

Southeast Bellevue Subarea Plan

The Residential Character of the Subarea and Quality of Supporting Facilities and Services

GOAL:

To protect and enhance the single-family residential character of the area and the supporting community facilities and services.

OBJECTIVES

1. Controlled residential development in order to sustain the single-family residential character of the area. This includes, but is not limited to, controlling the densities, design, and quality of new development including remodeling or redevelopment of existing structures and property to maintain or upgrade the value, appearance, and general characteristics of the properties and the area.
2. Increased efforts in the maintenance of public and private property.
3. A completed system of supporting facilities such as the storm drainage system, transit facilities and service, street roadway sections, sidewalks, trails, and bicycle lanes or paths.
4. Minimize through traffic in existing or new residential areas.

INTENT

The intent of the Subarea Plan is to ensure the continued viability of Southeast Bellevue as a residential community. This is to be accomplished by providing for improvements to complete the system of supporting facilities such as storm drainage, streets, and walkways. Also, the intent of the Plan is to encourage both public and private property maintenance efforts to enhance the quality of existing development. Another major intent of the Plan is to minimize adverse impacts on the Subarea from vehicular traffic.

POLICIES

POLICY S-SE-1. Strictly enforce the Land Use Code, Building Codes, Fire Code, and other regulations and standards related to development and use of property.

POLICY S-SE-2. Enhance or improve the existing residential character through landscaping, building orientation, and building design for all new development and physical improvements.

POLICY S-SE-3. Encourage exterior improvements when needed as part of all home improvement grants within the Subarea.

POLICY S-SE-4. Encourage the maintenance of private and public properties through self-help programs and City and community cooperation.

POLICY S-SE-5. Provide monies in the City budget, CIP, and through cooperation with other agencies for the completion and improvement of the storm drainage system, transit shelters, trail, sidewalk, and bicycle facilities, and intersection and street roadways.

POLICY S-SE-6. To restrict the impact of vehicular traffic within the Subarea to a single major arterial by encouraging the use of 148th Avenue as the sole principal arterial through traffic diversion techniques and other traffic engineering measures.

POLICY S-SE-6a. *[Repealed, Ordinance 6811]*

Discussion: Development in the Subarea commenced in the 1920s and 30s with platting and partial development of the land along Lake Sammamish. Some of the road network such as Lake Sammamish Parkway, 140th Avenue, and S.E. 16th, were established as rural roads prior to this period. The development of Lake Hills and associated platting occurred on the plateau area above Lake Sammamish in the early 1950s and marked the major change from rural farm area to urban development. The development of these plats provided for water, sewer, gutters, and in some cases, sidewalks. Storm drainage is typically an enclosed pipe system draining easterly to the steep slope area and Phantom Lake/Larson Lake wetlands and to Richards Creek to the west. In the 1960s and 1970s, development occurred at a somewhat slower pace including additional platting, multifamily development and expansion of established commercial areas. Major parks and open space include the Lake Hills greenbelt, Robinswood Park, and Kelsey Creek Park.

About 12 percent of the area is undeveloped land (285 acres). Of that approximately 130 acres is on the steep slope area west of Lake Sammamish Parkway. The remainder is in relatively small areas, 1/2 to 5 acres in size, scattered throughout the area. There are approximately 95 acres of platted land currently under development.

The walkways and trails system along arterials has not been completed. Portions of these facilities have been developed as part of major street projects, such as on Main Street and 148th Avenue.

Water and sewer service is available throughout the Subarea although several small areas are not connected to the sanitary sewer system at this time. Specific storm

drainage and street intersection improvements have been identified as part of the City's 1983 Capital Improvement Program to provide for a complete and adequate storm drainage system and desirable levels of service on area streets.

The majority of single-family homes are now 25 to 30 years old and well maintained. A visual survey of exterior appearance in 1981 found 3.3 percent in need of some minor improvements and painting.

Significant development of office and research use is occurring to the south near I-90 and also to the north in the Overlake and Evergreen Highlands areas. The 1982 Long-range Transportation System Planning Study projects some additional traffic through the Subarea as a result of these developments.

Retail and Office Areas

GOAL:

To improve the appearance of existing retail and office buildings and parking areas and permit uses to serve Subarea and residential needs.

OBJECTIVE

Provide a wide range of retail and office uses which will serve the local area, while strongly encouraging improvements to existing business areas.

INTENT

The intent of the Subarea Plan is to retain existing retail and office areas to provide goods and services as a convenience to the residents of the Subarea and immediate vicinity.

POLICIES

POLICY S-SE-7. Expand uses in neighborhood commercial districts to better serve the needs of surrounding neighborhoods by allowing for a variety of retail, office, and residential uses; provided that the character and level of development is of a low intensity which is compatible with the adjacent residential districts.

POLICY S-SE-8. Require upgrading of buildings and landscaping of all existing retail and office development areas to meet current City standards.

POLICY S-SE-9. Require designs to complement and enhance the residential character of the area, including maintenance of buildings, grounds, signs, and site development.

Discussion: The retail areas are located in the Lake Hills Shopping Center at 156th and Lake Hills Boulevard, the K-Mart Plaza area at 148th Avenue and Main Street, and the Bel-East area at S.E. 16th and 145th Place. These areas were established under King County jurisdiction and classified as Neighborhood Business after annexation to Bellevue in 1966 and 1969. The revisions to the Bellevue Land Use Code in 1978 resulted in many uses in these areas being non-conforming. A substantial number of non-conforming uses still exist within these centers. The areas vary in size from about 16 acres in the K-Mart Plaza to five acres at the Bel-East shopping area.

The result of the opinion survey of residents and the recommendation of the Citizen Advisory Committee is to support a wider range of uses than now permitted in these three areas to serve the community.

There are five office use areas within this subarea of relatively small scale, one-story developments on a $1\frac{1}{2}$ to $2\frac{1}{2}$ acres. Two of these office areas have remained non-conforming: the veterinary clinic on 145th Place at approximately S.E. 11th and an architect's office on Lake Hills Boulevard, easterly of 145th Place. The other three areas are located on 148th Avenue. The first is the complex west of K-Mart Plaza facing 148th Avenue with a mixture of office uses. The second is a medical dental complex in the northeast corner of Lake Hills Boulevard and 148th Avenue. The third is located at the southeast corner of S.E. 16th and 148th Avenue. This area currently has an office use, fraternal organization, and approximately one acre of undeveloped land.

The Future Use and Character of Phantom Lake, Larson Lake, and Associated Wetlands

GOAL:

To retain and enhance the area as a unique natural amenity.

OBJECTIVE

A major, permanent open space area with substantial amounts of natural vegetation while allowing for limited public use and farming. Additionally, the area will continue to provide its natural storm drainage function and provide an enhanced habitat for small animals and birds.

INTENT

The intent of the Subarea Plan is to preserve this unique lake and wetland area in a relatively natural condition so as to provide an open space amenity for the community and allow the area to continue its natural storm drainage function.

POLICIES

POLICY S-SE-10. Maintain soils, drainage, and flood plain characteristics of the area by maintaining major areas in vegetation indigenous to the area, existing or restored (see topics map for locations), and stringent control of surface and ground water quality prior to entering the lakes and wetland area.

POLICY S-SE-11. Allow for, and encourage, a continuation of agricultural uses in portions of the area.

POLICY S-SE-12. Allow for moderate recreation uses such as paths, bird watching stations, and clear areas, and related developments which promote enjoyment of the natural features. Consider appropriate options for special opportunities such as use and character of the old farm house near Larson Lake.

POLICY S-SE-13. Encourage owners of adjacent public and private properties to develop in a manner which complements and enhances the area.

Discussion: The area encompassing Phantom Lake and Larson Lake is about 200 acres. Approximately 125 acres of the wetlands are City-owned. The area extends from the easterly side of Phantom Lake (approximately 164th Avenue and S.E. 19th Street) to the area west of 148th at Larson Lake (approximately S.E. 2nd and 150th Avenue).

The peat soils (Seattle Muck) in the area have supported farming since the late 1800s. Today farms are being leased from the City. In the 1950s the upland areas adjacent to the wetlands were platted and developed as Lake Hills. The area around Phantom Lake and K-Mart Plaza have continued to develop on a parcel by parcel basis. Four streets, 148th Avenue, 156th Avenue, Lake Hills Boulevard, and S.E. 16th cross the wetlands. The area is now a major open space feature within the urbanized community.

The peat soils and high-water table are severe constraints to development because they create an unstable building foundation. In the event of seismic activity peat soils are subject to liquidation. Also, these wetlands provide a unique habitat for animals and birds because the area supports a wide variety of plants and vegetation.

The area contributes substantially to the collection and detention of surface water runoff. The area is flat with drainage from approximately S.E. 16th to K-Mart, emptying to the north into Kelsey Creek. The area generally south of S.E. 16th is a part of the Phantom Lake drainage basin with the outlet draining easterly to Lake Sammamish. The peat soils serve to retain and release water at a relatively slow rate. The area collects storm drainage from the surrounding developed area and serves to collect and filter pollutants and sedimentation which may be carried from the adjacent upland area. The area is subject to seasonal flooding.

Protection of Lake Sammamish Steep Slope Area

GOAL:

To protect the steep slope areas from erosion and potential landslide.

OBJECTIVE

The limiting of intensity of use, location of development, and amount of clearing on sites to retain the significant natural features.

INTENT

The intent of the Subarea Plan is to preserve the steep slope area along Lake Sammamish through special controls on development and improvements to minimize erosion and potential landslide hazards.

POLICIES

POLICY S-SE-14. Retain the very severe slope areas as undisturbed open space so as to control erosion and landslide potential and to protect the natural drainage function.

POLICY S-SE-15. Limit clearing and grading in new developments to the minimum necessary for access, utilities, and building sites.

POLICY S-SE-16. Encourage the retention of natural vegetation during and after development to minimize potential erosion and as a significant design feature of the area.

POLICY S-SE-17. Retain open stream drainage in areas with low risk to erosion, flooding, and siltation so as to retain the natural character along the Lake Sammamish steep slope area.

Discussion: The steep slope area west of Lake Sammamish extends from approximately N.E. 26th Street in Redmond southerly to Interstate 90. This area rises from 200 to 400 feet in elevation from Lake Sammamish to a rolling plateau area. The area has steep slopes between 15 percent and 40 percent in grade and very steep slopes above 40 percent in grade. Grades of slopes average between 25 percent to 35 percent. There are territorial views from these areas overlooking Lake Sammamish and to the Cascade Mountains to the east.

There are a variety of underlying geologic strata in this area resulting from scouring and deposits of advancing and retreating glaciers. Soils are predominantly Everett

series which are subject to erosion and landslide potential. Slope, geology, and soils in combination affect slope stability.

Erosion and landslide potential increases when clearing, grading, and excavation occur; the area becomes saturated with water from heavy rainfall or seismic activity occurs. Any combination of these events would intensify potential landslide hazards.

Storm water runoff from existing development, particularly in the upland area, has resulted in severe erosion in several locations due to the discharging of storm water directly to the steep slopes. There has been damage to private property and roads in the area. This condition has been recognized and some improvements have been made to control drainage through retention facilities and culverting and enclosing drainage facilities. Proposals in the City's 1983 Capital Improvement Program for additional storm drainage facilities are programmed within the next few years.

The steep slope areas in the Bellevue portion of the Subarea are currently restricted to medium density single-family development. This density is less than was allowed by King County for this area prior to annexation in 1969. The City's Storm Drainage Utility and City regulations are intended to minimize impacts of development on steep slopes by design of storm drainage detention facilities, regulation of clearing and grading, and limitations on building density. The goals and policies of this Subarea Plan should be implemented through strict adherence to City standards and regulations for development on steep slopes to minimize erosion, reduce landslide potential, flooding, and property damage.

The area in Bellevue and King County, between Lake Sammamish and Lake Sammamish Boulevard, is platted into 10,000 to 12,000 square foot lots (Single-family Medium-density) and is developed. The plan and zoning in Bellevue is Single-family Medium-density (R-2.5 and R-3.5) and in King County Single-family High-density (RS 7200).

The area west of Lake Sammamish Boulevard is sparsely developed. Properties range from 8,000 to 20,000 square feet in the County portion and 20,000 square feet to 14 acres in Bellevue. The County area is planned and zoned for Single-family High-density (RS 7200). The Bellevue portion is zoned for Single-family Low-density (R-1.8).

Parks and Recreation

GOAL:

To provide proper facilities and programs for the recreational needs of residents of all ages.

OBJECTIVES

1. Well maintained parks;
2. Special use parks (such as tot lots, a waterfront park, parks for the elderly) to supplement the current parks; and
3. Appropriate recreation centers and programs to meet community interests and needs.

INTENT

The intent of the Subarea Plan is to provide a variety of park and recreation facilities to better serve residents and enhance the residential character of the Subarea. Improvements to existing park sites and acquisition and improvement of additional sites and facilities are proposed to accomplish this goal.

POLICIES

POLICY S-SE-18. Improve maintenance in the Subarea's parks through the cooperation of the City Parks and Community Services Department and residents in the area.

POLICY S-SE-19. Stimulate community involvement to locate, acquire, and develop sites for special use parks, particularly in areas without access to other local parks.

POLICY S-SE-20. Develop a long-range plan for acquisition of various needed parks and recreation facilities in the Subarea when updating the Parks, Open Space, and Recreation Plan.

Discussion: Park and recreation facilities currently serving the Subarea include private facilities, facilities used in cooperation with the Bellevue School District, and public park and recreation facilities.

Private recreation facilities include the Samena Club with swimming pools, a recreation center, and tennis courts; Phantom Lake Bath and Tennis Club with a swimming pool and tennis facilities. These facilities have a membership of some 1,200 families mostly from the local area. Vasa Park on Lake Sammamish, to the south of the Subarea, provides public access to Lake Sammamish on a fee basis.

Public Schools in the area providing major active play areas include Phantom Lake, Robinswood (now closed), and Lake Hills Elementary Schools, Tillicum Junior High, and Sammamish High School. These play areas are made available by the school district for use by the City Parks and Community Services Department and other recreation groups.

City-owned facilities include Lake Hills Park on 164th Avenue and Lake Hills Community Center, a neighborhood park and recreation facility. Spiritridge Park at S.E. 18th and 144th and the "Heintze" property on the northeast corner of Phantom Lake are undeveloped neighborhood park sites. The northerly portion of the Subarea, east of 164th Avenue, was platted and developed in the 1950s as part of the Lake Hills development and does not contain a convenient local neighborhood park facility.

Park facilities on Lake Sammamish are limited to Idlewood Park at approximately N.E. 36th Street and Vasa Park (a private park) to the south of the Subarea. Lake Sammamish State Park is approximately four miles on the east side of Lake Sammamish. The waterfront on Lake Sammamish within the Subarea is platted and privately developed with single-family homes. This limits the acquisition of sites for public waterfront parks in the Subarea.

Major parks serving the Subarea include Weona Beach Park (not on waterfront), an 80-acre King County park east of 168th Avenue, the 123-acre Phantom Lake/Larson Lake greenbelt in the area, and the 40-acre Robinswood Park, partially within the Subarea and to the south in the Eastgate Subarea. This park is developed with tennis courts, soccer fields, open space, and indoor facilities. The Kelsey Creek farm and open space park is adjacent to the northerly portion of the Subarea. The majority of the parks were acquired in the 1970s.

Vehicular Circulation

GOAL:

To improve the safety, efficiency and appearance of the arterial streets in the Subarea and upgrade transit service and facilities.

OBJECTIVE

Achieve a safe and acceptable level of service on all streets and intersections in the Subarea as well as on the adjacent arterial system which will result in:

1. Maximizing use of 148th Avenue as the single principal arterial street for through traffic;
2. Retaining local streets, neighborhood collector streets, and collector arterials for residential traffic use;
3. Providing safe and convenient transit for those desiring or needing the service; and
4. Discouraging commercial traffic, other than local deliveries, on local streets and collector arterials.

INTENT

The intent of the Subarea Plan is to improve vehicular circulation through the Subarea by improving the arterial system, limiting traffic through residential neighborhoods, and increasing transit service.

POLICIES

POLICY S-SE-21. Improve traffic flow on arterials through redesign of intersections where needed.

POLICY S-SE-22. Synchronize traffic lights on arterials to promote smooth traffic flow.

POLICY S-SE-23. Discourage through traffic use of residential access and collector arterials in the Subarea by using effective engineering measures.

POLICY S-SE-24. Maximize safety considerations for pedestrians and vehicles and emergency vehicle access on both public and private streets when redesigning roads and intersections.

POLICY S-SE-25. Encourage Metro to increase transit service as demand and need is shown.

POLICY S-SE-26. Provide bus shelters convenient to users.

Discussion: The primary means of transportation by residents of the Subarea is now by automobile. The circulation system within the Subarea is comprised of local access streets, collector arterials, minor arterials, and a primary north/south arterial, 148th Avenue. The east/west street pattern serving the area is N.E. 8th Street, Main Street, the Lake Hills Connector, S.E. 16th, and Kamber Road. Lake Sammamish Parkway provides a north/south circulation from Redmond to I-90 and connects with the plateau area to the west via S.E. 26th Street. North/south circulation is on 145th Place/140th, 148th Avenue, 156th Avenue, 164th Avenue, and 161st Avenue south of S.E. 24th Street. The street system within the Subarea is comprised of through streets at about 1/2-mile intervals. Adjacent residences have direct ingress and egress on most sections of these collector and minor arterial streets.

The residents of the Subarea are dependent on this system to provide access to their shopping and employment centers outside the Subarea. This system provides access to SR 520 to the north, I-405 to the west, and I-90 to the south.

The potential traffic increase on the system resulting from full development of the Subarea would be about 10 percent. The potential increase from development in the vicinity (the Evergreen Highlands area) could result in an additional 10 to 15 percent increase in traffic, particularly on 148th Avenue, 145th/140th Avenues, 156th Avenue, and Lake Sammamish Parkway.

The City of Bellevue's 1982 Long-range Transportation System Planning Study defined potential locations of congestion at intersection and street sections for the 1990-1995 time period. Without significant improvements, intersections at 148th Avenue and Main, Lake Hills Boulevard and S.E. 16th, and on 156th Avenue at S.E. 24th Street, 16th Street and Lake Hills Blvd. will experience some congestion. The Lake Hills Connector at 140th Avenue is anticipated to be unacceptable by City standards without improvements. Street sections with congestion are 148th Avenue south of S.E. 24th to I-90 and north of Main and extending north of SR 520.

The Transportation Element of the Comprehensive Plan seeks to mitigate traffic congestion and impacts on residential neighborhoods from new development. The Element encourages improvements to existing arterials to make traffic flows more efficient and to minimize the amount of through traffic on local streets in residential areas. Also, the Element directs the City to seek a balanced mix of financing from the citywide community, existing businesses, and new development to finance

transportation improvements to meet the City's adopted levels of service. The Element also provides for a review and adjustment of the City's land use vision to maintain the established levels of service.

Additional transit service is not anticipated until there is an identifiable demand. The area along 145th Place near S.E. 16th and Kamber Road has developed with multifamily complexes and high density single-family homes, potentially creating the demand level needed for transit service.

Nonmotorized Circulation

GOAL:

To establish a safe nonmotorized circulation system and connecting commercial centers, parks and schools, and other activity centers.

OBJECTIVE

A connecting system of bike routes and walking trails to accommodate the needs of commuters as well as recreational needs of families and children, as shown in the Transportation Element.

INTENT

The intent of the Subarea Plan is to develop a safe and complete pedestrian and bicycle system along arterial streets so that children and adults can easily and safely travel to commercial centers and community facilities.

POLICIES

POLICY S-SE-27. Complete a trail system which includes Weona Park, the Phantom Lake-Larson Lake Greenbelt, Sammamish High School, Odle Junior High School, and Robinswood Park.

POLICY S-SE-28. Develop a hard-surfaced walkway system along all arterial streets.

Discussion: Most of the arterial network was built as two-lane rural roads with gravel shoulders and open ditch drainage. Subsequent plats were developed, backing up the arterials and did not provide improvements except within the plats. Improvements were also not required of community facilities, leaving the arterials essentially in the rural road character. Subsequently, a bicycle trail was built along Lake Sammamish Parkway and sections of sidewalks or walkways have been built along some major streets such as 148th Avenue, Main Street and portions of 140th Avenue and 156th Avenue.

More people now desire to walk and/or ride bicycles within the Subarea and to surrounding areas. Designations within the Subarea are to neighborhoods, schools, parks, the library, and retail centers. Now that the area is essentially fully developed, high levels of automobile traffic make area streets hazardous and less desirable as walking and bicycling routes. Safety concerns are addressed in the Transportation Element under Pedestrian and Bicycle System policies.

Unincorporated King County Area Within Southeast Bellevue Subarea

GOAL:

To encourage all developments and improvements completed in unincorporated King County to conform with City of Bellevue’s Comprehensive Plan, Subarea Plan, and Development Standards.

OBJECTIVE

Development of the King County area consistent with the City of Bellevue’s goals, policies, and development standards for uniformity of facilities and general appearance.

INTENT

The intent of the Subarea Plan is to encourage development and improvements in areas geographically related to the City of Bellevue to be consistent with City of Bellevue standards. This is necessary to ensure compatibility with adjacent development and facilities in the City and to avoid conflicts with City standards in the event of annexation.

POLICIES

POLICY S-SE-29. Encourage new development to meet goals and policies related to the Sammamish Steep Slope of the Subarea Plan, the general *Comprehensive Plan*, and the City’s Development Standards.

POLICY S-SE-30. Provide King County with the City of Bellevue’s goals, policies and standards as they are amended.

POLICY S-SE-31. Provide input to King County on projects and proposals in the unincorporated King County area.

Discussion: The area extends from Lake Sammamish westerly to the City limits of Bellevue and from S.E. 8th (extended) on the north to S.E. 26th Street on the south.

The area between Lake Sammamish Parkway and Lake Sammamish is developed with single-family medium-density homes. The area west of Lake Sammamish Parkway is platted into medium density lots (10,000 to 20,000 square feet) and a few high density lots (less than 10,000 square feet). Nonetheless, this area is now sparsely developed with recently built single-family homes. The entire area is proposed for Single-family High- density development under the King County Newcastle Plan. Lake Sammamish Parkway provides access to the area, connecting it to the north to Bellevue and to the south to Interstate 90.

The steep slopes to the north in Bellevue continue into this area, although the severity of slopes decreases somewhat at approximately S.E. 24th Street. The area has Everett soils, and vegetation of mixed evergreen and deciduous trees, underlying brush and shrubs similar to the area to the north. Surface and ground water flows to Lake Sammamish from the upland area to the west. The primary stream in the area is the outlet from Phantom Lake which flows through the area at approximately S.E. 20th Street.

The area is defined as an area for potential annexation in the Comprehensive Plan's Annexation Policies.

The Need for Maintenance of Private and Public Properties

GOAL:

To preserve the quality of neighborhoods by maintaining and improving public and private property.

OBJECTIVES

1. A high standard of maintenance for all private property and public facilities including streets, parks, utilities, and general landscaping within the Subarea.
2. A residential environment as free as possible from noise, other pollution sources, and any public nuisances.

INTENT

The intent of the Subarea Plan is to encourage on-going efforts to maintain private property and public property and facilities to preserve the quality of the Subarea as a desirable residential community.

POLICIES

POLICY S-SE-32. Encourage high quality maintenance of private facilities to prevent deterioration and to enhance safety.

POLICY S-SE-33. Require high-quality maintenance of public property and facilities to prevent deterioration and enhance safety.

POLICY S-SE-34. Control all sources of pollution including noise.

Discussion: The development of the Subarea occurred primarily in the 1950s and 1960s. As a newly developed area, the need for general maintenance was minimal. With the aging of structures and facilities, general maintenance is becoming an increasing concern for area residents.

A housing appearance survey conducted by the City in 1982 found approximately 3.3 percent of the housing units in need of some form of maintenance such as painting or roof repair. Although this study did not find general deterioration of the neighborhood, it is an indication that isolated problems are emerging. Concern has been expressed by area residents over maintenance of yards, shrubs, and fences. Rear yard fences backing up to the arterials or through streets were found to be the most common in need of maintenance.

Vegetation in the area was generally cleared in the 1950s to make way for streets and housing. The residential landscaping which was then established some 25 to 30 years ago has now become relatively mature trees and shrubs. The growth of this landscaping along streets has blocked views for drivers and in some areas obstructs walking on shoulders of streets or paths adjacent to streets.

The growth of vegetation from undeveloped properties and park sites tend to create similar problems. This growth of shrubs, vines and brush, in particular, also obstructs the use of existing parks for passive recreation, limiting use of trails and restricting vision.

Public utility facilities built in the 1950s are anticipated to have a 40 to 50 year life. Occasional minor repair and upgrading of water and sewer facilities has been ongoing. Streets are beginning to show some indications of need for minor maintenance at this time.

Additional Policies Affecting the Subarea

GOAL:

To ensure adequate consideration is given to impacts on the Subarea in citywide policies and actions.

OBJECTIVE

Consideration of subarea concerns addressed in all decisions related to the following:

1. City budget, CIP;
2. Housing;
3. Vehicular transportation in the Overlake area; and
4. Waterfront park development.

INTENT

The intent of this section of the Plan is to relate the goals, objectives, and policies of the Subarea Plan to citywide decision making on issues affecting the Subarea. The Subarea is dependent upon the larger community for access to goods, services, and employment. Accomplishment of the goals and objectives for the Subarea is dependent upon citywide actions such as budgeting for needed improvements, and development and improvements in the vicinity of the Subarea within Bellevue and King County.

POLICIES

POLICY S-SE-35. Encourage provision of services at the lowest cost.

POLICY S-SE-36. Provide adequate monies in the City's annual budget for development and maintenance of streets, parks, and other facilities in the general vicinity of the Subarea.

POLICY S-SE-37. Ensure that budget decisions affecting the Subarea give priority to consideration of fiscal and tax impacts on residents.

POLICY S-SE-38. Encourage development of housing in King County areas adjacent to the City which will be consistent with zoning in like areas of the City.

POLICY S-SE-39. Ensure uniform distribution of subsidized housing throughout the City.

Discussion: There will be no more subsidized housing allowed in this Subarea until each of the other subareas of the City have an equivalent number of units per acre.

POLICY S-SE-40. Establish priorities for improvements in the subareas which reflect the residents' transportation preferences with regard to items such as maintenance, street improvements, walkways, and services.

POLICY S-SE-41. Upgrade arterials adjacent to the Subarea to facilitate access to freeways for Subarea residents.

POLICY S-SE-42. Encourage recreational development of publicly-owned waterfront property.

Discussion: The improvements suggested within the Subarea are directly related to the City's budgeting and 1983 Capital Improvement Program. Improvements include transportation, park, public safety, general government, drainage, water, and sewer facilities. The recommendations identified are evaluated with other needs throughout the City and given priorities. The priority given to projects within the Subarea will generally dictate the time frame for accomplishment.

Monies for maintenance of City properties and facilities are part of departmental budgets (i.e., the Parks and Community Services Department and the Utilities Department budget).

The amounts of money for capital improvements and maintenance efforts are allocated by the City Council based on needs as well as availability of funds.

Housing maintenance and maintenance of private property is generally an individual effort. The City has encouraged housing and property maintenance by sponsoring community clean-up programs. Also, the City offers a home repair program for low- and moderate-income homeowners.

Surrounding development to the north and south of the Subarea in Bellevue and King County is generally consistent and compatible with development in the Subarea. To the west of the Subarea is Glendale Golf Course and to the north is Kelsey Creek Park. An undeveloped low density multifamily and single-family area is south of the Lake Hills Connector. The Richards Road-Kamber Road light industrial area is to the southwest of the Subarea. The major change in development in the vicinity is occurring in the Eastgate area along the I-90 corridor where a major research and development, and office complexes are being proposed.

Transportation improvements in the surrounding area have a major influence on the Subarea. The arterial system provides subarea residents access to the freeways and to the Crossroads/Overlake area for shopping and services. The current level of service in the vicinity of 148th and N.E. 24th is very low. The 1982 Long-range Transportation System Planning Study indicates that without improvements by 1990 to 1995 the most congested street segments will be 148th Avenue south of N.E. 24th Street and north of Main Street. Intersections projected to have poor levels of service are 140th and Lake Hills Connector, and N.E. 8th and 148th.

The Land Use Plan (*Figure S-SE.1*) is a graphic illustration of the Subarea Plan Goals, Objectives, and Policies. The Land Use Plan depicts the general mixture and location of existing and potential land uses in the Subarea. The Land Use Plan Map is not intended to specify acreages, dimensions, or exact densities of development.