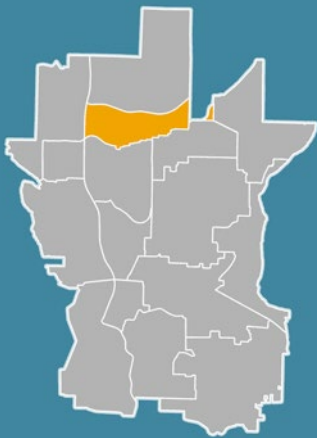




# BELRED

## WHAT YOU WILL FIND IN THIS PLAN

- Overview
- BelRed Vision
- Goals and policies
- Project lists and map



## GOAL

**To continue developing a sustainable urban development pattern that dramatically reshapes the future of the BelRed Subarea, while allowing the area to transition gracefully from its past.**

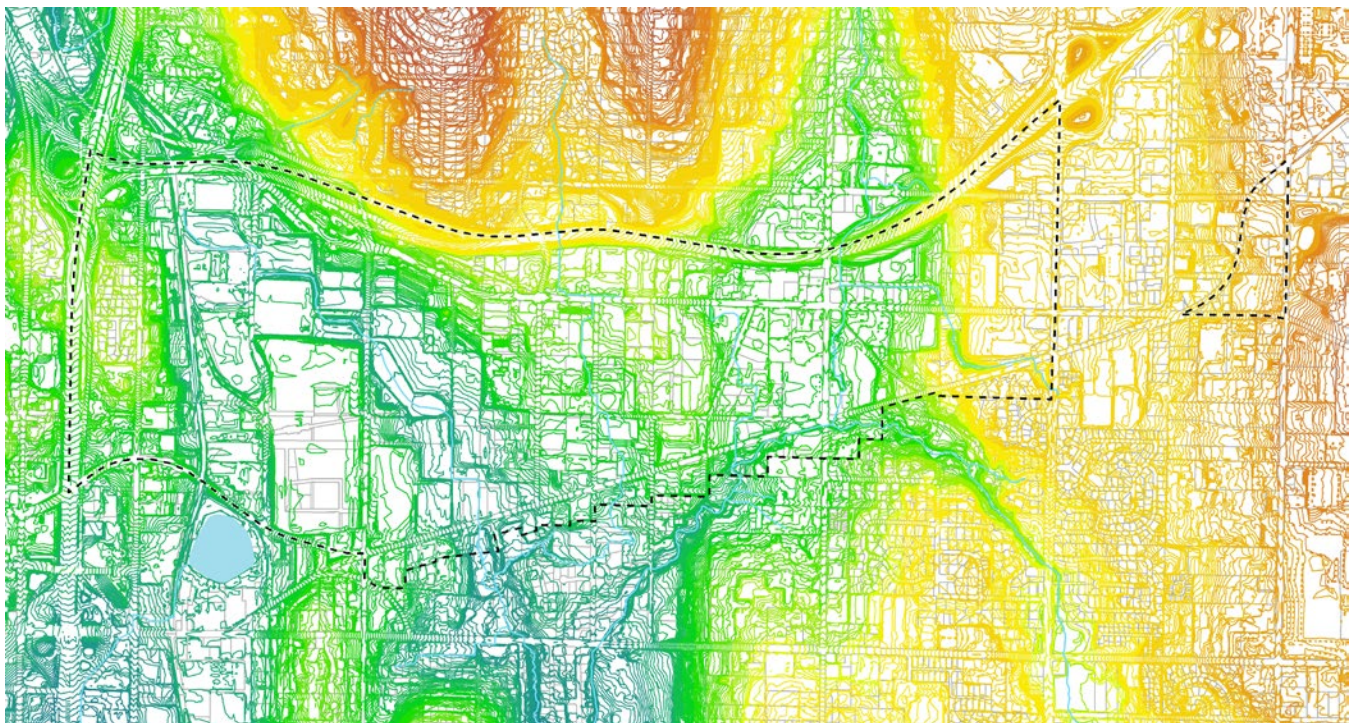
## OVERVIEW

Connected via light rail to Downtown Bellevue in the southwest and to Redmond's Overlake Village and the Microsoft Campus in the northeast, BelRed is a geographically expansive area with diverse natural and built environments covering over 860 acres. The area has undergone several transformations in its past, and it is currently undergoing its most recent transformation from a light industrial area with large lots and acres of surface parking into a Countywide Growth Center with a collection of vibrant, diverse, and walkable neighborhood districts oriented around light rail.

## THE NATURAL ENVIRONMENT

Undulating gradually from east to west, BelRed’s landscape contains a variety of topographies, geologic deposits, and soils, influencing its hydrology, ecology, and how humans use all of the above to grow and develop over time. Sitting lower in elevation than surrounding neighborhood areas, BelRed has seven streams flowing through it from every direction except from the south/southwest. These tend to follow glacial lacustrine and outwash deposits and contribute to BelRed’s varied landscape. BelRed’s streams and topography help to define the boundaries of different neighborhood districts within BelRed. Riparian corridors also provide opportunities for strengthening BelRed’s resilience to climate change, and opportunities for active transportation, recreation, and connecting with nature.

### BelRed Topography



Elevations range from 118 feet along the West Tributary to 390 feet along 156th Avenue NE.



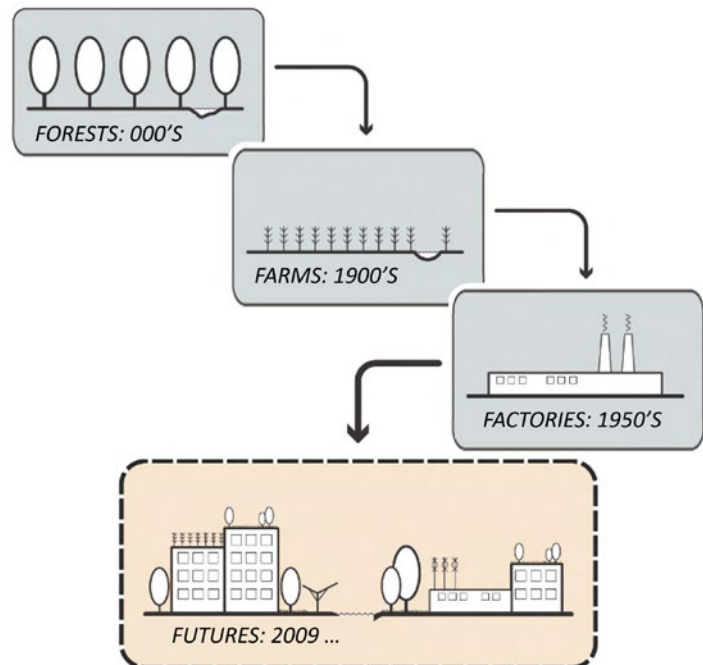
## THE BUILT ENVIRONMENT

Public investments in the built environment including transportation facilities and public parks and open space provide a framework for defining distinct neighborhood districts. Private investment in terms of the types and mix of uses, different building typologies and the resulting urban form in terms of parcel size, block size, street width, and streetscape design also help to define neighborhood identity, aesthetics, and how each neighborhood district functions. Seven such districts exist in BelRed today defined by key natural and built environment features. Whether they remain the same over time, however, will depend on their resilience and adaptability.



## TRANSFORMATIONS

Before the arrival of white people, a dense forest of primeval old growth wilderness covered Bellevue. The forest was so dense that Bellevue was largely uninhabited even by Native Americans who dwelt in the region. That changed with the arrival of Europeans who began logging the forest for timber in the late 1800s. Once the forest was cut, it was often Bellevue's Japanese residents who then performed the arduous task of clearing the land of stumps and transforming it into arable farmland.





Strawberry pickers on the Takeshita farm in Bellevue, 1933.



Safeway Distribution Center - Looking East. First Building Complete - 1958. First Big Industry in Bellevue. Photographer - Bill Brant.

Photos courtesy of the Eastside Heritage Center

Several Issei (Japanese-born) families set up successful farms in the area cultivating strawberries as well as other crops in the early 1900s. Most notably, in 1919, the Takeshita family bought 13 acres in what is known today as the Spring District. Bellevue's Japanese farmers flourished and formed the Bellevue's Vegetable Growers Association in 1930. They built the Bellevue Japanese Clubhouse (a community center also known as the "Kokaido"), and a shipping/packing shed to ship their produce far and wide via the Northern Pacific rail line in 1933.

In 1942, however, a second transformation began when President Roosevelt signed Executive Order 9066 forcing Bellevue's Japanese residents to leave their homes and relocate to incarceration camps. Many lost their farm leases, or never returned. For those who did return, rejuvenating their farmland was a challenge since their fields had laid fallow for several years and required intensive prep work before farming could resume. Land in Bellevue had also become more valuable as King County's population grew and demand for houses rose. In 1953, Takayoshi Suguro, the last Japanese immigrant (Issei) to farm in Bellevue retired and sold their property to Safeway.

When the city incorporated and Bellevue began to grow in the 1950s and 1960s, BelRed's farmland was gradually paved over and many of its streams were put into pipes underground transforming BelRed into a light industrial area. Manufacturing, warehousing, transportation, and other low-density light industrial and commercial services emerged in BelRed. Early industries included the Safeway bakery and distribution center, the Coca Cola bottling plant, and the presses of the King County Journal. King County Metro's East and Bellevue bus bases followed in the late 1970s and early 1980s.

BelRed remained a light industrial area through the turn of the century. However, during the 1990s, industrial uses in BelRed declined as several large employers moved out or reduced their operations. Between 1995 and 2004, employment dropped by more than five percent, while increasing by 20 percent citywide. Other entities such

as artists and educators who often require relatively large amounts of space at low cost began to locate in the area including the Pacific Northwest Ballet school. PNB first expanded to the Eastside in 1986, opening two studios at BelRed’s 124th Plaza before relocating twice more to their current location at 136th Place NE.

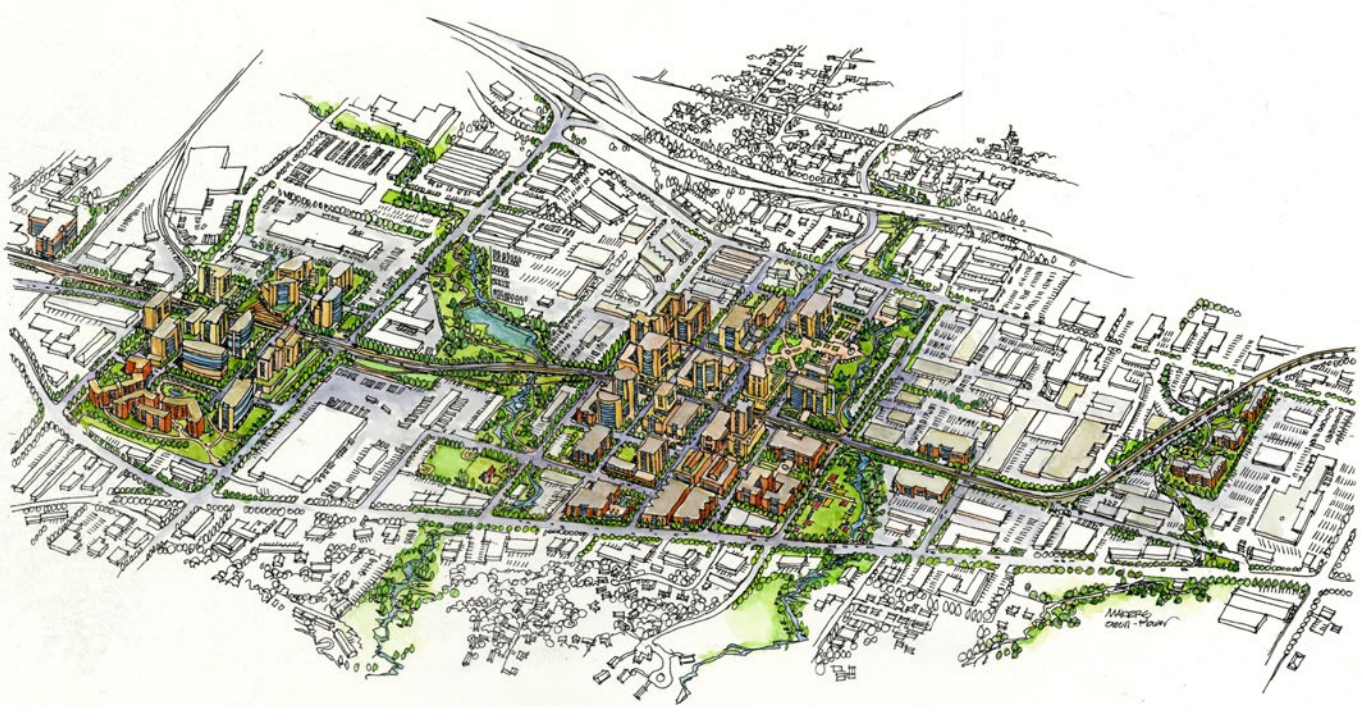
Meanwhile, areas east and west of BelRed transformed dramatically. Downtown Bellevue to the west grew into a dynamic highrise employment and residential center, connected across I-405 to a major, multiple institution medical district. To the east, Redmond’s Overlake Village became a prominent high technology employment center. The introduction of light rail, by Sound Transit, connecting Downtown Bellevue to Overlake Village by way of BelRed, provided a key opportunity to re-envision the land use pattern in the BelRed area as a mixed-use, pedestrian-friendly and transit-oriented neighborhood.

When Sound Transit began considering connecting Downtown Bellevue and Overlake Village with light rail, the City recognized that investment in light rail could catalyze the redevelopment of BelRed and transform the area into a new, urban center oriented around light rail. In the mid-2000s, the City undertook a major planning effort to articulate a new comprehensive vision for BelRed. Guided by a citizens steering committee and with extensive public involvement, this BelRed Subarea Plan is the result. The overall thrust of the Plan is to guide BelRed on a path, toward being a model of compact, mixed use, “smart growth;” a path to set BelRed on an economically and environmentally sustainable course for the future, and to have BelRed take on a unique role within the city and the Puget Sound Region.

This Subarea Plan informs a range of actions, by both public and private entities. It establishes a vision and overall policy framework to convey the City’s intention for the future of BelRed, 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.



Pacific Northwest Ballet (PNB) School’s Francina Russell Center provides an Eastside presence for the renowned ballet company and its prestigious school. Its opening in 2002 made PNB the first major local arts institution to have significant facilities both in Seattle and on the Eastside.



The Vision for BelRed as illustrated by John Owen of Makers Architecture, Planning & Urban Design.

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## BELRED SUBAREA VISION

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The BelRed corridor in 2044 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 multimodal 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 finding new ways to thrive while new types of development occur as conditions warrant.

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

- **A thriving economy:** BelRed 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, and walkable neighborhoods:** BelRed will contain a broad range of housing types to meet the needs of a diverse population of varied income levels. Neighborhoods will have a pedestrian friendly and walkable character, with 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:** BelRed will have a park system that serves residents, employees, and visitors of the area, and provides recreation and open space benefits for the surrounding community as well. System components will include trails along stream corridors, urban and natural open space areas, recreation facilities, community and neighborhood parks, and cultural/ arts features.
- **Environmental improvements:** Redevelopment of the corridor will result in major environmental improvements, including rehabilitated riparian corridors, enhanced wetlands, a greater number of trees and green spaces, removal of fish passage barriers, improved stream water quality, and more environmentally sensitive approaches to managing stormwater and other natural resources.
- **A multimodal transportation system:** BelRed's transportation system will take maximum advantage of its proximity to Downtown Bellevue and Overlake Village by providing convenient access and short travel times within and outside the corridor for pedestrians, bicyclists, transit riders, vanpools and access vans, and drivers while minimizing spillover traffic impacts on adjoining neighborhoods.





- **A sense of place:** BelRed, and the neighborhood districts within it will have a distinct ambience different from Downtown Bellevue, Overlake Village, and other surrounding neighborhoods. The area will celebrate its natural environment, creative constituents, and agricultural and ethnic heritage, while new intentional developments and open spaces will create diverse and unique experiences for residents, employees, and visitors.
- **A unique artistic and creative destination:** BelRed will provide a one-of-a-kind cultural destination on the Eastside, featuring a thriving arts and creative community in the BelRed Arts District. Artists, arts and cultural organizations, and creative businesses will have access to affordable space to create, perform, sell their wares, and present their creative works. BelRed will be a place that leads in innovation, experimentation, and collaboration in creative pursuits, which is reflected in its organizations, businesses, artists, and art-filled public realm.
- **Appropriate scale of development:** Development and redevelopment in BelRed will complement, not compete with, Downtown Bellevue, and will provide graceful transitions in scale in areas adjacent to lower density residential areas.
- **Timing of development:** As the BelRed corridor redevelops over time, provision of transportation and other infrastructure and public amenities (such as parks) will occur concurrently with or in advance of development.
- **Sustainability:** New neighborhoods, buildings, streetscapes, parks and open spaces, environmental enhancements, and infrastructure will support the land use vision and be planned, designed, and developed using state-of-the-art techniques to improve the natural and built environments and create a more livable community.



## GENERAL

**Goal:** To build upon BelRed’s existing economic, cultural, and natural assets, while integrating new places to live, work, recreate, and connect.

By taking advantage of the BelRed area’s unique location, and the opportunities associated with high capacity transit, this Plan steers BelRed onto a new path.

Departing from its low intensity industrial past, BelRed will become a model of smart growth and sustainability illustrating the land use pattern needed in this era of global climate change. It will occupy a unique economic niche for Bellevue and the Eastside offering outstanding opportunities for living and working, while restoring its natural environment and ecological function and providing inviting places for people to come together, share ideas, and celebrate. Clearly this entails a major transformation. However, change will happen incrementally over time, with some areas changing early on while other areas remain very much the same for years to come.

- S-BR-1.** Cultivate a differentiated economic niche for BelRed and support creative mixed use districts by retaining existing creative and cultural businesses, attracting new innovative businesses, and ensuring provision of basic goods and services for nearby residents.
- S-BR-2.** Minimize the environmental impacts of population and employment growth and leverage opportunities provided by public and private redevelopment to improve ecological function and resilience.
- S-BR-3.** Provide for the needs of marginalized populations and those most vulnerable to specific impacts when designing strategies to achieve the vision for BelRed.



Photo Credit: Georgia Congleton, CMCP™  
Wright Runstad & Company




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## LAND USE

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**Goal:** To develop a land use pattern that is environmentally sustainable, economically vibrant, and socially equitable, and that creates distinctive new mixed use neighborhoods.

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 the 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.

A major theme of the Subarea Plan is the “nodal” development pattern, which concentrates future development in the vicinity of light rail stations. However, buildings, both inside and outside of nodes, that are larger and higher than what the base zoning would allow, can be achieved only through participation in an incentive system that provides for a range of public amenities.

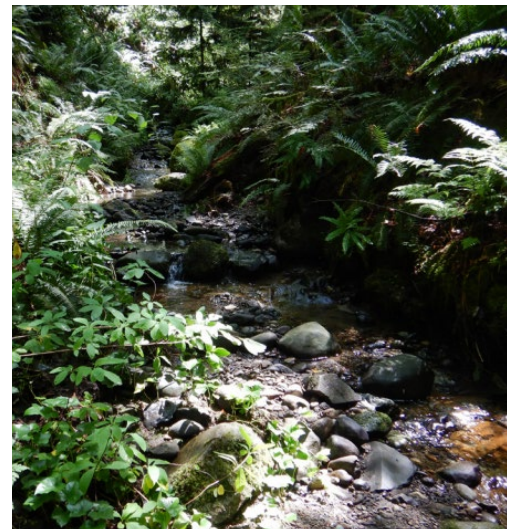
BelRed is a large Subarea, with the potential for developing a number of distinct neighborhoods. These include the “development nodes” around future light rail stations, areas of mixed use and relatively dense development where public and private improvements are expected to create a pedestrian-friendly and transit- supportive environment. Additional neighborhoods will form outside of station area nodes. Some will be fairly consistent with past development while others will be a significant departure. The intent of this Plan is to capitalize on these various land use patterns within BelRed, 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 light rail stations, generally within a quarter to half mile radius. Development nodes are located within ½ mile of the Wilburton Station along 116th Avenue NE, at the Spring District Station, at the BelRed Station, and within ½ mile of the Overlake Village Station. These nodes will be mixed-use in nature, with a high level of pedestrian access and amenities. Land use intensities in these nodes can reach a high development intensities adjacent to stations, 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.

## ENVIRONMENTALLY SUSTAINABLE PLACES

- S-BR-4.** Encourage mixed use development, providing places to live, work, learn, shop, and play within close proximity and enabling people to reduce their greenhouse gas emissions by walking, biking, or taking transit.
- S-BR-5.** Utilize development regulations and incentives for building siting and design to incorporate stream corridors as a significant on-site amenity and to help rehabilitate and improve the ecological functions of these corridors.
- S-BR-6.** Make additional floor area ratio (FAR) and height available to incentivize infrastructure and amenities that contribute to the public good and respond to unique site characteristics.





## SOCIALLY EQUITABLE PLACES

**S-BR-7.** Provide for a range of diverse residential and supportive uses within each neighborhood district to create welcoming and inclusive neighborhoods that enable equitable access to opportunities.

## ECONOMICALLY VIBRANT PLACES

**S-BR-8.** Provide for a range of distinct economic centers that build and expand upon BelRed’s existing and emerging economic clusters by tailoring dimensional standards and permitted uses to different center needs.

**S-BR-9.** Provide for small artisanal manufacturing and artist live/work and work/live uses.

**S-BR-10.** 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 are appropriate outside transit nodes and stand-alone residential areas.

**S-BR-11.** 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, but preclude the new establishment of these types of service uses in transit nodes and in stand-alone residential areas.



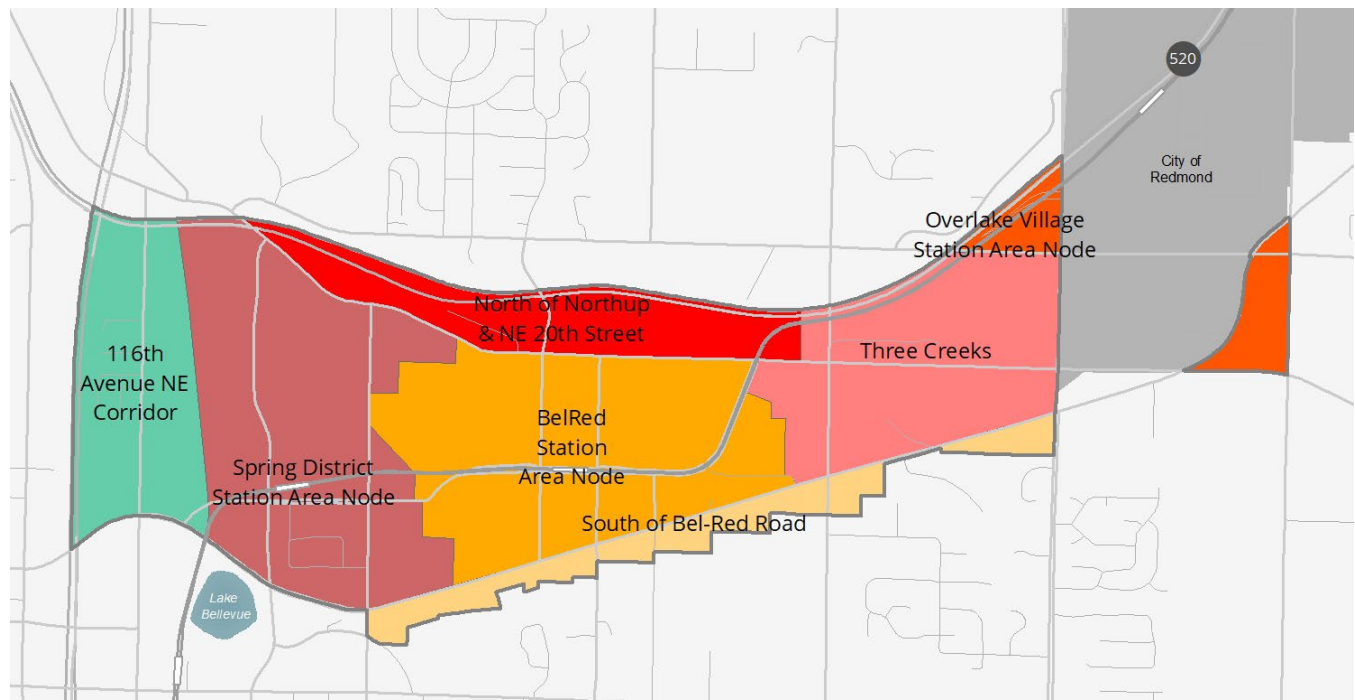
## NODES AND NEIGHBORHOOD DISTRICTS

**S-BR-12.** Provide for land uses consistent with the Comprehensive Land Use Plan map and the Neighborhood District policies listed below.

- S-BR-13.** Concentrate the majority of BelRed development into a series of mixed use, pedestrian-friendly and transit-oriented development nodes around light rail stations, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.
- S-BR-14.** Limit commercial land uses with very low job and/or population densities such as large standalone storage facilities within light rail station area nodes.
- S-BR-15.** Support the transformation of BelRed into new neighborhoods distinguished by their unique natural and built environments and concentrations of uses.



## Neighborhood Districts





## 116TH AVENUE NE

- S-BR-16.** Provide for medical office, life science, and limited office uses along 116th Avenue NE allowing for high intensity development within the half-mile walkshed of light rail stations transitioning to lower intensity development to the north.
- S-BR-17.** Provide for some residential mixed use development east of 116th Avenue NE and south of NE 21st Street transitioning from high intensity near the station to medium intensity further to the north.

## SPRING DISTRICT STATION AREA NODE

- S-BR-18.** Provide for a mix of office, housing and retail uses in this area, with office as the predominant use.
- S-BR-19.** Provide for a mix of residential and retail uses surrounding the mixed use office core, with residential as the predominant use.
- S-BR-20.** Provide for a mix of office and commercial uses along Northup Way near the interchange of 124th and SR 520.
- S-BR-21.** Allow for the tallest buildings around the light rail station transitioning down in height toward the southeast.
- S-BR-22.** Collaborate with Sound Transit and its development partners to ensure housing affordability objectives for the transit oriented development site located just south of the Operations Maintenance Satellite Facility are achieved in a timely manner.
- S-BR-23.** Partner with King County Metro to determine the best use of its property in the future.

## BELRED STATION AREA NODE

- S-BR-24.** Provide for a mix of housing, retail, and services in this area, with an emphasis on housing.
- S-BR-25.** Provide for a pedestrian-oriented retail area along 130th Avenue NE.

**S-BR-26.** Provide for a thriving arts district in this node with abundant space for production, performance, participation and promotion of arts and cultural activities.

**S-BR-27.** Provide for the highest intensity high rise residential mixed use development closest to the station, and lower intensity high rise residential mixed use development further from the station.

### OVERLAKE VILLAGE STATION AREA NODE

**S-BR-28.** Provide for a mix of highrise office and retail uses adjacent to SR 520.

**S-BR-29.** Provide for a mix of midrise commercial and residential uses south of NE 22nd Street.

**S-BR-30.** Provide for a mix of residential and retail uses along 156th Avenue NE with an emphasis on residential uses.

### NORTH OF NORTHUP WAY & NE 20TH STREET

**S-BR-31.** Provide for low-intensity service and retail uses in this area including auto dealerships and storage facilities.

### SOUTH OF BEL-RED ROAD

**S-BR-32.** Provide for a mix of lowrise office and residential buildings in this area to transition between the higher intensity uses north of Bel-Red Road and the single-family residential neighborhoods to the south.

**S-BR-33.** Provide for midrise residential commercial mixed use development within half a mile of the Spring District station.

### THREE CREEKS AREA

**S-BR-34.** Provide for a mix of midrise housing and retail uses in this area lower in scale than that provided for within the Station Area Nodes.

**S-BR-35.** Promote the preservation and/or relocation within BelRed of small ethnic grocery stores and food services.





## URBAN DESIGN

**Goal:** To achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke nature, innovation, and creativity, and create a dynamic public realm that cultivates social interaction.

Past development of the BelRed 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 BelRed 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, water features and open space not only improve aesthetics, but also work to enhance the function of the natural environment, such as helping to manage stormwater flows.

### SENSE OF PLACE

**S-BR-36.** Promote pedestrian-friendly and transit-oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place.

**S-BR-37.** Encourage place-making and a dynamic public realm by incentivizing integration of art, places for performance, and other artistic expression into publicly accessible



plazas, open spaces, and other gathering places in both public and private development projects, particularly within the Arts District Intensive Area.

- S-BR-38.** 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 BelRed from Downtown, and enhance the architectural variety of the area. Provide administrative flexibility to deviate from building standards to achieve these goals.
- S-BR-39.** Reinforce the area’s sense of place and Northwest provenance by encouraging innovative building and site design, construction techniques, and materials that reflect the local historic context of the area while emphasizing its emerging urban character.
- S-BR-40.** Reinforce BelRed’s unique identity and characteristics through the use of gateways, neighborhood thresholds, and public art.
- S-BR-41.** Use vibrant color as a feature in the Arts District Intensive Area, such as in murals, furnishings, architectural details, lighting, and other features, to highlight and distinguish the area as a creative and artistic hub.

## PEDESTRIAN EXPERIENCE

- S-BR-42.** Design and develop a street environment that promotes streets as key urban places designed to be sensitive to their context and to provide an interesting and sensorially rich pedestrian experience for people of all ages and abilities.
- S-BR-43.** Integrate safe and convenient active transportation access to the Eastrail within adjacent development.
- S-BR-44.** Promote a safe, comfortable, integrated, and vibrant pedestrian experience.



Mural by Lina Cholewinski of Overall Creative



Illustration by John Owen.



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## ENVIRONMENT

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

Improving the natural environment and increasing environmental sustainability are overarching principles and hallmarks of this Plan and fundamental in the redevelopment vision of the BelRed area. This goal can be accomplished by improving stream and riparian corridors and aquatic conditions for fish and wildlife, integrating innovative development practices that include natural stormwater drainage systems, sustainable buildings, and green streets, and focusing on non-motorized transportation to help decrease air pollution and greenhouse gases. Combining improved ecological functions and sustainable environmental practices with public trail systems, art installations, and other social amenities into redevelopment will provide multiple benefits and more beautiful places for Bellevue residents and businesses.

## STREAM CORRIDOR RESTORATION

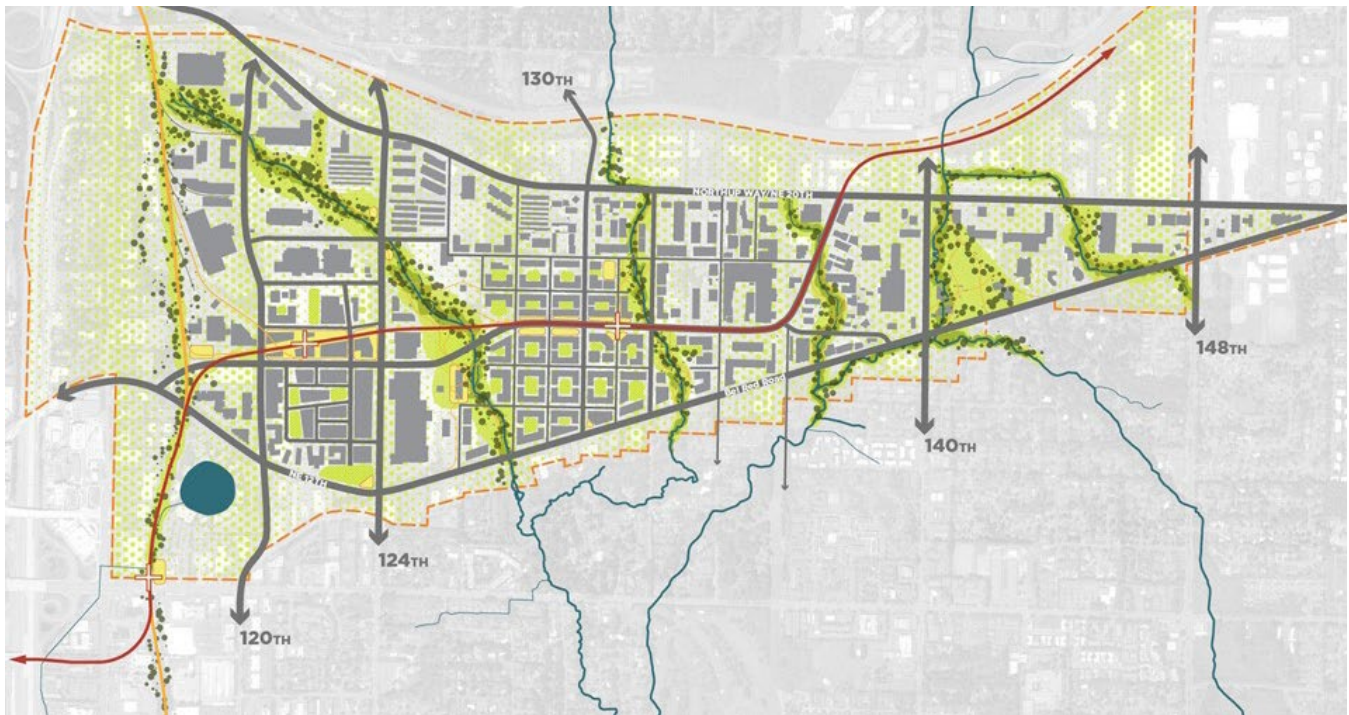
With a predominance of industrial and commercial uses in the Subarea, natural areas in BelRed are not obvious to the casual observer. Nonetheless, a number of streams and natural areas exist, providing the opportunity to restore natural systems and substantially enhance the area's character. Surface water resources in the Subarea include seven drainage basins that encompass six streams, a pond, and two wetlands functioning as regional stormwater treatment facilities. Streams include: the West Tributary, Goff Creek, the Unnamed Creek, Kelsey Creek, Valley Creek, and Sears Creek.

In general, these basins exhibit the typical characteristics of urbanized watersheds. Their streams suffered severe impacts from development that occurred during the 1960s and 1970s, prior to the advent of current environmental regulations. Impacts included fish passage barriers, impervious surfaces, buildings adjacent to streams, and piped stream segments. Despite these impacts, most of BelRed's streams support fish, including salmonids, at locations within and/or downstream of the Subarea.

BelRed'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 BelRed 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.

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.

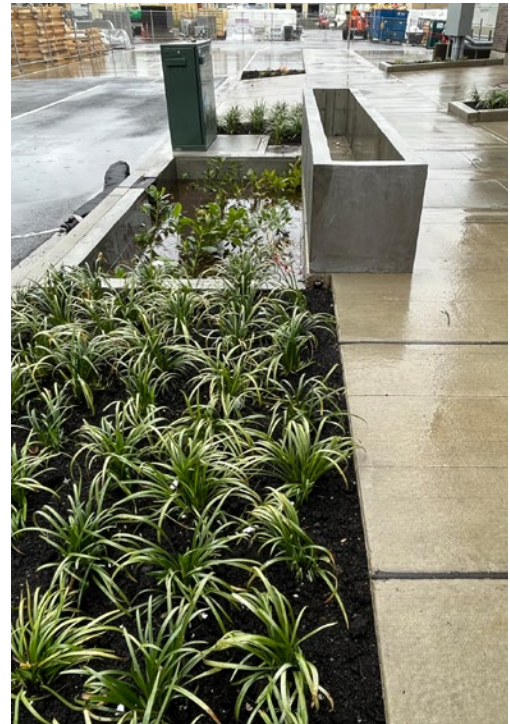
Integrating public parks and stream corridors with public spaces in private development will provide a seamless connection of natural resources, education, art, neighborhoods, commerce, and aesthetics. Based on parcel size and initial redevelopment interests, the West Tributary and Goff Creek corridors are anticipated to be early opportunities for enhancement, though rehabilitation opportunities have been identified for Valley and Sears creeks 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 go above and beyond flow control and water quality treatment requirements 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 BelRed area.

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





- S-BR-45.** Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to improve the natural environment and provide multiple public benefits.
- S-BR-46.** Provide incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city’s critical area regulations.
- S-BR-47.** Explore and remove regulatory barriers to natural drainage practices.
- S-BR-48.** Look for cross departmental opportunities for regional surface and stormwater facilities to provide for a more coordinated and effective approach to flow control and water quality treatment, and to achieve broader environmental and community benefits.
- S-BR-49.** Provide for density transfers within BelRed as a means to help achieve stream corridor and open space objectives.
- S-BR-50.** Consider renewing BelRed as a 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.

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## PARKS AND OPEN SPACE

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**Goal:** To provide for a diverse, functional, and connected collection of parks and open spaces that weave through BelRed offering residents, workers, and visitors convenient access to nature and a wide variety of recreational opportunities.

BelRed’s legacy of light industrial and commercial uses have left little in the way of existing parks and open space, 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 BelRed neighborhoods.

These new parks will also complement and connect to the citywide parks system, for the benefit of surrounding neighborhoods and the broader community. To accomplish this transformative parks and open space system and perpetuate the “City in a Park” vision will require collaboration with landowners, both public and private.

The Subarea Plan envisions a park system with an array of elements typical of a dense, urban setting, while also retaining natural resources. Stream corridors are considered an amenity and provide respite among dense urban growth. They will be managed to protect riparian habitat and promote natural drainage treatments designed as public amenities. Accessible community and neighborhood parks will be centered on stream corridors, providing plentiful recreational amenities and opportunities to connect to nature. Trails will parallel streams, connecting between parks and providing access for the community.

Upland parks, plazas, and other open spaces will be integrated into the urban form and fill gaps in parks access, offering opportunities for recreation, performance, artwork, and other activities.

Open space may also be integrated with transportation facilities





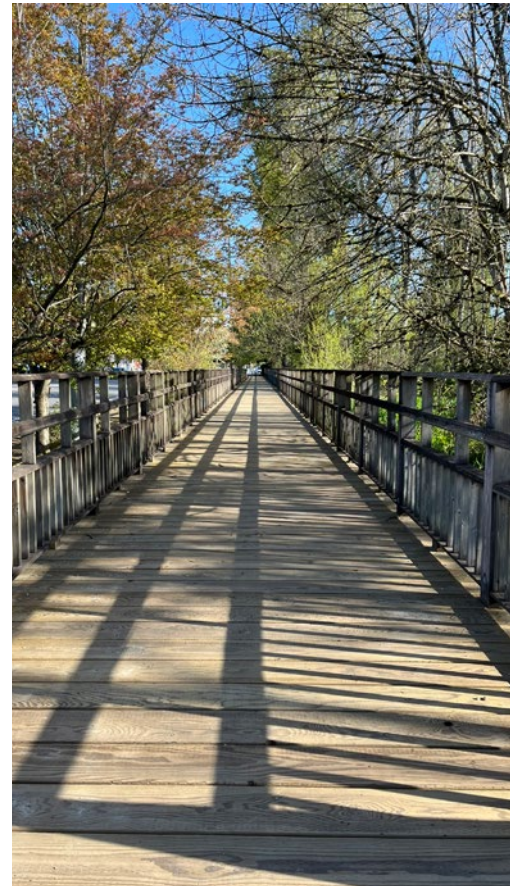
and in rights-of-way to accommodate linear park functions, neighborhood connectivity, and green stormwater infrastructure. A comprehensive trail system on and off roads will connect between stream corridors and parks in BelRed to regional trails, such as Eastrail and the SR 520 trail. Beautiful and functional open spaces will help transform the area, support new residential and commercial uses, improve the environment, and be an asset for the broader Bellevue community.

In addition to a range of community-oriented park, open space and trail opportunities, BelRed 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 BelRed, it could also serve as part of a community park for the new neighborhoods in this area.

- S-BR-51.** Develop parks, trails and open spaces of various sizes and types in different settings to allow for a diversity of complementary activities that meet the broad park and recreation needs of BelRed’s residents, workers, and visitors.
- S-BR-52.** Ensure equitable and convenient access to nature, parks, trails, and open space by leveraging both publicly owned and publicly accessible land to create a dense network of greenspace as shown in Figure S-BR.1 and Tables 1 and 2.
- S-BR-53.** Use BelRed’s extensive network of stream corridors to inform the location and design of new neighborhood and community parks and to develop connectivity in the neighborhood through a series of adjacent, publicly accessible trails and natural corridors.
- S-BR-54.** Along the West Tributary, develop parks using city-owned land and expand parks and open space land in the corridor through partnerships with adjacent landowners and land acquisition.



- S-BR-55.** Provide a community park serving BelRed residents, employees, and citywide residents, comparable in size and utility to the Highland Community Park, in the western portion of the study area.
- S-BR-56.** Develop a series of open spaces adjacent or near the NE Spring Boulevard multimodal corridor to accommodate green infrastructure, connect park spaces, create active transportation access between districts, and connect to other trail systems and to light-rail stations.
- S-BR-57.** Centrally locate a park near the BelRed Light Rail Station with dedicated facilities for outdoor performance and community events to serve the needs of the community and the BelRed Arts District.
- S-BR-58.** Consider BelRed a suitable area to locate a potential major recreational facility to meet identified citywide needs for both indoor and outdoor recreation and sports facilities.
- S-BR-59.** Consider potential natural resource benefits to riparian corridors and upland areas in the acquisition of park and open space lands and integrate natural resource management with park system development and operations.
- S-BR-60.** Rehabilitate, manage, and preserve riparian and upland park areas to protect habitat and restore natural functions.
- S-BR-61.** Provide an interconnected system of trails for recreation and transportation within BelRed, connected to the larger, regional trail system, including the Easttrail, the SR 520 trail, and other active transportation facilities.
- S-BR-62.** Incorporate park, recreation, and green infrastructure into public rights-of-way and active transportation facilities.





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## HOUSING

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***Goal:* To encourage BelRed 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 BelRed’s economic competitiveness and its potential to meet the needs of families who want to live on the Eastside. Establishing housing near BelRed’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 thousands of 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 is considered through a comprehensive strategy of which BelRed 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 evaluate 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.

- S-BR-63.** Encourage a diversity of housing types, including highrise housing in transit nodes, midrise housing outside nodes, lowrise housing in transition areas, and other innovative housing forms, such as live/work and work/live units.
- S-BR-64.** Promote owner and rental affordability in every BelRed neighborhood district through a combination of development regulations, incentives, and public investment.
- S-BR-65.** Align strategies for promoting housing affordability in BelRed with the citywide approach and ensure each neighborhood district offers housing affordable at a range of income levels and household needs.





Reflexology path designed by GGN Architects.

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## ARTS, CULTURE AND CREATIVITY

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**Goal:** To build and sustain BelRed as a destination for the creative and innovative communities, anchored by the BelRed Arts District with a wealth of engaging and affordable arts and cultural spaces, events and programs, creative businesses, and community-serving organizations.

Arts, culture and creativity are central to BelRed’s community, its economy and to the design of its built environment. Anchored in innovation by creative businesses, arts and cultural organizations, individual artists and collectives, BelRed is, and will continue to be, a regional destination for creatives across all ages.

It is important to recognize and acknowledge the tribal community’s historic and current cultural connection to the land in BelRed. Acknowledgement, recognition, and storytelling through the arts have long been foundational elements of how cultures represent themselves or a place, and how they live and connect. The goal and policies within the Arts, Culture and Creativity Element and throughout the subarea plan are intended to reinforce

that arts, cultural and creative attributes are inherent to community life, public space, and our relationship to nature. In addition to visual arts, space for production, practice, and performance including studios, concert venues, and festival space is key for bringing communities together.

## ORGANIZATION

**S-BR-66.** Grow the creative capacity of the Arts District by providing operational support and educational resources to organizations supporting its growth, funding, and management.

## VISIBILITY

**S-BR-67.** Provide funding for a wide range of public art projects and events that explore the intersection of art and technology, draw attention to the Arts District, spark creative placemaking, and reinforce the identity of BelRed as a creative destination.

**S-BR-68.** Integrate public art, performance, and/or creative activity spaces that reflect BelRed’s creative character, heritage, and ecology into public and publicly accessible indoor and outdoor spaces, and building and wall facades, especially those adjacent to and visible from streets and transit corridors, and in new and existing street infrastructure, transit facilities and parks.

**S-BR-69.** Invest in technology-based art that fosters creative experimentation, enhances the public experience, and reinforces the identity of the Arts District as a creative destination.

## CREATIVE SPACE

**S-BR-70.** Secure long-term affordable arts and cultural space in the Arts District through development incentives, grants for facility upgrades, direct investment, and initiatives that serve as a pathway to facility ownership.



Emerald Ballet Theatre dancers performing during the “Everywhere Art” event — funded by the City of Bellevue and produced by ArtMa in partnership with the BelRed Arts District Community Alliance.



Daisy Wall at the Sparc Apartments.

- S-BR-71.** Designate the area shown in Figure S-BR.2 as the BelRed Arts District Intensive Area to prioritize incentives for the provision of affordable space for arts and cultural uses.
- S-BR-72.** Promote the development of flexible and affordable artist live/work and work/live units through provisions that lower costs, enable conversion of existing buildings, and allow for arts-focused retail and artisanal manufacturing.
- S-BR-73.** Stimulate the development of affordable artist housing through public-private partnerships within the BelRed Arts District Intensive Area.

### COMMUNITY CONNECTION

- S-BR-74.** Develop a dedicated central meeting space in the Arts District for events, classes, programs, and other arts uses.
- S-BR-75.** Promote and support programs, events, and opportunities that facilitate collaboration between artists, other creatives, and the broader community to reinforce BelRed’s identity as an innovative creative destination.
- S-BR-76.** Provide for infrastructure in public and publicly accessible spaces such as electrical hookup, stages, and lighting to support artistic performance and events.
- S-BR-77.** Support the proliferation of arts and community events by providing grants, simplifying street closure and event permitting, lowering fees, and other initiatives.



Mural by Tori Shao



Photo credit: King County Parks

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## TRANSPORTATION

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**Goal:** To create a complete and connected, multimodal transportation network that is connected to city and regional facilities, while protecting neighborhoods from spillover traffic impacts and while ensuring that transportation investments contribute to the area's sense of place and sustainability.

To support the BelRed land use vision, this Plan calls for improvements to the transportation system that will provide better active transportation, transit, and vehicular transportation connections within the Subarea and to other parts of the City and region. Light rail and access to light rail are key with the BelRed Station Area nodes.



Transportation improvements will occur consistent with this Plan’s emphasis on sustainability and on making BelRed a highly livable place. Providing mobility options is a key element of sustainability. Efforts to reduce vehicle trips, encourage e 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.

## OVERALL TRANSPORTATION POLICIES

**S-BR-78.** Support the Bel-Red Subarea Land Use Plan with a multimodal transportation network that provides enhanced, multi-modal travel connections within the BelRed Subarea, and to other parts of the city and region.

## STREETS

BelRed Subarea street system policies promote arterial improvements including the major NE Spring Boulevard multi-modal corridor, plus local streets to connect uses and enhance the aesthetics and function of BelRed in a grid system with small block sizes.

**S-BR-79.** Extend NE Spring Boulevard as a multimodal corridor that includes vehicular, transit, and active transportation modes to serve east-west trip demand across the BelRed area, while incorporating significant urban open spaces, and environmentally sensitive design features.

**S-BR-80.** Provide for local streets through development review to establish a new grid system with smaller block sizes, particularly in development nodes emphasizing continuity, connectivity, and pedestrian oriented design.

**S-BR-81.** Allow for limited flexibility to implement the intended alignment and function of local streets where site constraints exist.



- S-BR-82.** Minimize crossings of streams and wetlands by local streets and provide for environmentally friendly active transportation crossings where needed for local connectivity.
- S-BR-83.** Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.
- S-BR-84.** Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood aesthetics and functionality.
- S-BR-85.** Promote the development of “green streets” with an abundance of street trees and areas of landscaping to improve the quality and reduce the amount of stormwater runoff, to reduce the heat island effect, and to provide an attractive and comfortable pedestrian experience.

## ACTIVE TRANSPORTATION NETWORKS

A complete, connected and accessible multi-modal transportation system supports a mixed use environment. Improvements to the non-motorized transportation system are planned including facilities for pedestrians and bicyclists to travel within and between neighborhoods and to provide connections to local trails and the regional Eastrail.

- S-BR-86.** Provide for pedestrian connectivity and a high quality pedestrian environment with a complete and connected sidewalk and trail system, including through-block pedestrian connections, mid-block crossings, and pedestrian amenities.
- S-BR-87.** Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major active transportation facilities along NE





Spring Boulevard, the West Tributary of Kelsey Creek and other stream corridors, and incorporating the regional Eastrail corridor.

- S-BR-88.** Develop multiple active transportation access points to the Eastrail.

### TRANSIT

Future land use will be served by a robust transit system, including both bus and light rail transit service, and an integrated land use pattern that promotes use of mobility options.

- S-BR-89.** Work with transit service providers to serve light rail stations with buses and shuttles.



### TRANSPORTATION DEMAND MANAGEMENT

The Plan supports a mix and intensity of land uses that allows for fewer and shorter trips, and promotes a complete, connected, and accessible multi-modal transportation system that allows for more trips to be convenient for transit and active transportation options.

- S-BR-90.** Encourage the development of a Transportation Management Association in BelRed to assist employers in providing commute options for employees.
- S-BR-91.** Manage the supply of parking and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and active transportation commute options.



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## IMPLEMENTATION

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**Goal:** To ensure an ongoing and effective process, with the right tools available, to result in effective implementation of the BelRed subarea vision.

The BelRed Subarea Plan articulates 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.

- S-BR-92.** Implement the BelRed Subarea Plan through a combination of development regulations and incentives, capital investments, and other public and private strategies.
- S-BR-93.** Provide for the costs of public infrastructure and amenities needed to support BelRed development and identified as specific projects in this Plan by establishing a financing strategy to be borne 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.





**S-BR-94.** 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. Such investment may be repaid in part by latecomer agreements or similar device.

**S-BR-95.** Require the dedication and improvement of local streets at the time of development to enable implementation of frontage improvements and a local street pattern that provides for vehicle access and loading, and improved transportation connectivity including safe and convenient pedestrian crossings.

**S-BR-96.** 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.

**S-BR-97.** Monitor and assess the implementation of the BelRed Subarea Plan and make adjustments to ensure success of providing affordable housing, parks and open space, a mix of uses, and other aspects of the BelRed vision. A review of the implementation of the BelRed Subarea Plan should occur approximately five years after the Plan's initial 2009 adoption and periodically thereafter.

**S-BR-98.** Develop rehabilitation and restoration plans for the West Tributary, Goff Creek, Unnamed Creek, and Valley/Sears Creek riparian corridors to facilitate partnerships and coordinated strategies for improving water quality, flow control and wildlife habitat as well as for providing increased access/exposure to nature, aesthetic enhancements, and noise attenuation.

FIGURE S-BR-1. BELRED PARKS AND OPEN SPACE PLAN MAP

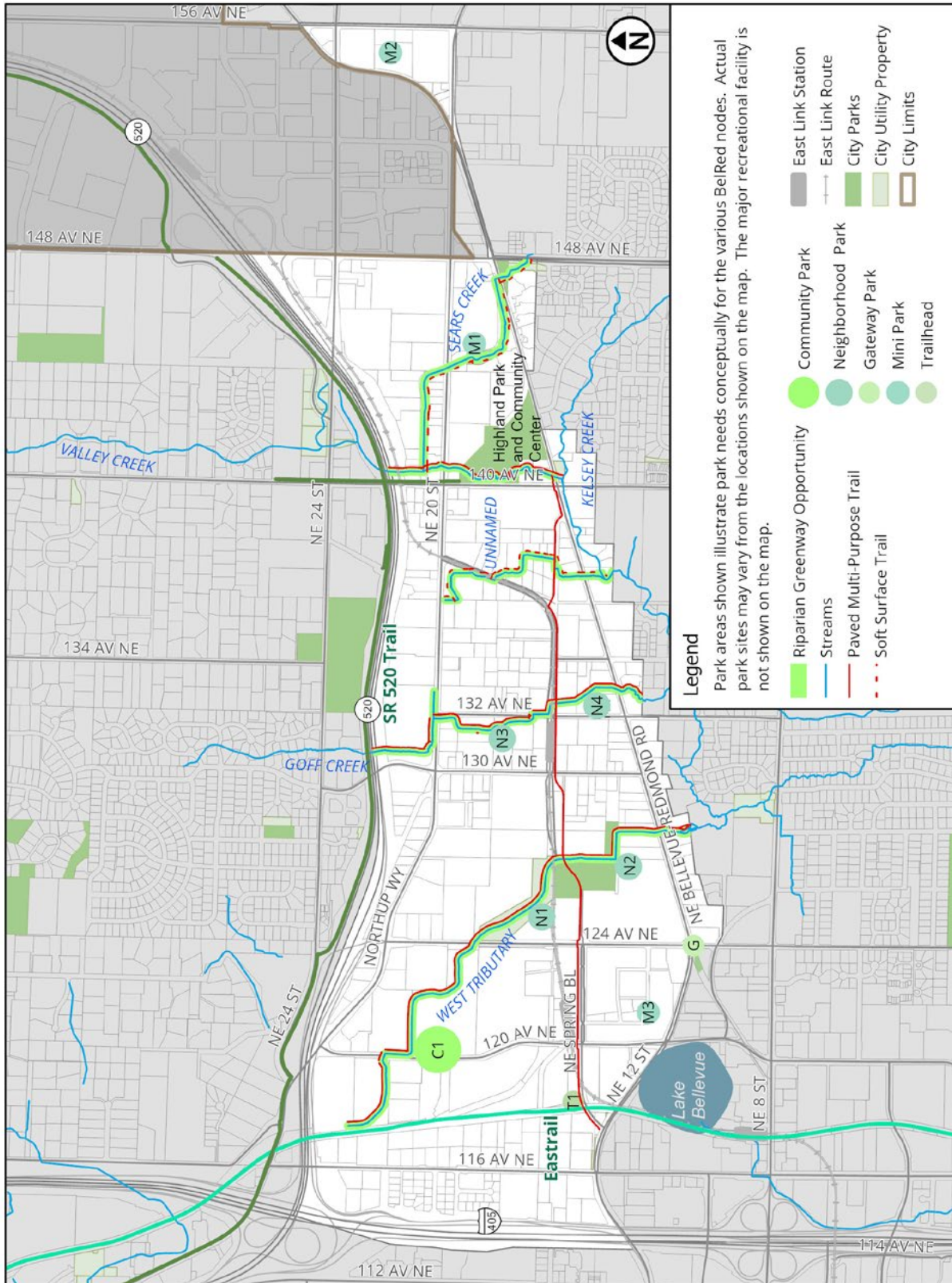
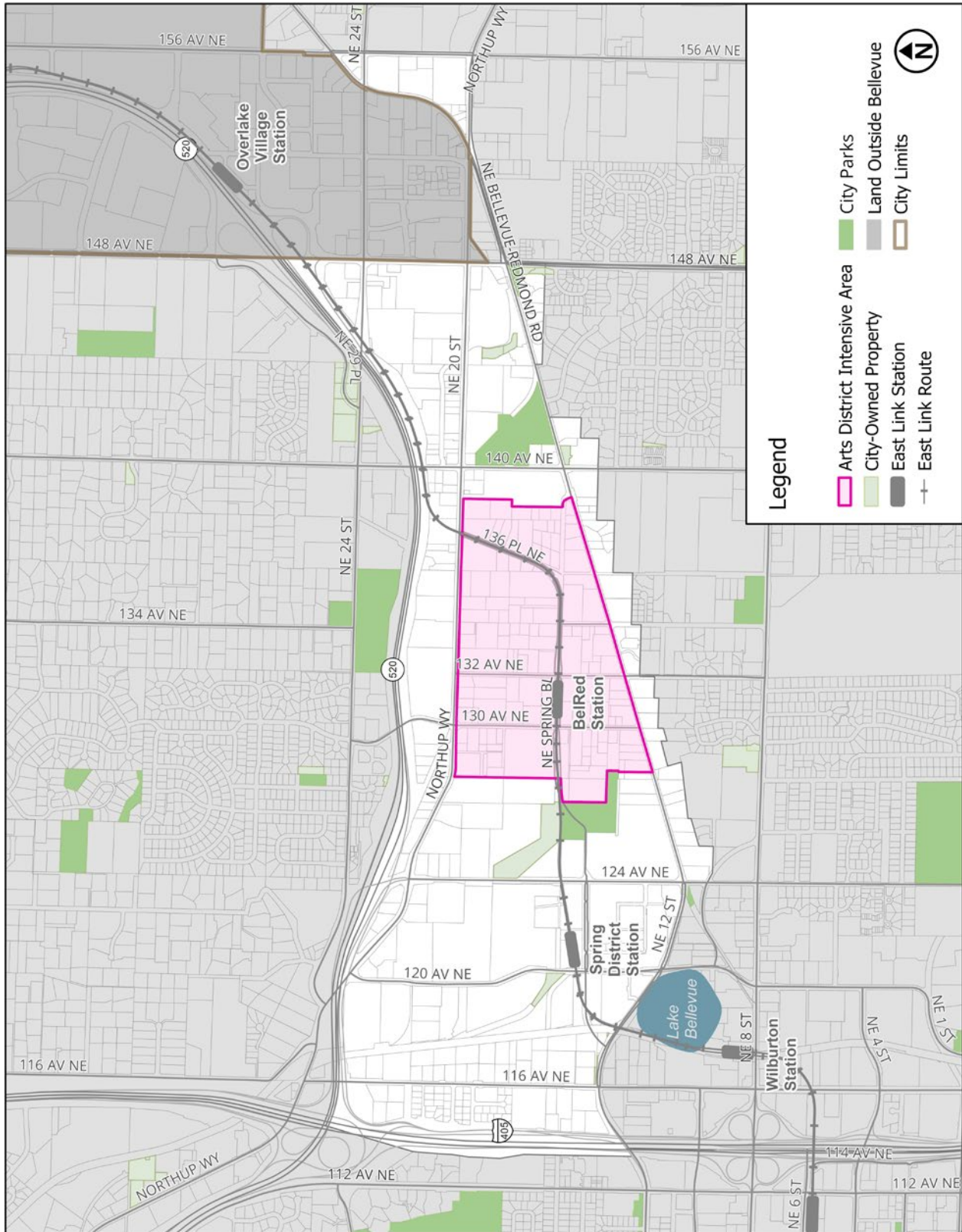


FIGURE S-BR-2. BELRED ARTS DISTRICT INTENSIVE AREA MAP



**TABLE 1. BELRED PARKS AND OPEN SPACE PROJECT LIST**

ID	Preliminary Descriptions of Park Improvements	Acres
N-1	<b>Neighborhood Park</b> - Along West Tributary, adjacent to NE Spring Boulevard. Integrates major trail systems and regional detention with neighborhood park facilities. Includes 1 acre remnant transportation acquisition.	7
N-2	<b>Neighborhood Park</b> – Along West Tributary, adjacent to Bel-Red Road. Integrates major trail and neighborhood park facilities. Includes 3 acres Neighborhood Park / 1 acre riparian corridor.	4
N-3	<b>Neighborhood Park</b> – Along Goff Creek, north of NE Spring Boulevard 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
N-4	<b>Neighborhood Park</b> – Along Goff Creek, between Bel-Red Road and NE Spring Boulevard. Integrates trail system along riparian corridor with neighborhood park facilities. Includes 3 acre park and 1 acre riparian corridor.	4
G	<b>Gateway Park</b> – Near the intersection of 124 Avenue NE and Bel-Red Road. Integrates mini park facilities and potential art component near major road intersection to serve as a gateway to BelRed.	1
T-1	<b>Trail Head</b> – Located at the Eastrail corridor and Spring Boulevard. Integrates a trail head with mini park facilities at the crossing of the two major multipurpose trails.	1
M-1	<b>Mini Park</b> – Along Sears Creek west of 148th Avenue NE, between Bel-Red Road and NE Spring Boulevard. Integrates trail system and riparian corridor with mini park facilities.	1
M-2	<b>Mini Park</b> – Centrally located between Bel-Red Road, 156th Avenue NE, and NE 20th Street. Incorporates mini park facilities to serve node.	1
M-3	<b>Mini Park</b> – Located between 120th Avenue NE and 124th Avenue NE and south of NE Spring Boulevard. Provides park facilities to serve residential and commercial mixed use development.	1
C-1	<b>Community Park</b> – Along West Tributary adjacent to 120th Avenue NE. Incorporates trailhead and trail system along West Tributary with community park facilities. Includes 10+ acre acquisition through purchase for community park facilities, with potential for 7-acre open space dedication by adjacent owner.	17
NA	<b>Major Indoor Recreation Facility – 150,000 square feet</b> – 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 2 BELRED RIPARIAN CORRIDOR AND TRAIL PROJECT LIST**

Project	Description of Environmental and Trail Improvements	Size/Length
R-1	<p><b>West Tributary</b>                      Restore 100-foot width native plant riparian corridor on each side of the West Tributary from the Eastrail right of way to Bel-Red Road with a paved ped-bike path (10 feet minimum) on one side of the stream. Improve fish passage and rehabilitate in-stream habitat.</p>	6350 lf stream 27 acre riparian corridor
R-2	<p><b>Goff Creek</b>                      Develop a 50 foot wide native plant and social amenity riparian corridor on each side, integrating natural drainage practices, 8-foot minimum paved/ boardwalk trail, art and place-making features as part of redevelopment north of NE Spring Boulevard. Realign and daylight Goff Creek with additional floodplain storm water capacity. Restore fish passage.</p>	4200 lf 1.5 acre
R-3	<p><b>Unnamed Creek</b>                      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.</p>	2000 lf 12 acre
R-4	<p><b>Valley Creek</b>                      Restore a 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.</p>	500 lf 3 acre
R-5	<p><b>Sears Creek</b>                      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.</p>	1300 lf 8.5 acre