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.

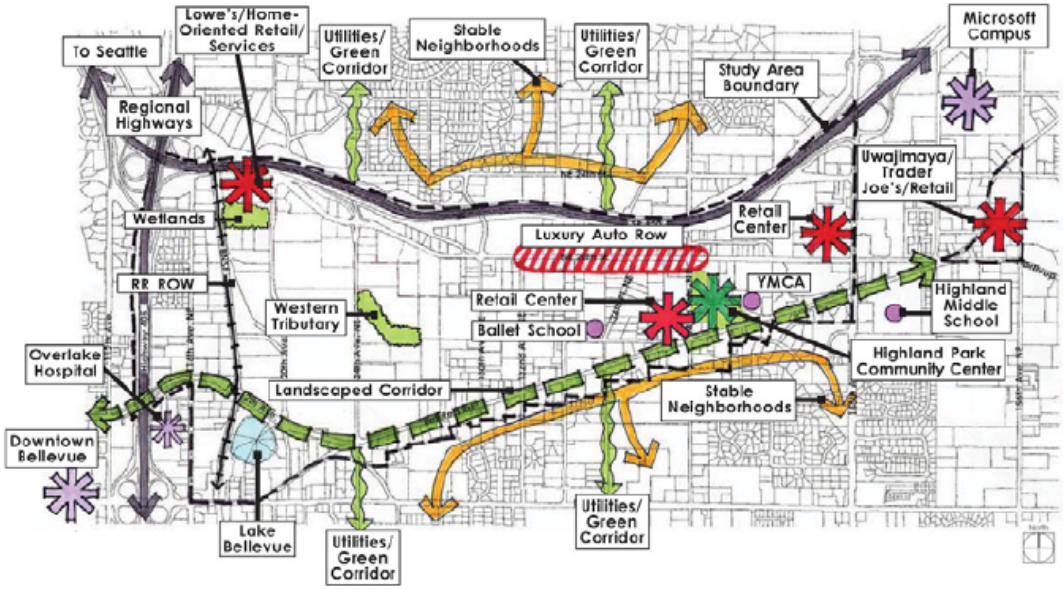
OVERVIEW

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 sub-set of service uses, such as auto repair, auto dealers and boat dealers (particularly their service/repair components) and towing, display characteristics similar to light industrial uses. These types of uses are less compatible with transit nodes and stand-alone residential areas, and thus new uses of this type are precluded in these areas.

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:

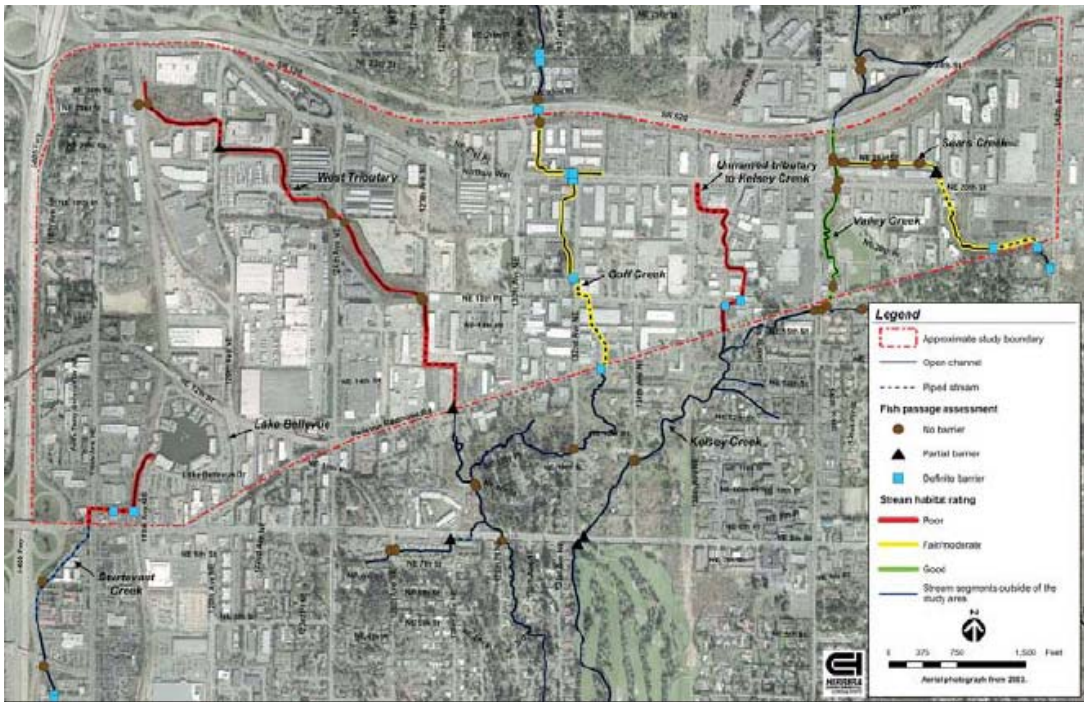
To redevelop the Bel-Red area as a model of environmental sustainability, realizing opportunities provided by new development to achieve significant improvements over current conditions.

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 2.5 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits are allowed only through participation in the amenity incentive system.

POLICIES

Node in the Vicinity of Overlake Hospital Medical Center

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 Overlake Hospital. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.

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

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 to125 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 to125 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 medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the BNSF Corridor.

> *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)

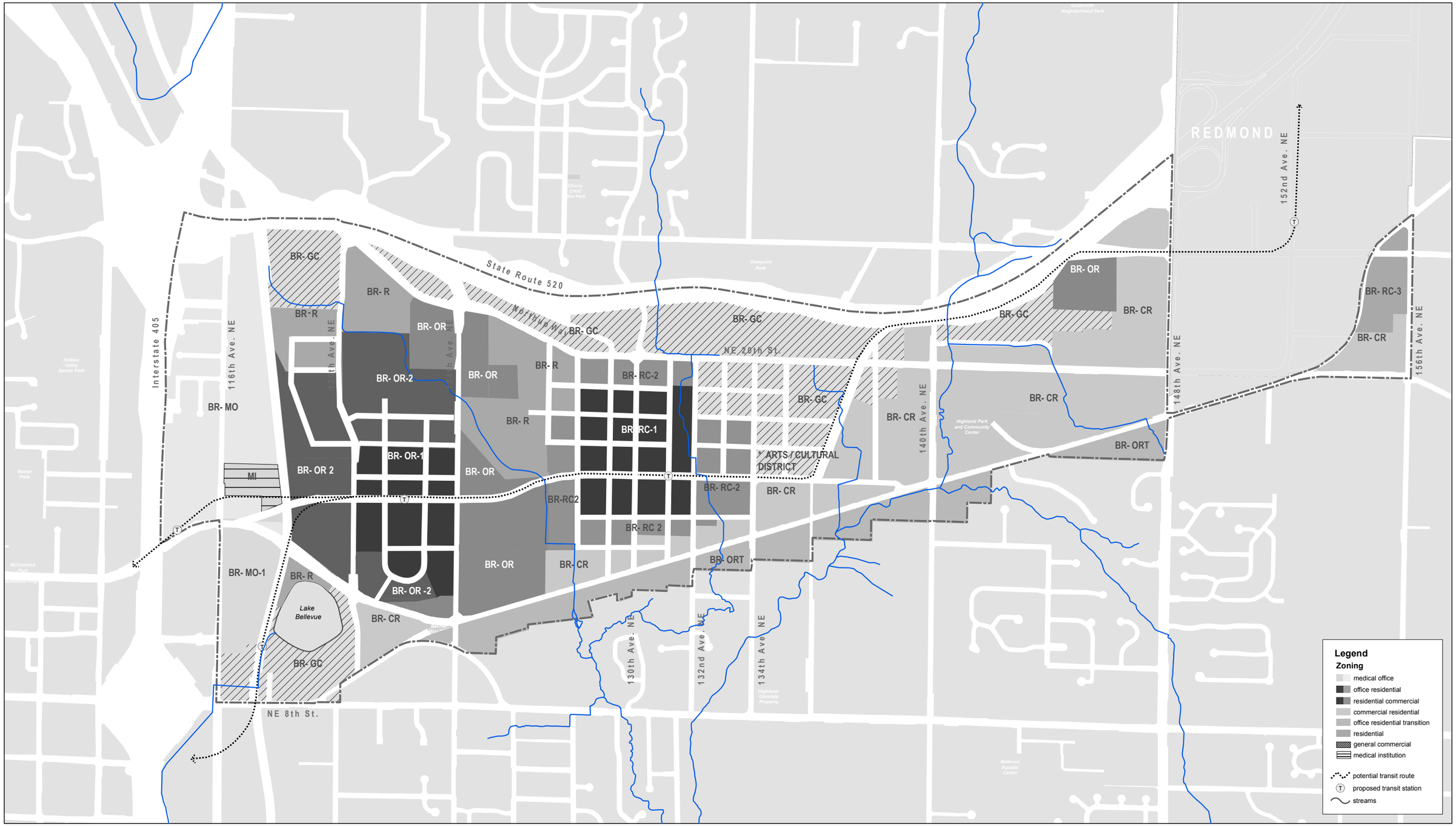
POLICY S-BR-K9___ Promote additional development of retail uses in these areas, together with mixed use development that incorporates housing. Allow maximum building heights up to 70 feet through the incentive system.

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

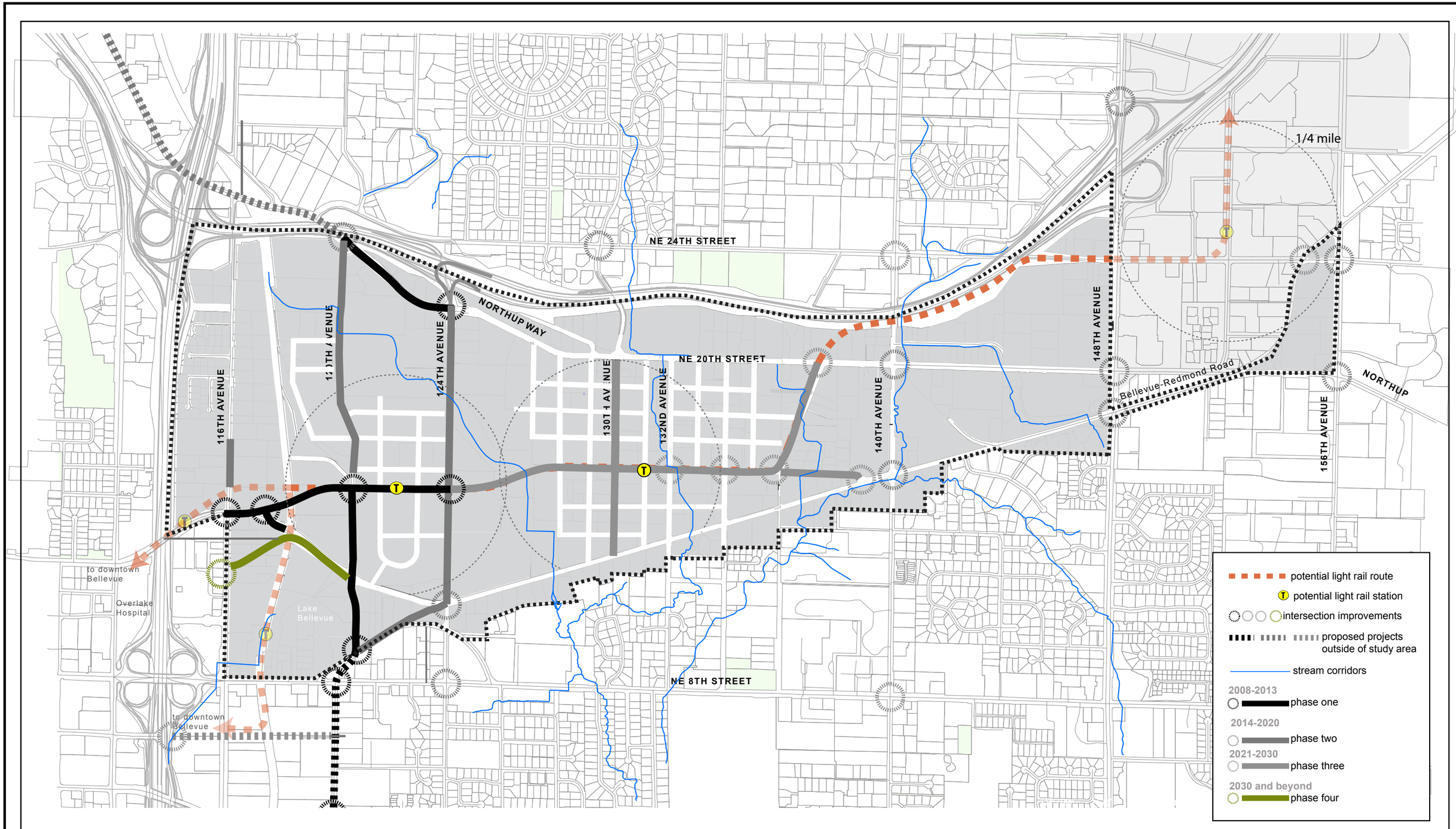
POLICY S-BR-K11___ Provide for mixed use commercial and residential uses in this area. Allow maximum building heights up to 45 feet in this area through the incentive system.



RECOMMENDED BEL-RED LAND USE PLAN

Figure S-BR.1

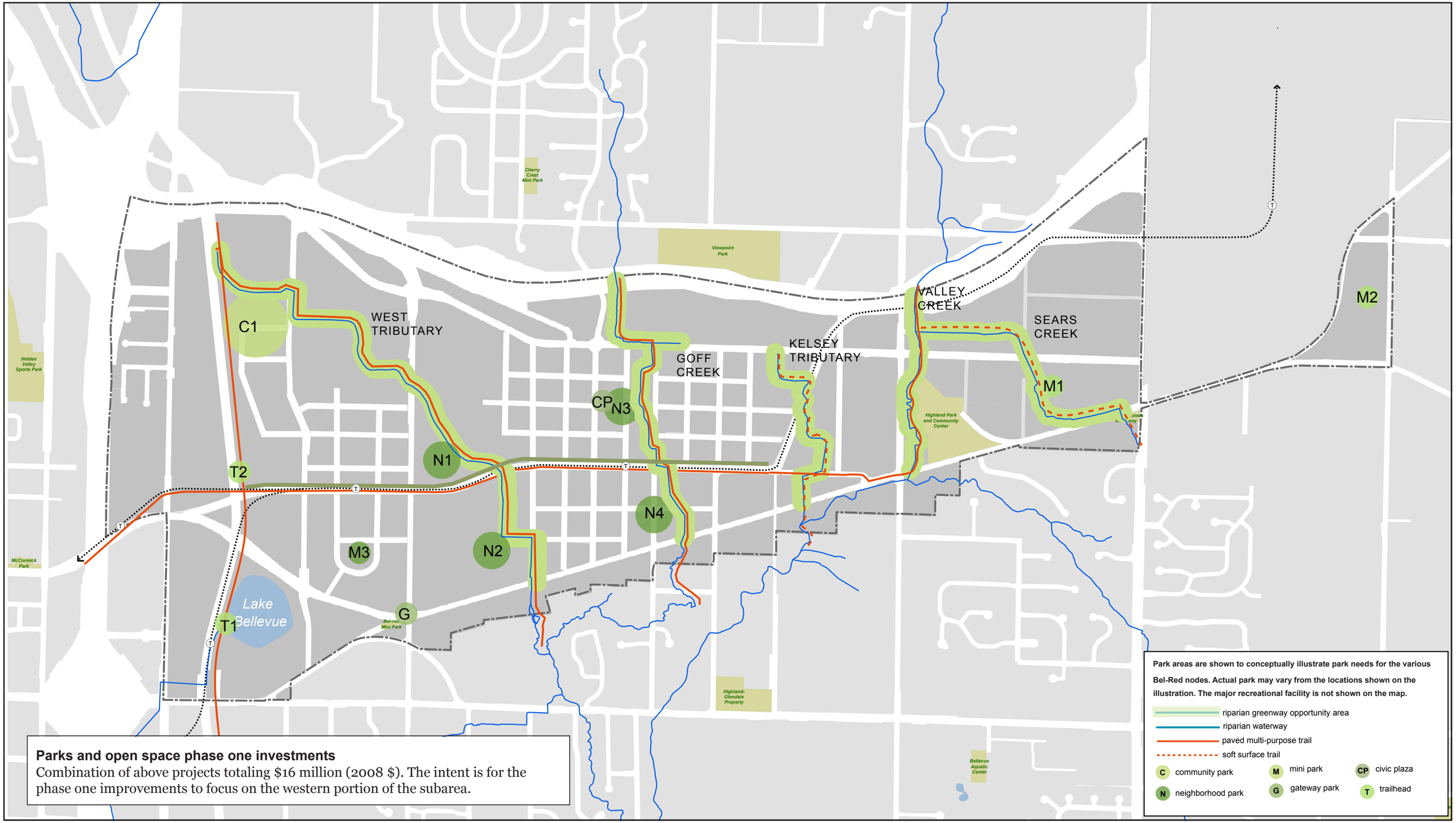
0 1320 Feet



RECOMMENDED BEL-RED TRANSPORTATION SYSTEM IMPROVEMENTS

Figure S-BR.2

1/4 mile



Parks and open space phase one investments
Combination of above projects totaling $16 million (2008 $). The intent is for the phase one improvements to focus on the western portion of the subarea.

RECOMMENDED BEL-RED PARKS & OPEN SPACE IMPROVEMENTS

Figure S-BR.3

1/4 mile

Table 1 *Bel-Red Transportation Project List*

Arterial Project	Description of Arterial Improvement
101	**Northup Way between 120th Avenue NE and 124th Avenue NE** 5-lanes Add eastbound lane Sidewalks both sides Bicycle lanes
102	**Northup Way west of 120th Avenue NE** 3-lanes Sidewalks both sides Bicycle lanes
103	**116th Avenue NE** 5-lanes between NE 12th Street and approximately NE 16th Street – across the frontage of the Children's Hospital site
104	**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
105	**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
106	**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
107	**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.*
108	**136th Place NE** 3-lanes (2 southbound, 1 northbound) Light rail running above grade in the median Sidewalks both sides Bike lanes both sides

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.

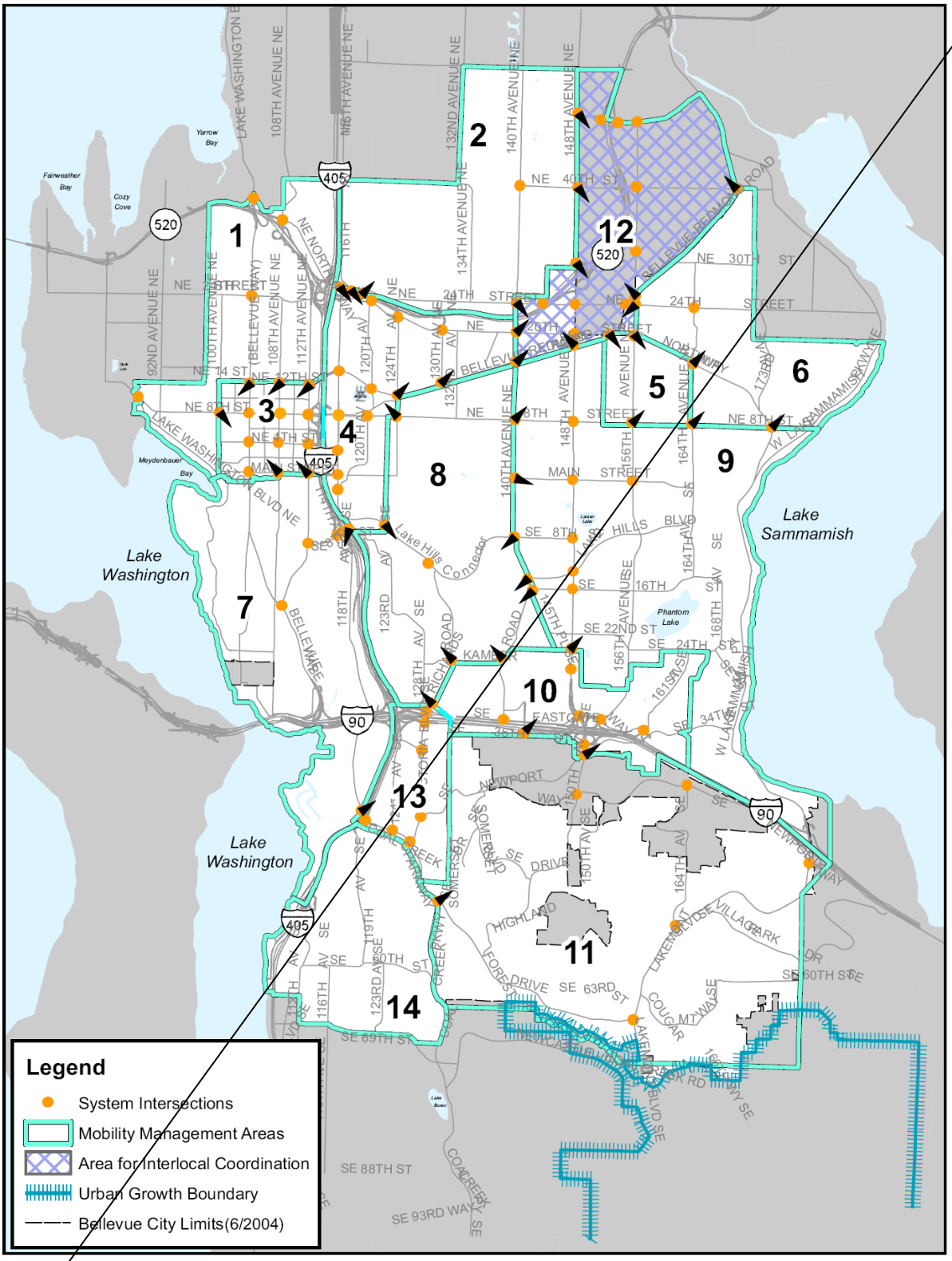


FIGURE TR.1

Mobility Management Areas

Existing Figure TR.1

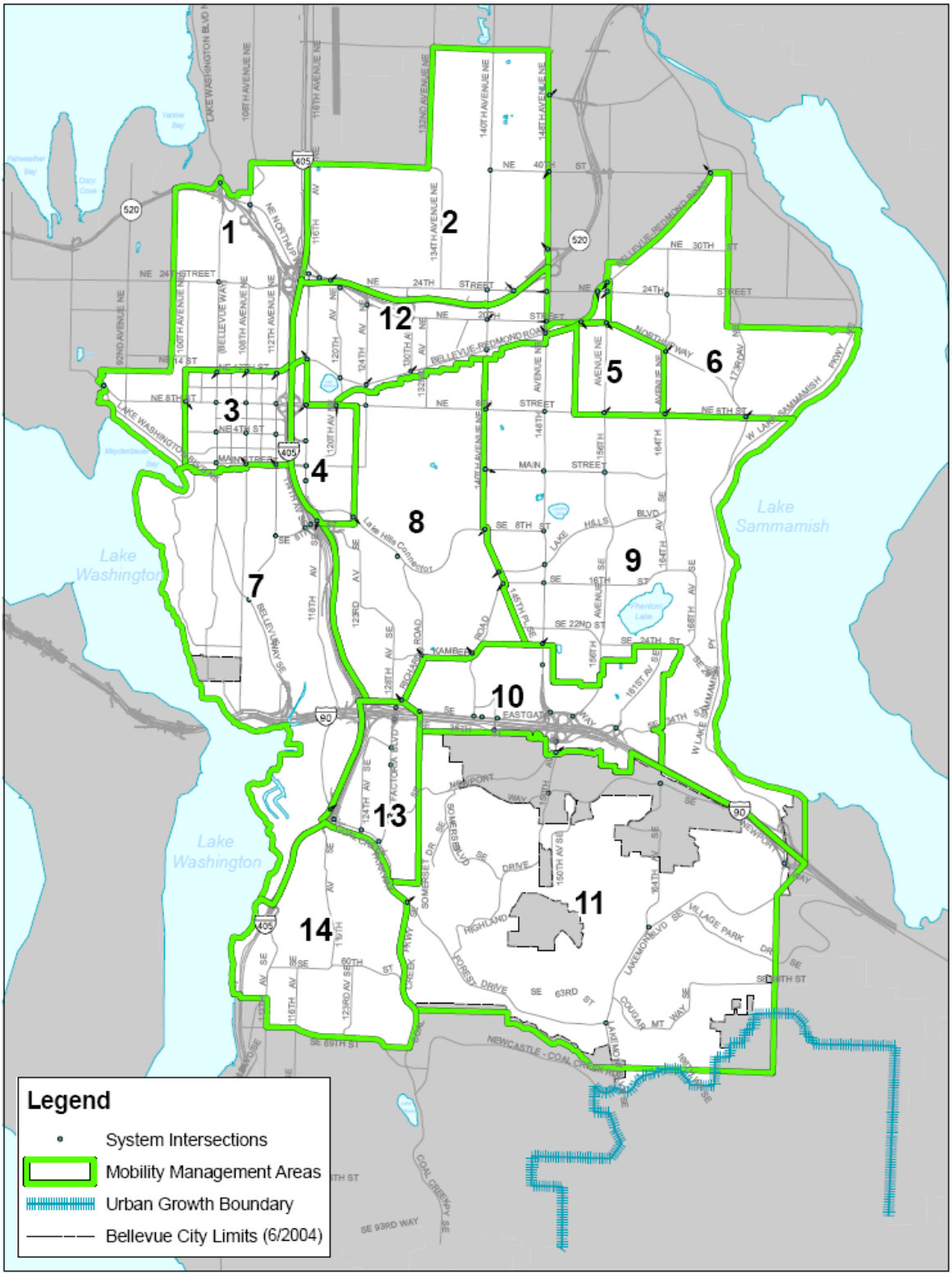


FIGURE TR.1

Mobility Management Areas

N

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/Northup	D	20	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+	N/A for interlocal area	

New Wilburton MMA D+

New Bel-Red MMA Move to Mixed Residential/Commercial category, LOS is E+

* 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)	
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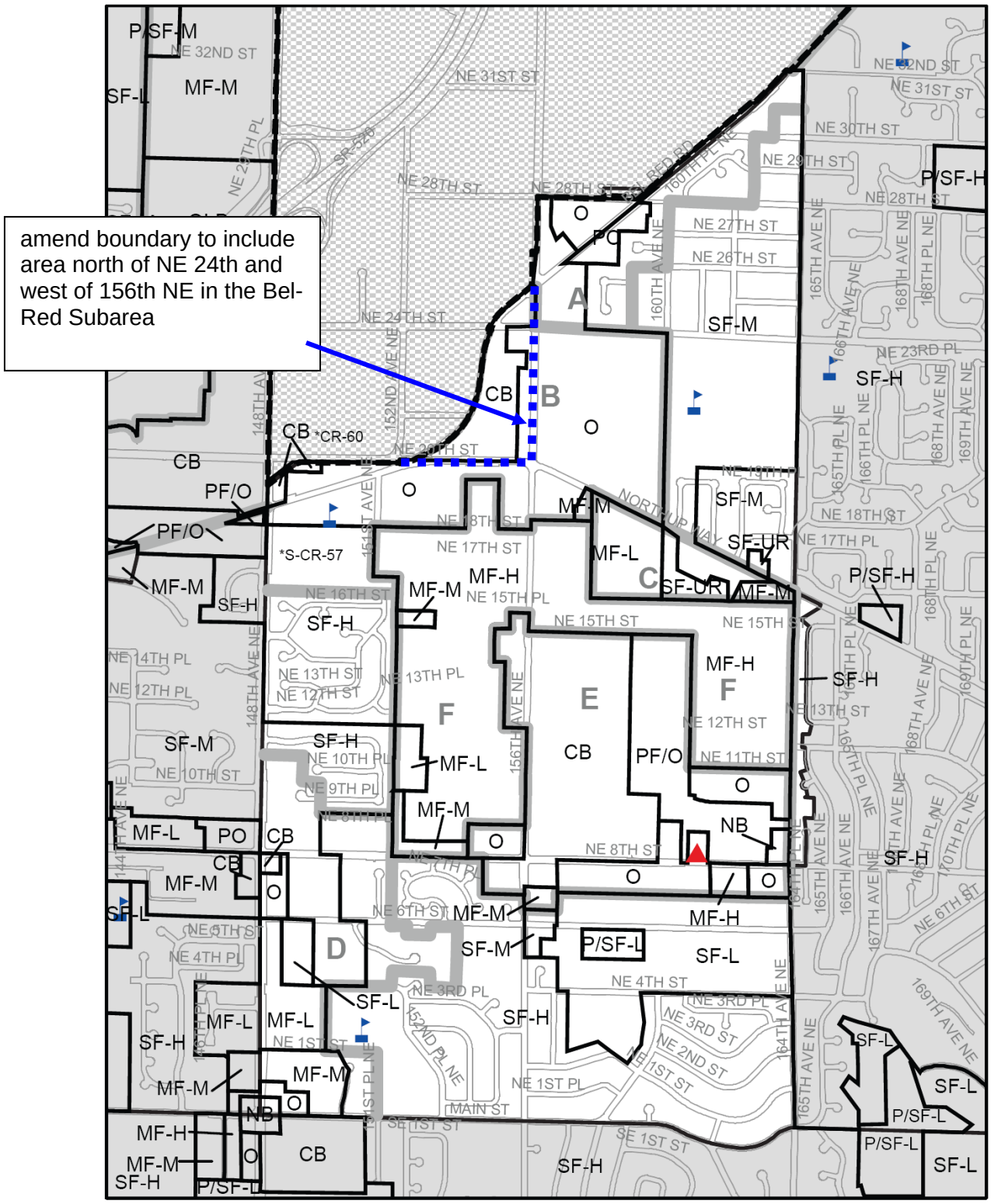
3 - Downtown	E+	32	40
MIXED COMMERCIAL/RESIDENTIAL AREAS			
4 – Wilburton	D+		
5 – Crossroads	D-	19	25
10 – Eastgate	D	26	35
12 – Bel-Red/Northup	E+	20	25
13 – Factoria	E+	15	20
RESIDENTIAL GROUP 1*			
1 – N. Bellevue	D+	N/A for residential areas	
7 – S. Bellevue	D+		
8 – Richards Valley	D+		
9 – E. Bellevue	D+		
RESIDENTIAL GROUP 2*			
2 – Bridle Trails	C	N/A for residential areas	
6 – NE Bellevue	C		
11 – Newcastle	C		
14 - Newport	C		
INTERLOCAL AREAS			
12 – Overlake	E+	N/A for interlocal area	

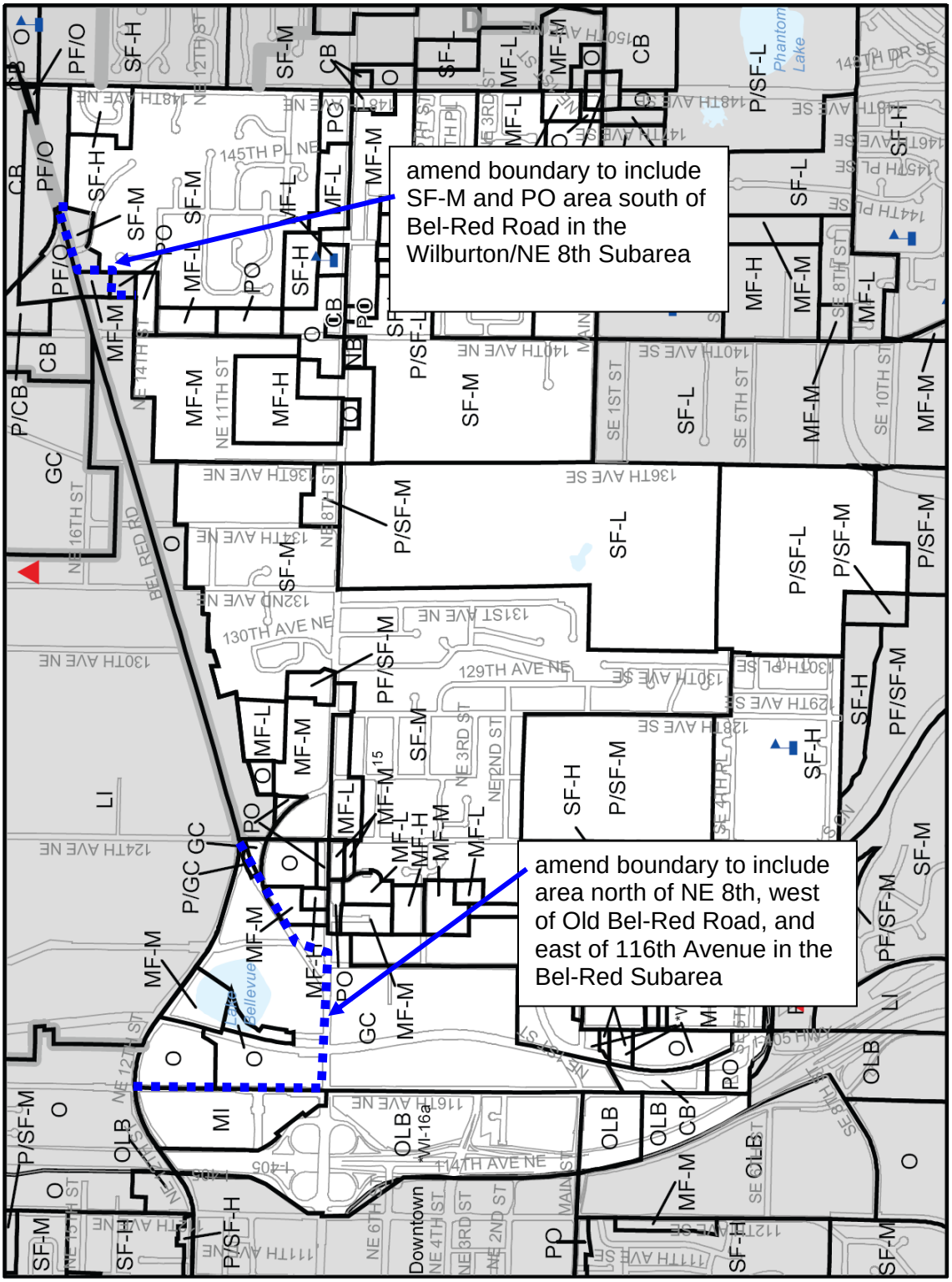
* Groupings based on street patterns, transit serviceability, topography, development patterns, & land use objectives (see Policy TR-21).

Proposed Figure TR.1

Crossroads Subarea Plan Amendment



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 definition~~s~~:

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 ~~3.0~~3.5 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 _ 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.