

CITY COUNCIL STUDY SESSION ITEM

SUBJECT

Bel-Red Subarea Plan and related Comprehensive Plan amendments.

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POLICY ISSUES

Should the City adopt a new Subarea Plan for the Bel-Red area, together with other related Comprehensive Plan amendments?

DIRECTION NEEDED FROM COUNCIL

<u> </u>	Action
<u> X </u>	Discussion
<u> X </u>	Information

Tonight's Study Session is the latest in a series of Council discussions of Bel-Red. It is anticipated that the Council will take action on the Bel-Red Comprehensive Plan amendments on February 17, prior to the end of the EastLink draft environmental impact statement comment period and as part of the 2008 Comprehensive Plan amendment package. Therefore, this Study Session focuses on those issues that relate directly to the proposed Comprehensive Plan amendments, including:

1. Land use map designations
2. NE 15th/16th Street project description
3. East area heights

Review and action on the related Bel-Red code amendments is now anticipated to occur in March, subsequent to the plan adoption, to allow for additional review of specific details of the draft Land Use Code language. Action on the legislative rezone of the Bel-Red area will occur with the Land Use Code amendment package

BACKGROUND / ANALYSIS

The Bel-Red Subarea Plan project was initiated by the City Council in 2005 with the adoption of a set of planning principles that sought to establish a long term vision for the area, enhance the area's economic strengths, capitalize on the opportunity of high capacity transit, integrate planning for land use and transportation, and provide for greater environmental sustainability. Through a two year public process, the Bel-Red Steering Committee developed a vision to transform the current light industrial and low intensity commercial uses of the Bel-Red area to new, transit-oriented office and residential neighborhoods. The Steering Committee's recommendation was formally reviewed by five of the City's boards and commissions, leading to a recommended new Bel-Red Subarea Plan, multiple new land use and zoning designations, and specific Land Use Code provisions that are now being reviewed by the City Council.

The Council has had significant discussion on a number of Bel-Red issues, including infrastructure and financing, the amenity incentive system, light rail transit, affordable housing objectives, the design of the NE 15th/16th Street corridor, and other issues. The draft Bel-Red Subarea Plan has been revised subsequent to the Planning Commission transmittal to include very minor edits to two policies: S-BR-K1 and S-BR-K6, in order to ensure that the recommended Bel-Red Subarea policies are consistent with Medical Institution District policy amendments adopted by Council last August. The draft also includes two very minor edits to make it consistent with the current proposed FAR limits and uses.

Several property owners have submitted proposals to modify the Planning Commission's recommended land use diagram for the Bel-Red subarea. Council direction on these proposals is needed to provide staff with final direction on the Subarea plan. Staff recommendations on these proposals are outlined below. Finally, Councilmembers raised questions about building heights proposed along the east edge of the subarea, and about the project description for the NE 15th Street Corridor. These topics are also discussed below. A draft ordinance proposed for use in adopting the Comprehensive Plan amendments is attached (Attachment A). The ordinance and final version of the Subarea Plan will be updated to include the land use designations, FAR and height limits that reflect Council's direction on these items.

1. Land Use Map Designations/District Boundary

Question: Should the Subarea Plan land use map be revised in response to requests from several property owners?

At the January 5, 2009, Study Session the Council focused its review on a small number of sites where property owners have requested changes to the dimensional standards or zoning for their particular properties. While individual requests each present their own argument for change, alterations to Bel-Red land use designation should be considered in the context of the overall project.

- Is the current designation consistent with reaching the integrated long term vision for the larger Bel-Red Subarea?
- Would a map change better implement the vision?

- Does the designation allow for a reasonable transition from current uses to future desired uses?
- Was the request made during the course of the extensive Bel-Red planning process, or is it emerging “at the last minute”?

The proposed land use designations stem from the extensive visioning process conducted by the Bel-Red Steering Committee. As discussed in the Steering Committee final report, the land use map follows from an organizational framework that centers higher intensities and heights around planned transit stations. This synchronizes transportation access to the areas of greater density, putting increased transportation choices where more people will live and work, and reduces the potential for increased vehicle trips. Housing at moderate densities, but lower than the nodes, is suited to take advantage of the relative proximity to transit just outside of the nodes and can foster the creation of new residential neighborhoods. Lower density commercial areas outside of nodes and along arterials help to retain many of the valued commercial services in Bel-Red. Edge areas are lower in height and intensity following a “wedding cake” pattern that facilitates an appropriate transition to adjacent neighborhoods.

During the Planning Commission’s review, the Steering Committee’s preferred alternative map was transformed to a proposed Subarea land use map and proposed zoning map by considering factors including topography, environmental features, existing and planning transportation facilities, and parcel boundaries. For example, rather than have a 1/4 mile TOD radius arc through the middle of a parcel, district boundaries were drawn to follow existing parcel lines or planned rights-of-way. Streams, arterials and topographic changes were used as other logical boundaries between districts. The result is a set of land use and zoning maps that are drawn to parcel-level detail while implementing the vision expressed in the Steering Committee preferred alternative map.

The City mailed notice to every property owner in the Bel-Red subarea of the proposed legislative rezone, informing them of the Planning Commission hearing date. During the Planning Commission review and public hearing, there was extensive discussion of the land use designations and comments from property owners. The value of the hearing process was that it allowed the Planning Commission to consider all requests for changes to the plan, the code and the map collectively to ensure that they retained internal consistency and continued to support the integrated Subarea vision. Given the long planning period, extensive outreach process, and the Commission’s work to consider land uses as an integrated whole, staff suggests that there should be a compelling case for any consideration of land use changes that did not come forward during the Commission’s review process.

BR-R Residential District

Three of the site specific map requests concern proposed BR-R designations. While they each request changes to different designations, their situations raise two common issues about the residential district: Concern that the R designation creates a hardship for existing buildings prior to redevelopment; and a question about compatibility of single-use residential development along Northup Way.

The intent of the R district is to foster the development of new residential neighborhoods with proximity to the jobs, services, and transportation options located in the nodes. These residential areas were also seen as having the ability to take advantage of locations that will

be adjacent to future parks and open space and sites with territorial views. Commercial uses are proposed to be part of the R district, with limits on size, to support the development of services that reinforce the residential neighborhood character, such as restaurants, convenience stores, and smaller retail stores. Large, stand alone retail stores are not proposed to be permitted in the R district to avoid the establishment of new commercial uses that would detract from residential redevelopment and to focus the limited amount of forecasted new retail development in other areas. The BR-R district was intended to create the opportunity for a diversity of housing types and densities that would not likely occur in the nodes.

Recommendation: Recognizing the two concerns raised about the R district, staff recommends incorporating changes to the draft Land Use Code:

- *Expand the retail and commercial uses allowed in the R district to include those that are consistent with the district's residential neighborhood character and, in particular, provide neighborhood services.*
- *Increase the allowed size for individual retail and commercial uses from 3,000 SF to 5,000 or 10,000 SF. This would provide increased flexibility for the type of commercial uses that would be allowed.*
- *Remove the limit on the aggregate amount of commercial or retail space provided on the first floor of mixed use residential projects. This would facilitate street level retail along Northup Way and other arterials. An aggregate limit of 10,000 SF would remain for new single use structures to avoid large stand alone commercial developments.*
- *Remove the limit on the aggregate amount of allowed commercial or retail uses in buildings designated as existing development. This would provide greater opportunity for reuse of existing buildings prior to the time of site redevelopment, while encouraging new uses that are supportive of residential neighborhoods.*

Expanding the uses and size allowed in new mixed use residential buildings increases flexibility for new developments and supports developments that may provide neighborhood business services. By allowing commercial uses for the entire ground floor of mixed use buildings, without the aggregate limit, the regulations will allow greater compatibility for buildings on Northup Way that face the adjoining commercial district.

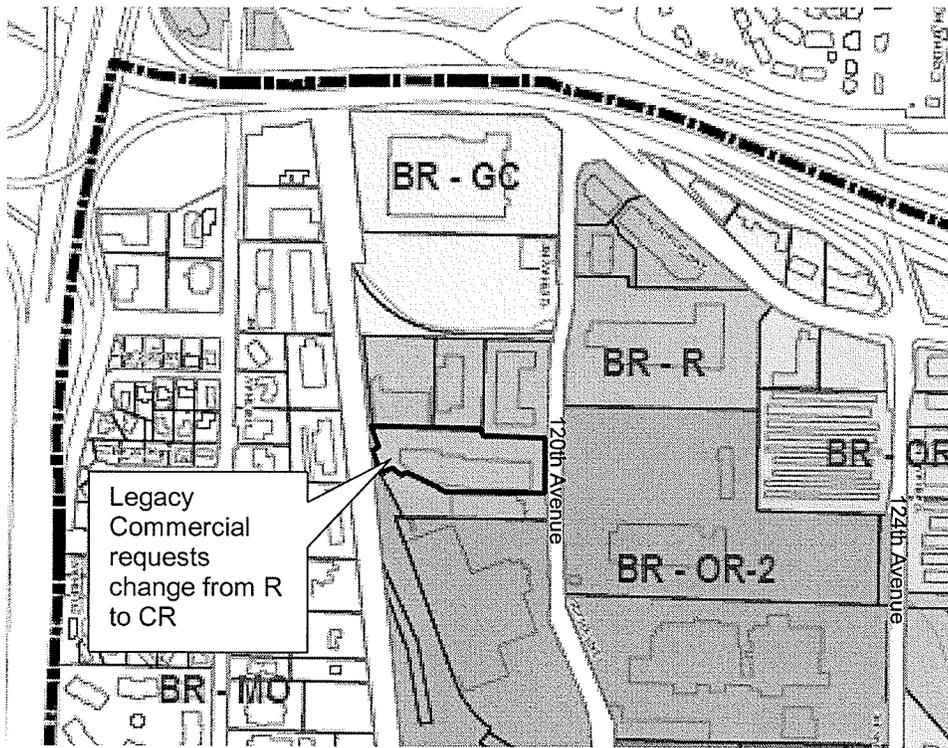
Any expansion of commercial uses and size in the R district has the potential to forestall the redevelopment of properties and therefore delay implementation of the vision. However, staff believes that the recommendations above provide an appropriate balance of additional flexibility while continuing to work towards the long term vision. Staff has concerns that more aggressive changes, such as continuing to allow light industrial uses for a period of time or significant changes to the land use designations, would threaten the overall vision.

Analysis of the individual sites is discussed below. At the Council's direction, staff will incorporate the proposed revisions listed above into the draft Land Use Code amendments, which will be brought back for Council review in March.

Legacy Commercial Site on 120th Avenue

Question: Should the land use designation and zoning for the Legacy Commercial property at 2019 120th Avenue be changed from BR-R to BR-CR?

A letter from Legacy Commercial to Council requesting the change is attached (Attachment B).



	BR-R designation/zone	BR-CR designation/zone (requested)
Subarea Plan Intent	Opportunity for housing choices different from within nodes; residential neighborhoods with access to parks, open space, trails and views	Additional development of retail uses together with mixed use development that incorporates housing
Maximum FAR	2.0	2.0
Maximum height	45 feet	70 feet
Sample of uses allowed	Residential; smaller commercial services, retail, and restaurants (could be expanded as recommended above)	Stand alone commercial services and retail, residential, hotels, and office uses limited to 0.5 FAR

Planning Commission Review: The Planning Commission considered concerns that Legacy raised about this site during the Commission’s review. At the public hearing, Walter Scott argued the need for a different kind of retail, such as large grocery stores. David Sharp suggested that the proposed height and FAR limitations should be increased (from 45 feet and 1.0 FAR proposed at that time). He suggested FARs of 3 to 4 and heights of 65 feet would be better. Prior to making its recommendation, the Planning Commission specifically discussed whether CR would be more appropriate for this site and concluded that the R designation is more consistent with the Subarea vision. While the Planning Commission reconfirmed the

Steering Committee vision for this area as appropriate for residential uses, they also increased the allowed FAR for the R district from 1.0 to 2.0 throughout the BR-R designation. That change partially addresses Legacy's interest in allowing higher densities.

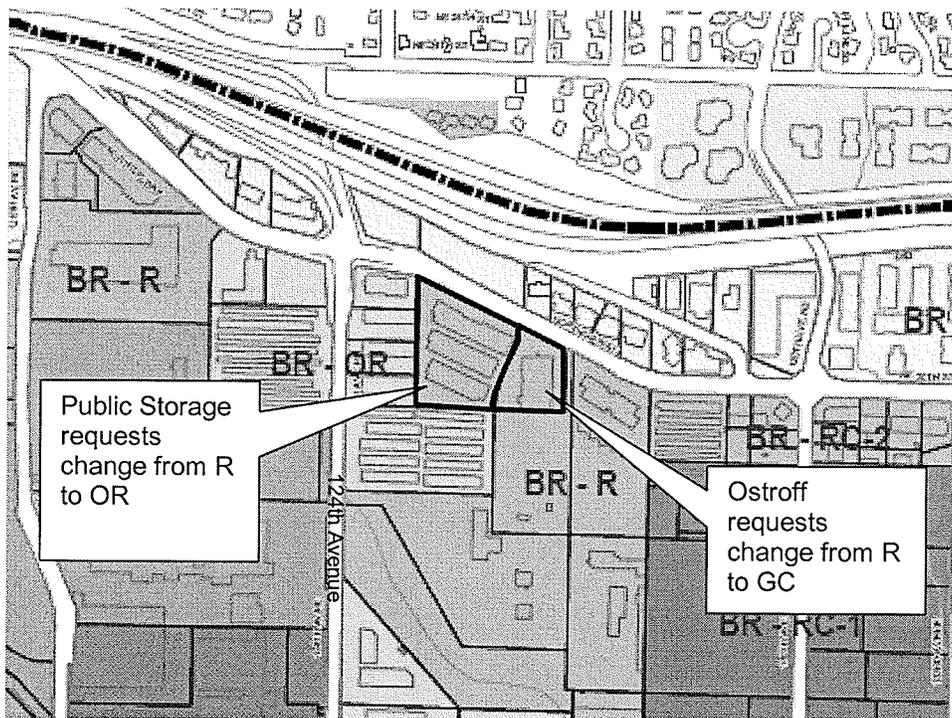
Staff Analysis: At this location, the R designation supports the Steering Committee's vision of residential neighborhoods in proximity to the nodes and located to take advantage of planned parks and open spaces. The site is adjacent to planned community park C-1 that is to include 10 acres of park space and 7 acres of open space. A large wetland area is located just north of the site. The site will also be adjacent to the West Tributary open space and trail and the BNSF multi-use trail. In addition, no other property with the requested CR designation exists anywhere near the subject site and this area has not been identified as a prime location for more intense retail uses.

Recommendation: Keep the BR-R designation consistent with the Steering Committee and Planning Commission recommendations; make the modifications to the BR-R use regulations listed above to increase the flexibility for commercial uses and re-use of existing buildings.

Public Storage and Ostroff on Northup Way

Question: Should the land use designation and zoning for the Public Storage site at 12501 Northup Way be changed from BR-R to BR-OR? Should the adjacent site at 12611 Northup Way be changed from BR-R to BR-GC?

A letter from R.W. Thorpe, representing Public Storage, to the Council is attached (Attachment C). Mr. Ostroff has not submitted a written request. At the January 5 Council meeting, Mr. Ostroff suggested that the BR-GC designation might work better.



	BR-R designation/zone	BR-OR designation/zone (requested by Public Storage)	BR-GC designation/zone (requested by Ostroff)
Subarea Plan Intent	Opportunity for housing choices different than within nodes; residential neighborhoods with access to parks, open space, trails and views; retail and service uses that support the residential neighborhood character	A mix of office, residential and retail uses with office as the predominant use	A wide variety of business activities that provide goods and services to other businesses and the general public, in a form consistent with the GC zoning elsewhere in the city
Maximum FAR	2.0	1.0	1.0
Maximum height	45 feet	70 feet	45 feet
Sample of uses allowed	Residential; smaller commercial services, retail, and restaurants	Office, commercial services, warehouse, retail, residential	Stand alone retail and commercial services

Planning Commission Review: In its July 23 letter to the Planning Commission, R.W. Thorpe requested that the land use designation and zoning for the Public Storage site change from BR-R to BR-OR, or if the designation wasn't changed, to add warehouse uses as permitted to the BR-R district. They summarized their request by stating the need to allow Public Storage uses to continue. In its review of the BR-R designation, the Planning Commission modified the R/OR boundary to the northeast of the Coca Cola site, but chose not to change the designations along Northup Way. The existing use provisions proposed in the draft Land Use Code allow for continuation of the Public Storage use, as envisioned by the Steering Committee. While new warehouse uses are not permitted, the existing uses do not become non-conforming, and on-site expansion is allowed.

The request from Mr. Ostroff for the adjacent site was not raised during the Planning Commission's review.

Staff Analysis: Similar to the Legacy site, these two properties are proposed to be designated BR-R to support development of a new residential area consistent with the Steering Committee's vision. R properties immediately to the south will ultimately connect to planned open space and recreation amenities along the West Tributary, while these properties more to the north enjoy the potential of territorial views to the south.

The proposed existing use provisions allow for the indefinite continuation of existing uses, so the change to BR-R will allow the operation of the existing Public Storage facilities to continue. Changing the land use designation to BR-OR as requested is not necessary to allow for continuation of the existing storage use.

While the BR-GC zoning that Mr. Ostroff proposed would allow for a broader range of commercial uses, it would be less compatible with the edge of the 130th node and other BR-R properties that would be located to the south and east.

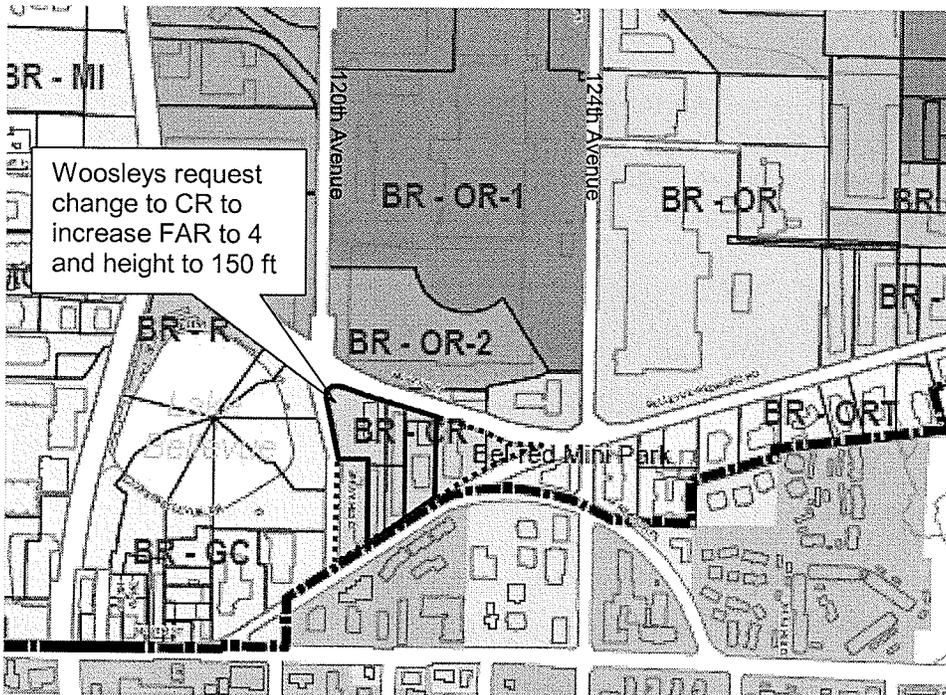
However, staff recognizes the issue raised by Council about compatibility of uses along Northrup Way, an arterial street with general commercial uses on the north side. The expansion of commercial uses and sizes in the BR-R land use designation and increased flexibility for mixed use developments, proposed above, will support street level retail and services uses, addressing this concern. The proposed revisions also increase flexibility for re-use of existing buildings.

Recommendation: Keep the BR-R designation consistent with the Steering Committee and Planning Commission recommendations; make the modifications to the BR-R use regulations listed above to allow for street-level commercial uses along Northrup Way and to increase the flexibility for re-use of existing buildings.

Woosley / Brierwood Triangle

Question: Should a new land use designation and zone be created for the Brierwood Center/120th triangle that allows for a BR-CR range of uses and, like BR-OR-1, a maximum FAR of up to 4.0 and heights up to 150 feet?

Todd Woosley's recent communication to Council dated December 31, 2008 (Attachment D) requests modifying the BR-CR zone as it applies to the Brierwood area to allow heights up to 150 feet and FAR up to 4.0. Mr. Woosley asked staff to make it clear that they are not requesting to change the designation for the area to BR-OR-1, like the area to the north. Rather, they seek the same heights and FAR allowed in the OR-1 district, but wish to retain the use mix of CR.



	BR-CR designation/zone	Request – modified BR-CR
Subarea Plan Intent	Additional development of retail uses together with mixed use development that incorporates housing	---
Maximum FAR	2.0	4.0
Maximum height	70 feet	150 feet
Sample of uses allowed	Stand alone commercial services and retail, residential, hotels, and office uses limited to 0.5 FAR	No change

Planning Commission Review: The Planning Commission considered comments from the Woosleys at the public hearing and multiple Commission meetings. At that time the Woosleys expressed concern about the BR-CR zone and the ability to maintain all current and permitted uses at Brierwood Center. Todd Woosley identified how the site is served by transit and has good access to the transportation network. He suggested that a base FAR of 2.5 and heights up to about 75 feet would be more appropriate. The Planning Commission carefully reviewed and made modifications to the draft use charts and the existing use provisions in response to Mr. Woosley's and others' comments. They also increased the proposed maximum FAR for the CR district from 1.0 to 2.0. Proposed maximum heights for the CR district are 70 feet. The latest proposal from the Woosleys came after the Planning Commission's recommendation and was therefore not reviewed by the Commission.

Staff Analysis: The seven acre triangle between NE 12th Street, 120th Avenue NE, and Old Bel-Red Road is currently zoned GC (General Commercial) and is home to a mix of commercial buildings, including various retail stores, professional services, Barrier Porsche, and auto repair services. The Woosley's Brierwood Center makes up about three of the seven acres. The Planning Commission's recommendation to apply the BR-CR land use designation for this area well matches many of the existing uses, addressing Woosley's past comments about continuation of uses. It also creates an opportunity to help retain a mix of commercial services that will benefit both the adjacent node area to the north and the Wilburton residential area to the south, while supporting a significant level of new redevelopment.

The heights (70 feet) and density (2.0 FAR) recommended by the Planning Commission provide for a very considerable increase from the site's current intensity (about 0.31 FAR today). The current buildings in the whole triangle area total about 95,000 SF. Under the Planning Commission's recommendation, the area would support about 610,000 SF of development. Per the applicant's requested 4.0 FAR, about 1.2 million SF of total development would be allowed for the seven acre area. This would be a very large share of the total 2030 development forecasted for the entire 900+ acre Subarea.

While the Commission's recommendation of 2.0 FAR provides support for redevelopment, it also encourages an appropriate "wedding cake" transition from the taller/more intense node area. Areas immediately south of Brierwood have height limits of 30 to 45 feet and density limits of 0.5 FAR and 20 units per acre. Heights up to 125 feet were considered during the Steering Committee process, and the Committee concluded that such heights would not be appropriate (Attachment E provides a page of the FEIS that includes a visual depiction of 125 foot heights on this site).

Mr. Woosley suggests that the transit service to the site and its proximity to the 122nd Avenue station make it appropriate for transit-oriented development densities. However, the Brierwood area is located outside the ¼ mile TOD radius of the planned 122nd Avenue light rail station, and is separated from it by NE 12th Street/Bel-Red Road. The potential new mid-block pedestrian connections across NE 12th Street shown in the documents provided by Mr. Woosley are unlikely due to the volumes of traffic on NE 12th.

The area does enjoy bus service, but not at service levels comparable with the light rail node. Light rail as envisioned in Bel-Red is a long-term, permanent investment in a fixed route guideway and has land use implications that are very different from conventional bus service. It is a regional backbone system that will connect Bel-Red to Downtown Seattle, other regional destinations and to other regional transit routes. Light rail is planned to have a frequency of services that enables reduced vehicle dependency (9-10 minute daytime headways) compared to typical 30 minute headways for the existing bus routes. Metro's new Rapid Ride route on NE 8th will improve frequency of service starting in 2011, although that route is located south of the Brierwood area and is not seen as a major catalyst for land use change. In short, the bus service at this site does not create the opportunity to support the same land use intensities as found in the 1/4 mile TOD radius.

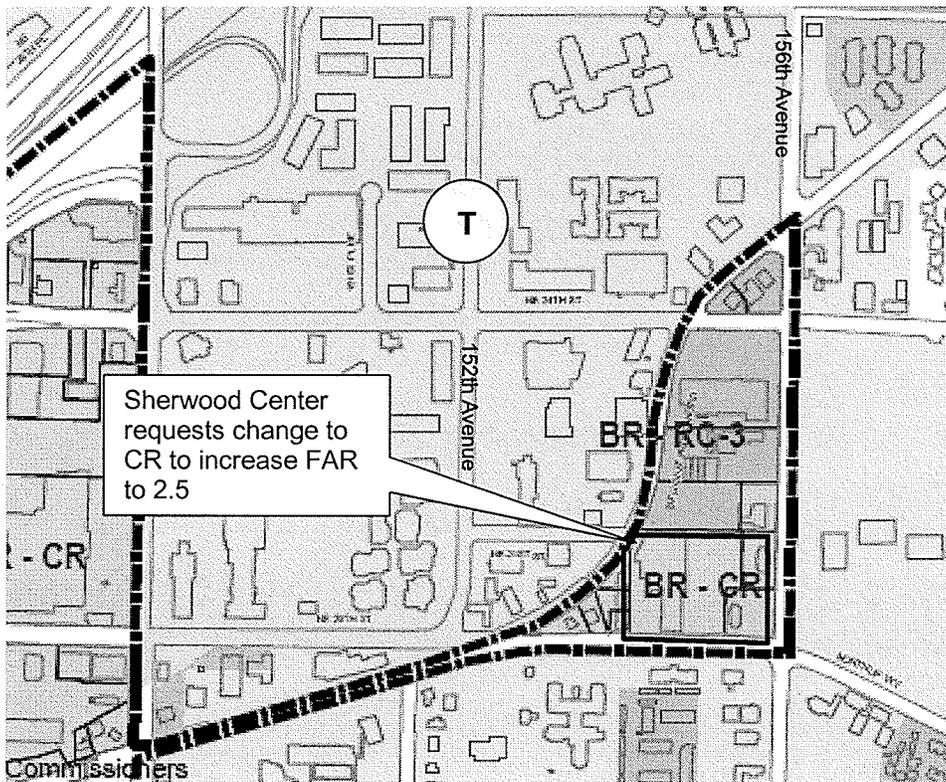
Changing BR-CR to allow a FAR of 4.0 and a height of 150 feet would create an inconsistency with other CR designated areas and require the creation of a new sub-CR land use designation and zone category. The requested high-rise levels of intensity and heights would be less consistent with the intent for the CR designation of providing a mix of retail, commercial services and residential development. The request also conflicts with both the transitional function at the edge of the Subarea and the "wedding cake" concept of stepping down intensity and height as one moves out from the transit-oriented nodes.

Recommendation: Keep the BR-CR designation as proposed for the Brierwood Center. Staff recommends keeping the allowed 2.0 FAR and 70 foot height limit consistent across all CR-zoned areas.

Sherwood Center on 156th Avenue NE

Question: Should a new land use designation and zone be created for the Sherwood Center on 156th Avenue NE (south of the RC-3 zone) based on BR-CR and allowing FAR up to 2.5?

Representing Sherwood Center, Todd Woosley's letter to Council dated January 5, 2009, is attached (Attachment F). He and Don Pickens, the property manager for Sherwood Center, asked staff to make it clear that they are not requesting to change the designation for the area to BR-RC-3, like the area to the north. Rather, they seek an increase of FAR, but wish to retain the use mix of CR.



	BR-CR designation/zone (requested)	Request – modified CR
Subarea Plan Intent	Additional development of retail uses together with mixed use development that incorporates housing	---
Maximum FAR	2.0	2.5
Maximum height	70 feet*	70 feet* (no change)
Sample of uses allowed	Stand alone commercial services and retail, residential, hotels, and office uses limited to 0.5 FAR	No change

*The proposed maximum height is restricted to 45 feet adjacent to 156th Avenue NE.

Planning Commission Review: The Planning Commission considered a number of issues with the east triangle area of Bel-Red between Bel-Red Road and 156th Avenue NE during its review, including Mr. Picken’s request at the public hearing to allow existing uses to continue to operate legally and that height and FAR should be consistent throughout the entire triangle area and applied evenly. The Planning Commission increased the FAR allowed in the BR-CR district from 1.0 to 2.0, to better support new mixed use development, and recommended a consistent height limit across the east area. The Commission recognized the Steering Committee’s vision for somewhat more intense residential uses to be located to the north, closer to the planned Overlake transit station in Redmond. The greater support for retail commercial uses in the BR-CR district better matches the existing uses at the Sherwood Center than the BR-RC-3 district. Therefore, the Commission confirmed the proposed land use designation for the subject area.

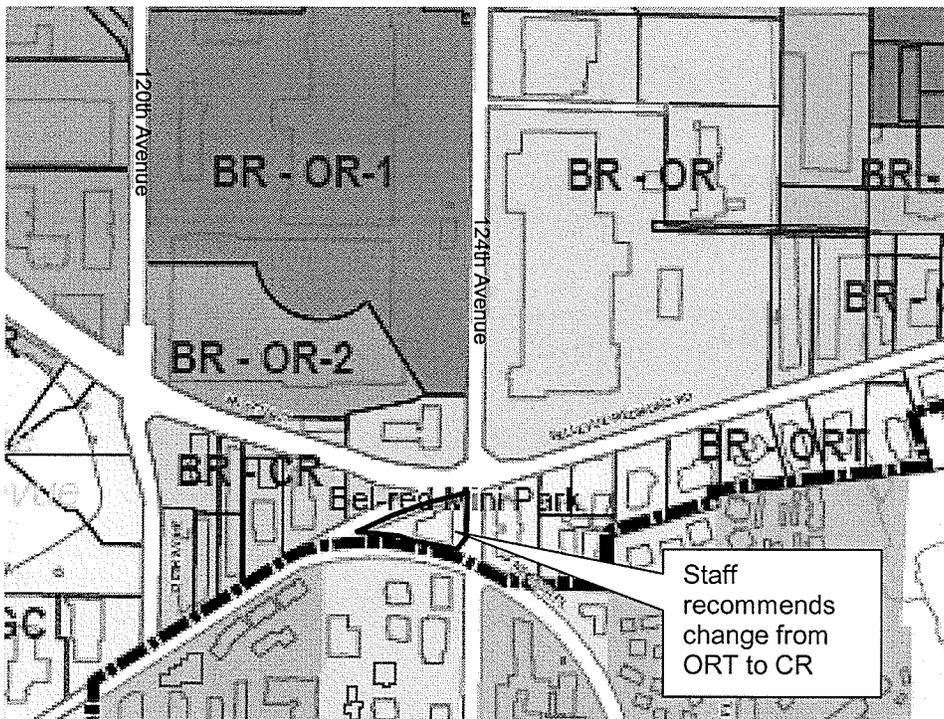
Staff Analysis: Staff carefully considered the arrangement of the land use designations in this eastern area as the plan was being developed. As indicated in the Planning Commission's review, support for somewhat higher residential densities makes sense north of the subject site, at the edge of the area considered walkable to the Overlake Transit Station. The street pattern in this area makes pedestrian access to the Overlake Transit Station difficult for the property further south at NE 20th. The CR designation better matches the uses of the subject area and the surrounding community's interest in retaining retail and commercial services. The 2.0 FAR allowed by CR is a significant up-zone that will support substantial redevelopment of both retail and residential uses. Changing BR-CR to allow an FAR of 2.5 would create an inconsistency with other CR designated areas and require the creation of a new sub-CR land use designation and zone category.

Recommendation: Keep the BR-CR designation as proposed for the Sherwood Center. Staff recommends keeping the allowed FAR of 2.0 consistent across all CR-zoned areas.

ORT District Review

In consideration of Bob Sternoff's questions about the provisions of the BR-ORT land use designation as it applies to the "cannon property" at 12421 Bel-Red Road, staff re-evaluated the rationale used to apply the ORT designation. Generally, the ORT designation was applied to properties on the south side of Bel-Red Road, those that are zoned O or PO today, where the current transitional area standards apply, and that serve as a transition between the more intense uses to the north and the lower density residential area to the south. Mr. Sternoff withdrew his request for a change to the ORT designation after discussing the regulations in greater detail with staff. However, in re-evaluating the ORT district, staff identified one parcel that is inconsistent with the approach applied to the ORT area.

The parcel located at the southwest corner of 124th Avenue NE and Bel-Red Road (Nissan used cars / old Land Rover site) is located on the south side of Bel-Red Road. However, it is currently zoned GC (like the Brierwood Center, and unlike other ORT properties), and the adjacent properties to the south are zoned Office, not residential. Staff suggests that this parcel would be appropriate to designate BR-CR, consistent with the Brierwood Center to the west, and that such a change would maintain the overall land use pattern and vision. 124th Avenue NE and the high voltage electrical transmission line would provide an appropriate boundary between the BR-CR and the BR-ORT if this property were included in the BR-CR land use designation. Staff has talked with representatives of the property as they are working to market the property for sale; they have indicated that they would support this change.



2. NE 15th/16th Street Corridor

Question: Should the Subarea Plan project description for the NE 15th/16th Street corridor be modified to reflect its early stage of design? The City Council expressed concerns about the width of the proposed street, and the configuration of the various functions of the street within the corridor.

The most ambitious of the planned Bel-Red infrastructure projects and a key focal point for the whole subarea is a new NE 15th/16th Street corridor that extends from NE 12th Street near Overlake Hospital eastward to 136th Place NE, through an area where the City currently has very little existing right-of-way. NE 15th/16th Street is intended to enhance mobility by providing new access to and within the Subarea, connecting Downtown to east Bellevue and Redmond, providing a light rail corridor, and establishing a major east-west pedestrian and bicycle connection between Downtown and Overlake. More than being just a transportation corridor, NE 15th/16th Street is also a place-making feature of the new Subarea and will provide a ribbon of landscaping through the area's heart and link central urban open spaces. The preliminary design of the NE 15th/16th Street corridor has undergone a significant amount of discussion with the Transportation and Planning commissions and the City Council. However, it is still very early in the design process.

Additionally, Wright Runstad has proposed that the NE 15th/16th Street corridor should be designed with a light rail tunnel through their Spring District development site between 120th and 124th Avenue NE.

Capital projects, such as the NE 15th/16th Street Corridor, often start at the Comprehensive Plan level. More detailed design work and engineering occurs as projects become funded and move toward project implementation. Comprehensive Plan level project descriptions typically describe the basic functions and components of a project but do not address details of design

or the variation across different segments. Consideration of additional detail occurs as the project move forward through the design process.

As originally proposed, this project would be adopted into the Subarea Plan with the following description:

NE 15th/16th Corridor from 116th Avenue NE to 136th Place NE

4/5-lanes with light rail in the median (with an interim 2/3 lane configuration with additional outside lanes for on-street parking or bus use that could be converted to general vehicular use in the future to meet capacity needs)

Sidewalks of an urban character on both sides

Multi-purpose off-street pedestrian and bicycle path – continuous on the north side

Connective “green” elements, including urban open spaces, significant tree canopy, natural drainage practices, and landscaped areas.

Discussion: The NE 15th / 16th project includes a cross-section that will accommodate at-grade light rail with stations at/near 122nd Avenue and 130th Avenue. A tunnel alignment at the 122nd Avenue station (tunnel between 120th Avenue and east of 124th Avenue) may be a viable option. A tunnel may be substituted for an at-grade alignment at 122nd Avenue if the City and Sound Transit jointly conclude that the tunnel best meets City and Sound Transit interests.

Given the early stage of design, the significant concerns expressed by the commissions and Council, staff proposes to revise the project description to better reflect the project intent, basic parameters, and the design trade-offs that need to occur at later stages.

(Revised)

NE 15th/16th Corridor from 116th Avenue NE to 136th Place NE

Multi-modal corridor incorporating major east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a multi-purpose off-street pedestrian and bicycle path with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where practical.

Discussion: The new NE 15th/16th Corridor is critically important both to the functioning and character of the Bel-Red Subarea. This project provides the major new east-west capacity for both vehicles and light rail. It provides a high quality pedestrian and bicycle facility that connects Bel-Red to Downtown, open spaces, north-south trails, and the larger Bellevue parks system. The quality and character of this centrally located corridor will also have a formative impact on the ambiance of the entire Bel-Red Subarea. Thus the design and implementation of this project should carefully incorporate the above elements in a manner that promotes the desired urban design and character of Bel-Red, with special sensitivity to width, human scale, and pedestrian-friendly design.

If the Council concurs with this direction, staff would return to Council in the spring after Plan adoption, when significant further work on the preliminary design has been completed for an in-depth briefing. This would provide for an opportunity for additional Council feedback and direction as well as review of Wright Runstad’s comments on the light rail and street configuration.

3. East Area Building Heights

Question: Does the draft Plan call for an appropriate treatment of the building heights at the eastern edge of the Subarea?

Council asked to look more closely at the height limits proposed for the east edge of Bel-Red between Bel-Red Road and 156th Avenue NE. Throughout the planning process, The City has received comments from citizens concerned about the potential height of buildings in the east portion of the Subarea, between Bel-Red Road and 156th Avenue NE (the Angelo's site and vicinity). The City also heard property owners express a need for somewhat taller height (about 75 feet) to support their planned developments. The Bel-Red Steering Committee and Planning Commission both looked closely at the height limits proposed across the Subarea and specifically at this eastern portion.

The area is currently zoned CB with a narrow band of O zoning along 156th Avenue NE. CB has a maximum height of 60 feet, O has a maximum of 45 feet. After review of a visual analysis of heights ranging up to 150 feet and hearing comments from the community largely opposed to increased building heights, the Steering Committee recommended that the heights for the area should be consistent with the current zoning.

The Planning Commission further reviewed the impacts of building heights for this east area. They recognized the concerns about the building form on 156th needing to allow for an appropriate transition to the east, where Unigard Park and residential areas are located, and they concluded that taller heights are less of an issue along Bel-Red Road where the elevation is significantly lower than 156th Avenue NE and where it faces toward the Overlake commercial district. They also concluded that heights of nearly any building, including those built under today's zoning, would block views to the west from Unigard Park. To address concerns about the transition of the Subarea to the east, the Planning Commission took steps to reduce the visual bulk of buildings along 156th Avenue NE and to provide view windows between buildings. To provide consistency throughout the CR land use designation and other Bel-Red districts, and to support mid-rise mixed use development as allowed under the building code, the Commission recommended a maximum building height of 70 feet rather than the 60 foot limit of the current CB zoning. A maximum height of 70 feet will support what is referred to as V over I construction, that is wood construction over a concrete base, considered to be an efficient form of mid-rise construction. Buildings with taller heights are required to transition to other construction types using steel and concrete.

The Planning Commission recommended provisions to address building height issues for the east area include:

- A general height limit of 70 feet (up from a height limit of 60 feet that currently applies to much of the area)
- A height limit of 45 feet adjacent to 156th Avenue NE to provide a step down transition on the Subarea's eastern edge (consistent with the height limit for the current strip of O zoning)
- A requirement for a 40-foot separation between buildings to encourage east-west view windows across the affected sites
- A maximum building width of 150 feet to avoid a continuous view blocking wall along 156th Avenue NE

Maps, photographs and illustrations used to study the visual impacts of various heights and the proposal are attached (Attachment G).

Recommendation: While the details of these provisions are part of the draft Land Use Code, which will continue to be reviewed in March, the intended maximum heights for the area are expressed in the Subarea Plan. Staff recommends maintaining the recommended overall maximum height of 70 feet and the reduced maximum of 45 feet along 156th Avenue NE. If the Council wishes to explore the building width or separation provisions, staff would recommend reviewing those elements of the Land Use Code with the entire Code package in March.

Other Comprehensive Plan Issues?

Tonight is intended to conclude review of the Subarea Plan to set up action on the Comprehensive Plan amendment package on February 17. In addition to establishing the planning framework for Bel-Red, the Subarea Plan will establish the City's preferred light rail alignment and station locations in the Bel-Red area prior to the end of the EastLink comment period. If the Council has any remaining questions or issues with regard to the Subarea Plan or related CPAs, staff will be prepared to respond tonight, with follow-up as needed, so that the CPA package is ready for Council action on February 17.

Included with this Study Session memo is a draft ordinance for adoption of the Comprehensive Plan amendments for the Council's review (Attachment A).

Staff reviewed and incorporated into the ordinance much of the language suggested by Sound Transit to recognize the importance of light rail in the Bel-Red Subarea and the integrated role of land use and transit planning. The ordinance's inclusion of statements on light rail reflect the City's and Sound Transit's collaborative efforts to achieve the light rail alignment in the Bel-Red corridor.

Discussion of the draft ordinance and/or of any additional issues that the Council would like to review could occur as time allows.

Land Use Code Review

The revised Bel-Red Code package presented to the Council on January 5 contains a range of substantive and technical revisions that were outlined in the January 5 memorandum. Additional review of these changes to the code drafts and discussion of code issues raised by Wright Runstad will be scheduled for March. Staff welcomes Council comments and questions on the code in the interim.

Planning Commission Comments

Staff briefed the Planning Commission on the revised plan and code package on January 7. After hearing oral comments from a couple of proponents, the Commission reiterated its interest that the overall plan for heights, densities, timing and incentives work to encourage "pioneer" development projects. The Commission also provided staff with a number of

suggestions for minor code revisions that will be included in the next review of the draft Land Use Code in March.

NEXT STEPS

Following Council's direction, action on adoption of the new Bel-Red Subarea Plan and related Comprehensive Plan amendments will be scheduled for February 17, 2009.

The Bel-Red Subarea Plan is anticipated to be adopted as part of the City's 2008 Comprehensive Plan amendment package, which also includes the Pedestrian and Bicycle Plan update, the Sambica amendment, and the expansion of the urban growth area to include Coal Creek Park. These amendments are being processed concurrently to facilitate adoption of a single annual package of amendments to the Comprehensive Plan, consistent with the direction of the Growth Management Act.

Schedule of upcoming steps:

February 17 – Council action on the Bel-Red Comprehensive Plan amendment package as part of the 2008 Comprehensive Plan amendments, including the Bel-Red Subarea Plan, Transportation Element, Crossroads Subarea boundary, Wilburton/NE 8th Street Subarea boundary, and Glossary.

February 23 – Council action to establish a Locally Preferred Alignment for light rail and to convey City comments on the EastLink DEIS.

March – Review and action on the Bel-Red Land Use Code, legislative rezone, and Traffic Standards Code.

Date TBD – Review and action on the BROTS interlocal agreement.

March/Spring – Implementation of additional financing tools, including impact fees.

ATTACHMENTS

Three-ring binders have been prepared as a tool to organize the materials for the Bel-Red project. Please add this Study Session memo and attachments to the binder.

- A. Draft Ordinance for Comprehensive Plan amendments
- B. Letter from Legacy Commercial to the City Council dated August 12, 2008
- C. Letter from R.W. Thorp, representing Public Storage, to the City Council dated August 28, 2008
- D. Letter from Todd Woosley, regarding Brierwood Center, to the City Council dated December 31, 2008
- E. Visual height analysis of the Brierwood Center area from the FEIS
- F. Letter from Todd Woosley, regarding Sherwood Center, to the City Council dated January 5, 2009
- G. Height analysis information for eastern edge of the Bel-Red Subarea

A color version of the draft Subarea Plan map is provided under separate cover.

ATTACHMENT A

DRAFT

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. _____

AN ORDINANCE relating to the Comprehensive Plan of the City of Bellevue, as required and adopted pursuant to the Growth Management Act of 1990, as amended (Chapter 36.70A RCW); adopting 2008 amendments to the Comprehensive Plan and known as the Bel-Red CPA: amending the Bel-Red/Northrup Subarea Plan by replacing it with new text, policies, and maps and adding transportation, parks and open space, and environment and trail project lists; amending the boundaries of the Crossroads and Wilburton/NE 8th Street Subarea Plans to align with the new Bel-Red Subarea Plan; amend the Transportation Element to add new mobility management policy related to the BNSF corridor, and amendments to the Mobility Management Areas and the Level of Service standard in Figure TR.1 and Table TR.1 respectively; and add new definitions to the Glossary.

WHEREAS, on August 1, 2005, the City Council initiated the Bel-Red Corridor Project, for purposes of addressing the economic presence of this aging economic area and reexamining land use in the corridor in light of economic challenges facing Bellevue in the years ahead as identified in the 2004 Update of the Comprehensive Plan; and

WHEREAS, the City Council established major goals and objectives for Bel-Red in order to work with the community to plan and manage change rather than accommodate the inevitable change in a haphazard, piecemeal way; and

WHEREAS, these goals included identifying a preferred long-term land use vision for the Bel-Red corridor that provides clear and deliberate direction for the area's future; enhances the economic vitality of this area and of the larger city, complements Downtown Bellevue and other employment centers in the city; strongly integrates land use and transportation systems in an environmentally sustainable manner; devises a multi-modal transportation system for the area that accommodates future growth, enhances overall mobility, and mitigates impacts on adjoining areas; evaluates the impact and opportunities presented by Sound Transit's East Link light rail system through the area on both land use and transportation, and identifies a preferred light rail route and station locations through this corridor in order to coordinate future route and station decisions with Sound Transit; identifies community and neighborhood amenities that will complement the preferred land use vision for the area and serve the broader

community, and protects adjoining areas from impacts of land use and transportation changes in the study area; and

WHEREAS, Sound Transit's proposed East Link light rail system has provided an opportunity for the City to re-think the relationship between land use and transportation in the Bel-Red area; and

WHEREAS, the City has engaged in a multi-year planning process for the Bel-Red area that has included the work of the Bel-Red Steering Committee, the Planning Commission and other City boards and commissions. This work resulted in an extensive update to the Bel-Red/Northrup Subarea Plan, now known as the Bel-Red Subarea Plan (Plan) and associated amendments to support the vision developed in the Plan; and; and

WHEREAS, the City Council envisions Bel-Red in 2030 as an area that is unique within the city, 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; that the area will also be distinguished by environmental and community amenities serving residents and employees in the area, as well as residents from surrounding neighborhoods and the entire city; and that the area will transition gracefully over time, with existing businesses being accommodated while new types of development occur as conditions warrant; and

WHEREAS, the Plan is consistent with Bellevue's community and economic development strategy to pursue redevelopment and reinvestment in older commercial areas of the city; and

WHEREAS, the Plan supports and is supported by a light rail route between downtown Bellevue and Overlake, traversing the Bel-Red Subarea on an alignment along approximately NE 15th/16th Street, with stations at planned development nodes; and

WHEREAS, the Plan includes a concentration of the majority of growth in the Bel-Red Subarea into a series of mixed-use, pedestrian-friendly and transit-oriented development nodes around the anticipated light rail transit stations; and

WHEREAS, in November, 2008, the voters of the three-county Sound Transit district approved Proposition 1, which includes funding for Sound Transit's East Link light rail light line through the Bel-Red Subarea, connecting that area with Downtown Bellevue (and Mercer Island and Seattle) to the west and with the Overlake Area of Redmond to the northeast; and

WHEREAS, Sound Transit is now implementing Proposition 1 and is preparing to issue a Final Environmental Impact Statement studying the potential

alignments and stations of the East Link, including the alignments and stations in the Bel-Red area; and

WHEREAS, the Plan identifies necessary transportation projects and supports actions to preserve necessary rights-of-way for the transportation projects identified in the Plan; and

WHEREAS, the Planning Commission held a public hearing on May 28, 2008, with regard to the Bel-Red CPA; and

WHEREAS, on July 23, 2008, the Planning Commission recommended that the City Council approve such proposed amendments; and

WHEREAS, the City Council has considered the Bel-Red CPA concurrently with the other 2008 amendments; and

WHEREAS, the City Council finds that the Bel-Red CPA satisfies the decision criteria established in Part 20.30(I) of the Land Use Code; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act (Chapter 43.21C RCW) and the City Environmental Procedures Code (Chapter 22.02 BCC), including preparation of the Draft Environmental Impact Statement dated January 25, 2007, the Final Environmental Impact Statement dated July 19, 2007, and [addendum title and date]; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Amendments. The Bel-Red/Northup Subarea Plan contained in the City of Bellevue's Comprehensive Plan is hereby renamed the Bel-Red Subarea Plan and amended as set forth in Attachment PC-1 and by this reference fully incorporated herein.

Section 2. Amendments. The Crossroads and Wilburton/NE 8th Street Subarea Plan maps as contained in the City of Bellevue's Comprehensive Plan are hereby amended as set forth in Attachment PC-2 and by this reference fully incorporated herein.

Section 3. Amendments. The Transportation Element as contained in the City of Bellevue's Comprehensive Plan is hereby amended as set forth in Attachment PC-3 and by this reference fully incorporated herein.

Section 4. Amendments. The Glossary as contained in the City of Bellevue's Comprehensive Plan is hereby amended as set forth in Attachment PC-4 and by this reference fully incorporated herein.

Section 5. Effective Date. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance, the Bel-Red Subarea Plan, the Transportation Element, the Glossary, and the city's Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

Passed by the City Council this ____ day of _____, 2009, and signed in authentication of its passage this ____ day of _____, 2009.

(SEAL)

Grant S. Degginger, Mayor

Approved as to form:
Lori M. Riordan, City Attorney

Attest:

Myrna L. Basich, City Clerk

Published: _____

Bel-Red Subarea Plan

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

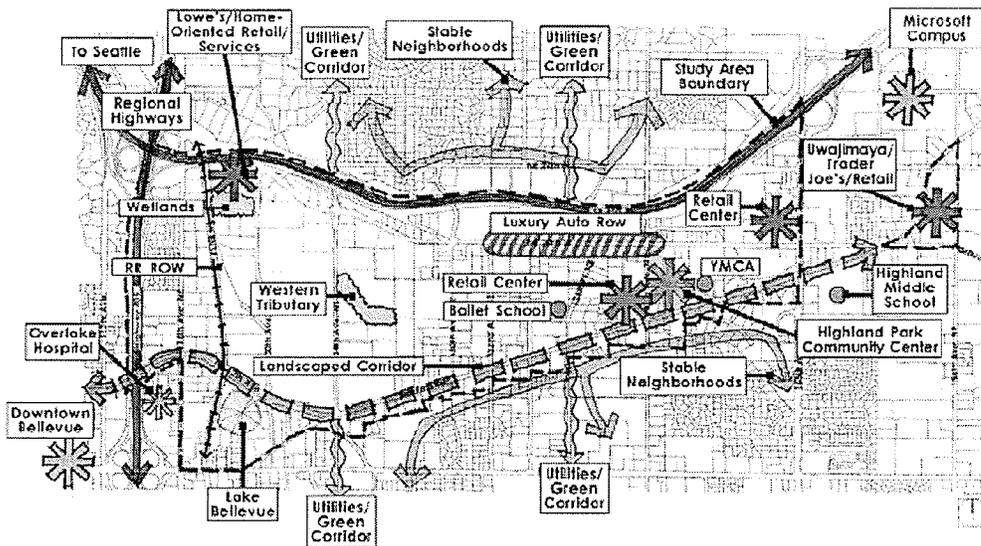
As one of Bellevue's major employment areas, the Bel-Red Subarea historically included a large share of the City's land zoned for light industrial and commercial uses. Particularly on the west end, land uses include sprawling, large lot warehouses and distribution buildings, with acres of surface parking. 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.



View of Bel-Red Subarea looking west

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 and other forms of high capacity transit provide 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.



Assessment of existing assets

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.



Bel-Red Steering Committee process

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.

- ***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

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

POLICY 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.

POLICY S-BR-A2 ___ Promote a differentiated economic niche for Bel-Red, retaining many existing businesses while attracting new businesses in a form not found elsewhere in Bellevue. Take advantage of 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 and high capacity transit coming through the area.

POLICY 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.

POLICY 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 Figures S-BR.2 and S-BR.3. This includes establishment of a year 2030 commercial development limitation 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

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 Bel-Red Land Use Plan map is shown as Figure S-BR.1.

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.



Existing light industrial use

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

POLICY S-BR-B1 ___ Develop land uses consistent with the Bel-Red Land Use Plan map (Figure S-BR.1).

POLICY 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.

POLICY 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.

POLICY S-BR-B4 ___ Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.

POLICY 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 including site expansion outside of nodes, and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-established, with the exception that light industrial uses of limited size (less than 20,000 square feet) are appropriate outside transit nodes and stand-alone residential areas.

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 land use and development pattern.

POLICY S-BR-B6 ___ Accommodate 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 subset 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.

POLICY 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.

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

POLICY 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

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 provide 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.



Development of mixed-use neighborhoods adjacent to green space

POLICIES

POLICY 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. 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.

POLICY 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.

POLICY 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.

POLICY 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.

POLICY 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.

POLICY 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.

POLICY 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.

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

POLICY 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;
- c. Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and
- d. Allow reduction of parking supply in transit development nodes.

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

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

POLICY 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

GOAL:

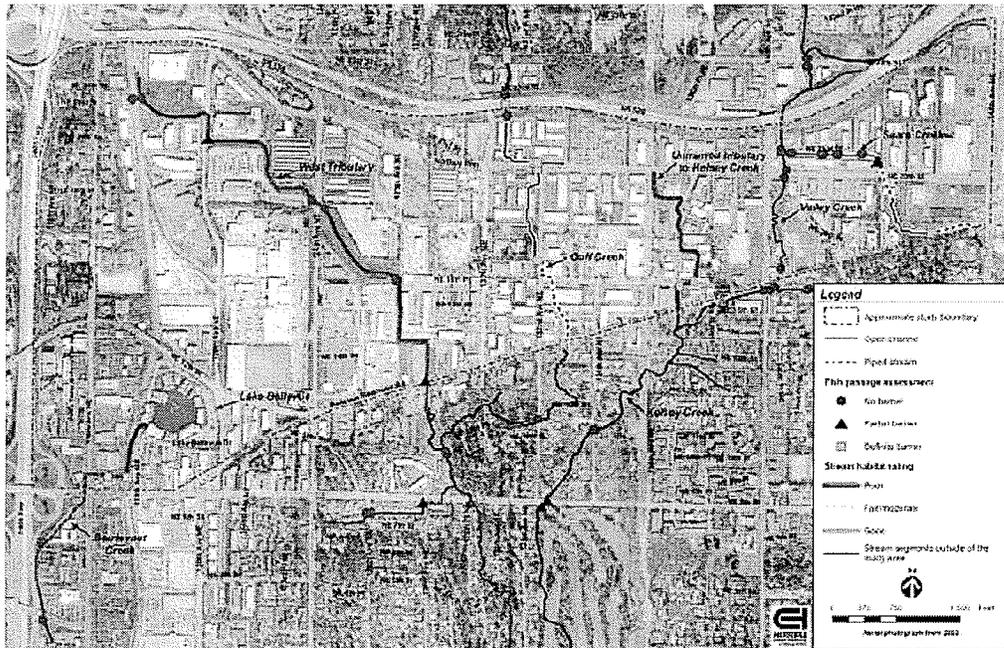
To redevelop the Bel-Red area as a model of environmental sustainability, realizing opportunities provided by new development to achieve significant improvements over current conditions.

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. Natural areas rehabilitation, energy and resource conservation, and 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.

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.

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.



Assessment of streams

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 incorporating a public trail network will enhance fish and wildlife habitat, improve water quality, increase open space and neighborhood buffering, linking local and regional trails, encourage 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. 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. 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 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 are available. A customized approach may be needed for individual sites to attain the environmental and visual amenities identified in the vision for the Bel-Red area.

POLICIES

POLICY 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 the natural environment 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. Rehabilitation of the streams 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.

POLICY S-BR-D2___ Protect and enhance wetlands and other designated critical areas in Bel-Red, through the use of development regulations, incentives, and possibly 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.

POLICY 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.

POLICY S-BR-D4___ Explore stormwater basin planning as a future step. Such planning might evaluate coordinated stormwater treatment and detention across multiple properties and may provide for broader environmental benefits as compared to a site-by-site approach.

POLICY S-BR-D5___ Consider opportunities for off-site or coordinated stormwater mitigation, as a means to provide for a more effective 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.

POLICY 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, 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, reducing urban heat reducing greenhouse gases and 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.

POLICY S-BR-D7___ Incorporate environmental education and interpretation into public and private projects, where appropriate.

POLICY S-BR-D8___ Provide for density transfers within the Bel-Red Subarea as a means to help achieve stream corridor and open space objectives.

POLICY 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*

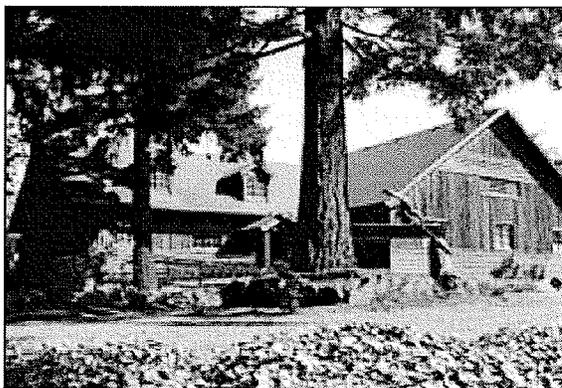
Parks and Open Space

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.



Existing Highland Park and Community Center

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

POLICY 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.

POLICY 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.

POLICY 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.

POLICY 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 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.

POLICY 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

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

POLICY 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 other innovative housing forms, such as live/work and work/live units.

POLICY S-BR-F2 ___ Promote owner and rental affordability in Bel-Red's new housing stock, with a policy target that 50% of new units be affordable for households earning 120% of median income or less. This overall target should include 10 to 20% of new units affordable to low income households (those earning up to 50% of area median income), another 10 to 20% of new units affordable to moderate income households (those earning up to 80% area median income), and another 10 to 20% affordable as an additional segment of "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 and short-term property tax exemptions for multi-family housing.

Discussion: The policy targets are not expected to be met by each Bel-Red housing development. Rather, they are intended to be met over time, across the subarea as a whole, through a combination of public and private strategies. The overall supply of affordable housing will be monitored and if policy targets are not being achieved, affordable housing tools and incentives should be adjusted, or new more effective strategies adopted.

POLICY S-BR-F3 ___ Monitor the supply of affordable 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.

POLICY S-BR-F4 ___ Integrate the strategy for promoting housing affordability in the Bel-Red area with the citywide approach of which Bel-Red is a part.

Arts and Culture

GOAL:

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

Arts and culture contribute to healthy individuals, neighborhoods, communities and society. In Bel-Red, arts 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

POLICY 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. Encourage major arts and education institutions to locate in the Bel-Red area.

POLICY S-BR-G2 ___ Encourage the development of an arts/cultural district near 136th Place NE, as shown on the Bel-Red Land Use Plan map, Figure S-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.

POLICY S-BR-G3 ___ Provide funding for public art in the Bel-Red area.

POLICY S-BR-G4 ___ Promote public art, cultural activities and urban design that reflect 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 transit projects; and
- c. Incorporation of public art in interpretation and celebration of stream corridor improvements and other environmental enhancements

POLICY S-BR-G5 ___ 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.

POLICY S-BR-G6 ___ Encourage arts uses as appropriate transitional uses for existing buildings or areas, as Bel-Red evolves over time.

POLICY S-BR-G7 ___ 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

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 and therefore lack connected sidewalks or mature streetscapes. Arterials in the eastern portion of the subarea 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

POLICY S-BR-H1 ___ Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure S-BR.2 (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.

POLICY 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.

POLICY 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.

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

POLICY S-BR-H5 ___ Extend and expand NE 16th Street as a multi-modal corridor that includes vehicular, high capacity transit, 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 high capacity transit, 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.

POLICY 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.

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

POLICY 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.

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

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

POLICY 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 as there are no exclusive bicycle lanes.

Creating a multi-modal transportation system to support a mixed use environment requires excellent pedestrian and bicycle access, including access for wheelchairs, strollers and other wheeled pedestrian devices. 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 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 transit 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.

In the policies below, “pedestrian and bicycle” is used to include the range of pedestrian and bicycle-like types of travel, such as wheelchairs, strollers, and mobility scooters.

POLICY S-BR-H12___ Include pedestrian and bicycle facilities in the design of arterials and local streets.

POLICY S-BR-H13___ Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.

POLICY S-BR-H14___ 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.

POLICY S-BR-H15___ Develop multiple access points to the planned BNSF corridor multi-use trail.

POLICY S-BR-H16___ 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. A park and ride in the vicinity of the 130th Avenue station would enhance local access to the system.



Light rail transit

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 and other forms of high capacity 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.

POLICY S-BR-H17___ 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 or alternative forms of high capacity transit, 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 light rail stations.

POLICY S-BR-H18___ Work with Sound Transit to realize the City’s preferred light rail route, alignment and station locations, as shown in Figure S-BR.2. 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.

POLICY S-BR-H19___ Include transit-supportive improvements, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.

POLICY S-BR-H20___ 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. Education and outreach efforts can help users become aware of and take advantage of these travel options.

POLICY S-BR-H21___ 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.

POLICY S-BR-H22___ Support the development of a Transportation Management Association in the Bel-Red Subarea to assist employers in providing commute options for employees.

POLICY S-BR-H23___ Manage the parking supply and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and non-motorized commute options.

POLICY S-BR-H24___ Promote the development and management of parking supply to encourage the use of transit, car/van pool, and non-motorized commute options, recognizing that in areas with compact, transit-oriented design, a surplus of parking and/or poorly

designed parking detracts from the pedestrian environment and the ability of the area to maximize travel choices.

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.

POLICY S-BR-H25___ 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 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 and transit 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

POLICY S-BR-I1 ___ 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 north-south capacity through East Bellevue neighborhoods.

POLICY S-BR-I2 ___ 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

POLICY 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.

POLICY 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.

POLICY 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.

POLICY 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.

POLICY S-BR-J5 ___ Require the dedication and improvement of local streets at the time of development, consistent with Figure S-BR.2, to enable development of frontage improvements and a local street pattern that provides for access and loading, and improved transportation connectivity.

POLICY S-BR-J6 ___ Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather 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.

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

POLICY S-BR-J8 ___ Monitor and assess the implementation of the Bel-Red Subarea Plan and make adjustments to assure success of providing affordable housing, parks and open space, a mix of uses, and other aspects of the Bel-Red vision. A review of the implementation of the Bel-Red Subarea Plan should occur approximately five years after the Plan's initial 2008 adoption and periodically thereafter.

Neighborhoods/Districts

GOAL:

To support the development of new Bel-Red neighborhoods that achieves distinctive and high quality character.

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 ~~2.54.0~~ 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.

POLICIES

Node in the Vicinity of ~~Overlake Hospital Medical Center~~ the Medical Institution District

POLICY 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 the Overlake Hospital Medical Center and Group Health Ambulatory Care Center campus. 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, and just south of the planned Seattle Children's Hospital facility. In addition to these institutional uses, the area is characterized by a wide range of medical office uses that complement the medical campus.

Note: See policy S-BR-K6, which also applies to this medical office nodal area.

Node at 122nd Avenue NE

POLICY 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 should 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. The Master Development Plan process will be used as a review mechanism for larger developments.

Node at 130th Avenue NE

POLICY 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

POLICY S-BR-K4 ___ Provide for a mix of housing and retail uses in this area. Potential heights may reach 70 feet in this area, with a limitation of 45 feet along 156th Avenue NE.

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 and Medical Institution Area Along 116th Avenue NE

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

POLICY S-BR-K6 ___ Provide for major medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the BNSF Corridor Burlington Northern Railroad right of way.

Discussion: Sites in this area that are proposed to include medical institution uses are appropriate to be rezoned Medical Institution. Special dimensional standards are appropriate to accommodate the needs of major medical institutions and related uses, provided those facilities provide a high quality of design that recognizes this area as a prominent community landmark. Building and site design should create a visual identity for those facilities that contribute to the streetscape, are compatible with adjacent and nearby neighborhoods, and are sensitive to views from the freeway and views of the skyline. Design should also create a visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.

Retail Along the Central Portion of the NE 20th Street Corridor

POLICY S-BR-K7___ 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

POLICY S-BR-K8___ 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)

POLICY S-BR-K9___ Promote additional development of retail uses in these areas, together with mixed use development that incorporates housing. Allow maximum building heights up to 70 feet through the incentive system.

Housing Emphasis Area (area north of the Metro east base along the south end of NE 20th Street, north of the West Tributary, and north of Lake Bellevue)

POLICY S-BR-K10___ Promote stand-alone housing in these areas, 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

POLICY S-BR-K11___ Provide for retail, mixed-use-commercial, and residential uses in this area. Allow maximum building heights up to 45 feet in this area ~~through the incentive system.~~

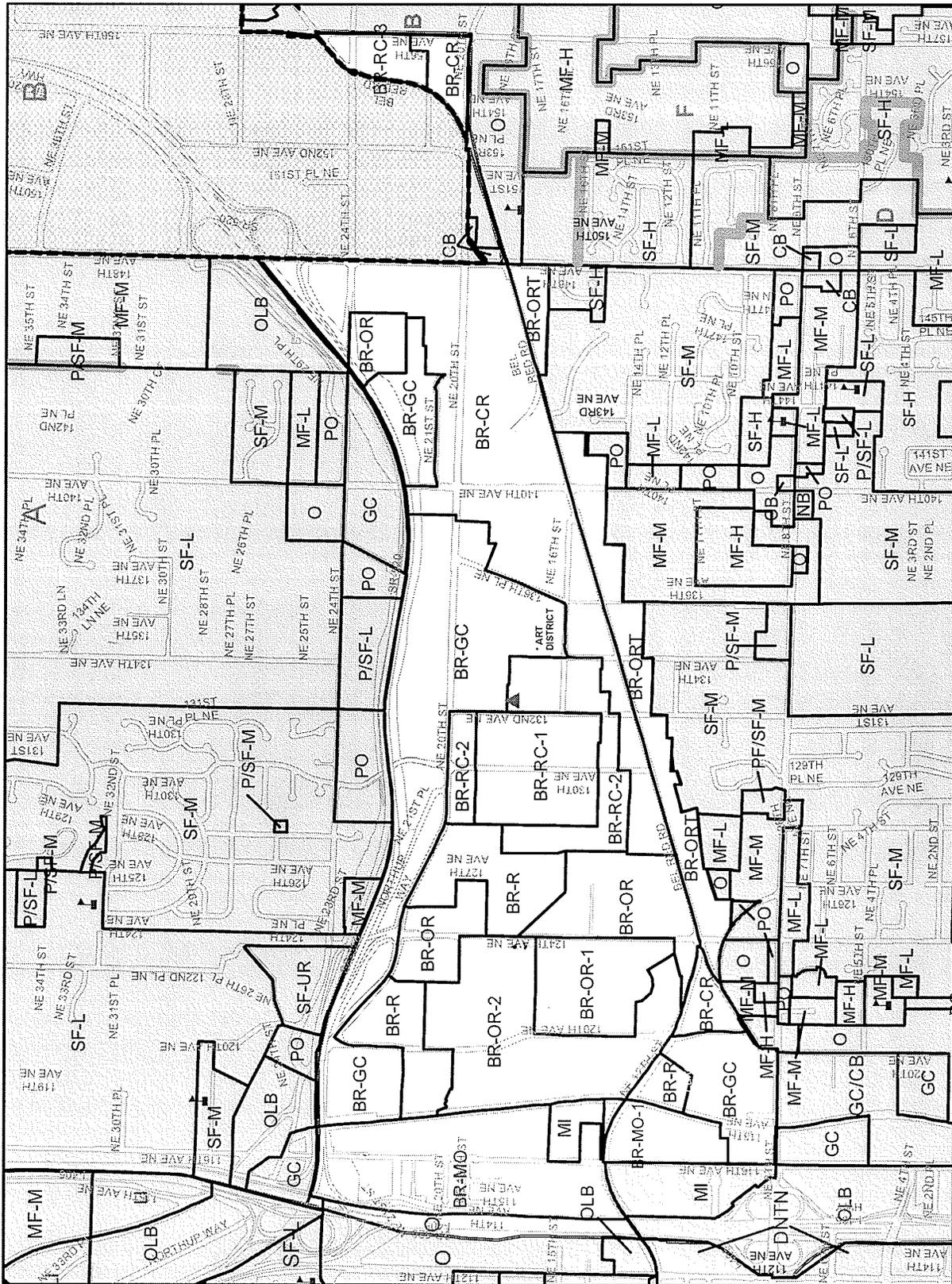


FIGURE S-BR.1
Bel-Red Land Use Plan



- SF Single Family
- MF Multi Family
- L Low Density
- M Medium Density
- H High Density
- UR Urban Residential

- PO Professional Office
- O Office
- OLB Office, Limited Business
- OLB-OS Office, Open Space
- NB Neighborhood Business
- CB Community Business

- GC General Commercial
- LL Light Industrial
- PF Public Facility
- P Park

- Fire Stations
- Public Schools
- Planning Districts
- Bellevue City Limits (6/2008)
- Lakes

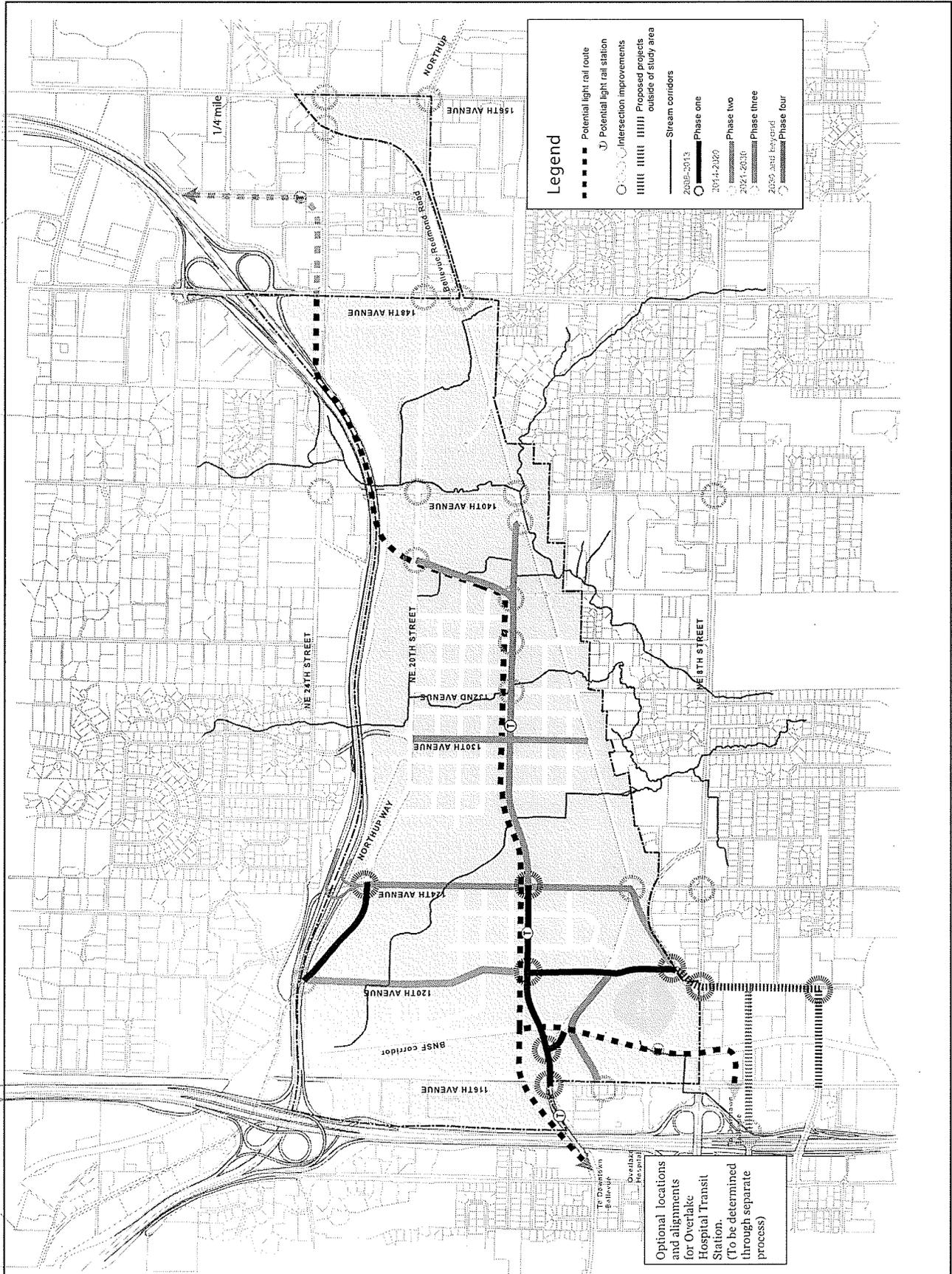


Figure S-BR.2
Bel-Red Transportation Plan



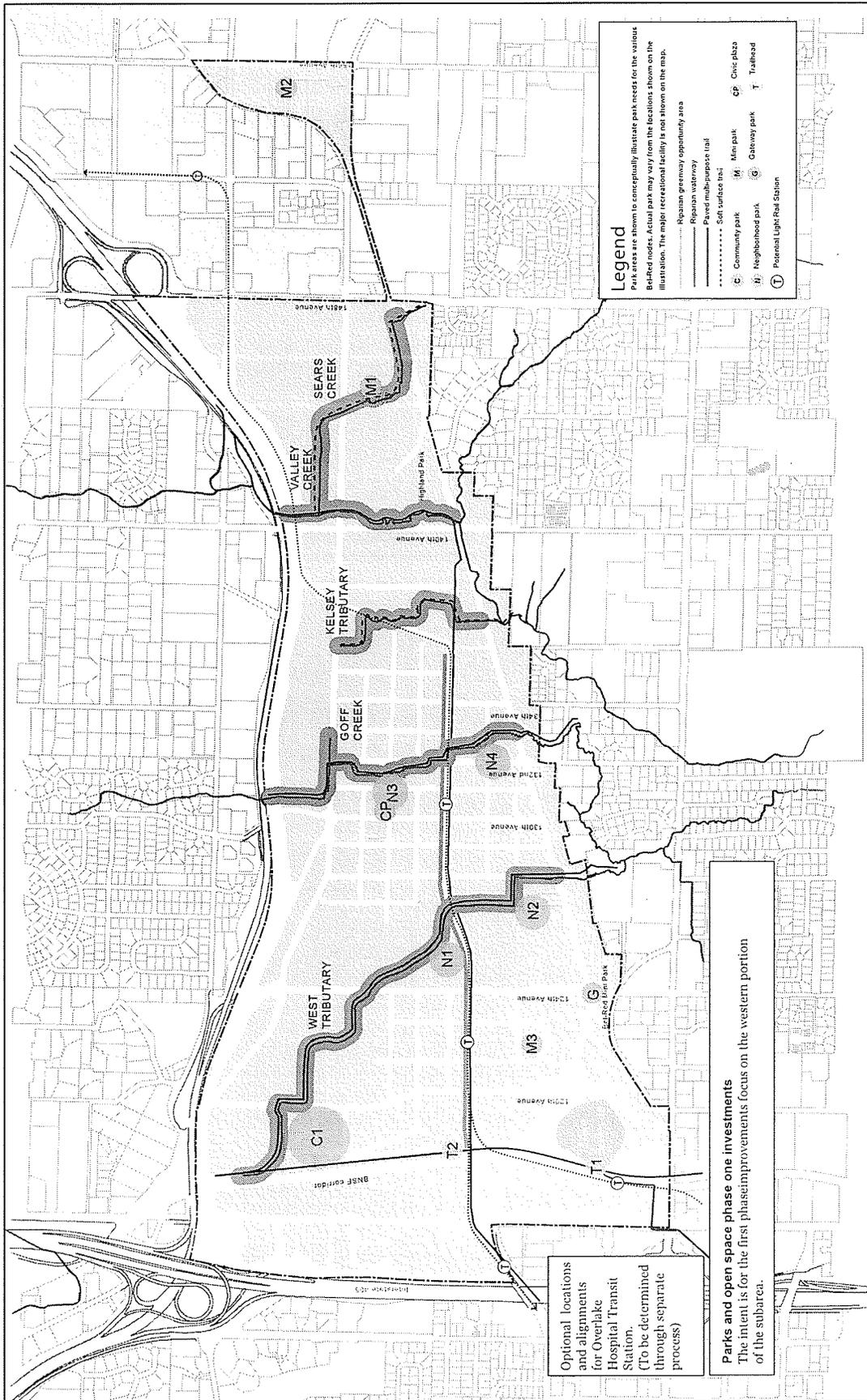


Figure S-BR.3
Bel-Red Parks and Open Space Plan



Table 1 Bel-Red Transportation Project List

Arterial Project	Description of Arterial Improvement
101	<p>Northup Way between 120th Avenue NE and 124th Avenue NE 5-lanes Add eastbound lane Sidewalks both sides Bicycle lanes</p>
102	<p>Northup Way west of 120th Avenue NE 3-lanes Sidewalks both sides Bicycle lanes</p>
103	<p>116th Avenue NE 5-lanes between NE 12th Street and approximately NE 16th Street – across the frontage of the Children’s Hospital site</p>
104	<p>120th Avenue NE 5-lanes Connect directly to NE 8th Street on the south Sidewalks both sides Bike lanes both sides – connection to the State Route 520 Trail on the north</p>
105	<p>124th Avenue NE 5-lanes Connect with SR 520 and proposed ramps to and from the east Connect with Bel-Red Road with an improved intersection Sidewalks both sides</p>
106	<p>130th Avenue NE 2-lanes, pedestrian-oriented street north of NE 16th Street On-street parking north of NE 16th Street 3-lanes south of NE 16th Street</p>
107	<p>NE 15th/16th Corridor from 116th Avenue NE to 136th Place NE 4/5-lanes with light rail in the median (with an interim 2/3 lane configuration with additional outside lanes for on-street parking or bus use that could be converted to general vehicular use in the future to meet capacity needs) Sidewalks of an urban character on both sides Multi-purpose off-street pedestrian and bicycle path – continuous on the north side Connective “green” elements, including urban open spaces, significant tree canopy, natural drainage practices, and landscaped areas.</p> <p><i>Discussion: The NE 15th / 16th project includes a cross-section that will accommodate at-grade light rail with stations at/near 122nd Avenue and 130th Avenue. A tunnel alignment at the 122nd Avenue station (tunnel between 120th Avenue and east of 124th Avenue) may be a viable option. A tunnel may be substituted for an at-grade alignment at 122nd Avenue if the City and Sound Transit jointly conclude that the tunnel best meets City and Sound Transit interests.</i></p>
108	<p>136th Place NE 3-lanes (2 southbound, 1 northbound) Light rail running above grade in the median Sidewalks both sides Bike lanes both sides</p>

Table 1 Bel-Red Transportation Project List

Arterial Project	Description of Arterial Improvement
109	NE 11th/NE 12th Street 4/5 lanes 116th Avenue NE to NE 12th Street

Table 2 Bel-Red Parks and Open Space Project List

Project	Map ID	Preliminary Descriptions of Park Improvements	Acres
201	N-1	Neighborhood Park – Along West Trib, adjacent to NE 16th Street Parkway. Integrates major trail systems and regional detention, with neighborhood park facilities. Includes 1 acre remnant transportation acquisition.	7
202	N-2	Neighborhood Park – Along West Tributary, adjacent to Bel-Red Road. Integrates major trail and neighborhood park facilities. Includes 3 acres Neighborhood Park / 1 acre riparian.	4
203	N-3/CP	Neighborhood Park/Civic Plaza – Along Goff Creek, north of NE 16th Street between 130th Avenue NE and 132nd Avenue NE. Integrates approximately 1-acre urban plaza along pedestrian oriented retail street with 3-acre neighborhood park and trail facilities along 1-acre riparian corridor.	5
204	N-4	Neighborhood Park – Along Goff Creek, between Bel-Red Road and NE 16th Street. Integrates trail system along riparian corridor with neighborhood park facilities. Includes 3 acres Neighborhood Park / 1 acre riparian	4
205	G	Gateway Park – Near the intersection of 124th Avenue NE and Bel-Red Road. Integrates mini park facilities and potential art component near major road intersection to serve as gateway to the Bel-Red Corridor.	1
206	T-1	Trail Head – Located adjacent to BNSF at Lake Bellevue. Integrates a trailhead with mini park facilities at BNSF regional trail and Lake Bellevue.	1
207	T-2	Trail Head – Located at the BNSF regional trail corridor and the NE 15th/16th Parkway. Integrates a trailhead with mini park facilities at the crossing of the two major multi purpose trails.	1
208	M-1	Mini Park – Along Sears Creek west of 148th Avenue NE, between Bel-Red Road and NE 16th Street. Integrates trial system and riparian corridor with mini park facilities.	1
209	M-2	Mini Park – Centrally located between Bel-Red Road, 156th Avenue NE, and NE 20th Street. Incorporates mini park facilities to serve node.	1
210	M-3	Mini Park – Located between 120th Avenue NE and 124 Avenue NE and south of NE 15th/16th Street. Provides park facilities to serve residential and commercial mixed use development	1
211	C-1	Community Park – Along West Tributary adjacent to 120th Avenue NE. Incorporates trailhead and trail system along West Tributary and BNSF with community park facilities. Includes 10-acre acquisition through purchase for community park facilities and 7-acre open space dedication by adjacent owner .	17
212	N/A	Major Indoor Recreation Facility – 150,000 square feet – Components could include sports, health and fitness facilities and major aquatic center, together with companion outdoor sports facilities. Location not shown on map.	10

Table 3 Bel-Red Environmental and Trail Project List

Project	Description of Environmental and Trail Improvements	Size/ Length
301	West Trib Riparian Corridor & neighborhood park Restore 100-foot width native plant riparian corridor on each side of the West Tributary from the BNSF right of way to Bel-Red Road with a paved ped-bike path (10 feet) on one side of the stream. Improve fish passage, and rehabilitate in-stream habitat.	6350 lf stream 27 acre riparian corridor
302	Goff Creek Riparian Corridor Develop a 50 foot wide native plant and social amenity riparian corridor on each side, integrating natural drainage practices, 8-foot paved/boardwalk trail, art and place-making features as part of redevelopment north of NE 16th Street. Realign and daylight Goff Creek with additional floodplain storm water capacity. Restore fish passage.	4200 lf 1.5 acre
303	Kelsey Creek Trib Riparian Corridor Restore a 50-foot average width native plant and social amenity riparian corridor on each side. Integrate natural drainage practices, soft surface pathway, art and place-making features in corridor. Restore fish passage.	2000 lf 12 acre
304	Valley Creek Riparian Corridor Restore an 100-foot average width native plant riparian corridor on each side between Highland Community Park and State Route 520. Include paved multi-use trail/boardwalk on one side.	500 lf 3 acre
305	Sears Creek Riparian Corridor Restore a 50-foot average width native plant riparian corridor along each side of Sears Creek. Rehabilitate salmon habitat, channel capacity, restore riparian functions and provide soft surface pedestrian pathway. Daylight piped area of stream.	1300 lf 8.5 acre

Transportation Element

Recommended Transportation Element amendments include a new policy in the Mobility Management section related to the BNSF corridor, and amendments to the Mobility Management Areas and the Level of Service standard related to the new Bel-Red Subarea Plan. No changes are recommended to other portions of the Transportation Element.

POLICY TR-34.1. Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.

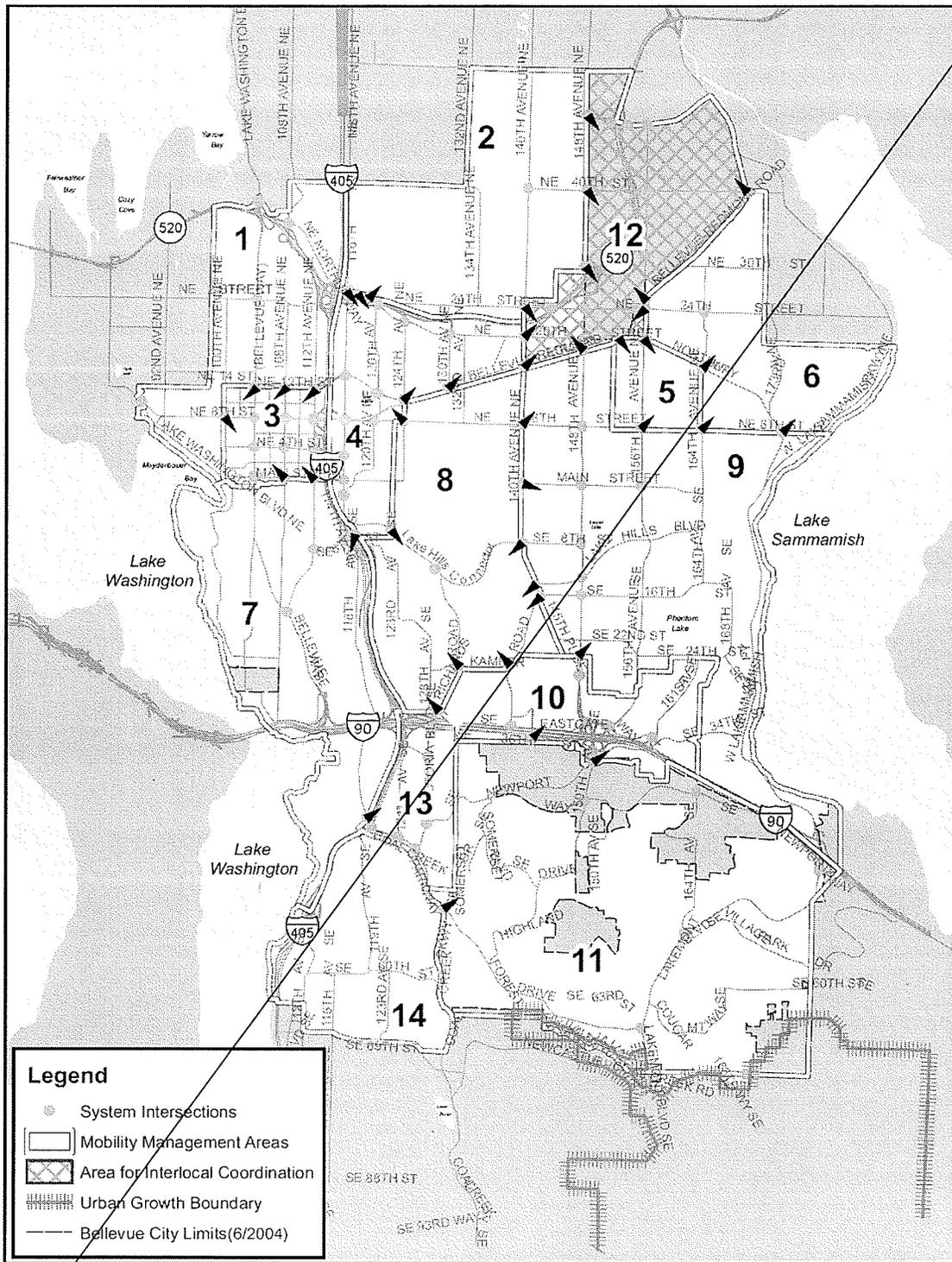


FIGURE TR.1
Mobility Management Areas



Transportation Element



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Existing Figure TR.1

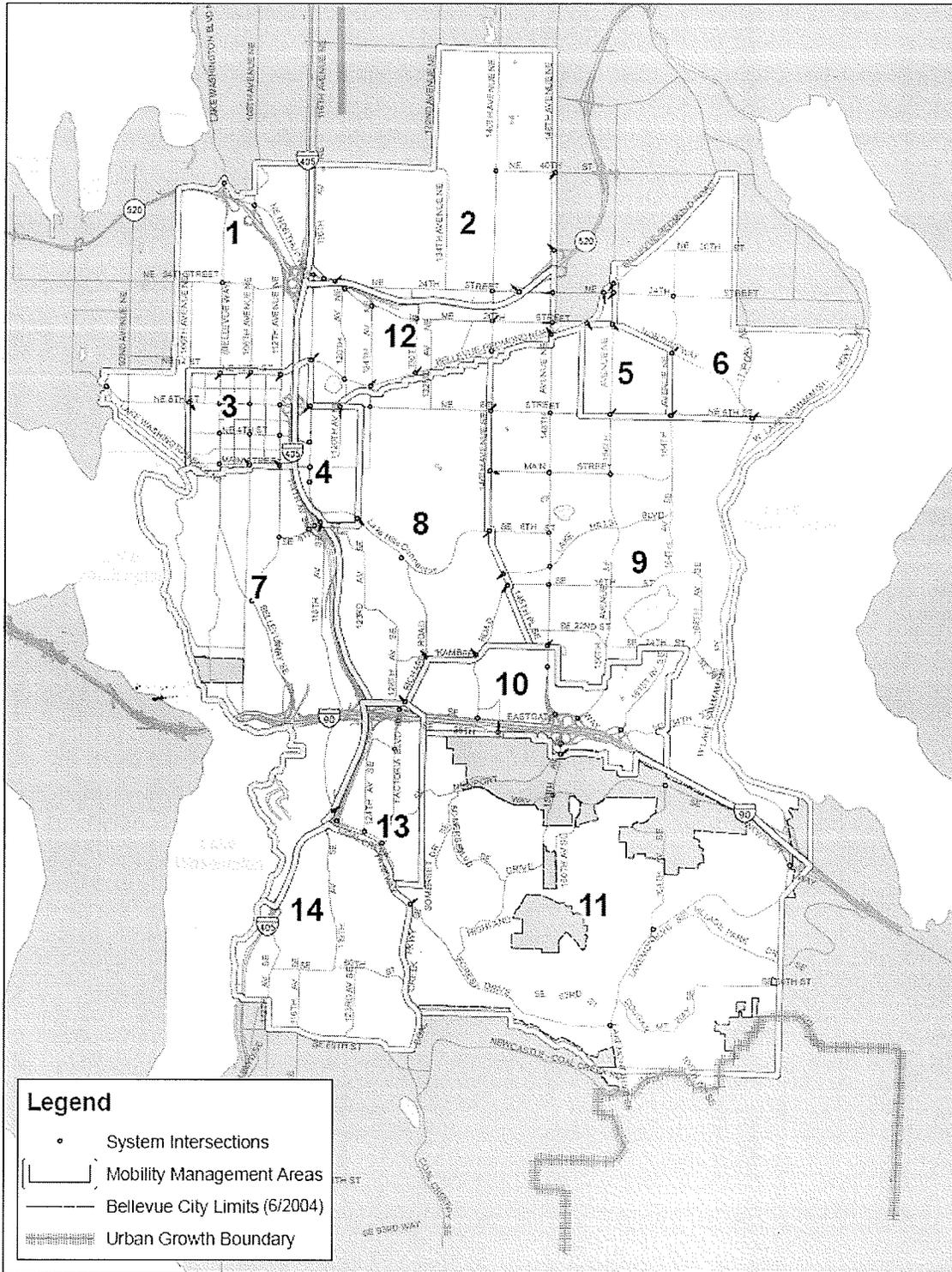


FIGURE TR.1
Mobility Management Areas

Proposed Figure TR.1

*Table TR.1 Area Mobility Targets
(reference Policies TR-21, TR-36)*

AREA	ROADWAY (Area Average Level of Service) See TABLE TR.2 for Descriptions	MODE SPLIT INCLUDING RIDESHARING (% commute trips by modes other than SOV)	
		2002	2005 Target
REGIONAL CENTER			
3 - Downtown	E+	32	40
MIXED COMMERCIAL/RESIDENTIAL AREAS			
4 - Bel-Red/Northrup	D	<i>New Wilburton MMA D+</i> 26	25
5 - Crossroads	D-	19	25
10 - Eastgate	D	26	35
13 - Factoria	E+	15	20
RESIDENTIAL GROUP 1*			
1 - N. Bellevue	D+	N/A for residential areas	
7 - S. Bellevue	D+		
8 - Richards Valley	D+		
9 - E. Bellevue	D+		
RESIDENTIAL GROUP 2*			
2 - Bridle Trails	C	N/A for residential areas	
6 - NE Bellevue	C		
11 - Newcastle	C		
14 - Newport	C		
INTERLOCAL AREAS			
12 - Overlake	E+	<i>New Bel-Red MMA Move to Mixed Residential/Commercial category, LOS is E+</i>	N/A for interlocal area

* Groupings based on street patterns, transit serviceability, topography, development patterns, & land use objectives (see Policy TR-21).

Existing Table TR.1

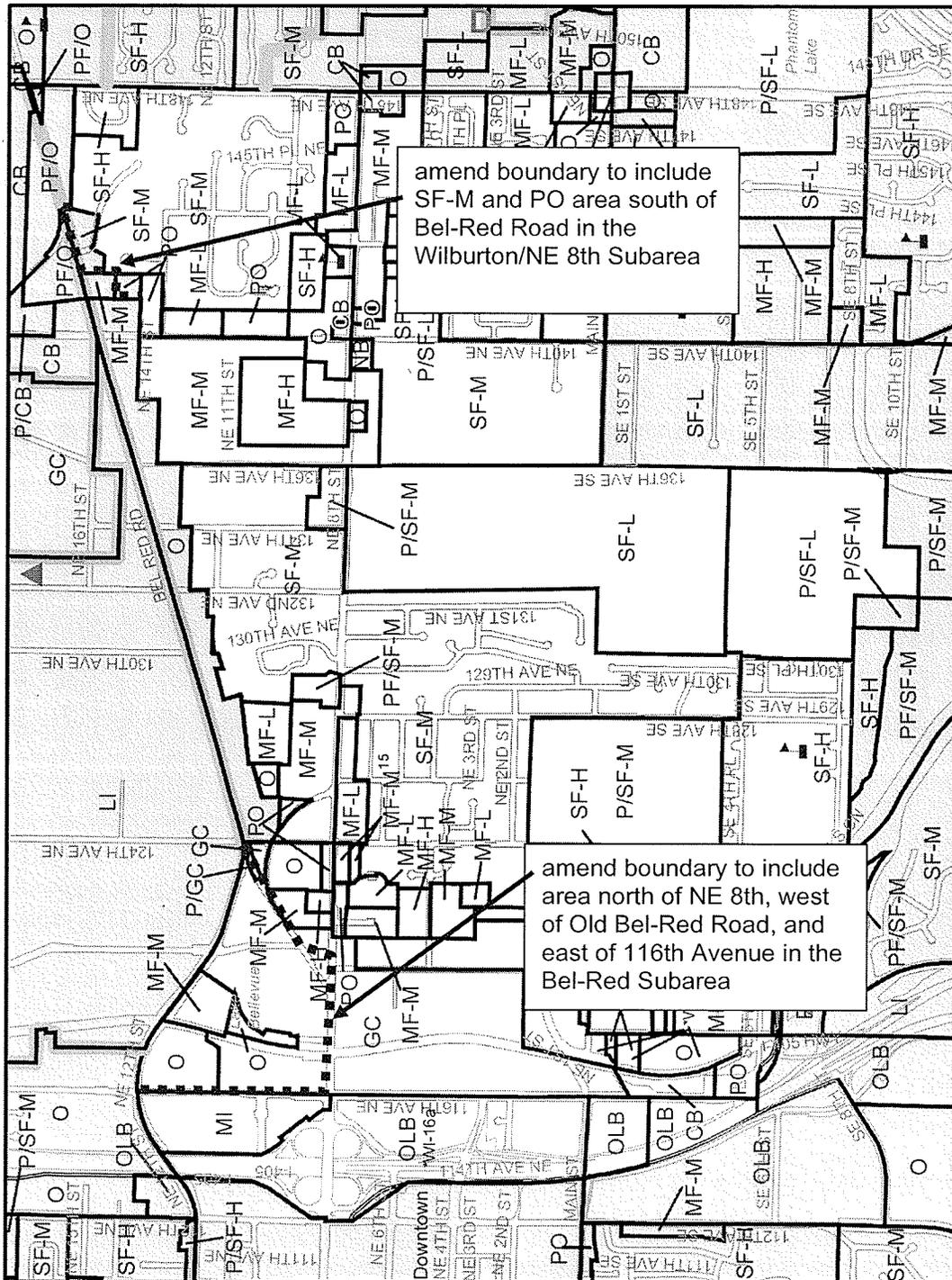
*Table TR.1 Area Mobility Targets
(reference Policies TR-21, TR-36)*

AREA	ROADWAY (Area Average Level of Service) See TABLE TR.2 for Descriptions	MODE SPLIT INCLUDING RIDESHARING (% commute trips by modes other than SOV)	
		2002	2005 Target
REGIONAL CENTER			
3 - Downtown	E+	32	40
MIXED COMMERCIAL/RESIDENTIAL AREAS			
4 - Wilburton	D+		
5 - Crossroads	D-	19	25
10 - Eastgate	D	26	35
12 - Bel-Red/Northup	E+	20	25
13 - Factoria	E+	15	20
RESIDENTIAL GROUP 1*			
1 - N. Bellevue	D+	N/A for residential areas	
7 - S. Bellevue	D+		
8 - Richards Valley	D+		
9 - E. Bellevue	D+		
RESIDENTIAL GROUP 2*			
2 - Bridle Trails	C	N/A for residential areas	
6 - NE Bellevue	C		
11 - Newcastle	C		
14 - Newport	C		

* Groupings based on street patterns, transit serviceability, topography, development patterns, & land use objectives (see Policy TR-21).

Proposed Figure TR.1

Wilburton/NE 8th Subarea Plan Amendment



Glossary

These draft amendments to the Comprehensive Plan Glossary include the following:

- *New Bel-Red Subarea District Definitions accompany the new Bel-Red Subarea Plan Land Use Map*
- *Amendment to the Discussion Section under “Office” Definition, reflects Bel-Red as a potential location for medium intensity office. (Under the current Glossary, medium intensity office is explicitly limited to Downtown and certain locations in Factoria.)*

New definitions for the Bel-Red designations:

Bel-Red – A series of land use designations applicable to the Bel-Red Subarea that provide for the location of office, residential, commercial, and existing uses. The Bel-Red designations include:

Bel-Red Commercial/Residential (BR-CR)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail, office and service uses, with an emphasis on retail and service uses. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.

Bel-Red General Commercial (BR-GC)

A land use designation in the Bel-Red Subarea that provides for a wide variety of business activities that provide goods and services to other businesses and the general public.

Bel-Red Medical Office (BR-MO)

A land use designation in the Bel-Red Subarea that provides for office uses, with an emphasis on medical office.

Bel-Red Medical Office Node (BR-MO-1)

A land use designation in the Bel-Red Subarea that provides for medium intensity office uses within the core of a nodal area, with an emphasis on medical office. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Office/Residential (BR-OR)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use.

Bel-Red Office/Residential Node 1 (BR-OR-1)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses within the core of a nodal area, with office as the predominant use. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Office/Residential Node 2 (BR-OR-2)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.

Bel-Red Office/Residential Transition (BR-ORT)

A land use designation in the Bel-Red Subarea that provides for low-intensity office and uses and low density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties.

Bel-Red Residential (BR-R)

A land use designation in the Bel-Red Subarea that provides for residential uses. Limited retail and service uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

Bel-Red Residential/Commercial Node 1 (BR-RC-1)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services in this nodal area, with an emphasis on housing. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Residential/Commercial Node 2 (BR-RC-2)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.

Bel-Red Residential/Commercial Node 3 (BR-RC-3)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services, with an emphasis on housing. The district is located within a node but in close proximity to mature, stable neighborhoods, and is thus appropriate for transitional heights.

An amendment to the existing Office definitions:

Office- A land use designation that provides for the location of business, financial, administrative and professional uses.

Discussion: A low intensity office is an office building or office portion of a building with a floor area ratio (FAR) of 0.5 or less and where the following sliding scale is used: At 0.5 FAR, no office building or portion of a building may exceed 50,000 square feet of gross floor area; at 0.3 FAR, 100,000 square feet; at 0.1 FAR, 150,000 square feet.

To provide significant permanent open space and to allow a shift of development potential, office intensity of no more than 0.5 is allowed on properties designated OLB-OS. In this district, the sliding FAR scale does not apply.

A medium intensity office is a building of at least 0.5 FAR but not exceeding ~~3.03-54.0~~ FAR. A high intensity office is a building of at least 3.0 FAR.

Medium and high intensity offices are only located in the Downtown with the following exceptions: The 1993 Factoria annexation agreement created special circumstances for development in Factoria from 1993-2000 to permit office buildings of higher intensities; and office limit for FAR for the area north of Factoria Mall can be increased up to 0.75 consistent with Ordinance ~~—5799~~ and Policy S-FA-30.1. Medium intensity office is also permitted in the Bel-Red Subarea, where extensive area-wide land use and transportation planning has shown how medium intensity office uses can be accommodated, while helping to create the transit-supportive form envisioned by the Bel-Red Subarea Plan.

LEGACY

COMPANIES

August 12, 2008

To Bellevue City Council

cc: Planning & Dev: Matt Terry, Paul Inghram

City of Bellevue
 Paul Inghram
 pinghram@bellevuewa.gov
 450 110th Ave. NE
 P.O. Box 90012
 Bellevue, WA 98009

RE: Bell-Red Rezone
 A. Parks Revision idea
 B. Flexibility for existing and future uses

Dear Councilmembers:

Regarding the last Planning Commission meeting of July 23, 2008, I have some thoughts that I would like to share with you that I believe will significantly enhance the quality and timing of the transition to "vision" and welcome any reply from Planning & Development:

1st Issue- Parks:

There is a large park in the northwest corner of the Bell-Red subarea called ("C-1") which is adjacent to a stream corridor and associated wetlands and the BN/SF ROW; however, due to its location in the northwest corner of the Bell-Red subarea, it is not very accessible to the highest density of day-time work nor off-hours residential populations. "N-1" is a smaller proposed park on the north side of 15th Street between the Kelsey Creek west tributary and 124th Ave NE. The City owns approximately 7 acres of wetlands in this area. **Idea:** If the COB could obtain easement ROW's from adjacent properties running along either side of the West tributary of Kelsey Creek, this would **connect N-1 to C-1 for a continuous bike/ped recreational path**. This would have several improvements over the current plan:

1st) Connectivity: Given the current plan for a 160' ROW for the 15th/16th St corridor providing for a bike/ped path, in addition to road and transit, this proposed connection of N-1 to C-1 to the BNSF ROW would create a bike/ped **loop** resulting in a recreational facility not otherwise available. Redmond has enjoyed great acceptance for their similar concept along the Sammamish River. This would at least create a pedestrian connection, where there is presently no planned connection (street or otherwise) of any kind, through the massive King County Metro Bus maintenance facility.

Legacy Capital, LLC
 Legacy Commercial, LLC
 400 - 112th Ave. NE Suite 230
 Bellevue, WA 98004
 p. 425.450.2300 f. 425.646.9013

2nd) Save the COB funds: These easements could be purchased or traded for incentive zoning for much less than full parcel takings because, in most, maybe all, cases, the easement could be designed as to be non-invasive such that the property will continue to operate without impact; moreover, the land needed for such easement is mostly undevelopable wetlands anyway so the value per square foot is very low. The adjoining private owners may see current and/or future value to their parcels in being adjacent to such an amenity. Footbridges back and forth over the stream, as needed, could increase this flexibility. For example, the West Tributary of Kelsey Creek now runs as an open “ditch” with adjacent wetlands or culverts, in places, which could be opened, along the perimeter of only 3 private adjoining private parcels between COB land (N-1) and the BNSF ROW. The largest piece is owned by King County Metro for bus maintenance. It appears that a perimeter easement may be created with minimal impact to the current uses. In the case with Metro, there may be security issues at their entrance which might be addressed with related improvements. Moreover, such an elongated “park” (recreational bike / ped trail) would reduce the need to acquire land in expanding N-1 or C-1.

3rd) More equitable: the easement would be spread over multiple owners (mostly COB & Metro land) vrs taking parcels from one or two property owners; moreover, such an adjacent recreational path would be an asset to most commercial & residential current of future developments so resistance would be less.

4th) Encourage pedestrian & bicycle transportation: The effect of a loop for transportation by connecting to the BNSF, completing a loop, for commuters is self-evident & requires no explanation.

Other: N-2 (now re-named “M-1”): this proposed park is in the “right” place given its close proximity to the first “Node” at 122nd Ave NE & 15th Street, is accessible by transit and pedestrians such that it can be enjoyed by workers during the week and residents during evenings and weekends. At the last Planning Commission meeting on July 23, 2008, City of Bellevue staff proposed to reduce the size of “N-2” planned at that node (13th St / 122nd Ave.) from 4 acres to 1 acre, presumably due to objections by Wright-Rundstad (“W-R”), while increasing the size of “N-1” (COB owns about 7 acres of wetlands already @15th / 124th) by an additional 3 acres for recreational facilities. This proposal would require COB to buy 3 more acres under this proposal, but, if such connection is made into this bike/ped loop path, as proposed above, were made, then W-R would be greatly benefitted as this recreational amenity would serve their envisioned higher density daytime and residential customers. W-R, in this event, might be more willing to fund a combination of a larger N-2/M-1 (maybe 2-3 acres- a mini- “central park”) and /or the easement purchases for such a connection. Either way, the benefits of being adjacent to a recreational pedestrian/bike trail that connects to the BNSF completing a loop to a high density node developer with 30 plus acres would more equitably support a park compared to a small businessman 3 blocks away, providing their development increases in desirability to potential tenants.

C-1 serves only as a place keeper (“checking the boxes”). In essence a park located where C-1 is shown, even with the pedestrian/bike path connectivity proposed, would require most of the residents in the Bell-Red corridor wishing to use C-1 to drive their

cars to this park. Also, you are aware that Sound Transit has selected this area as a potential LRT maintenance facility, so drawing in C-1 @ 10 acres looks unlikely anyway to most people; whereas an elongated bike/ped path loop “park” is a classic case of symbiotic highest land use – in essence, the whole is worth much more than the parts.

2nd Issue- Existing uses/Flexibility:

As you are aware, this is, by far, been the most frequently testified issue by the attending public. When the chair of the Planning Commission asked Paul (7-23-08 hearing) if existing uses would be permitted to continue, he answered “yes”. When another member of the planning commission asked another version of the same question later in the meeting, the answer was “yes, every use chart has an ‘E’ when there is an existing use”. This appeared to satisfy the commissioners’ questions but it really isn’t true and, ultimately, will not satisfy the City Council. The details of grandfathering existing uses will need to be fully vetted.

Pella home improvement building: For example, our Pella home improvement building (See attached map – “Pella”) has three tenants; Pella, R & R Party rentals & Avad Home Electronics which wholesales for installation to & by contractors and retails to homeowners for self-installation of large screen TV’s and home theater systems. For example, if Avad were to relocate, for how long would this location be grandfathered as a wholesale and retail electronics store? And, what are the odds of such a specific use being replaced with another use so specific? There are many mechanical problems, such as this, that have not been adequately worked out by staff, which need to be fully understood by the Council. With regard to Paul’s second response that: “all existing uses are indicated”, you will note from the following discussion that “E’s” are not placed reliably in all of the use reference chart matrix. For example, Pella Windows, who manufacture and sell to retail and contractors, windows, doors and other products related to home improvement, and Avad Electronics, as previously discussed above, are not represented by an “E” in reference chart 20.25D.070 “Wholesale and Retail Uses in Bel-Red Land Use Districts”. First, given our current use, regarding the use category (use code “57) – Home Furnishings”, shouldn’t this category be labeled as an “E” for existing? More significantly, why wouldn’t these categories be permitted outright? Are they not consistent with the “vision” of retail intermixed with residential? Does this not add to the texture and quality of the environment where people shop close to their homes? If you do not provide for more flexibility for retail in most size ranges (excluding Big-box, Costco –style uses) ; then those who do not have cars will not live in these BR-R residential areas. Moreover, we note that the “food/grocery” store category in this BR-R zoning, is limited to 20,000 sf. As you know, many successful residential developments are anchored on the ground floor by grocery stores such as Whole Foods or Safeway that are in the minimum range of 40-50,000 sf. The quality of these developments are well known. From the fact that food stores in many communities are the nexus of the community, why would you purposefully limit the success of such developments by limiting the locations of such food stores? Do you not wish to encourage such development? What is the specific goal you are trying to achieve by limiting food stores to 20,000 sf, which is essentially limiting food stores to convenient stores? As for our electronics wholesaler/retailer, under “Computers and Electronics” (no use number

provided, page 144/28), in our opinion this should also be permitted (“P”), but at a minimum should be shown as an “E” for Existing.

Proposal: Pella: Revise the proposed zoning from the current proposed zoning of “BR-R”(residential) to “BR-CR” (commercial-residential). This “Pella” site is directly across the street (120th Ave) from the Metro Bus maintenance facility; Given the longer term reality of Metro, the more likely scenario for earlier transition /redevelopment of this property would be a slightly relaxed (in terms of uses and retail size limits) designation to “CR” We do not speak for other owners but our proposed BR-CR area are those parcels west (across 120th Ave NE) from Metro and south of those parcels adjoining Kelsey Creek (see map attached). These 2-3 parcels are not adjacent to the West Tributary proposed/ bike ped path and therefore do not benefit from the idea proposed above for a connecting bike/ped loop. Revising this area from BR-R to BR –CR is almost the same zoning so it would work as a transition area just allow more flexibility for retail.

Bellevue Design Market: With regard to our other project in the Bel-Red re-zone area, the **Bellevue Design Market** (1014-1044 116th Ave NE, adjacent to Whole foods, across the street from Overlake hospital- see attached map) with proposed zoning BR-MO-1, there are several existing uses which, in our opinion, should be permitted, however at a minimum should include an “E” for Existing in the tables. In particular, with regard to 20.25D.070 Wholesale & Retail uses under general merchandise, products, supplies, materials & equipment (use code 51), we have “Merry-go-Round” which sells infant/juvenile furniture, baby strollers, car seats and many other associated products. Under the category of “Hardware - General merchandise, Dry Goods and Variety” (use code 53) we have Bellevue Art & Frame which has been in the shopping center for 20 years specializing in arts/crafts, paint, variety products, toys etc. This should at least be and “E” for Existing. Under “Furniture, Home furnishings (Use code 57)”, we have Kasala furniture, Soho for the Home (now partially “Relax the Back”), Arnolds Appliances. For “Eating and Drinking Establishments” (use code 58) we have “Subway Sandwiches” and “Three pigs Barbeque”.

Under Hardware, Paint, Tile & Wallpaper (5251), we have several retailers including, “California Closets” & “Alexander Lighting” (“Rodda Paint”) who have in the past or now sell such accessories and in any event, these are consistent with a Bellevue Design Market concept. For “Apparel and accessories (56)” Merry-go-round sells children’s and infant clothing and blankets. These uses should be considered “P” for permitted given the long continuing and well known theme for the Bellevue Design Market, which is a regional retail draw to the general area. Nonetheless, at a minimum, these should be labeled “E” for existing but are currently blank in BR-MO-1.

Conclusion: With the exception of big box categories killer retailers that use massive land areas on one level and large parking ratios, I can not understand why the City of Bellevue would not encourage as much retail as possible in the commercial and residential districts. Retail is the glue and texture that makes work and residential areas interesting, livable and, ultimately successful. I look forward to hearing your thoughts on

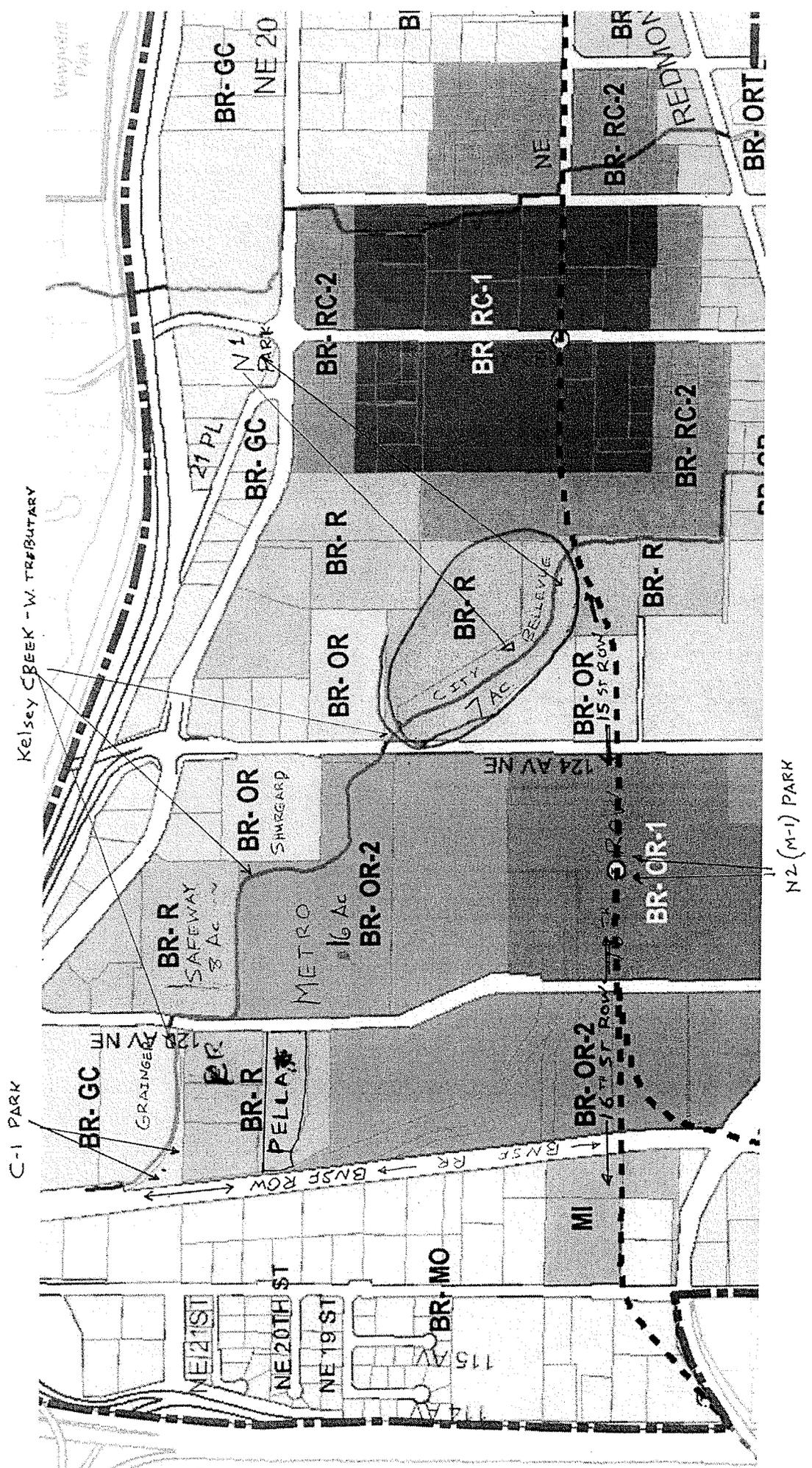
these subjects. This Bel-Red rezone is such a huge area that larger areas are painted by the broad rezone brush than would normally be the case in a normal re-zone. Our idea is that this could benefit from some "fine-tuning". Our visions are the same for the Bel-Red corridor. It is the interim that concern us.

Thank you,

Sincerely yours,

A handwritten signature in black ink that reads "W.A. Scott". The signature is written in a cursive, slightly slanted style.

Walter Scott



R.W. THORPE & ASSOCIATES, INC.

Seattle • Anchorage • Denver • Winthrop

❖ Planning • Landscape • Environmental • Economics ❖

PRINCIPALS:

Robert W. Thorpe, AICP, President
Stephen Speidel, ASLA, Vice President

ASSOCIATES:

Jennifer Lee, ASLA
Barbara Baker

August 28, 2008

Honorable Mayor Grant Degginger
City of Bellevue
450 110th Avenue NE
P.O. Box 90012
Bellevue, WA 98009-9012

RE: Public Storage Comments on the Planning Commission Recommended Bel-Red Subarea Plan and Land Use Code

Dear Mayor Degginger and Member of the City Council:

R.W. Thorpe & Associates, Inc has been retained by Public Storage, Inc. to review the draft Bel-Red Subarea Plan and Land Use Code Amendments that were recently recommended for approval by the Planning Commission. Our review is to provide an impact analysis of how the proposed policies, zoning regulations, improvements, and design guidelines will impact their properties.

Public Storage is a self-storage REIT with about 2100 stores in the United States. Four stores are located within the Bel-Red corridor. Public Storage does not build or acquire new stores to hold and then sell at a future date for profit. The stores in the Bel-Red corridor are as old as 25 years and will remain as operating entities well in to the future. Public Storage, of course, would like to retain zoning that allows for future upgrades of the stores to include demolition of existing buildings and construction of new buildings that may be multi-story.

Executive Summary of Requested Amendment

Public Storage owns and operates four different sites within the Bel-Red Corridor. Two of the sites (#1 and #3) shown on the attached Bel-Red Subarea Proposed Zoning Map have been zoned properly to allow for the continued use of the storage facilities and would be a 'Permitted Use' with the adoption of the Subarea Plan as recommended by the Planning Commission. Sites #2 and #4 would be considered 'Existing Uses' with the adoption of the recommended plan. Given the location of Site #4 and the city's desire to transition this area to an area of 'Mixed Uses' consisting of housing, retail, and office, Public Storage will accept the 'Existing Use' designation for this location as it will serve as an accessory use to the residential component of the area. Of the 4 sites within the Bel-Red corridor, Public Storage is requesting that the City Council consider amending the designation of one of the sites. **Public storage is requesting that Site #2 be zoned Bel-Red Office/Residential and not Bel-Red Residential.** The site being reviewed is located at 12465 Northrup way and is also identified as King County Assessor Parcel Number 2825059311.

Existing Site Conditions

The property is currently zoned Light Industrial (LI) on the existing City of Bellevue Zoning Map with Storage Services (STD Land Use Code 637). The properties on all sides, surrounding the subject property, are all currently zoned Light Industrial.

There are three separate two-story buildings on site totaling approximately 145,680 square feet of building area. Each of these buildings was built in 1988. The surrounding properties, south of Northup Way all consist of storage or warehouse type uses, similar to the subject property. Across Northup way are vacant properties zoned Light Industrial.

The subject property has direct access off of Northup Way and internal circulation is restricted to the subject site and no connection exists to surrounding properties.

Subarea Plan & Comprehensive Plan Proposed Amendments

The proposed changes to the Subarea Plan & Comprehensive Plan are favorable toward the continued use of the warehouse storage facilities. No recommendations are being proposed to change the Subarea Plan. The following is a Policy Analysis of the applicable, proposed Bel-Red Policy which would support changing the Zoning designation from Bel-Red-Residential to Bel-Red-Office/Residential.

"POLICY S-BR-B6___ Accommodate 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 standalone residential areas." (Page 7 Bel-Red Subarea Plan Page Planning Commission Recommendation)

'Warehousing and Storage Use' is a 'Service Use' as listed in the Permitted Uses Chart in Bel-Red Land Use Districts and not a 'Manufacturing'. Because Public Storage is dedicated and committed to maintaining their properties over many years, it is reasonable to predict that the service use will be at this location for many years to come. This type of service use is very suitable for the BR-OR zoned properties; this is evident by the other two Public Storage properties adjacent to and to the west of this property. Similar to the adjacent property to the southwest (Site #3) and the property across 124th Ave NE (Site #1) which has storage uses and is being zoned BR-OR, this property should receive the same zoning designation.

Land Use Code Amendments Part 20.25D ~ Bel-Red

The amendments as proposed in the Planning Commission Recommended Draft 07-23-2008 indicates that sites 1 and 3 will be rezoned to Bel-Red Office/Residential (BR-OR) and site 2 will be rezoned to Bel-Red Residential (BR-R). Warehousing and Storage Services are 'Permitted' uses within the BR-OR zone, but not Permitted in the BR-R zone. The BR-R zone would allow the use to be 'Existing', but would limit expansion or upgrades to the property to alterations that are valued at \$150,000 over any three year period, if the value is more than the 'Existing Development' is subject to additional code requirements. This would discourage property owners from making aesthetic or structural upgrades to the existing buildings. The primary request to the Land Use Code & Zoning Map is to rezone the

to the existing buildings. The primary request to the Land Use Code & Zoning Map is to rezone the three sites (1, 2, and 3) to the same zone, which would allow continued use of the building and allow for future expansion and upgrades without limiting the dollar amount of those upgrades.

Zoning Map Changes

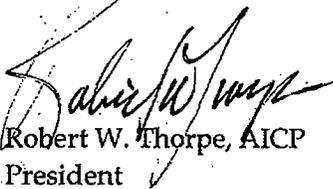
The Zoning Map change proposed by Public Storage is to change the proposed Zone designation for Site #2 from BR-R to BR-OR. Given the proximity of this site to other storage sites being zoned BR-OR and to major arterials, it should be concluded that this is a reasonable request that would not impact or hinder achieving the goals of the Bel-Red Sub Area Plan. This one zoning map change would not require any additional amendments to the Land Use Code and can accomplish the intent of Public Storage, which is to continue the use and to make future upgrades.

In summary, the zoning map change needs to be amended to allow for continued use of the Public Storage site and allow for future upgrades to the existing development beyond the \$150,000 threshold detailed in the proposed Land Use Code Amendments. We will present some comments at the City Council Public Hearing and will be available to discuss these issues further with City Councilmembers or City staff. We look forward to working with the City on these issues.

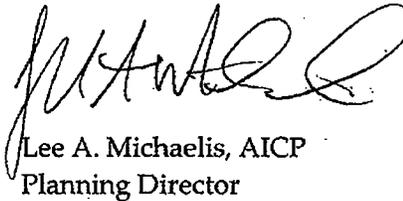
Please have your staff contact us for any clarification, additional analysis, or information to assist you in your deliberations on this very important Bel-Red Subarea Plan.

Sincerely,

R.W. Thorpe & Associates, Inc.



Robert W. Thorpe, AICP
President



Lee A. Michaelis, AICP
Planning Director

Cc: Neil Hattenburg, Public Storage, Inc.
Paul, Inghram, AICP Comprehensive Planning Manager, City of Bellevue

Bellevue City Council
450 110th Avenue N.E.
Bellevue, WA 98004

January 5, 2009

RE: Bel-Red Floor Area Ratio Increase to 2.50 for BR-CR zoned Sherwood Center/156th Avenue N.E. area.

Dear Councilmember:

We request the Bellevue City Council designate the Floor Area Ratio (FAR) for the entire Bel-Red corridors' proposed BR-CR zoning district west of 156th Avenue N.E. 2.5. Currently, two out of three parcels fronting 156th Avenue N.E. have a proposed FAR designation of 2.5. However, the Sherwood Center parcel is limited to 2.0. The proposed building heights for all three parcels are the same.

The southern (Sherwood Center) parcel in this BR-CR zoning district is served by a high level of existing bus transit service. King County Metro's anticipated Rapid Ride service will add even more transit service within one quarter of a mile of this property

FARs of 2.5, which would be consistent along the western edge of 156th Avenue N.E., would provide the opportunity for many benefits to the City and affected properties, including:

- Providing a better opportunity for mixed-use transit oriented development. The Sherwood Center parcel is partially within a quarter mile radius of the proposed 152nd Avenue N.E. Light Rail station.
- Increasing the potential multifamily housing supply in this area of high employment.
- Improving the overall consistency and quality of the future urban form in the eastern portion of the Bel-Red corridor.
- Acting as a catalyst to improve the redevelopment potential for this BR-CR district. FARs consistent with the adjacent BR-CR zoned parcels would act as an incentive to redevelopment.
- Closing the gap between Redmond's adjacent 4.0 FAR Overlake Village designation and Bellevue's limited FAR.

- Supporting the concepts in Urban Land Institute's Technical Advisory Panel recommendations "...so that desired redevelopment is more likely to occur in the Bel-Red corridor".

Please find attached a conceptual plan showing a potential mixed-use development with an FAR of 2.5 on the Sherwood Center site. In addition, the same plan is shown with the adjacent Bel Green development proposal (also 2.50 FAR).

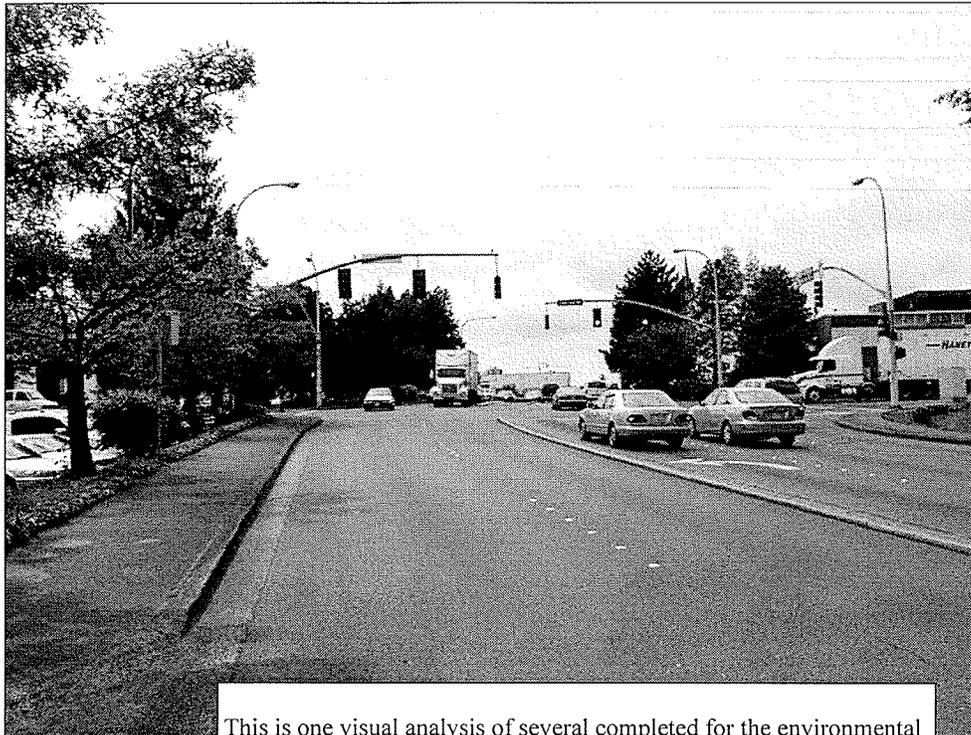
On behalf of the owner and manager of Sherwood Center, I truly appreciate the Council's consideration of the requested FAR improvement.

Sincerely,

Todd R. Woosley

Todd Woosley
Hal Woosley Properties, Inc.
12001 N.E. 12th Street, Suite #44
Bellevue, WA 98005

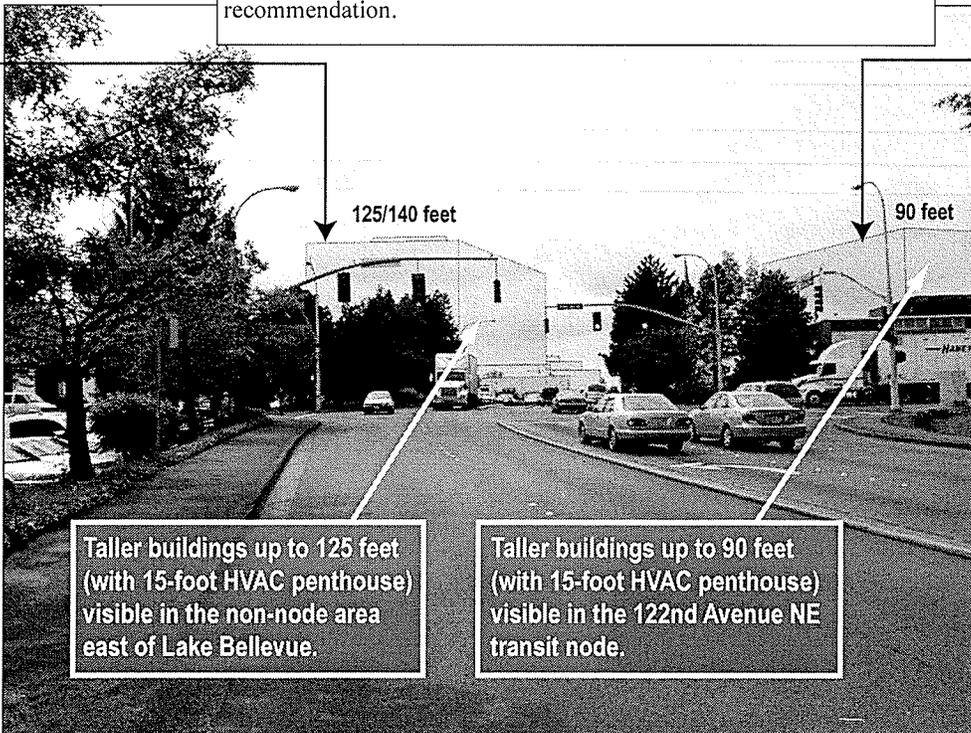
Existing Conditions



This is one visual analysis of several completed for the environmental review of the Bel-Red alternatives. It explores heights on the north and south sides of Bel-Red road/NE 12th Street, including the Brierwood area, but it is not representative of the final recommendation.

Massing Model

Planning Commission recommendation calls for maximum heights of 70 feet in this area, transitioning down from higher heights in the TOD node and providing appropriate edge treatment on Bel-Red Road.



Planning Commission recommendation calls for maximum heights of 125 feet in this area, with maximum heights of 45 feet at the northwest corner of Bel-Red Road and 124th Avenue

Taller buildings up to 125 feet (with 15-foot HVAC penthouse) visible in the non-node area east of Lake Bellevue.

Taller buildings up to 90 feet (with 15-foot HVAC penthouse) visible in the 122nd Avenue NE transit node.

**Location 3:
Looking west on Bel-Red Road
east of 124th Avenue NE
Bel-Red Corridor Final EIS**

Bellevue City Council
450 110th Avenue N.E.
Bellevue, WA 98004

January 5, 2009

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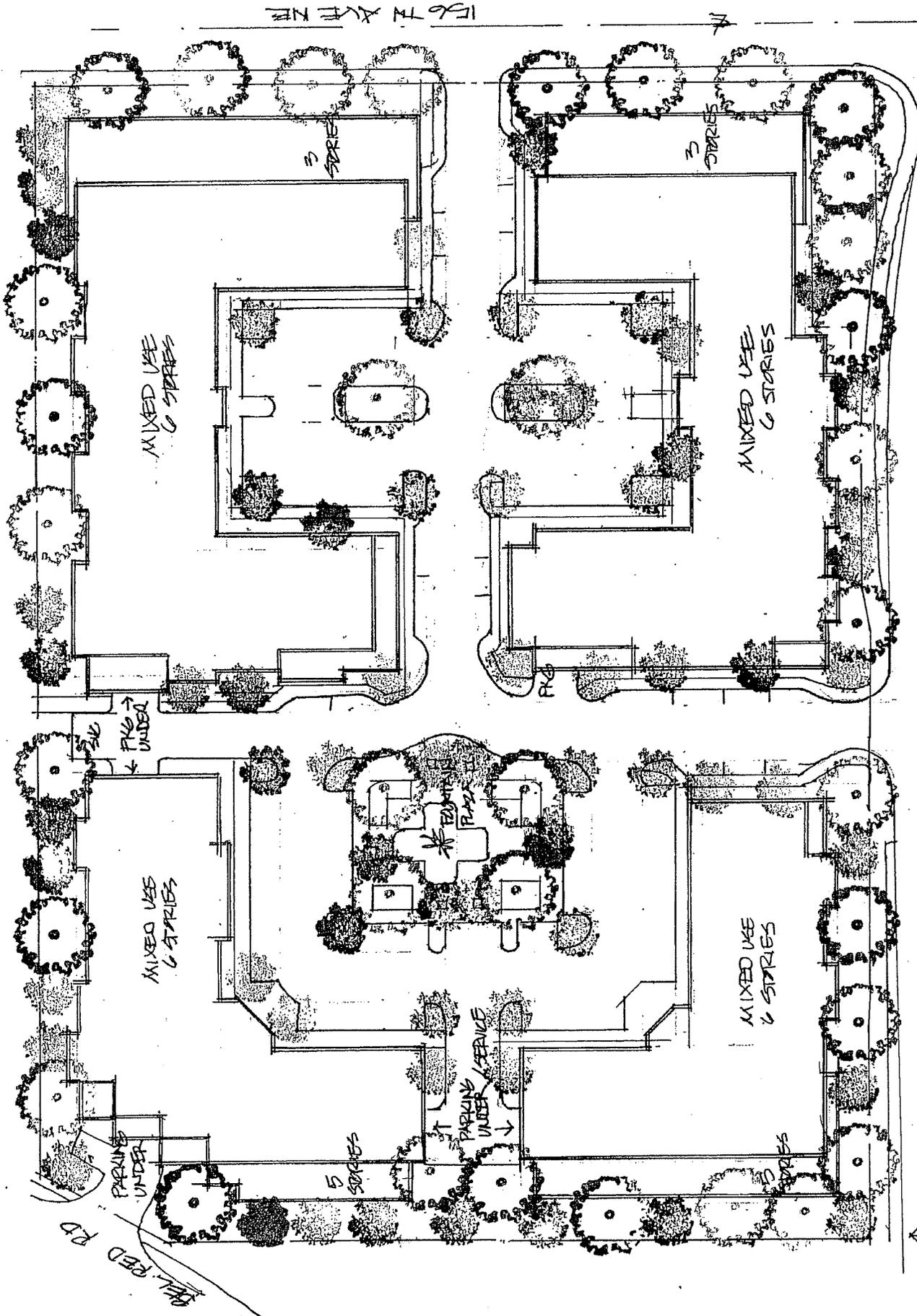
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On behalf of the owner and manager of Sherwood Center, I truly appreciate the Council’s consideration of the requested FAR improvement.

Sincerely,

Todd R. Woosley

Todd Woosley
Hal Woosley Properties, Inc.
12001 N.E. 12th Street, Suite #44
Bellevue, WA 98005

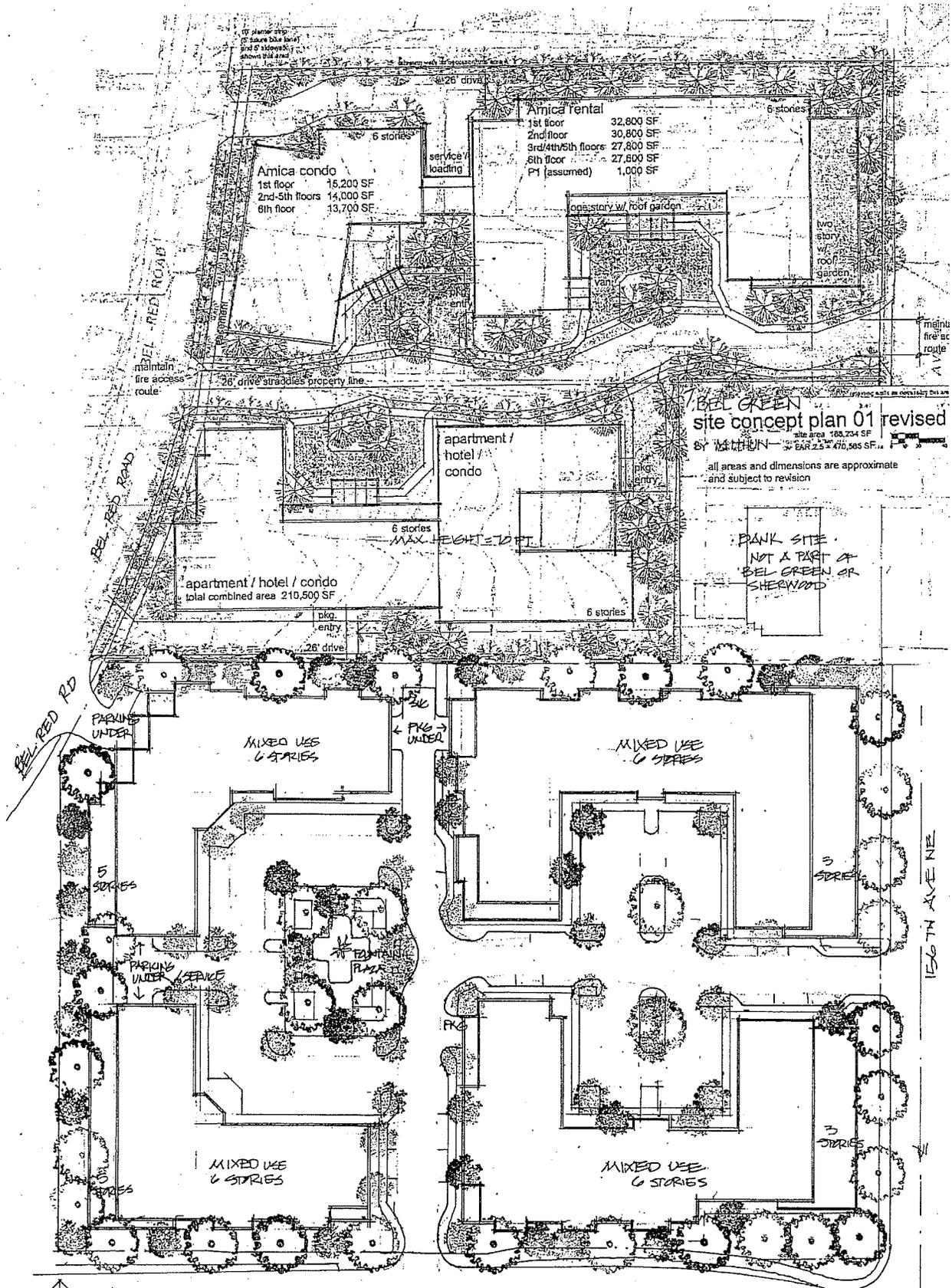


PLAN IS CONCEPTUAL
 & SUBJECT TO CHANGE
 LANCE MUELLER & ASSOC./ARCH
 12.19.08

NE 20TH ST.

SHERWOOD CONCEPTUAL PLAN

SITE AREA = 259,233 SF. FAR 2.5 = 648,083 SF.



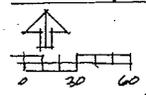
Amica Rental
 1st floor 32,800 SF
 2nd floor 30,800 SF
 3rd/4th/5th floors 27,800 SF
 6th floor 27,800 SF
 P1 (assumed) 1,000 SF

Amica Condo
 1st floor 15,200 SF
 2nd-5th floors 14,000 SF
 6th floor 13,700 SF

apartment / hotel / condo
 total combined area 210,500 SF

BEL GREEN
 site concept plan 01 revised
 site area 188,234 SF
 FAR 2.5 = 470,585 SF
 BY MATTHEW
 all areas and dimensions are approximate
 and subject to revision

PARK SITE
 NOT A PART OF
 BEL GREEN OR
 SHERWOOD

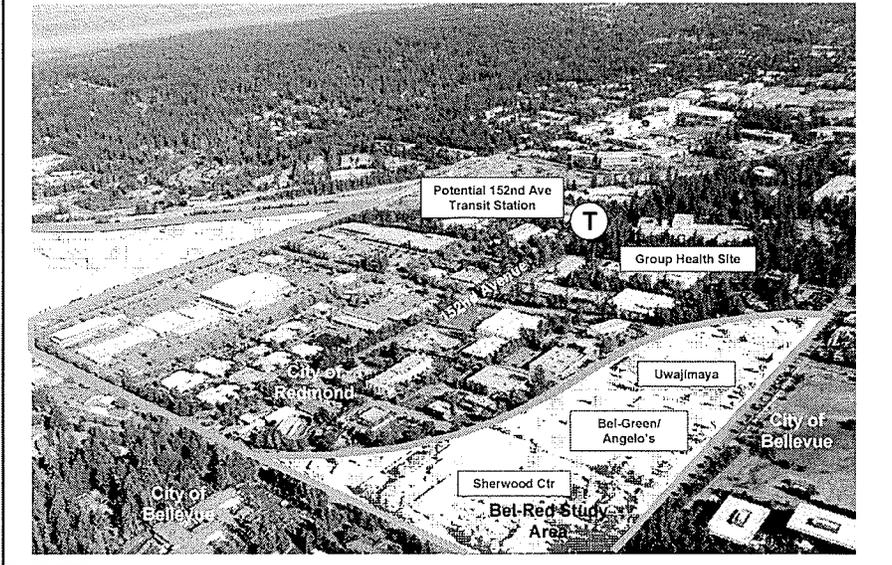


SHERWOOD CONCEPTUAL PLAN
 SITE AREA = 259,233 SF FAR 2.5 = 648,000 SF

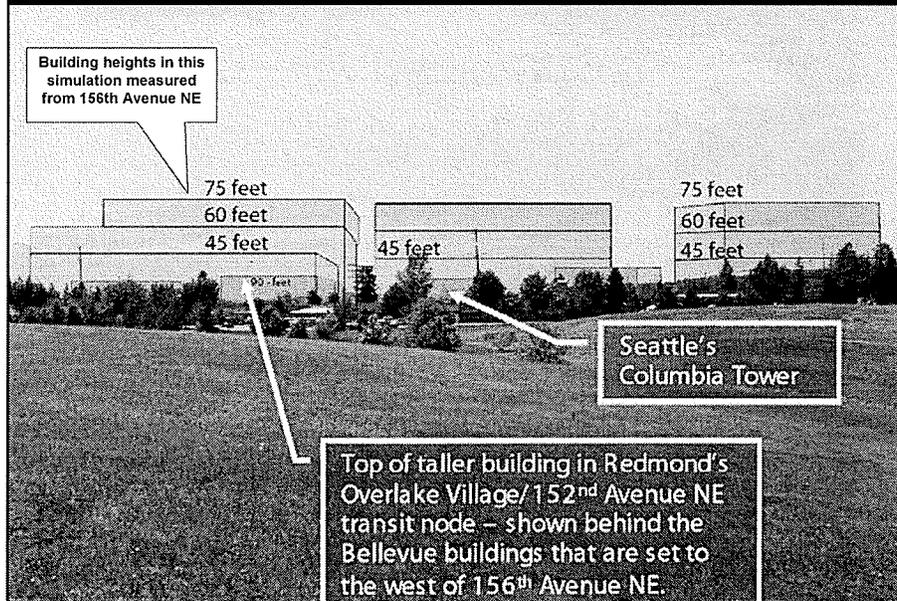
NE 20TH ST.

PLAN IS CONCEPTUAL
 & SUBJECT TO CHANGE
 LANCE MUELLER & ASSOC./ARCH
 12.21.08

East Triangle Height Review



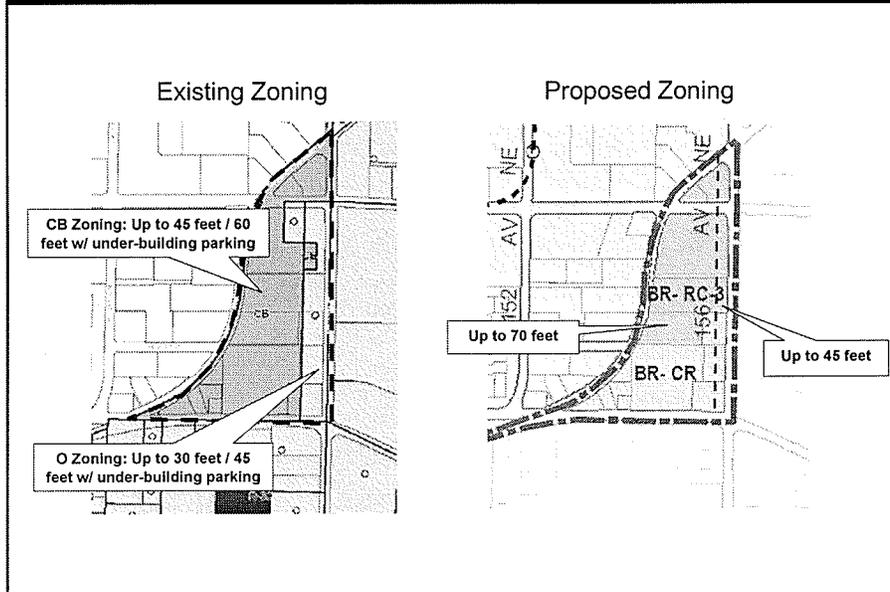
View from Unigard Park Looking West



Proposed and Surrounding Maximum Heights



Existing and Proposed Maximum Heights



Planning Commission Recommendation

1. Retain base height of 45 feet over entire area
2. Within incentive system participation, allow up to 70-foot buildings from existing grade starting 50 feet from back of sidewalk on 156th Ave
3. 45-foot height limit would apply adjacent to 156th
4. Require 40-foot separation between buildings as viewed from 156th

