



MEMORANDUM

DATE: March 10, 2008

TO: Mayor Degginger and Members of the City Council

FROM: Matthew Terry, PCD Director
Goran Sparrman, Transportation Director
Denny Vidmar, Utilities Director
Patrick Foran, Parks and Community Services Director
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SUBJECT: Update on Bel-Red Implementation

On October 1, 2007 the Council directed five of the City's boards and commissions and staff to proceed with development of the Bel-Red Subarea Plan and other measures to implement the recommendations of the Bel-Red Steering Committee. These commissions recently completed their initial review of the draft Subarea Plan policies. This management brief provides an update on the progress of the project and discusses the upcoming steps.

In addition to reviewing the Steering Committee recommendation last fall, the Council's recent engagements related to Bel-Red include the November 19, 2007 joint meeting with the City of Redmond to discuss draft principles guiding a successor agreement to BROTS (Bellevue Redmond Overlake Transportation Study) and a December 10, 2007 Study Session on draft financial principles for Bel-Red and potential financial tools.

Background

Steering Committee Recommendation

In the fall of 2005, the City Council set in motion a process to rethink the future of the Bel-Red area. Council appointed a steering committee of diverse interests and charged the group to work with the public in developing a new vision for Bel-Red's future. Following considerable analysis and extensive public involvement, the Bel-Red Steering Committee's work concluded on September 6, 2007 with a recommendation for a new vision for the Bel-Red area.

The Committee envisions a thriving, mixed use employment and residential area well connected to the City and broader region by a combination of trails, parks, bike paths, new arterials, and transit services. The vision includes housing that is affordable to the local workforce, enhancement of streams, new parks and open spaces, an emphasis on sustainable building practices, and other new public amenities that will help to create complete neighborhoods and make Bel-Red an attractive place for residents and employees in the area and the larger City.

The 2030 anticipated land use program will support a pattern of mixed use, transit-oriented development nodes that allow for higher development intensities and building heights. The area will be planned to transition gracefully over time, with existing businesses being accommodated while new types of development proceed, and allowing new service uses that are compatible with planned uses.

Charge to the Commissions

As noted above, following the Steering Committee recommendation for Bel-Red, the Council directed five of the City's boards and commissions and staff to proceed with development of the Bel-Red Subarea Plan and suggest or determine how best to implement the committee recommendations. Commissions were asked to recommend policies and, where applicable, long-range City investments and priorities for the area consistent with their areas of expertise. In their charge to the commissions, the Council recognized the overarching theme of environmental sustainability that touches on multiple areas, including land use, transportation, open space, natural drainage, and stream restoration and directed a coordinated approach that would facilitate communication between the commissions.

Multiple Commissions Review Process

In response to Council's specific interest in ensuring dialog between commissions, the City held an unprecedented joint meeting of six of its boards and commissions on October 10, 2007 to begin the process of implementing the Bel-Red Steering Committee's recommendation. From last October through February, the City's boards and commissions conducted a substantial amount of work at each of their meetings to review the Bel-Red Steering Committee recommendation, and discuss the policy approach for Bel-Red implementation.

The focus of the commissions has been the review of the draft Bel-Red Subarea Plan, which will provide the policy guidance for the Land Use Code, capital project development, and other implementation measures. The commissions focused their efforts on reviewing and commenting on the draft policies in the subarea plan, and focused their review on 3 questions.

- Does the plan capture the intent of the Steering Committee's recommendation for the future of the Bel-Red Subarea?
- Will this plan support implementation strategies or other actions that are appropriate for the City to take to fulfill the Bel-Red vision, such as land use regulations and capital improvements?
- Are there any policy additions or changes that should be considered in each commission's recommendation to the Planning Commission?

Following the review by the individual commissions, representatives from the Arts Commission, Environmental Services Commission, Parks and Community Services Board, and Transportation Commission presented and discussed their commission's recommendations with the Planning Commission on February 27, 2008. The Planning

Commission has the responsibility of integrating the Subarea Plan recommendations from the other boards and commissions and making a recommendation to the City Council. This handoff to the Planning Commission marks a major milestone in the review process (recognizing that additional work continues, including review of the long-range capital projects for Bel-Red by some of the boards and commissions).

Some of the key concepts and major themes that resonated among the multiple boards and commissions include:

- Environmental sustainability and enhancement of the stream system
- Establishing the amenities that will make the new neighborhoods livable, such as parks, trails, open space, cultural attractions, and public art
- Creating housing that is attractive and affordable for those that will work in the area
- Ensuring that there's an appropriate way to accommodate existing businesses and uses while supporting new forms of redevelopment
- Developing a multi-modal transportation system that incorporates non-motorized facilities (sidewalks and bicycle lanes) in the development of new roadways, and increases transit service to the area

A major portion of the Planning Commission's review to date has focused on housing affordability strategies. While these strategies are in development, the Planning Commission's initial thought is that the Bel-Red policies and code should include a system of incentives and other tools that achieve a significant share of housing in the area that is affordable to households at the moderate and "work force" income levels. The Commission recognizes the importance of having housing locally available and affordable to those who will work in the area. The Council is scheduled to receive a more detailed briefing on Bel-Red affordable/workforce housing strategies in April.

The second draft of the Bel-Red Subarea Plan, including mark up showing the initial recommendations and comments of the boards and commissions, is attached (Attachment 2). Review of this second draft will continue with the Planning Commission and will include additional opportunities for public input. The Planning Commission's role will be to receive and evaluate public comment on the draft, ensure that the recommendations from the other commissions "hold together" as an integrated plan, hold a formal public hearing, and ultimately transmit its consolidated recommendation to the City Council.

The Planning Commission's current schedule is to provide initial conclusions on both the draft Subarea Plan and the implementing code amendments by early May 2008, leading to a public hearing that is tentatively scheduled for May 28th.

Additional Implementation Work Underway

With the policy review completed by several of the City's boards and commissions, additional major technical work is underway including defining and estimating the costs for capital projects and developing a financial model and incentive system that will work together to help achieve the capital projects. Work also continues on developing new

Land Use Code provisions for Bel-Red, including a new set of Bel-Red specific design guidelines, as well as working with the City of Redmond on the successor to BROTS.

The Transportation Commission, Parks and Community Services Board, and Environmental Services Commission have begun review of long-range capital projects for the Bel-Red area, including new street and transportation infrastructure projects, parks and open space areas, trails, and stream restoration opportunities. These projects will be identified at a high level in the Subarea Plan to support more refined project planning that will occur in the future, such as in the Transportation Facilities Plan and the Capital Improvement Program. Their recommendations on the project lists are expected to be completed by mid April.

Work continues to define a central project in the Bel-Red plan: a new NE 15th/16th parkway that will provide the City with a new east-west arterial connection and include a separated pedestrian/bicycle path and a series of integrated park and open space opportunities. NE 15th/16th is also envisioned as the future route for light rail and potential interim high capacity transit that will serve and join the proposed development nodes in the subarea and connect it to Downtown Bellevue, Overlake, and the broader region.

Public Involvement

Moving the Bel-Red recommendations from vision to implementation requires public outreach and participation, including commission meetings open to the public, open house events, media outreach, and other public involvement tools.

In addition to public participation at the board and commission meetings from October through February that included review of the Bel-Red project, the City had a number of discussions with individual interested parties and held a public open house on January 31st. The open house was attended by 80 or more people (plus staff) and included displays on all of the major sections of the draft Subarea Plan. A number of comment forms were submitted and many of the staff at the open house were engaged in lively discussions with attendees. Staff noted that attendance included property owners, prospective developers, people from the housing community, residents of adjacent neighborhoods, and others.

Many of the comments at the open house were generally supportive of the draft plan while attendees asked questions about the details of the land use code, which is currently being drafted. Several were interested in the heights and densities that might be allowed for specific properties. Several affordable housing advocates voiced support for affordable housing provisions to be included in the regulations. Some questioned the City's ability to pay for many of the proposed public improvements. Some asked about light rail and the impact on the plan and the failed transit funding vote from last fall, and there were many additional questions and comments about many of the planned transportation improvements (such as along 120th Avenue NE and the new NE 16th extension). Some of the residents from adjacent neighborhoods asked questions about what potential impacts might result and how they might be mitigated. Some expressed

general objection to the entire draft plan citing that it is unnecessary, staff driven, and that it will harm the City.

Staff is planning for additional public involvement opportunities as the planning process continues, including an additional open house, potential neighborhood meetings, stakeholder discussions, new releases, and ongoing web updates.

Next Steps

Review of the draft Subarea Plan, draft project lists, and draft Land Use Code will continue with the boards and commissions in March and April as described above.

A public hearing with the Planning Commission on the combined package of the draft Subarea Plan, draft project lists, and draft Land Use Code is tentatively scheduled for May 28th. The Planning Commission is anticipated to finalize their recommendation to the City Council by mid-July to facilitate a transmittal of the recommendation to the Council prior to its August break.

The Council is scheduled to continue to consider the financial strategy and BROTS successor agreement at upcoming Council Study Sessions. These topics were identified for direct review by Council due to the interjurisdictional and overlapping nature. Council review of these topics is not expected to conclude until the fall of 2008.

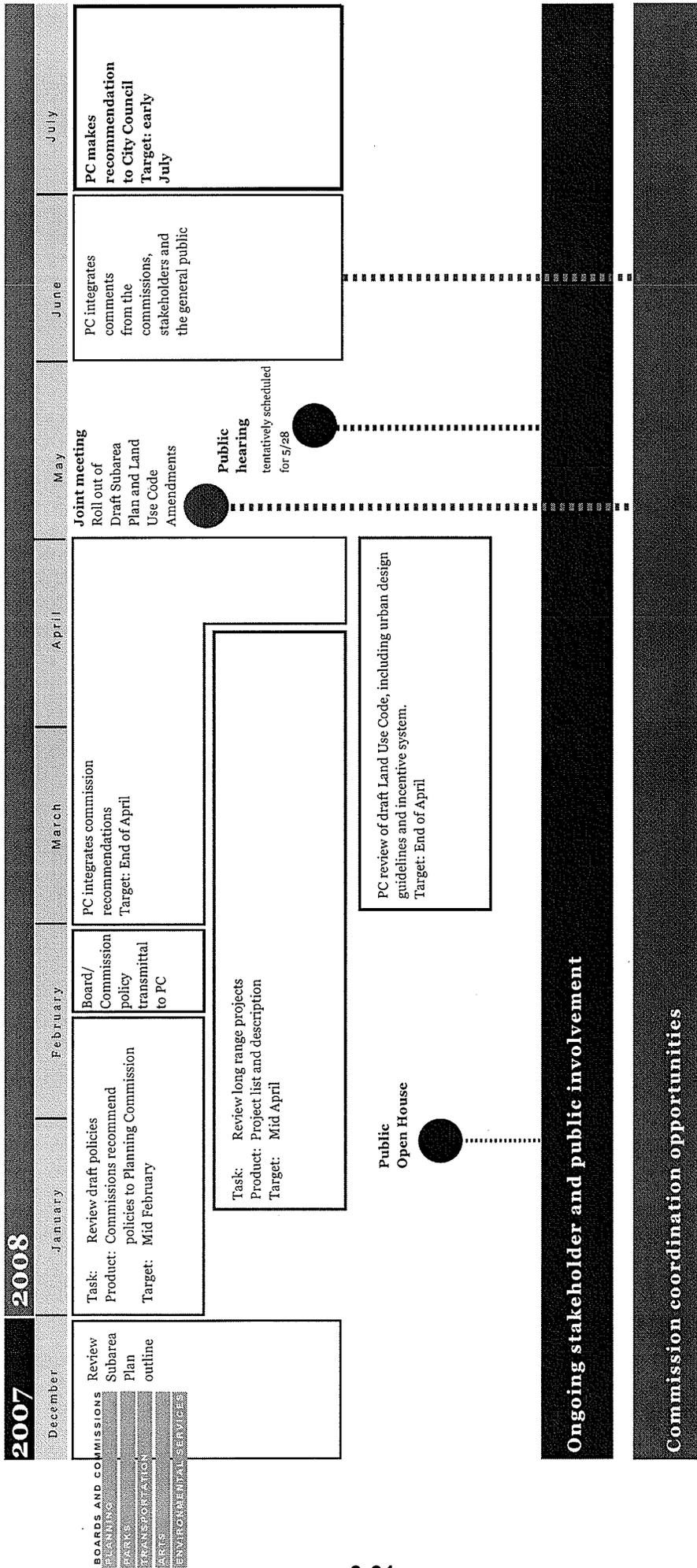
Attachments

1. Bel-Red Implementation Schedule
2. Draft Bel-Red Subarea Plan



BEL-RED CORRIDOR PROJECT

Draft Subarea Plan Review Process



updated march 5, 2008

DRAFT

Bel-Red Subarea Plan

Draft with Initial Recommendations and Comments from the Boards and Commissions, February 14, 2008

Overall Goal: To develop a sustainable urban development pattern that dramatically reshapes the future of the Bel-Red Subarea, while allowing the area to transition gracefully from its past.

Overview

As one of Bellevue's major employment areas, the Bel-Red Subarea historically included a large share of the City's land zoned for light industrial and commercial uses. Particularly on the west end, land uses include sprawling, large lot warehouses and distribution buildings, with acres of surface parking. The transportation network is sparse and discontinuous, with little in the way of a street grid. Six streams run through the area, all heavily impacted by past development, but remarkably still provide some functioning fish habitat. The area has one major city recreational facility (Highland Park and Community Center), but no substantial neighborhood parks or trails.

In recent years, Bel-Red's light industrial past has seen significant declines, and the area has been in transition. Several large employers, such as Safeway distribution and the King County Journal, moved out or greatly reduced their operations in the area. Between 1995 and 2004, employment dropped by more than five percent in the Bel-Red area, while increasing by twenty percent in Bellevue as a whole.

Meanwhile, areas on both the east and west sides of Bel-Red have transformed dramatically, and other changes are on the horizon. Downtown Bellevue to the west has developed into a dynamic high-rise employment and residential center, connected across I-405 to a major, multiple institution medical district. To the east, Redmond's Overlake area has become a prominent high technology employment center. The introduction of light rail, under consideration by Sound Transit as a way to connect Downtown Bellevue to Overlake by way of Bel-Red, is another potential change. Light rail provides a key opportunity to re-think the land use and transportation relationship in the Bel-Red area, with this new transportation investment as a potential catalyst for redevelopment that takes on a much more pedestrian-friendly and transit-supportive character.

With these considerations in mind, the City undertook a major planning effort to update the vision and plan for the future of Bel-Red. Guided by a citizens steering committee and with extensive public involvement, this new Bel-Red Subarea Plan is the result. The overall thrust of this Plan is to guide Bel-Red on a new path, toward a model of compact, mixed use, "smart growth;" a path to set Bel-Red on an economically and environmentally sustainable course for the future, and to take on a new role within the city and the Puget Sound Region.

This Subarea Plan informs a range of actions, by both public and private entities. It establishes a vision and overall policy framework to convey the City's intention for the future of Bel-Red, creating a sense of the area's potential and helping to inspire decisions by many actors. The Plan will be implemented through a combination of development regulations and incentives, capital investments, and other public and private strategies.

Bel-Red Subarea Vision

The Bel-Red corridor in 2030 will be an area that is unique within the city of Bellevue and the entire Puget Sound region. It will be an area where thriving businesses will be adjacent to, and sometimes mixed with, livable neighborhoods, all served by a multi-modal transportation system that connects the area to the greater city and region. The area will also be distinguished by environmental and community amenities that will serve residents and employees in the area, as well as residents from surrounding neighborhoods and the entire city. The area will transition gracefully over time, with existing businesses being accommodated while new types of development will occur as conditions warrant.

Specifically, the area will be distinguished by the following attributes:

- ***A thriving economy:*** Bel-Red will be home to major employers, types of businesses and employment sectors unique to this part of Bellevue, and services that are important to the local community.
- ***Vibrant, diverse neighborhoods:*** Bel-Red will contain a broad range of housing types to meet the needs of a diverse population of varied income levels. Neighborhoods will have convenient access to shopping, jobs, and community amenities, and will also be well connected to the larger city and region.
- ***A comprehensive, connected parks and open space system:*** Bel-Red will have a park system that serves residents, employees, and visitors of the area, and provides recreation and open space benefits for residents from surrounding neighborhoods as well. System components will include trails along stream corridors, urban and natural open space areas, community facilities, community and neighborhood parks, and cultural/arts features.
- ***Environmental improvements:*** Redevelopment of the corridor will provide opportunities for major environmental enhancements, including improving riparian corridors, adding trees and green spaces, and providing a more environmentally sensitive approach to managing storm water and other natural resources.
- ***A multi-modal transportation system:*** Bel-Red's transportation system will take maximum advantage of its proximity to Downtown Bellevue and Overlake by providing convenient access and short travel times within and outside the corridor for drivers, transit riders, vanpools and access vans, bicyclists, and pedestrians, while minimizing spillover traffic impacts on adjoining neighborhoods.
- ***A sense of place:*** Bel-Red, and the neighborhoods within it, will have a character that is different from Downtown Bellevue, Overlake, or other Bellevue neighborhoods. The area will build on its industrial past, and recall its natural, agricultural and ethnic heritage, while incorporating new development types that offer a unique experience for residents and employees. Public art and a distinctive cultural environment will also add to Bel-Red's character.

New Vision Bullet Recommended by the Arts Commission

- ***A unique cultural environment:*** Bel-Red will offer a culture-rich environment unique to the Eastside with an arts district focusing on arts education and production. Public art and artists living and working in the area will add flavor to Bel-Red's character. Open studios, art walks and artful expression in buildings and infrastructure will contribute to a lively sense of place.
- ***Appropriate scale of development:*** Development and redevelopment in Bel-Red should complement, not compete with, Downtown Bellevue, and should provide graceful transitions in scale in areas adjacent to residential neighborhoods.
- ***Timing of development:*** As the Bel-Red corridor redevelops over time, provision of transportation and other infrastructure and public amenities (such as parks) should occur concurrently with or in advance of development.
- ***Sustainability:*** New neighborhoods, buildings, streetscapes, parks and open space systems, environmental enhancements, and transportation facilities will also be planned, designed and developed using state-of-the-art techniques to enhance the natural and built environment and create a more livable community.

Review Note: Policies are temporarily numbered A1, A2... for referencing during the review process. Numbers will be assigned in the final document consistent with the standard Bellevue Comprehensive Plan convention.

General Policies

The comment on the General section reflects initial discussions of the Planning Commission

By taking advantage of the Bel-Red area's unique location, and the opportunities associated with high capacity transit, this Plan steers Bel-Red onto a new path. Departing from its low intensity, industrial past, Bel-Red's future will become a model of smart growth and sustainability, the type of planning needed in this era of global climate change. It will offer outstanding opportunities for living and working, while occupying a unique economic niche for Bellevue and the Eastside. Clearly this entails a major transformation for parts of the area, but change will happen over time, with some areas changing earlier and other areas remaining very much the same for years to come.

Policies

S-BR-A1 ___ Implement the Bel-Red Subarea Plan in a manner that integrates the three dimensions of sustainability: sustainable economy, society, and environment; meeting the needs of the present without compromising the needs of future generations.

Discussion: In essence, the term "sustainability" conveys one critical thought and intention: that the current generation meets its needs and desires in a manner that allows for future generations to have as rich opportunities to meet their own needs and desires. It means making decisions with the long term, and many generations, in mind. It requires a balancing act, considering the environment, the economy, and the social system, to ensure that all three are taken into account in critical decisions.

S-BR-A2___ Promote a differentiated economic niche for Bel-Red, retaining many existing businesses while attracting dynamic “new economy” businesses in a form not found elsewhere in Bellevue. Maximize opportunities afforded by Bel-Red’s strategic location between Downtown Bellevue and Redmond’s Overlake employment center, as well as the opportunities brought about by light rail transit coming through the area.

Planning Commission comment: consider change that avoids vague term “new economy.”

S-BR-A3___ Reduce and mitigate the environmental and transportation spillover impacts of new development, and work to continually enhance environmental conditions in the area, through a combination of development regulations and incentives, public investments, and other public and private strategies.

S-BR-A4___ Develop and implement a phased approach to new commercial development, so that transportation, open space, and other infrastructure is in place or committed to serve the needs of growth, consistent with Figure BR-3. This includes establishment of a year 2030 commercial growth cap consistent with the terms of an interlocal agreement with the city of Redmond, for the purpose of coordinating land use and mitigation between the two cities.

Land Use

The revisions to the Land Use section reflect initial discussions of the Planning Commission

Goal: To develop a land use pattern that is environmentally sustainable and economically vibrant, and that creates distinctive new commercial and residential neighborhoods for the Eastside.

The Subarea Plan provides an opportunity to re-cast land use in a more sustainable, pedestrian-friendly and transit-oriented form, while accommodating existing uses and minimizing impacts on nearby neighborhoods. The intent of Subarea Plan is to be a model of responsible growth, and to create a land use type and form that is distinctive for Bellevue and the Eastside. The Subarea Plan map is shown as Figure BR-_____ .

A major theme of the Subarea Plan is the “nodal” development pattern, which concentrates future development in the vicinity of potential future light rail stations. Nodes are envisioned to be areas of sufficient development intensity, amenities, recreation opportunities, and mix of uses that support a high level of pedestrian activity. The decision to focus new employment-generating and higher density residential uses in the nodes is intended to link development areas to locations where planned transportation facilities will support development, and to protect residential neighborhoods located to the north, south and east of the corridor from cut-through traffic.

Land uses within nodes can reach higher development intensity levels and heights than in the surrounding parts of the Subarea. Buildings that are larger and higher than what the

base zoning would allow, both inside and outside of nodes, can only be achieved through participation in an incentive system that will provide a range of public amenities.

The Subarea Plan recognizes the economic value and the benefits to the community of the many existing light industrial and service uses in the area. The planned land use designations retain areas for many of these commercial uses to continue. In areas where the land use designation has changed to support nodal, mixed use or residential development, the plan seeks an appropriate transition. Existing light industrial uses and services uses with an industrial character, that were conforming under the previous zoning, are accommodated without making them non-conforming, although new light industrial uses will not be allowed. Other services uses that are compatible with planned new uses are encouraged to continue, and new commercial uses are allowed.

Policies

S-BR-B1 ___ Develop land uses consistent with the Bel-Red Subarea Land Use Map (Figure BR-___).

S-BR-B2 ___ Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.

S-BR-B3 ___ Implement a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities that contribute to the public good.

Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities.

S-BR-B4 ___ Encourage mixed use development, promoting opportunities to live, work, shop, and ~~recreatemeet other needs~~ within close proximity.

S-BR-B5 ___ Accommodate existing light industrial uses that were legally established as of the date of this Plan's adoption, by allowing for their continued operation, expansion, and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-established.

Discussion: This policy is to be implemented through the City's land use regulations. Whereas light industrial uses were prevalent in Bel-Red's past, the vision for the Subarea's mixed use, commercial and residential neighborhoods portends an evolution toward a different future. While it is appropriate to support existing light industrial uses, this policy precludes new ones from being established, in order to support a gradual transition to the desired future.

S-BR-B6 ___ Allow the continued operation of existing, and allow new, service uses that are compatible with planned future land uses. Accommodate existing service uses that are less compatible with residential and higher intensity, mixed use development (i.e., those that create noise, odor, fumes, aesthetic or other impacts), but preclude the new establishment of these types of service uses in transit nodes and in stand-alone residential areas.

Discussion: This policy is to be implemented through the City's land use regulations. The services sector is quite broad, and includes uses such as health care, business and professional office, household repair, and auto repair. Many of these service uses have characteristics of general retail, are compatible with mixed use commercial and residential, and are encouraged in Bel-Red's future. A smaller sub-set of service uses, such as auto repair, auto dealers and boat dealers (particularly their service/repair components) and towing, display characteristics similar to light industrial uses. These types of uses are less compatible with transit nodes and stand-alone residential areas, and thus new uses of this type are precluded in these areas.

S-BR-B7 ___ Encourage commercial and residential building siting and design to incorporate stream corridors as a significant on-site amenity, while helping to restore and enhance the ecological functions of these corridors, through the use of development regulations and incentives.

S-BR-B8 ___ Develop and implement landscaping standards that promote sustainable design, and encourage natural drainage practices where appropriate and feasible.

S-BR-B9 ___ Provide graceful edges and transitions between new land uses and established light industrial areas, and between new development and neighborhoods in adjacent subareas.

Discussion: The transition between new mixed use and residential developments and existing Bel-Red light industrial uses is a special challenge. The siting and design of new buildings should be accomplished in a manner that minimizes conflicts with existing industrial uses, for the sake of creating a desirable working and living environment for new tenants. Redevelopment of Bel-Red also creates the challenge to ensure that new development is a good neighbor with existing neighborhoods near Bel-Red. Development regulations and design guidelines should address both of these challenges.

Key cross references, Land Use:

- *General Policy S-BR-___, regarding land use phasing.*

Urban Design

The comments on the Urban Design section reflect initial discussions of the Planning Commission

Goal: to achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.

Past development of the Bel-Red Subarea did not allow for strong attention to the field of urban design. Development was loosely guided and rather discontinuous, with little attention to architectural form, connectivity, and the public realm. By contrast, transformation of Bel-Red into the dynamic mixed use place envisioned by this Plan will require a great deal of attention to high quality and sensitive urban design.

For new mixed use neighborhoods to successfully attract residents, employees, and visitors, the design of the built environment will need to be pedestrian-friendly, integrated with transit and mobility options, and include deliberate “place-making.” Building and site design and materials will need to reflect the vision for the Subarea, and attention to quality and permanence.

The urban design process is also an opportunity to integrate environmental components with new development, where trees, landscaping and open space not only improve aesthetics, but also work to enhance the function of the natural environment, such as by helping manage stormwater flows.

Policies

S-BR-C1 Use design guidelines to promote pedestrian-friendly and transit-oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place. Conduct design review for all mixed use, office and residentially designated areas of the Subarea, and any other locations where land use incentives are applicable. Apply additional depth and attention to the details of design review within transit-oriented development nodes.

Discussion: Design review should pay special attention to creating a pedestrian-friendly environment, by helping to create vibrant, interesting, safe, walkable and interconnected sites.

S-BR-C2 Integrate transit in the design of public and private developments, so that the form and connectivity of the built environment support travel choices.

Discussion: Features such as transit stops near major buildings, building entrances oriented toward transit stops, and direct pedestrian connections between buildings and transit help to integrate transit and land use, improving the pedestrian environment and supporting travel choices.

S-BR-C3 ___ Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development, in public and private projects.

S-BR-C4 ___ Promote environmentally sensitive design in public and private projects, including practices such as the US Green Building Council LEED certification of buildings, use of natural drainage systems, water conservation measures, and other practices.

S-BR-C5 ___ Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area.

S-BR-C6 ___ Encourage the use of building materials that are of high quality and durability, are appropriate for the area climate, and that have a sense of permanence.

S-BR-C7 ___ Reinforce the area's sense of place and Northwest provenance by encouraging innovative building and site design, construction techniques and materials that reflect the industrial roots of the area while emphasizing the emerging urban character of Bel-Red.

S-BR-C8 ___ Protect solar access to public spaces and important views from public spaces, as defined through the land use regulatory framework.

Planning Commission comment: need to define "solar access."

S-BR-C9 ___ Promote parking design and management that supports local uses in a manner compatible with the area's urban design, transit and pedestrian orientation, including:

- a. Encourage shared parking;
- b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes;

Planning Commission comment: consider making this required, rather than encouraged.

- c. Prohibit surface parking between buildings and sidewalk, and provide visual screening and/or landscaping relief of surface parking; and
- d. Limit parking supply in transit development nodes.

S-BR-C10 ___ Reinforce neighborhood character and identity through the use of gateways and neighborhood signage. Prohibit signage, such as building-top signage, that is out of scale with or detracts from the public realm.

Planning Commission comment: consider change to allow building-top signs when they meet specific criteria.

S-BR-C11 ___ Encourage private and public use of public art to enrich design aesthetics and add character, identity and a sense of place.

S-BR-C12___ Design and develop an outstanding street environment that promotes streets as key urban places, sensitive to their context and providing an interesting and aesthetically rich experience. Apply a street hierarchy with design guidelines and street standards that provides an appropriate combination of the following elements:

- a. Strong consideration of character and aesthetics in the design and implementation of all street projects;
- b. Integration of open space and landscaping, including street trees;
- c. Environmentally sensitive practices, including natural drainage systems where appropriate;
- d. Sidewalk development standards that promote pedestrian functionality and interest, and avoid obstructions;
- e. Ground floor differentiation, including preferred uses, visual and physical access;
- f. Mid-block pedestrian crossings; and
- g. On-street parking, where it contributes to pedestrian convenience and safety.

Environment

The revisions to the Environment section are recommended by the Environmental Services Commission, with one exception. Clarification that the stream restoration distance is a "width" is recommended by the Parks and Community Services Board

Goal: to redevelop the Bel-Red area as a model of environmental sustainability, realizing opportunities provided by new development to achieve significant improvements over current conditions.

Environmental sustainability is one of the overarching principles and hallmarks of this Plan. As noted in the General Policies section above, this suggests a long-term orientation, and an intention to meet current needs in ways that leave a rich legacy for future generations. This goal can be expressed vividly and consistently by integrating stream and wetland rehabilitation, innovative stormwater management techniques, public art, trails, and other social amenities into redevelopment. ~~New development and reconstruction in Bel-Red should protect sensitive areas and other natural resources, promote Natural areas rehabilitation, energy and resource conservation, and enhance diverse transportation choices are fundamental in the redevelopment vision for this area.~~ This will provide multiple benefits, from improvements in natural functions and habitat to healthier and more beautiful places for Bellevue residents and businesses. Special attention in this section is placed on improving stream corridors, integrating environmental and social elements, and implementing emerging technologies that improve stormwater management ~~a more environmentally sensitive approach to managing stormwater.~~

Stream Corridor Restoration

With a predominance of industrial and commercial uses in the Subarea, natural areas in Bel-Red are not obvious to the casual observer. Nonetheless, a number of streams and

natural areas exist, providing the opportunity to restore some natural systems and substantially enhance the area's character. Surface water resources in the Subarea include seven drainage basins that encompass six streams, a pond, and two wetlands functioning as regional stormwater treatment facilities (Figure BR-___).

In general, these basins exhibit the typical characteristics of urbanized watersheds. Their streams suffered severe impacts during the development that occurred in the area in the 1960s and 1970s, prior to the advent of current environmental regulations. The types of impacts and stream constraints include fish passage barriers, impervious surfaces, buildings adjacent to streams, and piped stream segments. However, most of the streams within the Bel-Red Subarea do support fish, including salmon, at locations within and/or downstream of the Subarea.

This Plan embraces the concept of removing fish passage barriers, daylighting piped stream segments, and restoring riparian habitat to transform these streams into community and environmental amenities. Restoring a width of 50 to 100 feet of natural streamside vegetation ~~and that incorporates a public trail network is anticipated to will provide multiple benefits, enhancing fish and wildlife habitat, improving water quality, increasing open space and neighborhood buffering, linking local and regional trails, encouraging social gathering, and other lasting benefits.~~ Beautiful and vibrant stream corridors will encourage the community and new development to refocus on the streams as integral natural treasures in an urban environment. Integrating public parks and stream corridors with public spaces in private development will provide seamless connection of natural resources, education, art, neighborhoods, commerce, and aesthetics. Based on parcel size and initial redevelopment interests, the West Tributary and Goff Creek corridors are anticipated to be early opportunities for enhancement, though rehabilitation opportunities have been identified for other streams as well. While there are opportunities along each stream corridor, the greatest opportunities for enhancement have been identified along the West Tributary and Goff Creek. Achieving this vision will require wider riparian corridors than currently exist, plus acquiring and developing "opportunity areas" where elements of the parks and transportation systems interface with the streams.

Natural Drainage Practices

Private-sector redevelopment, transportation projects and new parks all present opportunities for incorporating "green infrastructure." In particular, natural drainage practices, sometimes referred to as low-impact development, manage rainwater runoff in a manner that allows it to infiltrate into the soil on site, or even to be used on site, rather than running off site into nearby streams. As redevelopment occurs, innovative techniques that improve stormwater management will be encouraged.

Natural drainage practices include features such as rain gardens, pervious pavement, vegetated roofs, amended soils and rain recycling. ~~These types of approaches do not work in all settings, such as sites with poorly permeable soils or high water tables, and they are most effective for smaller streams.~~ In many cases they are more cost effective, environmentally sound, and aesthetically pleasing than traditional stormwater treatment

and storage measures. Although specific natural drainage practices may not be feasible in all settings, such as sites constrained by poorly permeable soils, opportunities for improving stormwater management can typically be identified. These practices They do not remove the need for conventional detention to handle large storm events, but they may reduce the needed size of these facilities. A variety and increasing number of stormwater management options techniques are available, and a A customized approach may be needed designed for individual locationssites to attain the environmental and visual amenities identified in the vision for the Bel-Red area.

Policies

S-BR-D1 ___ Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to enhance ~~reduce~~ the natural environmental impacts of development and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city's critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.

Discussion: Bel-Red's six streams are a major part of the area's natural legacy. Their rehabilitation will bear multiple benefits for the environment, for Bel-Red properties where nearby streams can become a significant area amenity, and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation, and potential trail access where easements are available.

S-BR-D2 ___ Protect and ~~rehabilitate~~ enhance wetlands and other designated critical areas in Bel-Red, through the use of development regulations, ~~and incentives,~~ potentially, public funds.

Discussion: Special attention is needed if Bel-Red's critical areas are to be protected and restored, given that much Bel-Red development took place before standards were adopted to identify and protect these sites.

S-BR-D3 ___ Encourage natural drainage practices where feasible in public and private projects, as an alternative to traditional stormwater treatment and control. Allow natural drainage practices to offset traditional treatment and control standards to the extent practicable, and provide other incentives to promote their use if needed.

S-BR-D4 ___ Explore stormwater basin planning as a future step. Such planning might evaluate ~~would encompass~~ coordinated stormwater treatment and detention across multiple properties ~~in whole or parts of water basins,~~ and may provide for broader environmental benefits as compared to a site-by-site approach.

S-BR-D5 ___ Consider opportunities for off-site or coordinated stormwater mitigation, as a means to provide for a more effective ~~coordinated~~ approach to detention needs, and potentially achieve broader environmental benefits.

Discussion: In some cases, providing combined offsite stormwater mitigation may help achieve some of the broader objectives of this Plan. For example, several properties could combine stormwater management requirements on the West Tributary by expanding an existing wetland providing fish and wildlife benefits, increasing open space, as well as providing stormwater detention and water quality treatment. Opportunities for off-site mitigation will be determined on a case-by-case basis, determined by overall ecological and public improvements over on-site.

S-BR-D6 ___ Encourage the use of “green infrastructure,” the design and development of infrastructure projects in a manner that deliberately achieves multiple environmental and other public benefits.

Discussion: Traditional infrastructure projects often were designed to solve a single functional problem, ~~mainly~~ such as flood control. The concept of “green infrastructure” suggests that many infrastructure projects have the potential to provide multiple community benefits, such as enhancing neighborhood character and aesthetics, urban heat reduction, greenhouse gas reduction, or providing access and open space. If these multiple benefits are to be realized, they must be considered starting with early design work forward through all phases of project development.

S-BR-D7 ___ Incorporate environmental education and interpretation into public and private projects, where appropriate.

S-BR-D8 ___ Provide for density transfers within the Bel-Red Subarea as a means to help achieve stream corridor and open space objectives.

S-BR-D9 ___ Actively consider the Bel-Red Subarea as a potential receiving site for regional Transfer of Development Rights (TDRs), as a means to achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary.

Discussion: Transfer of Development Rights is a market mechanism for land conservation. Development rights from sensitive sites needing protection (sending sites) are purchased by and transferred to urban sites where the density can be responsibly accommodated (receiving sites). Such a mechanism could be used, for example, to help protect the Lake Tapps rural watershed, where Bellevue will draw an increasing share of its future water. Since private funding for such TDR purchases is among a long list of desired public amenities, regional TDRs should be explored in light of the full array of public mitigations and benefits desired from private development.

Key cross references, Environment:

- *Urban Design Policy S-BR-(C4) ___ , regarding environmentally sensitive site and building design*

Parks and Open Space

The revisions to the Parks and Open Space section are recommended by the Parks and Community Services Board

Goal: to create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs of Bel-Red and the broader community, and that connects with and complements the larger Bellevue parks and open space system.

Bel-Red's legacy of light industrial and commercial uses have left little in the way of existing park and open spaces, with the notable exception of Highland Park and Community Center. As the area evolves, a comprehensive and connected system of parks, open space and trails will be needed to provide for the recreation and enjoyment of residents, employees, and visitors to new Bel-Red neighborhoods. These new parks will also complement and connect to the citywide parks system, for the benefit of surrounding neighborhoods and the broader community.

The Subarea Plan envisions a park system with an array of elements that cannot be neatly summarized in a suburban level of service standard: community and neighborhood parks, riparian corridor open spaces, open spaces developed as part of natural drainage treatments and designed as public amenities, passive and active plazas and other urban open spaces, and a comprehensive trail system on and off roads, including along stream corridors. Beautiful and functional open spaces will help transform the area, support new residential and commercial uses, improve the environment, and be an asset for the broader Bellevue community.

In addition to a range of community-oriented park, open space and trail opportunities, Bel-Red may be a suitable location for a potential major recreation facility that would meet an identified citywide need for both indoor and outdoor recreation. If this citywide facility were to locate in Bel-Red, it could also serve as a community park for the new neighborhoods in this area.

Policies

S-BR-E1 Create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs of residents, employees, visitors, surrounding neighborhoods, and the entire community. This system should connect with and complement the citywide parks and open space system, and include the following:

- a. Provide neighborhood parks and smaller "pocket" parks with convenient access to all neighborhoods;
- b. Provide a community park serving Bel-Red residents, employees, and citywide residents, comparable in size and utility to the Highland Community Park, in the western portion of the study area. The site might be accomplished through lidding of the Metro transit bus base, and would be able to accommodate indoor and outdoor recreational facilities;
- c. Locate neighborhood and community parks along stream corridors, linked through a series of trails and other open spaces;

- d. Develop a “linear park” series of open spaces spanning the extended NE 16th Street multi-modal corridor through the middle of the Subarea; and
- e. Centrally locate a large civic plaza (public square) within the pedestrian-oriented 130th Avenue NE development node.

S-BR-E2___ Consider Bel-Red a suitable area to locate a potential major recreational facility to meet identified citywide needs for both indoor and outdoor recreation and sports facilities.

S-BR-E3___ Integrate natural resources management with Bel-Red park system development and operation:

- a. Incorporate natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;
- b. Integrate the park and open space system with the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, improved stormwater management, trail connections, passive recreation, and environmental education; and
- c. Manage upland park areas to protect habitat and restore natural functions.

S-BR-E4___ Provide an interconnected system of non-motorized trails for mobility within the study area, connected to the larger, regional trail system, including Marymoor Park and Bridle Trails State Park. The system will emphasize recreational use and, but provide transportation benefits as well:

- a. Provide non-motorized trails along the stream corridors to connect parks and other land uses, and links to the trail systems along the BNSF Corridor and NE 16th Street. Initial emphasis will focus on the West Tributary and Goff Creek stream systems;
- b. Provide a major east-west multi-purpose trail along the NE 16th Street corridor. The corridor will include a generous right-of-way width to accommodate significant green infrastructure, and to create a high-quality pedestrian and bicycle environment and auto-free access between neighborhoods. It will connect to other local and regional trail systems and to light-rail stations, and provide opportunities to incorporate gateway features; and
- c. Support the development of a regional north-south multi-use trail along the BNSF Corridor that could coexist with potential long-term future rail use, linking to the NE 16th Street regional trail and other local trail access points.

S-BR-E5___ Promote the development of “green streets” throughout the corridor, with an abundance of street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.

Key cross references, Parks and Open Space

- *Arts and Culture Policy S-BR-___, regarding the creation of a cultural arts district*

Housing

The revisions to the Housing section reflect initial discussions of the Planning Commission

Goal: to encourage Bel-Red redevelopment to result in a diversity of housing types and prices, including a significant share of “workforce housing.”

Housing policy has many linkages to a truly sustainable future, with economic, social and environmental dimensions. Having a close-in supply of housing of types and prices that match available jobs can contribute both to Bel-Red’s economic competitiveness and its potential to meet the needs of families who want to live on the Eastside. Establishing housing near Bel-Red’s jobs and services will also reduce trip lengths and allow for a higher share of trips by transit, bicycling and walking, with environmental benefits in energy conservation and air quality. This Plan’s intent to create the potential for 5,000 new housing units in an area that today has almost no housing is a remarkable opportunity to make progress in all three of these dimensions.

The above housing outcomes entail very significant challenges. New urban residential neighborhoods will require an array of public and private investments in open space and other amenities needed to support high quality, livable places. Providing for affordable and workforce housing may be an even bigger challenge.

Housing affordability is a citywide issue, and should be considered in a comprehensive strategy of which Bel-Red is a part. This Plan creates the potential for thousands of new housing units, and provides opportunities not found in other parts of the city to create entirely new residential and mixed use neighborhoods in close proximity to jobs, services and transit. It is critical to consider an approach to housing affordability up-front, at the time this new development potential is being created, or the opportunity for a coherent strategy may be lost. This Plan establishes a multi-faceted strategy to address housing creation and housing affordability through a mix of land use designations, development regulations and incentives, direct public investments, and other public and private approaches.

Policies

S-BR-F1 ___ Encourage a diversity of housing types, from high density, multi-story housing in transit nodes, to medium density housing outside nodes, to ~~townhomes and~~ other innovative housing forms, such as live/work and work/live units only rarely found elsewhere in Bellevue.

S-BR-F2 ___ Promote owner and rental affordability in Bel-Red’s new housing stock, with a target that a minimum of [15 to 20]% of new units be affordable to low and moderate income households, and another [15 to 40]% be affordable as “workforce housing,” for households earning up to 120% of median income. These targets will be addressed through a combination of development regulations and incentives, public investments, and other public and private strategies, such as employer-assisted housing.

S-BR-F3___ Monitor the production and affordability of new housing in Bel-Red and make adjustments to implementation strategies, including development regulations and incentives, as needed to meet the identified targets. A review of housing affordability strategies should occur three to five years after the 2008 adoption of the Subarea Plan.

S-BR-F4___ Integrate the strategy for promoting housing affordability in the Bel-Red area with the City-wide approach of which Bel-Red is a part.

Arts and Culture

The revisions to the Arts and Culture section are recommended by the Arts Commission

Goal: to identify and realize opportunities to integrate arts and cultural works and attractions into Bel-Red.

Arts and culture are a prerequisite for healthy individuals, neighborhoods, communities and society-uses and works are important neighborhood-building and place-making elements. In Bel-Red, theyarts and culture can play a significant role in enhancing the quality of life, vibrancy, and attractiveness of the area, helping to attract creative professionals to live and work here, and benefiting the broader community. Accordingly, this Plan calls for public art, cultural uses and complementary activities to be broadly integrated throughout the redevelopment of the Subarea.

One specific concept is the creation of a cultural/arts district near 136th Place NE, in the vicinity of the existing Pacific Northwest Ballet school. Such a district could include adaptive reuse of other existing buildings for additional classroom, rehearsal and, smaller performance spaces. This district has the potential to be a very significant neighborhood and community amenity, to be used by individual artists, educational institutions, and nonprofit organizations. Uses might also include the production of ceramics, sculpture, blown glass, and others arts and crafts.

Policies

S-BR-G1___ Encourage artists, arts and cultural organizations, and arts related uses to locate in the Bel-Red area, capitalizing on proximity to existing arts uses and availability of suitable spaces. Explore Bel-Red as a location for a major arts education institution.

S-BR-G2___ Encourage the development of an arts/cultural district near 136th Place NE, as shown on the Bel-Red Land Use Map, Figure BR-1.

Discussion: This arts/cultural district would build upon existing arts and cultural uses, and expand out to include additional opportunities for arts education, rehearsal, performance, and production activities. Land use incentives and public investments would be used to help achieve these outcomes.

S-BR-G2.5___ Provide funding for public art in the Bel-Red area.

S-BR-G3___ Promote public art, cultural activities and urban design that reflects the Bel-Red area's character, heritage, and ecology, with emphasis in the following areas:

- a. Integration of public art into publicly accessible spaces, both privately and publicly developed;
- b. Inclusion of public art in transportation projects, including light rail transit projects; and
- c. Incorporation of public art in interpretation and celebration of stream corridor improvements and other environmental enhancements

S-BR-G4___ Promote flexible live and work space for artists in the Bel-Red area by encouraging the creation of live/work and work/live units, in adaptive reuse of existing buildings or in new development.

S-BR-G5___ Encourage arts uses as appropriate transitional uses for existing buildings or areas, as Bel-Red evolves over time.

S-BR-G6___ Explore opportunities for traditional and technology based media to create a range of artistic expression that is tied to and complements the area's economic development.

Discussion: The Bel-Red area's proximity to high technology uses may create significant opportunities for innovative artistic expression, tying artist activities to the area's broader economic development.

Transportation

The revisions to the Transportation section are recommended by the Transportation Commission

Goal: to create a more complete, connected, and well balanced transportation system, while protecting neighborhoods from spillover traffic impacts and while ensuring that transportation investments contribute to the area's sense of place and sustainability.

The Bel-Red area has a sparse and discontinuous transportation system. The few arterials in the western portion of the Subarea were designed to serve low intensity, light industrial uses, so lack connected sidewalks or mature streetscapes. Arterials in the eastern portion carry commuter traffic and provide local access to retail and service uses. This system provides limited connections for east-west travel, few transit options, and minimal facilities for pedestrians and bicyclists.

To support the Bel-Red land use vision, this Plan includes improvements to the transportation system on all fronts. These will provide better vehicular, transit and non-motorized connections within the Subarea and to other parts of the City and region.

Transportation improvements will occur consistent with this Plan's emphasis on sustainability and on making Bel-Red a highly livable place. Providing travel choices is a key element of sustainability. Efforts to reduce commuter trip demand, encourage ride-

sharing, walking and bicycling, and promote transit service will further pursue this end. Designing transportation projects as “green infrastructure;” i.e., to incorporate open space, place-making elements, and environmental design such as natural drainage practices, is another element of this Plan’s focus on sustainability.

Policies

Overall Transportation Policies

S-BR-H1 ___ Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure BR-___ (map of system improvements), that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.

S-BR-H2 ___ Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.

Discussion: Transportation projects may include significant opportunities for environmental enhancements, such as improvements in stormwater management or removal of existing fish passage barriers.

S-BR-H3 ___ Identify and preserve necessary rights of way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system. (See Table BR-___, Bel-Red Transportation Project List.)

Roadways

Bel-Red Subarea roadway system policies promote arterial improvements including the major NE 16th Street multi-modal corridor, plus local streets to connect uses and enhance the character of Bel-Red in a new grid system with smaller block sizes. Traffic analysis shows that transportation capacity improvements are needed mostly in the western part of the Subarea, because much of the potential employment and residential growth is planned for this area.

S-BR-H4 ___ Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve ~~trip~~travel demand generated by the Bel-Red Land Use Plan.

S-BR-H5 ___ Extend and expand NE 16th Street as a multi-modal corridor that includes vehicular, light rail, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.

Discussion: The expansion of NE 16th Street is a lynchpin project for Bel-Red. The extended corridor will be the key east-west arterial connection, tying together much of the new Bel-Red land use. It is also the City’s desired location for light rail, and for major new pedestrian and bicycle access across the Bel-Red area. The vision for the corridor is ambitious, incorporating all these transportation modes, and including a “linear park” series of open spaces spanning the corridor. These

improvements will be designed in a manner that protects wetlands and other critical areas, and to the extent feasible, incorporates natural drainage practices and other elements of environmentally sensitive design.

S-BR-H6 ___ Develop local streets to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.

S-BR-H7 ___ Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.

S-BR-H8 ___ Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.

S-BR-H9 ___ Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.

S-BR-H10 ___ Include on-street parking ~~on streets~~ where it contributes to the pedestrian environment and other elements of the desired neighborhood character.

S-BR-H11 ___ Incorporate public access where appropriate and environmental restoration components, such as removal of fish passage barriers and the creation of wildlife passages, in the design and development of roadways that intersect stream corridors.

Pedestrian and Bicycle System

Within the Bel-Red Subarea many segments of roadway have no sidewalks. Bicycle accommodation is limited to shared roadway facilities; there are no exclusive bicycle lanes.

Creating a multi-modal transportation system to support a mixed use environment requires excellent pedestrian and bicycle access. The Subarea Plan offers the potential to create transit-rich development nodes and neighborhoods in which walking and bicycling opportunities abound. A wide range of improvements to the non-motorized transportation system ~~improvements~~ is anticipated; from sidewalks and mid-block pedestrian connections, to trails along riparian corridors and the Burlington Northern Santa Fe (BNSF) railroad corridor, and new neighborhoods and roadways that are designed from the start with pedestrians and bicyclists in mind. Proposed bicycle facilities would serve all types of users, from novice to expert, and all types of trips, including recreation and commuting. Links to local parks and connections to the regional system are part of the vision.

As a major future arterial and light rail corridor, an extension of NE 16th Street is also planned to be the primary component of the east-west non-motorized transportation system. Providing a high quality pedestrian and bicycling environment along this arterial will create non-motorized linkages between neighborhoods, regional trail systems, and light rail stations with limited or minimal auto conflicts. The east-west pedestrian and bicycle corridor is also intended to link the various north-south trails and sidewalks.

S-BR-H11.5 Include pedestrian and bicycle facilities in the design of arterials and local streets.

S-BR-H12 ___ Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including ~~on-street sidewalks, through-block pedestrian connections, and mid-block crossings, and a network of separated trails.~~ Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.

S-BR-H13 ___ Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended NE 16th Street, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad corridor.

S-BR-H14 ___ Develop multiple access points to the planned BNSF corridor multi-use trail.

S-BR-H15 ___ Provide grade-separated road crossings of the proposed trail system along the West Tributary of Kelsey Creek, and of other separate trails where feasible.

Transit

Past transit service in the Bel-Red Subarea was quite limited, and generally available only on the area's perimeter. Regional transit investments, such as King County Metro's "Transit Now" program will provide rapid ride bus service in the vicinity of the subarea, along NE 8th Street and 156th Avenue NE. Future land use will be served by a greatly enhanced transit system, including both conventional and high capacity transit service, and an integrated land use pattern that promotes travel choices.

The Subarea Plan envisions a light rail route between downtown Bellevue and Overlake, traversing the Bel-Red Subarea on an alignment along approximately NE 15th/16th Street. Such an alignment with stations at planned development nodes maximizes the potential to create transit-oriented, mixed-use neighborhoods, and greatly increases ridership and performance of the light rail system. Light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE, 130th Avenue NE, and at 152nd Avenue NE in Redmond's Overlake area, would allow for about three-quarters of future Bel-Red residents and employees to have convenient, walkable access to the stations. When light rail is operating, "feeder" bus service can be reallocated to connect other City neighborhoods with the Bel-Red light rail stations.

Light rail transit is an exciting opportunity and part of the preferred vision for Bel-Red. However, if the region decides not to implement light rail, this Plan is still viable. The “nodal” development pattern, and mix and intensity of use envisioned will greatly promote travel choices of all types, including rubber-tired bus transit. The City will work with Metro and other conventional transit providers to greatly enhance service to Bel-Red, with a special emphasis on supporting the emerging development nodes identified above. This will be critical both to ensure that transit serves the area in the shorter term (before light rail is developed), and in the longer term, either to feed light rail stations with bus service or create effective transit alternatives should light rail not be developed in the corridor.

S-BR-H16___ Work with King County Metro and other transit providers to serve emerging new land uses in the Bel-Red Subarea, and to connect to and support future light rail, including:

- a. Enhance conventional transit service throughout the Bel-Red Subarea;
- b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an interim measure in advance of light rail operations; and
- c. Provide transit feeder service from other Bellevue neighborhoods into transit-oriented development nodes at future LRT stations.

S-BR-H17___ Work with Sound Transit to realize the City’s preferred light rail route, alignment and station locations, as shown in Figure BR ___. Support the development of light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.

S-BR-H18___ ~~Include transit-supportive improvements with new public and private development, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.~~

S-BR-H19___ Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.

Transportation Demand Management

By closely integrating land use and transportation planning, this Subarea Plan goes a long way toward promoting travel choices. The Plan supports a mix and intensity of land uses that allows for fewer and shorter trips, and promotes a balanced, multi-modal transportation system that creates an environment that allows for more trips to be convenient for transit and non-motorized options,. ~~Subsequent~~ Education and outreach efforts can help users become aware of and take advantage of these travel options.

S-BR-H20___ Implement a transportation demand management program to reduce Bel-Red single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.

S-BR-H20.2 Support the development of a Transportation Management Association in the Bel-Red Subarea to assist employers in providing commute options for employees.

S-BR-H20.3 Manage the parking supply to encourage the use of transit, car/van pool, and non-motorized commute options.

Neighborhood traffic calming/mitigation

This Plan supports on-going efforts to minimize neighborhood cut-through traffic and speeding associated with Bel-Red development. Mitigation for potential traffic impacts on arterials must create a roadway character that alerts drivers that they are in a neighborhood and encourages them to drive accordingly. Medians, special paving, and other options to address traffic volume and speed on arterials will be developed in coordination with the affected neighborhoods.

For non-arterial streets, traffic-calming devices and traffic control measures will be considered on a case-by-case basis, applying the City's Neighborhood Traffic Control Program criteria within residential neighborhoods in and around the Bel-Red Corridor.

S-BR-H21 Develop and implement strategies to minimize neighborhood cut-through traffic associated with Bel-Red development. Monitor the outcomes of these efforts and make adjustments as needed to ensure their effectiveness.

Key Cross-References, Transportation:

- *Urban Design Policy BR*, regarding parking policies to promote pedestrian-friendly and transit-oriented design, particularly in development nodes
- *City-wide Comprehensive Plan Transportation Element, Chart TR.1*, establishing Bel-Red Subarea mode split targets and arterial LOS standard
- *City-wide Comprehensive Plan Transportation Element, Transportation Demand Management and High Capacity Transit policies*

Interjurisdictional Coordination

Goal: to provide for effective coordination and mitigation of impacts that cross jurisdictional boundaries

Many interactions occur between the the Bel-Red Subarea and the adjacent Overlake area in the city of Redmond, particularly with regard to travel patterns. The two cities have a long history of working together to address cross-jurisdictional impacts, and the Bel-Red Subarea Plan continues to promote this level of interjurisdictional coordination. The intent is to ensure that any cumulative impacts of the Bel-Red and Overlake plans are identified and mitigated, and also that there is synergy between the plans in terms of light rail implementation, streetscape design, pedestrian and bicycle facilities, and other issues.

In addition to coordination with Redmond, implementing the Bel-Red vision will require on-going coordination with Sound Transit, King County Metro, and Washington State

Department of Transportation (WSDOT), to ensure that transportation facilities and services are implemented over time.

Policies

S-BR-11___ Continue to coordinate with the City of Redmond on the planning and implementation of land use and facilities that have cross-jurisdictional impacts, and work together to mitigate such impacts. Coordination may include but is not limited to systematic sharing of information, joint advocacy for regional investments benefiting the two areas, and financial contributions toward facilities that mitigate interjurisdictional impacts.

Discussion: An updated interlocal agreement is an appropriate mechanism for formalizing the terms for coordination between the two cities. Such an agreement should identify appropriate mitigation for the East Bellevue area that considers: 1) the combined effects of land use development in the Bel-Red area of Bellevue and the Overlake area of Redmond; and 2) the strong neighborhood preference to avoid projects that add general capacity to East Bellevue.

S-BR-13___ Coordinate with state and regional transportation and transit agencies (WSDOT, Sound Transit and King County Metro) on planning and providing transportation projects and services needed to implement this Subarea Plan.

Key cross references, Interjurisdictional Coordination

- *General Policy S-BR-___, regarding growth phasing and growth caps*

Implementation

Goal: to ensure an ongoing and effective process , with the right tools available, to result in effective implementation of the Bel-Red subarea vision

The Bel-Red Subarea Plan is an ambitious vision that calls for a substantial departure from the area's past. In addition to sweeping land use changes in portions of the area, the plan calls for very significant investments in transportation, parks, and environmental improvements. Much of these investments will need to come from properties undergoing redevelopment. Some of this will occur as redevelopment brings sites up to newer land use and urban design standards. Some will occur with land use incentives, allowing greater building intensities or height in exchange for development contributions to infrastructure and amenities. A city funding strategy will likely also play a role, by utilizing both existing revenue sources and new financing tools.

The transformation will not happen overnight, but rather will likely unfold over a number of decades. Successful implementation will require a coordinated strategy, with ongoing commitment, a full array of tools, and dedication over time.

Policies

S-BR-J1 ___ Implement the Bel-Red Subarea Plan through a combination of development regulations and incentives, capital investments, and other public and private strategies.

Discussion: Some improvements anticipated by this Subarea Plan will be provided through land use development regulations that enable new land uses to occur. Other improvements will be provided through a land use incentive system that allows for larger and taller buildings than can occur under the basic zoning, in exchange for the provision of certain public amenities. Yet other improvements will be included in a public financial strategy, as described below.

S-BR-J2 ___ Establish a financial strategy that provides for the costs of public infrastructure and amenities needed to support Bel-Red development and identified as specific projects in this Plan to be born by various parties based on their relative shares of impacts and benefits. Cause developing properties to contribute the principal share of needed public improvements, to the extent they are the primary beneficiary of such improvements. Implement existing and new financial tools as needed to carry out this strategy.

Discussion: Redevelopment of the Bel-Red Subarea requires a broad array of investments in public infrastructure and amenities. Various classes of properties, including developing properties, existing properties, and the general City should share these costs based upon the relative share of benefits they receive.

S-BR-J3 ___ Reserve the right-of-way needed for the Bel-Red public infrastructure and amenities identified in this Plan as early as practicable.

S-BR-J4 ___ Allow for private development to voluntarily advance the building of public infrastructure improvements, in order to enable land use to proceed in sync with the availability of needed infrastructure; consistent with the phasing approach set forth in Policy S-BR-A4. Such investment may be repaid in part by latecomers agreement or similar device.

S-BR-J5 ___ Require the dedication and improvement of local streets at the time of development, consistent with Figure BR-6 ___, to enable development of frontage improvements and a local street pattern that provides for access and loading, and improved transportation connectivity.

S-BR-J6 ___ Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives than individual development of small parcels. Consider mandatory use of master planned development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.

S-BR-J7 ___ Encourage business and property owners to support the ongoing development of the Bel-Red area through a business improvement organization.

Neighborhoods/Districts

Bel-Red is a large Subarea, with the potential for developing a number of distinct neighborhoods. These include the “development nodes” around future light rail stations, areas of mixed use and relatively dense development where public and private improvements are expected to create a pedestrian-friendly and transit-supportive environment. Additional neighborhoods will form outside the development nodes. Some will be fairly consistent with past development; others will be a significant departure. The intent of this Plan is to capitalize on these various land use patterns within Bel-Red, to break down the large expanse of the Subarea and create a series of neighborhoods, each with its own distinct character and sense of place.

Development Nodes

The nodal development pattern concentrates development in the vicinity of potential future light rail stations, generally within a quarter-mile radius. Development nodes are located in the vicinity of Overlake Hospital, at 122nd Avenue NE, at 130th Avenue NE, and at 152nd Avenue NE (with a station in Redmond). These nodes would be mixed-use in nature, with a high level of pedestrian access and amenities. Land use intensities in these nodes can reach a maximum development intensity of 2.5 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits are allowed only through participation in the amenity incentive system.

Node in the vicinity of Overlake Hospital Medical Center

S-BR-K1 Provide for office uses in this area, with an emphasis on medical office. Initially higher intensities are limited to an area adjacent and to the east of Overlake Hospital, and heights in this area may reach 150 feet. Sound Transit is contemplating an additional light rail station on either the northwest or southeast side of Overlake Hospital. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.

Discussion: This is an area directly adjacent to Overlake Hospital Medical Center and the Group Health Ambulatory Care Center, by far the largest medical complex on the Eastside. In addition to these institutional uses, the area is characterized by a wide range of medical office uses that complement the medical campus.

Node at 122nd Avenue NE

S-BR-K2 Provide for a mix of office, housing and retail uses in this area, with office as the predominant use. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.

Discussion: This office-supportive node is located on the west side of the subarea, where it is better served by regional transportation infrastructure and has lesser potential for traffic impacts on East Bellevue neighborhoods. Housing and retail uses are encouraged to be part of the mix of this neighborhood, to avoid a sterile

office-only area and to create a balance of activities. Parks, open spaces, and recreational opportunities are envisioned as part of this urban environment.

Node at 130th Avenue NE

S-BR-K3 ___ Provide for a mix of housing, retail and services in this area, with an emphasis on housing; include a pedestrian-oriented retail area along 130th Avenue NE. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.

Discussion: This area is envisioned as a predominantly residential neighborhood with an active retail street at its core. With its focus on residential uses, this area represents a key opportunity to develop a range of housing types and densities. An urban plaza located near 130th Avenue NE will serve as a “town square.”

Node at 156th Avenue NE, near the Overlake transit station location in Redmond

S-BR-K4 ___ Provide for a mix of housing and retail uses in this area. Potential heights may not exceed the zoning in effect prior to adoption of this Plan.

Discussion: This mixed use node is on the edge of Redmond’s designated Overlake neighborhood, and is within the walkable area of the planned Overlake transit station at 152nd Avenue NE.

Land Uses Outside Nodes

Medical office area along 116th Avenue NE

S-BR-K5 ___ Provide for office uses in this area, with an emphasis on medical office, and with an FAR up to 1.0.

Retail along the central portion of the NE 20th Street corridor.

S-BR-K6 ___ Provide for retail uses in this area, with FARs and heights not to exceed the standards for the General Commercial designation that is applicable city-wide. Encourage little significant land use change in this area, which is not contemplated for more intense development.

Area south of Bel-Red Road

S-BR-K7 ___ Provide for a mix of office and housing in this area, with low-intensity buildings of one or two stories serving as an appropriate buffer between the uses north of Bel-Red Road and the single-family residential neighborhoods to the south. While office should remain a focus, housing in this area is also a suitable transition use.

Mixed Use Retail/Housing Areas (area just west of 148th Avenue, area near Highland Park and Community Center, and the triangular area south of NE 12th Street, east of 120th Avenue NE)

S-BR-K8 ___ Promote additional development of retail uses in these areas, together with mixed use development that incorporates housing.

Housing Emphasis Area (area north of the Metro east base along the south end of NE 20th Street)

S-BR-K9 ___ Promote stand-alone housing in this topographically high area, taking advantage of view corridors to the south and west, as well as potential improvements to the West Tributary stream corridor.

Area south of NE 12th Street and contiguous to Lake Bellevue

S-BR-K10 ___ Provide for mixed use commercial and residential uses in this area. Allow maximum building heights through the land use incentive system up to 60 feet, with height limits up to 75 feet if this area is subsequently identified to fall within the Overlake Hospital light rail transit node.

Additional Subarea Plan Components

Figures

1. Land Use Map
 - Establishes new Subarea boundaries coincident with the S/C report
 - New Bel-Red Comp Plan designations to be established, consistent with zoning
2. Bel-Red Surface Water Resources
3. Map of Environmental, Parks and Open Space Projects
5. Map of Transportation System Improvements, including Phasing
6. Map of Street Hierarchy and Local Streets

Tables--Project Lists

1. Transportation Projects
 - List and brief descriptions of specific projects
 - Includes joint East Bellevue (and Overlake) mitigation project(s) TBD
2. Parks and Open Space Projects
 - List and brief descriptions of specific public projects
3. Environmental Projects
 - List and brief descriptions of specific stream rehabilitation segments identified as public projects

Other Potential CPAs—General Elements

Note that General Element CPAs are intended to be kept to a minimum.

Transportation Element

- Amend MMA boundaries?
- Amend LOS and mode split target
- Note: High Capacity Transit policies will be amended via Light Rail Best Practices effort underway via separate Steering Committee

Urban Design Element

- Amend Figure UD.1, adding NE 16th, 120th, 124th as designated boulevards

Capital Facilities Element?

- Funding policies?

Subareas and Transp. Facility Plans (Comp Plan Vol. 2)

- Amend Crossroads, Wilburton boundaries
- Update Bel-Red/Overlake TFP
- Rescind Bridle Trails, Bel-Red and Crossroads TFP
- Update East Bellevue TFP
- Update the Pedestrian and Bicycle Facility Plan (underway via separate work program)