

Only the Neighborhoods/Districts section and figures of the BelRed Subarea Plan are being updated. Other sections of the BelRed Subarea Plan have been omitted for brevity.

development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.

POLICY S-BR-84. Encourage business and property owners to support the ongoing development of the Bel-Red area through a business improvement organization.

POLICY S-BR-85. 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 2009 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 4.0 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits are allowed only through participation in the amenity incentive system.

POLICIES

~~Node in the Vicinity of the Medical Institution District~~

~~**POLICY S-BR-86.** Provide for office uses in this area, with an emphasis on medical office. Initially higher intensities are limited to an area adjacent and to the east of Overlake Hospital, and heights in this area may reach 150 feet. Sound Transit is contemplating an additional light rail station on either the northwest or southeast side of the Overlake Hospital Medical Center and Group Health Ambulatory Care Center campus. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.~~

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

~~*At the time of the adoption of this Subarea Plan in 2009, multiple locations were being considered for a light rail station to serve the Medical Institution District, including on the northwest side of Overlake Hospital and immediately east of Whole Foods. When a final station location decision is made by Sound Transit, expected in 2010, the City may consider the need for additional land use planning in that area, which may warrant amendments to the Subarea Plan.*~~

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

Node at 122nd Avenue NE

POLICY S-BR-87. Provide for a mix of office, housing and retail uses in this area, with office as the predominant use. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.

Discussion: This office-supportive node is located on the west side of the subarea, where it is better served by regional transportation infrastructure and has lesser potential for traffic impacts on East Bellevue neighborhoods. Housing and retail uses should be part of the mix of this neighborhood, to avoid a sterile office-only area and to create a balance of activities. Parks, open spaces, and recreational opportunities are envisioned as part of this urban environment. The Master Development Plan process will be used as a review mechanism for larger developments.

Node at 130th Avenue NE

POLICY S-BR-88. 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

POLICY S-BR-86.
has been deleted.

NE. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.

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

Node at 156th Avenue NE, Near the Overlake Transit Station Location in Redmond

POLICY S-BR-89. 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-90. Provide for office uses in this area, with an emphasis on medical office, and with an FAR up to 1.0.

~~**POLICY S-BR-91.** Provide for major medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the Burlington Northern Railroad right of way.~~

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

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

POLICY S-BR-92. 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.

POLICY S-BR-91.
has been deleted.

Area South of Bel-Red Road

POLICY S-BR-93. 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-94. 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-95. 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-96.** Provide for retail, commercial, and residential uses in this area. Allow maximum building heights up to 45 feet in this area.~~

POLICY S-BR-96.
has been deleted.

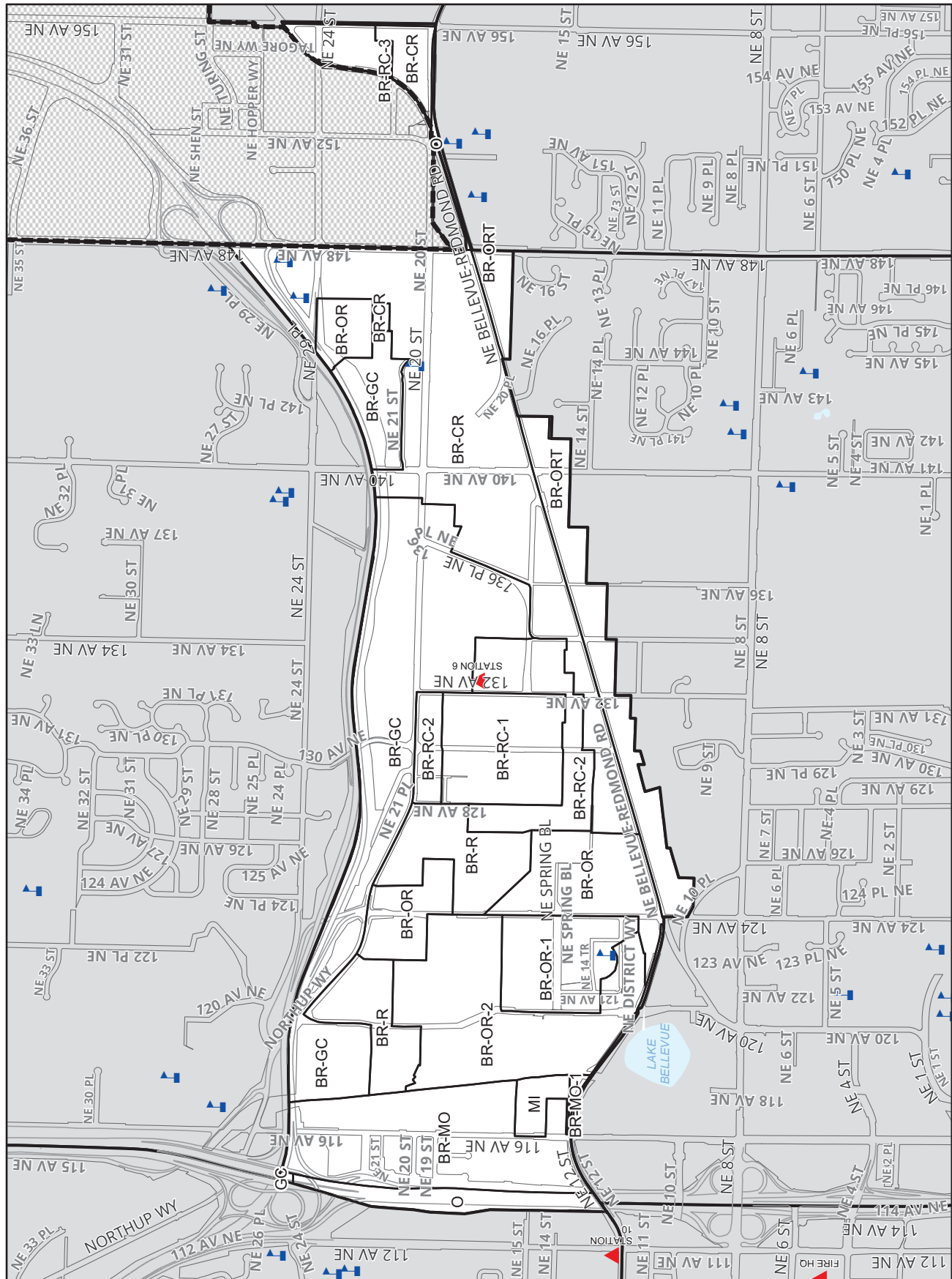


FIGURE S-BR.1
BelRed Land Use Plan



- BR-MO BelRed-Medical Office
- BR-MO-1 BelRed-Medical Office-Node 1
- BR-OR BelRed-Office Residential
- BR-OR-1 BelRed-Office Residential-Node 1
- BR-OR-2 BelRed-Office Residential-Node 2
- BR-ORT BelRed-Office Residential Transition

- BR-R BelRed-Residential
- BR-RC-1 BelRed-Residential Commercial-Node 1
- BR-RC-2 BelRed-Residential Commercial-Node 2
- BR-RC-3 BelRed-Residential Commercial-Node 3
- BR-RC BelRed-Commercial Residential
- BR-GC BelRed-General Commercial

- GC General Commercial
- O Office
- MI Medical Institution

- Fire Stations
- Public Schools
- Planning Districts
- Bellevue City Limits (2024)
- Lakes
- Outside of Bellevue

Figure S-BR.1 updated with revised subarea boundaries

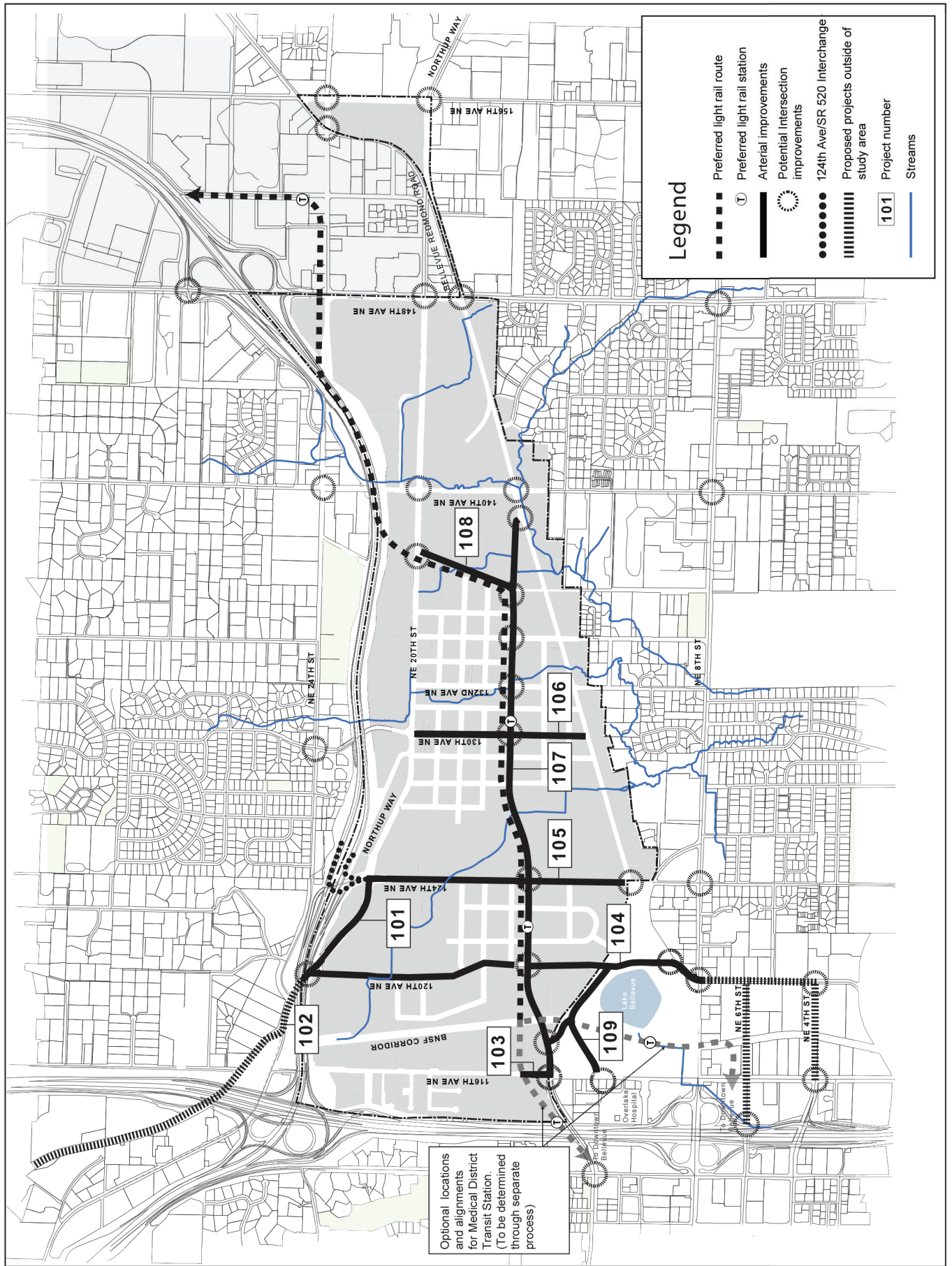


Figure S-BR.2
Bel-Red Transportation Plan



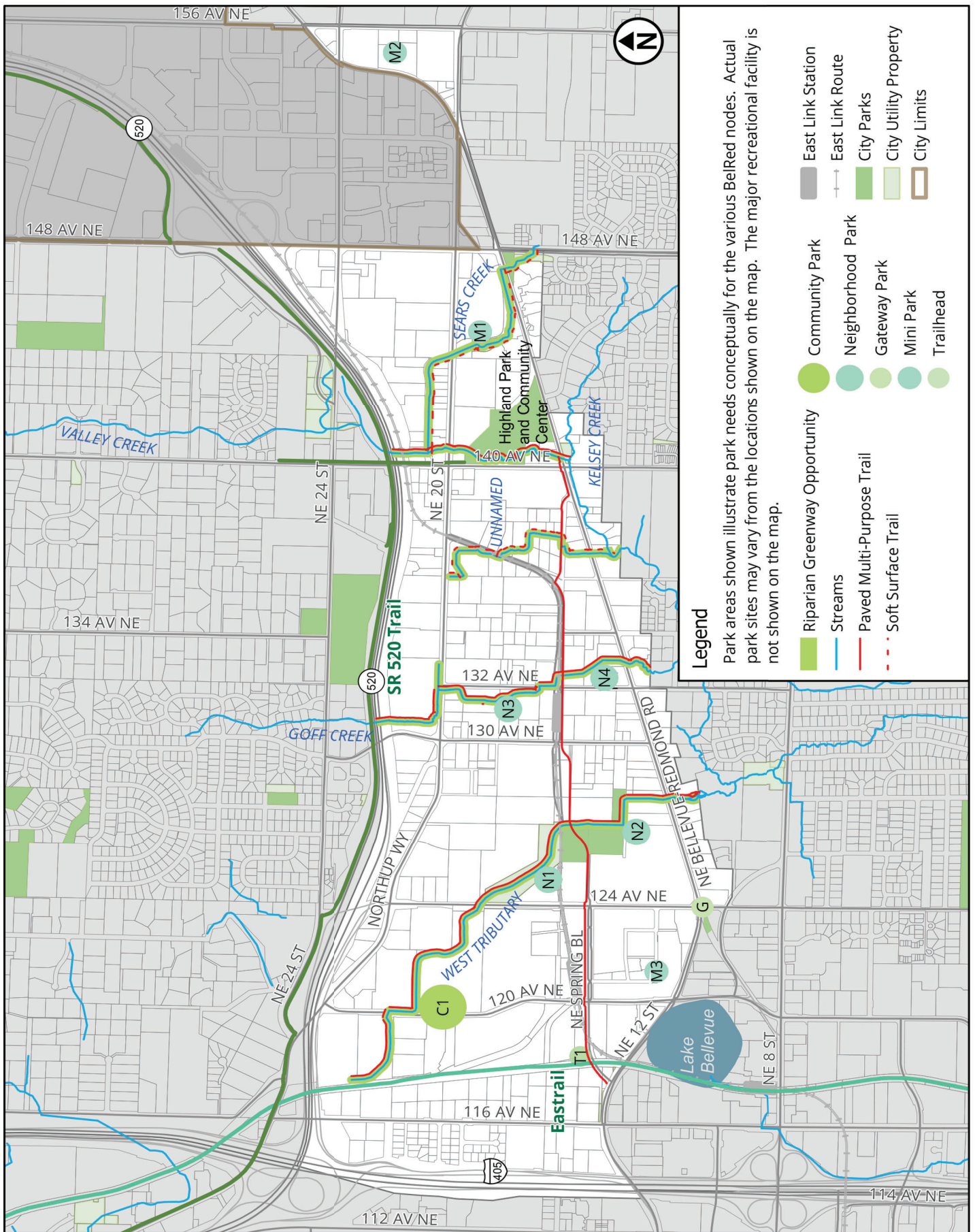


Figure S-BR.3

Bel-Red Parks and Open Space Plan



Table 1 Bel-Red Transportation Project List

Arterial Project	Description of Arterial Improvement
101	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 Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where practical.
	<i>Discussion: The new NE 15th/16th Corridor is critically important both to the functioning and character of the Bel-Red Subarea. This project provides new east-west capacity for both vehicles and light rail. It provides a high quality pedestrian and bicycle facility that connects Bel-Red to Downtown, open spaces, north-south trails, and the larger Bellevue parks system. The quality and character of this centrally located corridor will also have a formative impact on the ambiance of the entire Bel-Red Subarea. Thus the design and implementation of this project should carefully incorporate the above elements in a manner that promotes the desired urban design and character of Bel-Red, with special sensitivity to width, human scale, walkability, and pedestrian-friendly design.</i>

Table 1 Bel-Red Transportation Project List (cont'd)

Arterial Project	Description of Arterial Improvement
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
109	Bel-Red Road between NE 20th Street and NE 24th Street 5 lanes Two travel lanes in each direction Center turn lane Bicycle lanes in each direction
110	NE 11th/NE 12th Street 4/5 lanes 116th Avenue NE to NE 12th Street

NE 4th Street and NE 6th Street improvement projects are included in the East Bellevue Transportation Facilities Plan.

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 trail 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