corridor that links neighborhoods, landscapes, and open-space. As designed, the roadway will provide high quality pedestrian and bicycle connections to the neighborhoods and to the light rail station.

5.2.1 NE 16th Street

At the 130th Avenue NE light rail station, NE 16th Street will be 137 feet wide. Within that dimension are vehicle travel lanes, the light rail tracks and station platforms, bicycle lanes, sidewalks, and landscaping -see Figure 5.6. East of the station, between 132nd Avenue NE and 134th Avenue NE, the roadway will be up to 153 feet wide to accommodate landscape buffers and on-street parking – see Figure 5.5. The roadway narrows to 115 feet in the segment between 134th Avenue NE and 136th Place NE where there is no on-street parking and reduced landscaping – see Figure 5.7. In all segments, the roadway cross-section includes 13-foot travel lanes, 5-foot bicycle lanes protected with 2-foot buffers, 5.5-foot landscape strips, and 12-foot sidewalks.



Figure 5.5 Plan Illustration NE 16th Street

5 transportation

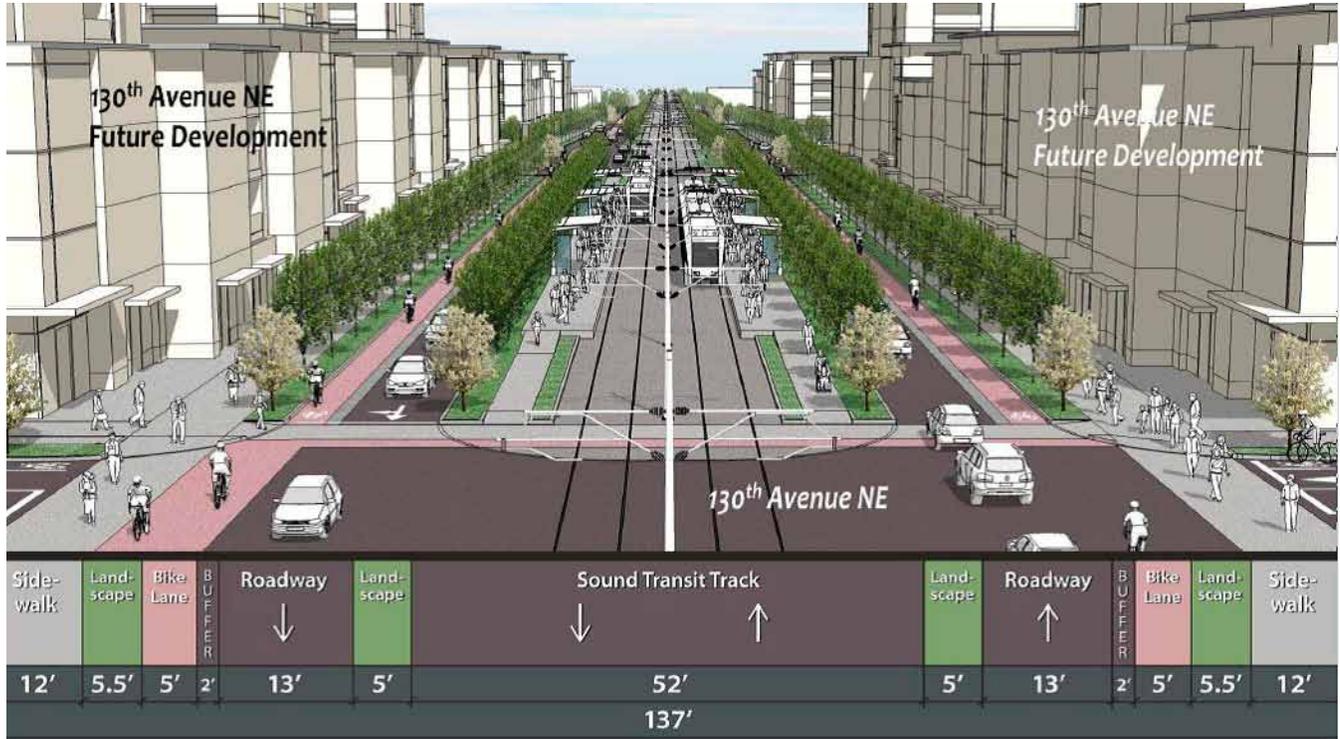


Figure 5.6 NE 16th Street Section at the 130th Ave NE Station

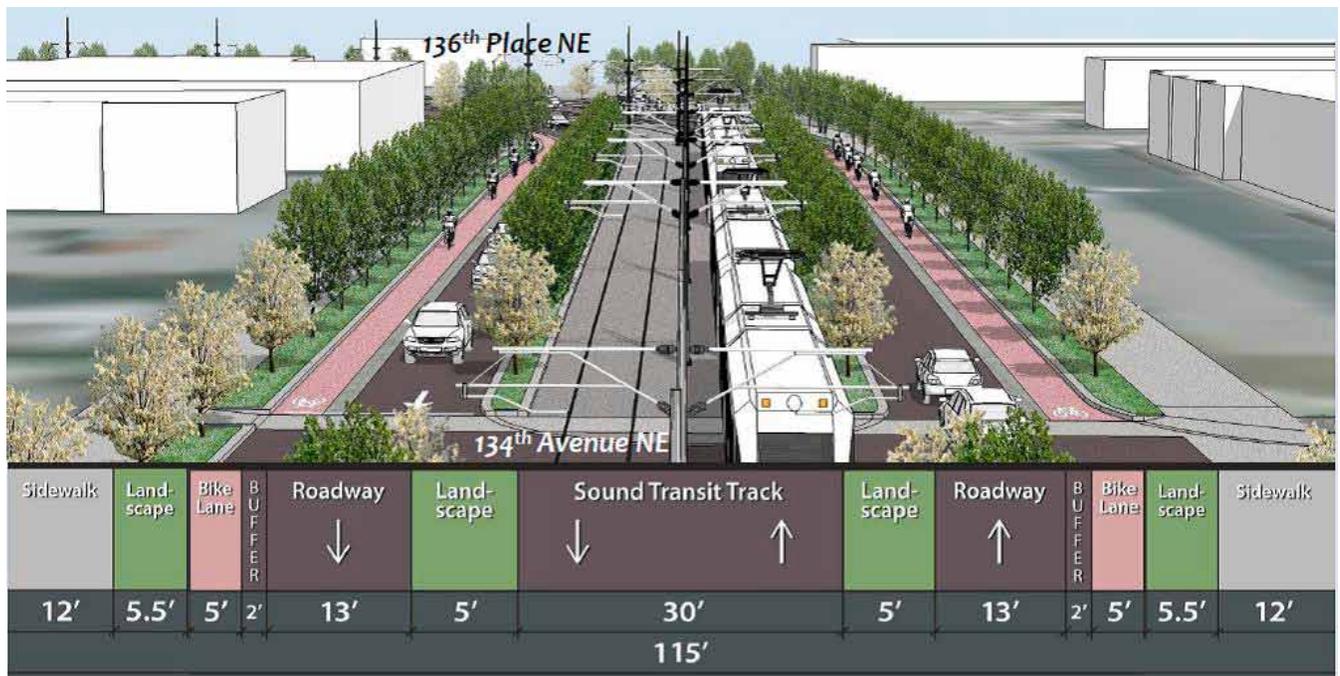


Figure 5.7 NE 16th Street Section at 134th Avenue NE

5.2.2 NE 16th Street Design Characteristics

- On each side of NE 16th Street, sidewalks will be 12 feet wide, separated from the roadway by a landscape strip that will be 5 1/2 feet wide. To eliminate potential conflicts between pedestrians and drivers, no driveways will be allowed to cross sidewalks along NE 16th Street.
- Bicycle lanes will be provided on each side of the street. They will be 5-foot wide and will be separated from the travel lanes with a 2-foot buffer. The buffer will provide a measure of comfort and safety for the bicyclist
- There will be no on-street parking in the block of NE 16th Street between 130th Avenue NE and 132nd Avenue, as the available right-of-way will be consumed by the light rail station platforms. East of the station, between 132nd Avenue NE and 134th Avenue NE, on-street parking will be provided on both sides of the street. In the transition to the relatively narrow 136th Place NE, there will be no on-street parking east of 134th Avenue NE.

5.2.3 NE 16th Street Travel Lanes

One travel lane in each direction will accommodate the anticipated traffic from new development within the Bel-Red Subarea. Travel demand modeling for 2030 indicates that approximately 1,600 vehicles will use NE 16th Street during the PM peak hour of travel near the 130th Avenue NE station, tapering to less than 1,000 vehicles along 136th Place NE.

Each travel lane will be 13 feet wide, and together with the 5-foot bicycle lane and the 2-foot buffer there will be 20-feet of pavement between the edge of the LRT alignment or landscaping and the outside curb, as required by the Fire Department for emergency vehicle access.



Figure 5.8 Planned Bicycle Lane on NE 16th St/136th Place NE



Figure 5.9 Artist illustration of character on 130th Ave NE retail shopping street (left) and NE 16th Street (right)

5.2.4 136th Place NE

The typical roadway cross section for 136th Place NE is a narrow 97 feet – a dimension that minimizes impacts to existing buildings. As shown in Figure 5.11, this dimension includes the light rail alignment and 20 feet of pavement that accommodates the 13-foot travel lane, a 2-foot buffer and a 5-foot bicycle lane. Sidewalks will be 8 feet wide separated from the roadway by a landscape strip that will vary from 5.0-to-5.5-feet wide.

Projected 2030 traffic volume on 136th Place NE is 480 to 560 vehicles per hour eastbound and 470 to 590 vehicles per hour westbound.



Figure 5.10 2030 Projected PM Peak Hour Traffic Volume



Figure 5.11 136th Place NE planned cross section

5.3 BEL-RED SUBAREA LOCAL STREETS

The Bel-Red Subarea Plan establishes street types and standards for Retail Streets, Local Streets, and Green Streets. All of these street types include on-street parking, sidewalks and other amenities and may be publicly or privately owned.

To build new streets as the neighborhood redevelops incrementally will require creative collaboration between the City and property owners on issues related to property acquisition, right-of-way designation, interim facilities, and maintenance. The City will also capitalize on opportunities to make local street connections in association with public investments in other infrastructure and parks.

As shown below, the Bel-Red Subarea Plan defines a network of local streets to accommodate the planned residential and commercial development. Three specific street types are identified: Retail/Shopping Street, Local Street, Green Street. Each of these street types is described and illustrated in the sections that follow.

5.3.1 130th Avenue NE (Retail/Shopping Street)

While it currently serves a range of auto-oriented retail establishments, 130th Avenue NE is envisioned as a pedestrian oriented retail street (see figure 5.9). It is designed to encourage pedestrian and bicycle use and to provide connections to the light rail station from nearby neighborhoods.

130th Avenue NE will be an active commercial corridor that will feature wide sidewalks, grated street trees and landscaping, street furnishings for pedestrian comfort, bicycle parking and on-street parking and loading. Retail uses will serve primarily the emerging high density residential neighborhood. Small scale store-fronts that are pedestrian-friendly will line both sides of the street. 130th Avenue NE is also a bicycle corridor that will connect to the regional SR 520 Trail and to adjacent neighborhoods.

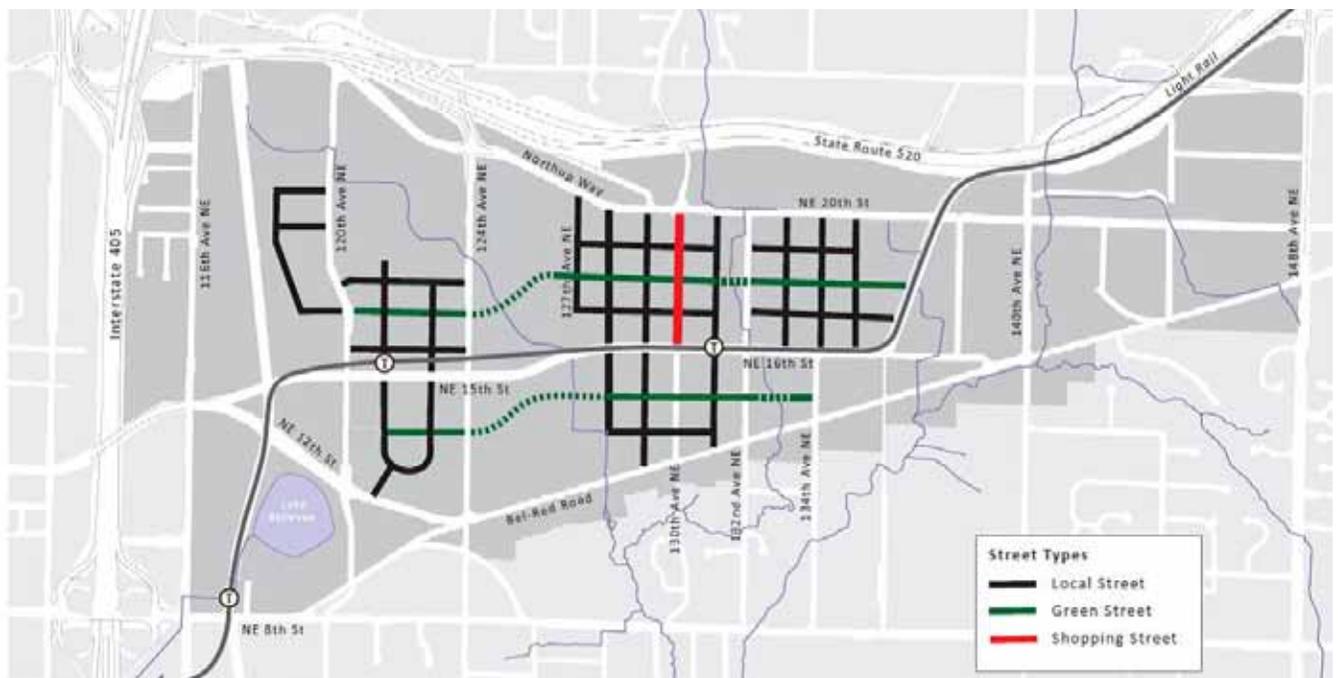


Figure 5.12 Planned Local Streets in the Bel-Red Subarea

5.3.2 Street Type - Local Streets

Local streets will form a grid pattern that will support residential development. These streets will reflect a design scale to encourage a neighborhood feel and a sense of “ownership”.

Mid-block curb extensions will provide space for seating, landscaping, and bicycle parking as well as convenient crossing points. These quiet streets will provide a contrast to the busier retail streets that they intersect.

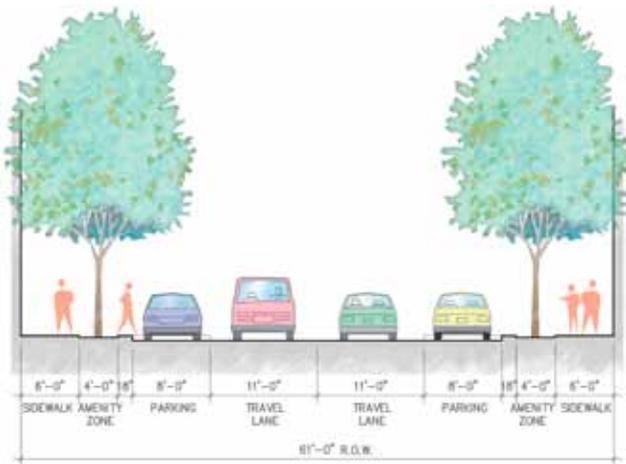


Figure 5.13 Local Street Section and Plan

5.3.5 Pedestrian Facilities

Sidewalks

Wide sidewalks will provide ample room for pedestrians as they walk to and from the station, and to other destinations in the neighborhood. Sidewalks on arterial streets near the station will be places where pedestrians can window shop and dine outside - such as on 130th Avenue NE, watch salmon splashing in Goff Creek along 132nd Avenue NE, or relax on a bench and watch trains go by along NE 16th Street.

Within neighborhoods, sidewalks will provide access to homes, businesses and transit, and they will be designed as places where neighbors meet, to frame lush landscaping, or as a canvas for chalk art.



5 transportation

Riparian Corridor Trails

Goff Creek and other riparian corridors in the Bel-Red Subarea will be accessible by trails that connect open spaces within the neighborhood. These trails are intended primarily for pedestrian use and are designed to tread lightly on the streamside habitat.

Goff Creek Crossings

Bel-Red's natural heritage is best expressed in the six streams that flow through portions of the subarea. Goff Creek flows through the 130th Avenue NE station area partly in an open channel and partly through a pipe. Restoration of Goff Creek is a high priority, and in recognizing the importance of this stream to the character of the neighborhood, special consideration is given to the design of the stream crossings. More than functional, non-motorized connections between the ends of Green Streets, bridges over Goff Creek will reflect a neighborhood defined in part by the natural environment.



5.4 LIGHT RAIL STATION AREA ACCESS

Pedestrian access to the 130th Avenue NE light rail station will be along sidewalks on 130th Avenue NE, 132nd Avenue NE and NE 16th Street. At the light rail station and at other rail crossings along NE 16th Street and 136th Place NE, special design attention is given to the crosswalks.

5.4.1 Walkshed: 5 and 10-Minute Walk Distance from the Station

A continuous and connected street system creates mobility options for all users, perhaps most of all, the pedestrian. Improvements to the existing street grid, and to the accompanying sidewalks and new trail connections will expand the areas accessible on foot and will create a walkable and accessible neighborhood around transit, as shown in Figure 5.17.



Figure 5.17 Walkshed Maps for The 130th Ave NE Station Area

5.4.2 Bicycle Facilities

Bicycling Access in the Neighborhood and to the East Link Station

There are two significant components of bicycle infrastructure that support the bicycle commuter and recreational rider, on-street facilities and bicycle parking. Bicycle parking at the light rail station will be provided by Sound Transit in the form of covered bicycle racks and secure lockers. Other bicycle parking will be provided throughout the neighborhood with bicycle racks on the sidewalks and as covered bicycle parking within new buildings. Bicycle access to the station and within the neighborhoods will be accommodated on arterials and local streets and will provide bicyclists with a safe and connected system.

The 2009 Bellevue Pedestrian and Bicycle Transportation Plan calls for developing bicycling facilities that meet the needs of all riders, including confident strong riders, as well as new casual riders and riders of different ages and athletic ability. Within the 130th Avenue NE station area, new bicycle routes and facilities are intended to provide a safe and connected network for bicyclists to ride throughout the neighborhood, to nearby neighborhoods, to regional destinations such as the SR 520 Trail and the planned BNSF Corridor, and to the planned light rail station, as shown in Figure 5.18 .

New Local Streets will be low-volume, low-speed streets, and would be comfortable streets for most bicyclists to ride on without any special design treatments specifically for bicyclists.

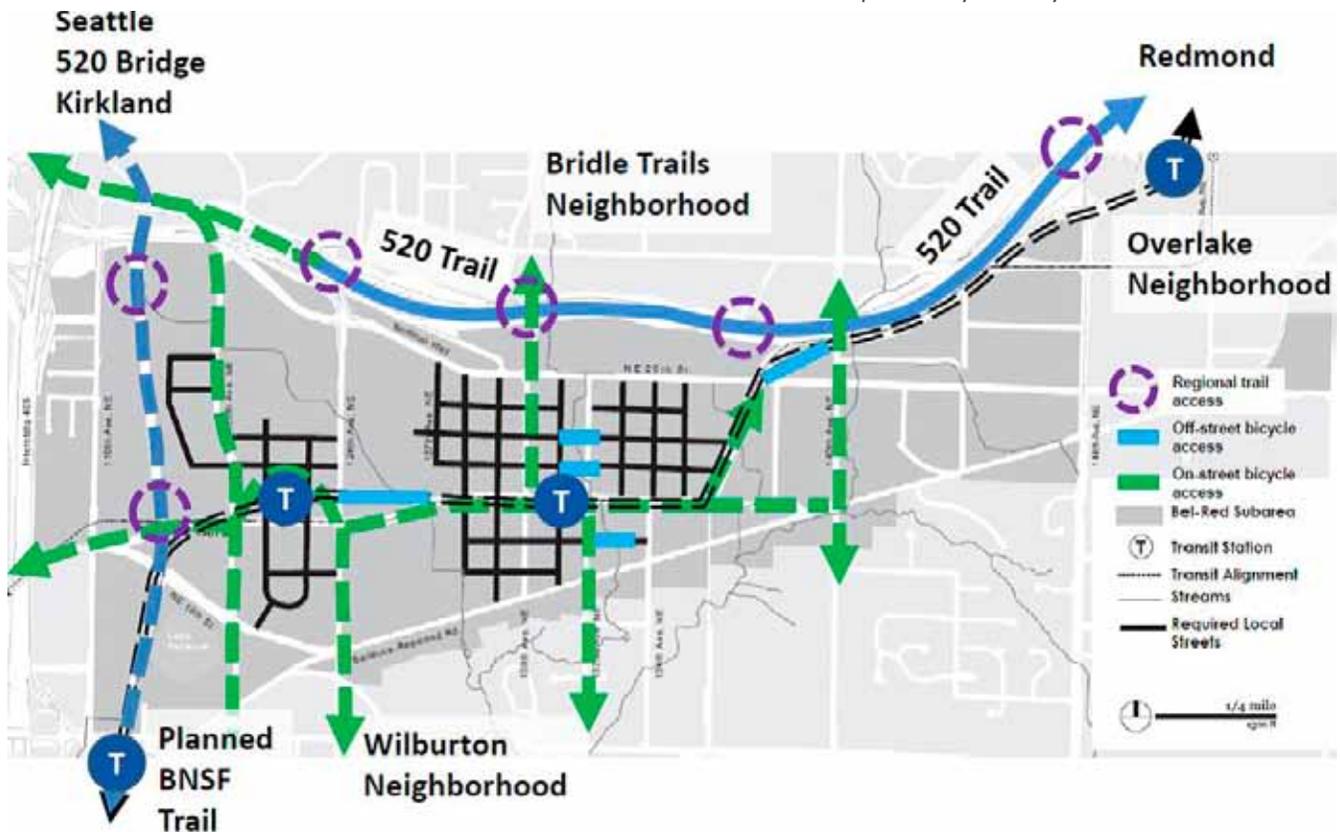


Figure 5.18 Planned Bicycle Access in the Bel-Red Subarea

Specific types of bicycle facilities that will be implemented throughout the Bel-Red Subarea are described following:

Bicycle Lane

The portion of a roadway identified by signs and pavement markings as reserved for bicycle use, as shown in Figure 5.19. Bicycle lanes are planned for NE 16th Street and 136th Place NE. These bicycle lanes would be separated from the motorized vehicle travel lanes with a 2-foot wide buffer. An off-street, northern extension of the 136th Place NE bicycle lanes is discussed in the multi-purpose path section.



Cycle Track

A bicycle lane in one or two directions that is physically separated from the roadway – paint stripes, special paving or a physical barrier may be used. Referred to as “separated bike lanes” in Vancouver, BC, as shown in Figure 5.20, these are credited with a significant increase in the number of bicyclists along several corridors in Downtown Vancouver. A cycle track is recommended for 130th Avenue NE to connect the LRT station north to the SR 520 Trail, and on 132nd Avenue NE to connect the station south to the RapidRide stop on NE 8th Street. Buffered bicycle lanes on NE 16th Street will connect the two arterial cycle tracks, or riders may choose from non-arterial connections.



Figure 5.20 Cycle Track in Downtown Vancouver, BC



Figure 5.19 Bicycle Lane Designations

Sharrow

Special lane markings are used to designate a roadway lane that is shared between cars and bicycles. Good candidate streets for sharrows are the designated Green Streets, although sharrows are not specifically called out in the design of any of the required Local Streets.



Figure 5.21 Sharrow Marking

Multi-Purpose Path

Several locations within the 130th Avenue NE station area are best connected – due to environmental constraints, topography and neighborhood character – with an off-street multi-purpose path.

- Between 124th Avenue NE and 130th Avenue NE, a multi-purpose path will cross the West Tributary in a separate alignment parallel to the planned NE 16th Street and light rail crossings. Additional non-motorized connections will be made across the West Tributary as westward extensions of the planned “Green Streets” at approximately NE 14th Street and NE 18th Street.
- Multi-purpose paths will connect the ends of planned “Green Streets” across the Goff Creek riparian area.
- A multi-purpose path is proposed to run along the Sound Transit light rail alignment between NE 20th Street and 140th Avenue NE. If feasible, this facility would provide a convenient and safe non-motorized connection between the 130th Avenue NE light rail station, 140th Avenue NE, and the SR 520 Trail.



Figure 5.22 Multi-purpose Trail and Signage

5.4.3 Wayfinding

For both pedestrians and bicyclists, a comprehensive wayfinding program will guide travel to and from the light rail station and to other local and regional destinations.

Bicycle system wayfinding

Currently planned is a wayfinding program that will guide bicyclists through the city of Bellevue and to neighboring jurisdictions.

Pedestrian system wayfinding

A wayfinding program designed for pedestrians in the 130th Avenue NE station area could be modeled after the successful wayfinding program implemented in Downtown Bellevue, where kiosk-style wayfinding incorporates a map, directions to nearby destinations, and some interesting information about the neighborhood, plus, each kiosk incorporates art components.



Figure 5.23 Bicycle system wayfinding

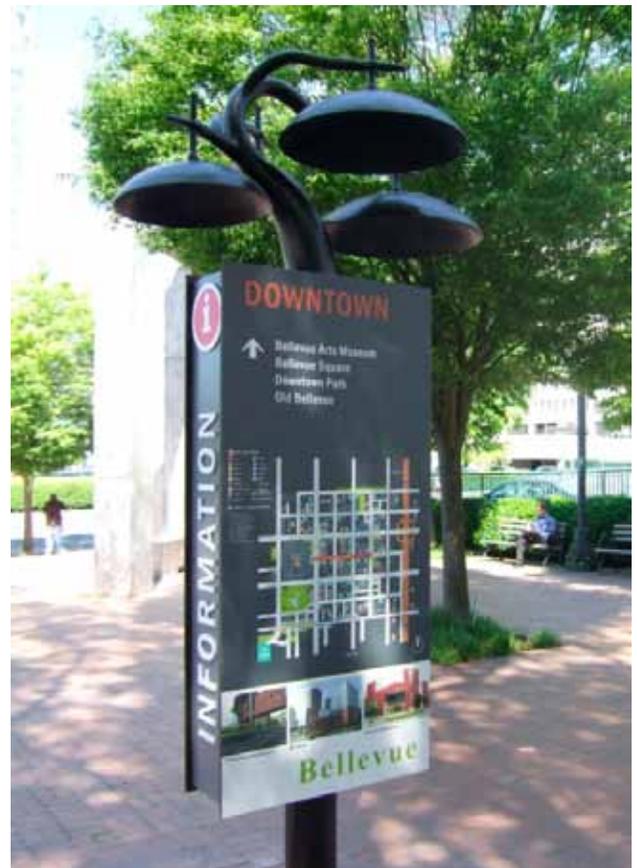


Figure 5.24 Pedestrian system and wayfinding

6 greenhouse gas emissions

The mixed-use, pedestrian oriented urban environment planned for the area around the 130th Avenue NE light rail station will generate transportation-related greenhouse gas (GHG) emissions, and other forms of air pollution, at a rate less than that of a typical suburban land use pattern. This beneficial outcome is due to the fact that more people will walk, bicycle and use transit in a neighborhood where land uses are close by, where non-motorized transportation infrastructure is prioritized, and where transit service is frequent and reliable. All of these factors converge at the 130th Avenue NE station and the result is lower projected per capita transportation related GHG emissions.

6.1 GHG CALCULATOR

The GHG calculator was developed by Fehr & Peers based on research conducted for the Bay Area Rapid Transit (BART) District. The tool calculates mode split for station access based on the land use and urban design features in the area around a station. The model developed for BART was customized and calibrated for application to the 130th Avenue NE Station in Bellevue.

The calculator allows for adjustments to reflect local factors such as:

- Residential density
- Employment density
- Parking supply (auto and bicycle)
- Parking cost at the Park & Ride
- Neighborhood pedestrian design
- Connecting transit service

Using the inputs for local conditions, the calculator will provide an estimate of the change in GHG emissions compared to baseline case.

As shown in Figure 6.1, transportation-related emissions are the largest single component of GHG emissions in Washington State. In large part, this is due to the relatively smaller component of GHG emissions by the electricity production sector which is less reliant on coal and other fossil fuels in the Northwest than in other parts of the country.

WASHINGTON GREENHOUSE GAS EMISSIONS

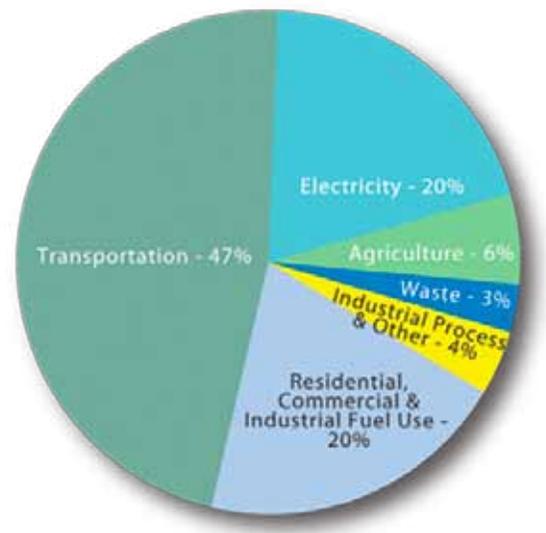


Figure 6.1 GHG Emissions by Sector in Washington State

6.1.1 How the Tool was Developed

The GHG calculator tool was originally developed based on the Bay Area Travel Survey with 15,000 respondents that examined mode of access at 39 BART stations. For local implementation, tool was recalibrated based on projected 2030 land use and transportation facility data for the planned 130th Avenue NE station.

Station mode access models such as this use regression and other statistical models to generate expected outcomes based on variable inputs. Empirical local data is used to determine the station characteristics that most influence the station access mode.

6.1.2 Greenhouse Gas (GHG) Estimate

Based on mode of access, GHG emissions are calculated on a “per boarding” basis. Changes that increase transit access by drive mode (to a park and ride lot) or pick-up/drop-off mode increase the estimated GHG emissions per boarding.

The GHG calculation assumes that park and ride patrons drive a daily distance of 4.5 miles (which is based on a distance analysis of other park and ride lots) and that pick-up/drop-off mode boardings travel a distance of 2 miles by automobile. Pick-up/drop-off boardings are assumed to largely be diverted link trips. A diverted link trip is a driving trip that makes a detour to drop-off the passenger at the 130th Avenue NE Station. An example would be a trip from Redmond to Ballard where the driver stops at the 130th Avenue NE Station to pick-up/ or drop-off a passenger.

Mode Access Calculator is Sensitive to the following station access variables:

- Population, non-retail employment, and retail employment within ½ mile of the station
- Number of park and ride spaces at the station
- Cost of parking at park and ride lot
- Number of bicycle parking stalls
- Pedestrian accessibility rating score*
- Number of connecting/feeder transit routes

**The Pedestrian Accessibility Rating Score is a measure of three criteria to form a score from 0-6. Categories include station configuration, freeway adjacency, and station accessibility.*

6.1.3 Station Access Variables and Sensitivity

½ Mile Station Characteristics: Households and Employment within a walkshed of the transit station.

The effect on mode split is to increase transit use and the percentage of walk/bike trips to the station as density increases in the station area. Thus the increase in non-automotive access mode share reduces GHG emissions per transit boarding.

Parking: Number of dedicated park and ride spaces, park and ride costs, and bicycle parking

Additional auto parking at a nearby park and ride facility increases parking access mode split, while an increase in the price of that parking tends to reduce parking access mode split. This calculation does not consider a price for neighborhood on-street parking. Additional bicycle parking slightly increases walk/bike mode split.

Increasing free auto parking at a park and ride increases GHG per boarding, while increasing parking pricing decreases GHG per boarding. Increasing bicycle parking has a small reduction in GHG per boarding.

The demand for parking is relatively inelastic at \$1/day or less, but for prices above \$1, an elasticity of -0.24 is assumed based on research. (KT Analytics, 1995; Shaw, 1997; Pratt 1999)

Pedestrian Design and Feeder Transit: Pedestrian design includes permeability and accessibility of the station. Feeder Transit is the number of connecting buses in the peak travel hour.

Effect on Mode Split: Pedestrian design improvements slightly increase walk/bike mode split. Adding transit increases transit access mode split.

Effect on GHG: Pedestrian design and transit service improvements reduce GHG emissions per boarding.

Initial Pedestrian Accessibility for the 130th Avenue NE Station is 3 out of 6 based on the anticipated implementation of planned improvements in the station area. Further improvements could include additional pedestrian crossing enhancements at local arterials, locating pedestrian scale retail and services immediately surrounding the station, wider sidewalks, and dedicated pedestrian paths.

6.1.4 Conclusions

While the design enhancements described above do have an influence on the GHG emissions per boarding, increasing station area population and employment densities leads to a much larger walk/bike mode share and higher overall transit ridership, which has a substantial influence on GHG emissions.

As expected, decreasing the amount of free or inexpensive station area parking will lead to a smaller mode share of drive access to the station. It is expected that the park & ride lot as proposed (300 +/-spaces) will be full on a typical weekday.

Station area pedestrian and bicycle improvements lead to only small changes in station access mode split.

6.2 GHG CALCULATOR DEMONSTRATION

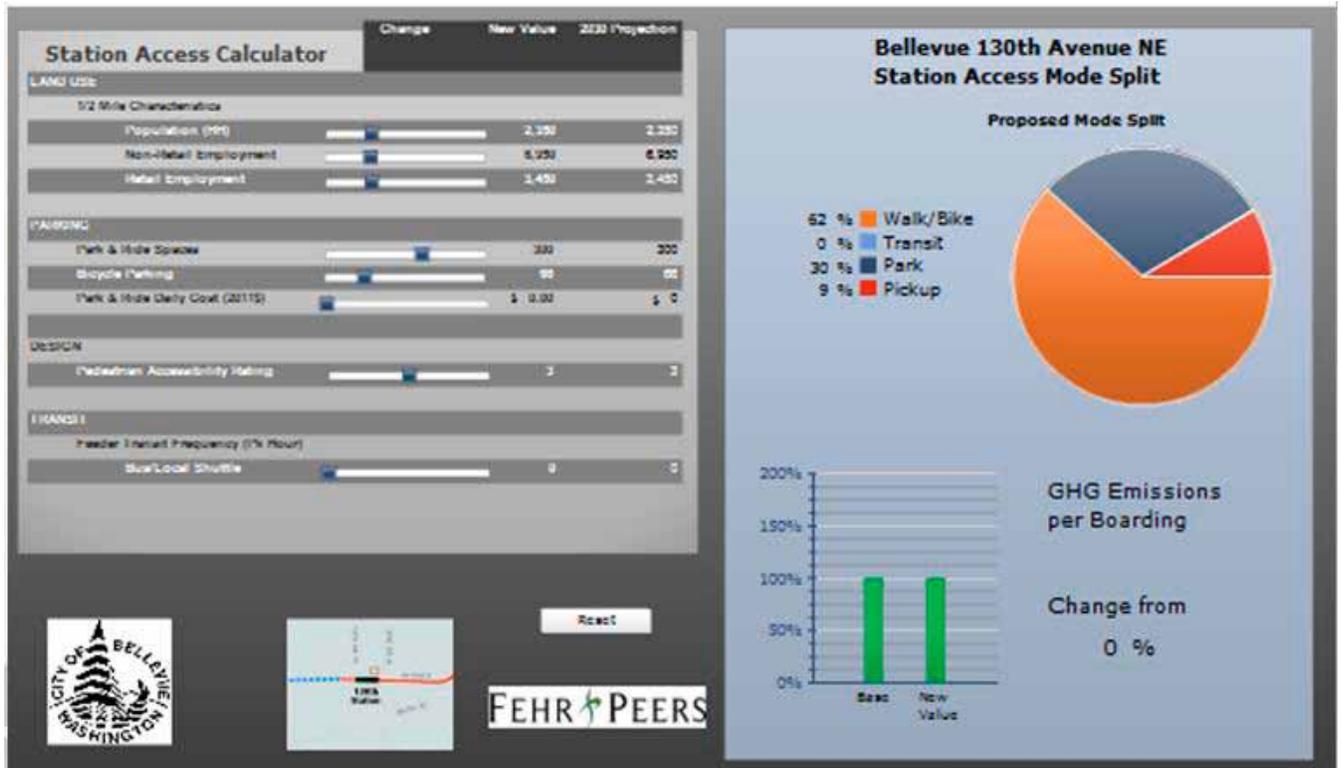


Figure 6.2 Baseline GHG emissions

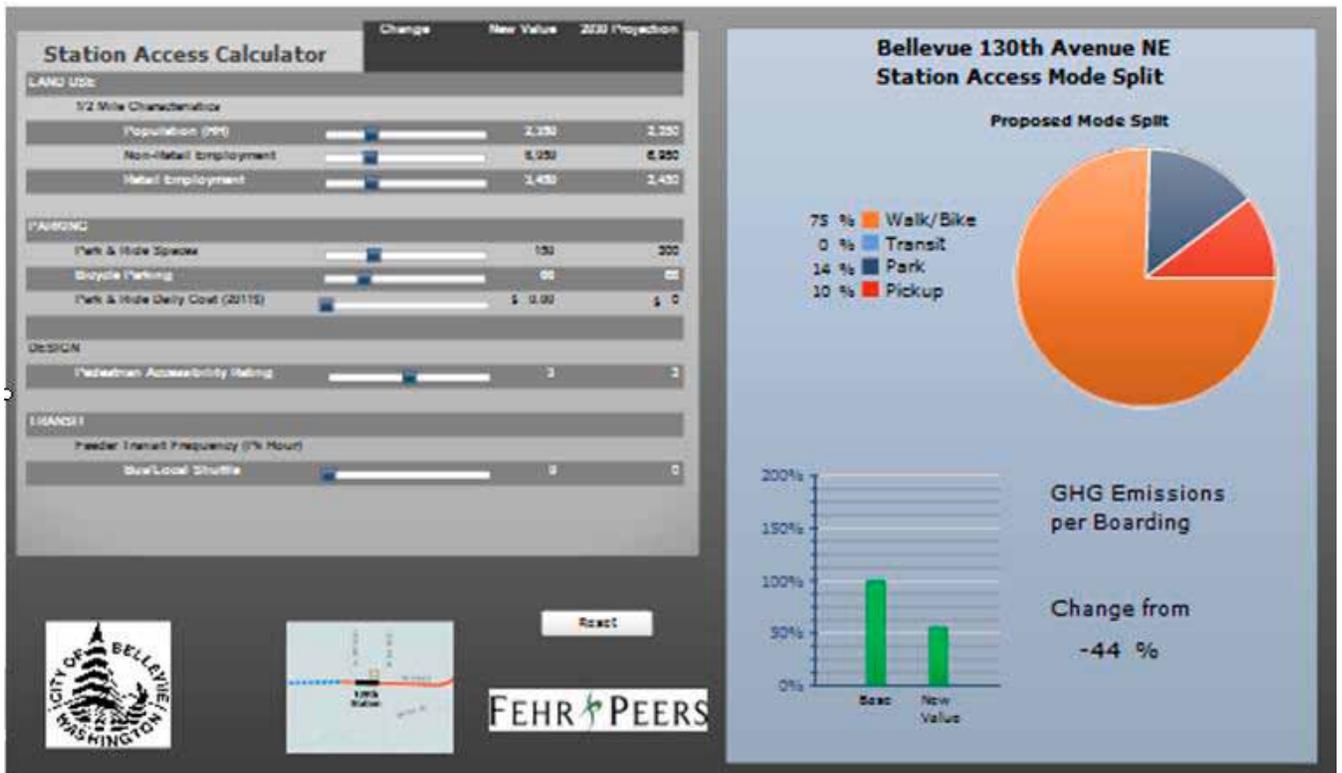


Figure 6.3 Reducing parking at the park and ride by half from 300 spaces to 150 spaces reduces GHG by 44%

6 greenhouse gas emissions



Figure 6.4 Increasing park and ride cost from \$0 to \$3.00 per day has no effect on GHG



Figure 6.5 Increasing parking cost to \$5.00 per day reduces GHG by 74%

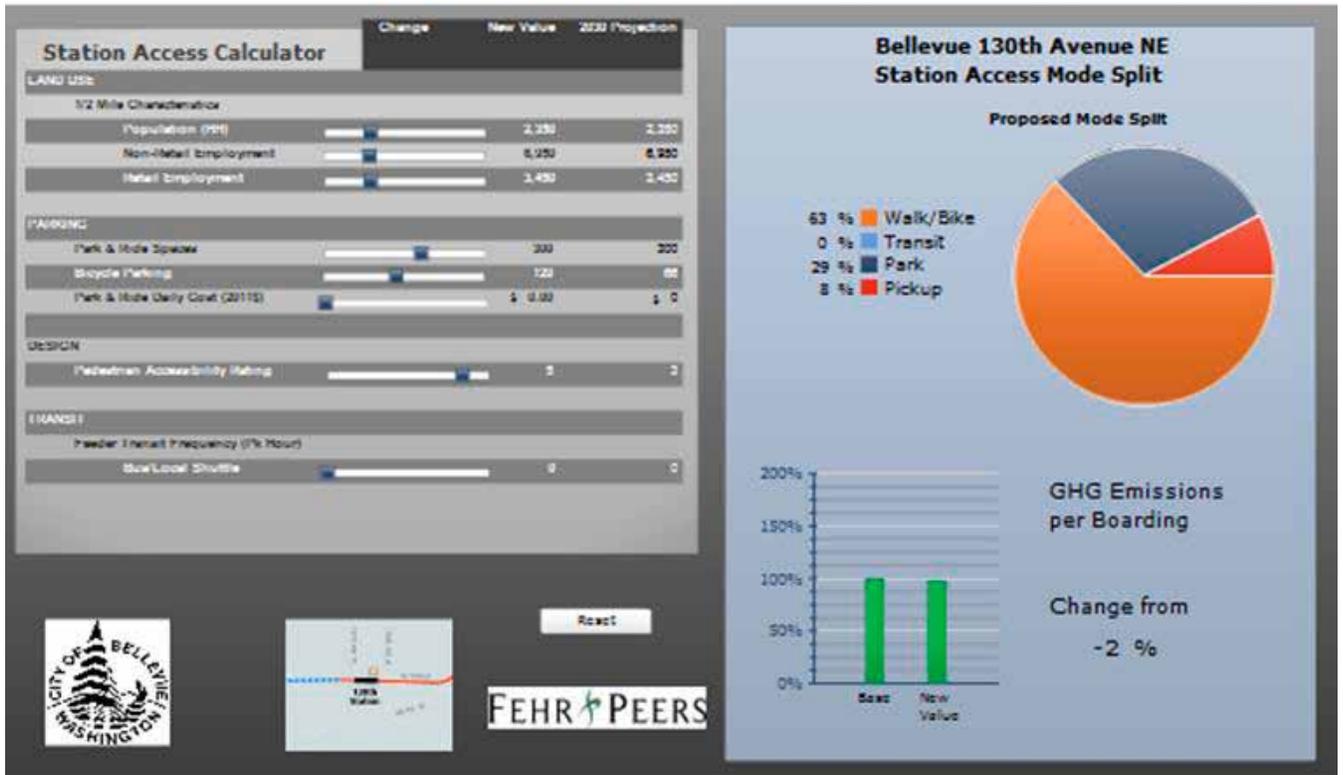


Figure 6.6 Doubling bicycle parking and improving pedestrian access results in a 2% reduction in GHG

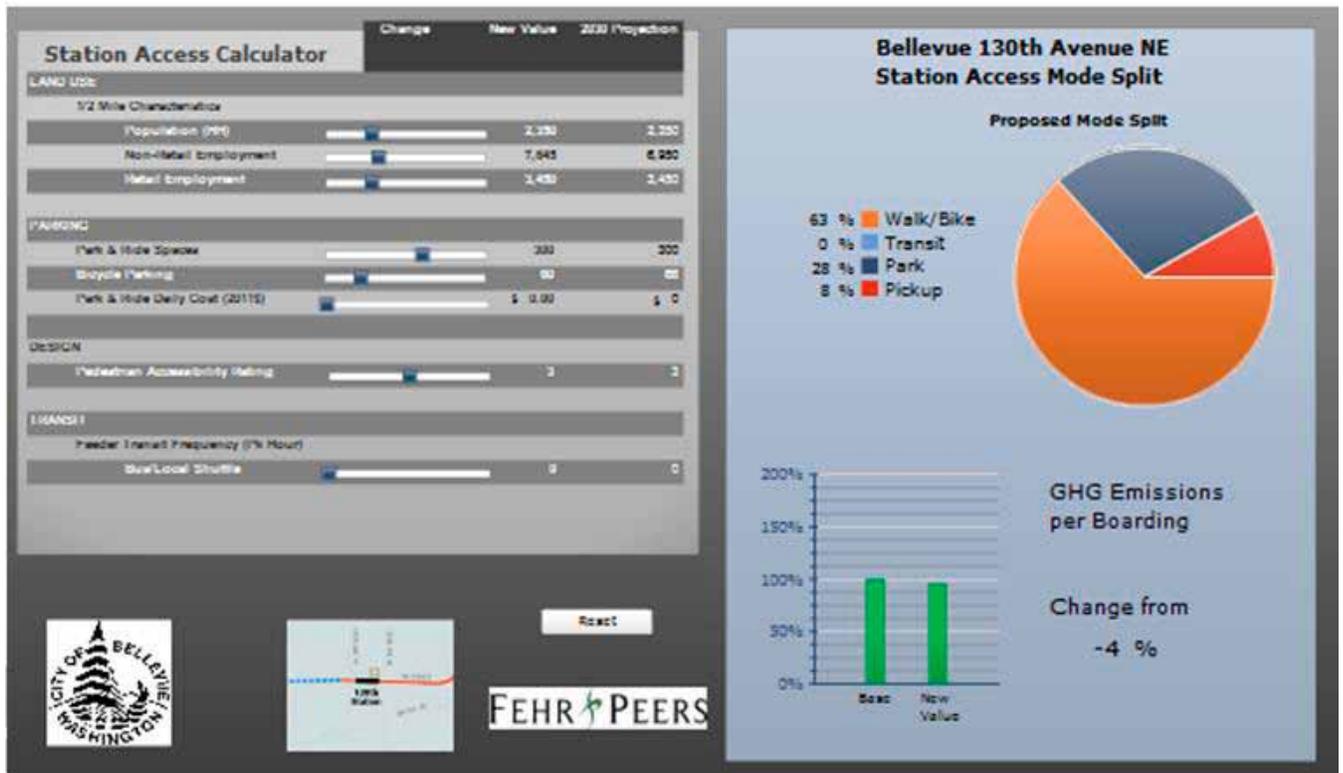


Figure 6.7 Increasing employment by 10% results in a decrease of 4% GHG

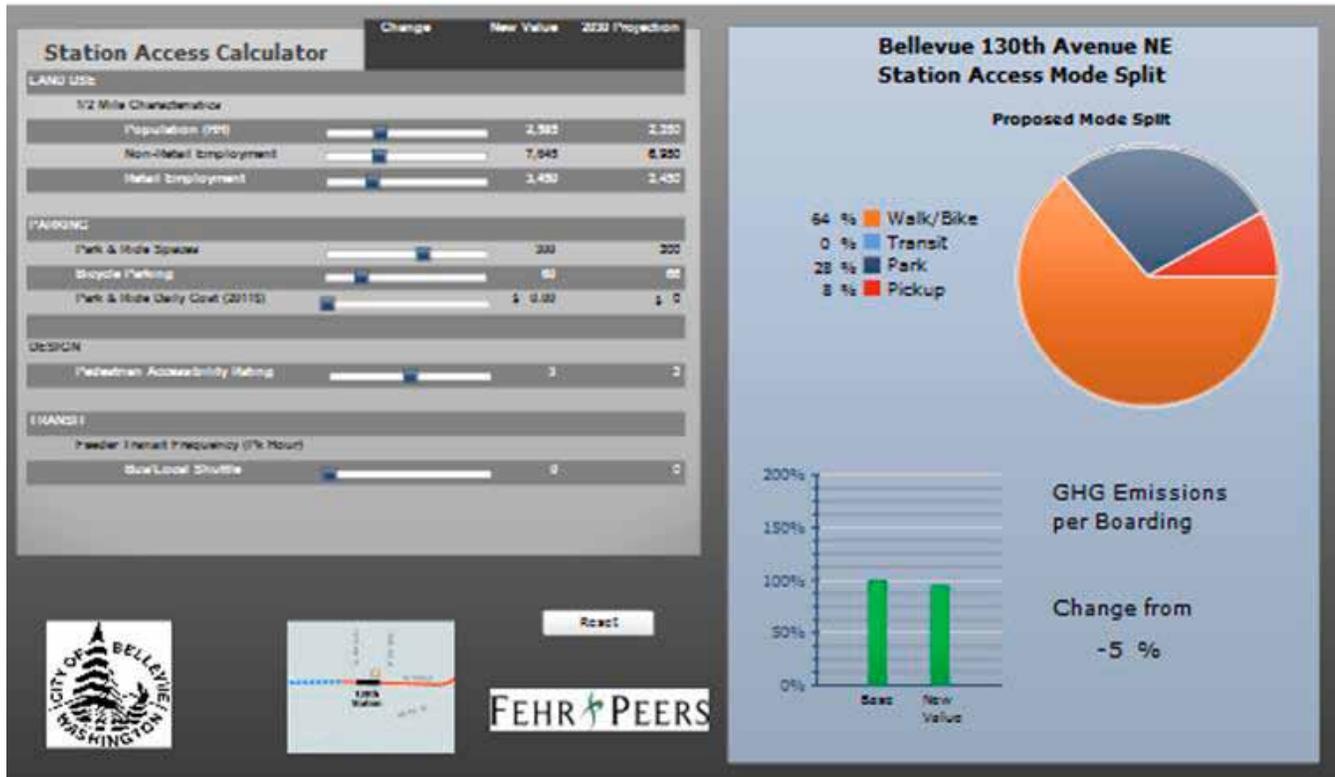


Figure 6.8 Increasing both housing and employment by 10% results in a decrease of 5% GHG



Figure 6.9 Increasing housing by 10% results in a decrease of 1% GHG



Figure 6.10 Increasing retail employment, non-retail employment and housing all by 10% results in a decrease of 9% GHG

7 public engagement

The Bel-Red Subarea Plan, adopted in February 2009, established the long-term vision for land use and transportation in the Bel-Red Corridor including the 130th Avenue NE station area. Supported by a grant from the Washington State Department of Commerce, Station Area planning for the 130th Avenue NE station area began shortly after the subarea plan was adopted. The first engagement with local property and business owners was in February 2010. Public involvement continued through completion of the station area plan in early 2012.

One of the challenges to public engagement in this area is that there are no residents within ¼ mile walking distance of the planned 130th Avenue NE light rail station. Rather than working with a standing advisory committee, staff utilized direct community engagement, with targeted outreach to: local property and business owners; the broader community including adjacent neighborhoods; and interested stakeholder groups. Other community engagement included an opportunistic strategy of providing presentations and information at public open houses and workshops for transit and other planned infrastructure improvements in the area. In addition, staff periodically briefed the Transportation Commission, Planning Commission, Parks & Community Services Board and the City Council.

7.1 PUBLIC ENGAGEMENT PRINCIPLES AND OBJECTIVES

As mentioned, substantial funding was provided by the State Department of Commerce through an Energy Efficiency through Transportation Planning Grant. A requirement of the grant is specified as follows:

Stakeholder outreach and engagement. Conduct stakeholder panel meetings that engage local property and business owners and facilitate on-going coordination with Sound Transit.

The following principles and objectives were established for the station area planning process:

7.1.1 130th Station Area Planning Public Engagement

Engage local property and business owners, adjacent neighborhoods, interested groups and others in the community in meaningful involvement in planning the 130th Avenue NE station area including review of land use transition, non-motorized and motorized access improvements and environmental/Goff Creek enhancements.

7.1.2 Land Use Transition Public Engagement Objective

Work with local business and property owners and others in the community to identify redevelopment opportunities in the 130th Avenue NE station area. Consider the following items in the scope of land use transition:

- Market analysis for redevelopment opportunities
- Timing for redevelopment opportunities
- Affordable and workforce housing
- Catalyst projects and investments
- Transitions/phasing and implementation strategy for infrastructure and private projects

7.1.3 Access Improvements Public Engagement Objective

Conduct outreach and coordination to improve connections to transit and throughout the 130th Avenue NE station area. Consider the following items in the scope of access improvements:

Pedestrian and bicycle connections to the station and within the neighborhood

Integrate the design of NE 16th Street with local streets

Design and implementation strategies for local streets

On-going coordination with Sound Transit with light rail alignment, station design and long-term vision for the planned park and ride facility

7.1.4 Environmental/Goff Creek Enhancements Public Engagement Objective

Involve affected property owners and others in the community in the design of environmental improvements in the 130th Avenue NE station area including stream enhancements, green infrastructure, parks and open space. Consider the following items in the scope of environmental and Goff Creek enhancements:

- Goff Creek future preferred alignment, daylighting, ecological enhancements and access
- Neighborhood park, civic plaza and open spaces
- Natural drainage practices in infrastructure, building sites and open space
- Green building, green infrastructure
- Tree canopy increases
- Strategies to reduce vehicle miles traveled (VMT) and transportation-source greenhouse gas emissions (GHG)

7.2 PUBLIC ENGAGEMENT STRATEGIES TO FOSTER COMMUNITY INVOLVEMENT

The following strategies for public engagement were utilized for the station area planning process:

7.2.1 130th Avenue NE Station Area Plan Neighborhood Open House

An open house format is typically a key event to help form community consensus on specific alternatives and recommendations for land use transitions, access improvements, environmental enhancements and character issues for the neighborhood around the planned light rail station. Direct mail and email invitations were targeted to area property and business owners, interested members of the community, homeowner associations in the adjacent Bridle Trails, Wilburton and Lake Bellevue neighborhoods, planning and transportation commissions, and other groups. For added convenience to participants, the open house was held twice; the evening of June 28th 2011; and the afternoon of June 30th 2011.

7.2.2 Station Area Plan Website

A website for the 130th Avenue NE station area plan was hosted by the City of Bellevue and was launched in December 2010. The web site is located at <http://www.bellevuewa.gov/130th-station.htm>

7.2.3 Station Area Plan Presentations

Presentations were made at public open houses and workshops for transit, roadway and other planned infrastructure improvements in the area, including: April 2010 East Link Preliminary Engineering Open House; November 2010 Mobility and Infrastructure Open House; and February 2011 Transportation Open House for NE 15th/16th Street Design.

7.2.4 Presentation and Discussion with Local Property and Business Owners

Meetings were held with local property and business owners scheduled at key project milestones. Where specific properties may be impacted, property owners were contacted directly or in targeted groups to discuss the specifics. For instance, property owners along Goff Creek were invited to a meeting specifically to discuss Goff Creek alignment proposals.

7.2.5 Bellevue Advisory Boards and Commissions, City Council

Staff provided general station area plan briefings at project milestones to the City Council, Arts Commission, Environmental Services Commission, Parks & Community Services Board, Planning Commission and Transportation Commission.

PROJECT TIMELINE

