

BelRed Subarea Plan

Note: The BelRed Subarea Plan is seeing more substantive changes in support of transit-oriented development within Bellevue's Growth Corridor. These changes are covered separately as part of the BelRed Look Forward Comprehensive Plan Amendment.

Bridle Trails Subarea Plan

GOAL:

To protect and preserve the rural, equestrian, and residential character of Bridle Trails.

OVERVIEW

Bridle Trails is approximately three square miles in size bounded on the south by SR 520; on the west by the I-405 Freeway; on the north by the Bellevue City limits; and on the east by 148th Avenue N.E.

Bridle Trails is primarily residential in use and character. Other than the apartments and condominiums along 148th N.E., Bridle Trails housing is single-family on lots ranging from 10,000 square feet to several acres. In addition, there is some commercial use along the southern edge of Bridle Trails and some office use. Churches, a fire station, schools, a stable, a golf course, and public facilities round out the uses.

What distinguishes Bridle Trails is its wooded character: some two-thirds of the area is covered with second growth timber. The wooded character lends itself to the equestrian uses in Bridle Trails and the Subarea's interdependent relationship with Bridle Trails State Park.

The Bridle Trails State Park is adjacent to the northwest portion of Bridle Trails Subarea and is the hub of equestrian activity. Owned and maintained by the State of Washington, the Park consists of 481 acres containing over 53 miles of trails. Botanists, hikers, and other pedestrians use the trails compatibly with equestrians.

This lush wooded area with grazing horses creates a unique juxtaposition to the urban setting beyond the freeways.

There are slightly more than 4,300 residential units in Bridle Trails. Of those, 1,300 are single-family detached. The remainder consists of a mix of attached units: condominiums and apartments.

Including the Bellevue Golf Course, Bridle Trails Subarea contains around 160 acres of open space. A distinguishing feature of Bridle Trails is the number of lots zoned R-1 (one unit per acre). Compared to other residential areas in Bellevue, Bridle Trails by far contains the most large size lots.

Issues in Bridle Trails focus on preserving the rural equestrian character of the area,

improving mobility for pedestrians and equestrians, reducing non-local traffic from residential streets, protecting remaining residential land from changing use, and cooperating with surrounding jurisdictions on land use and transportation issues.

The Subarea Plan is the guide for Bridle Trails' future. It contains policy direction for land use, circulation, community design, and interjurisdictional relations.

General Land Use

POLICIES

POLICY S-BT-1. Protect Bridle Trails from encroachment by more intense uses to ensure that the Subarea remains an area of residential neighborhoods.

POLICY S-BT-2. Support the existing character of Bridle Trails State Park “natural area” as a regional park providing opportunities for equestrian, hiking, nature study, and other passive activities only.

POLICY S-BT-3. Preserve the wooded, natural, rural, and equestrian character of the Subarea and encourage horse-keeping in low-density residential areas.

POLICY S-BT-4. Encourage and support interjurisdictional agreements among Bellevue, Kirkland, Redmond, and King County to, among other things, ensure that land uses are compatible with Bridle Trails residential neighborhoods.

Natural Determinants

POLICIES

POLICY S-BT-5. Protect and enhance the capability of Yarrow Creek, Valley Creek, and Goff Creek to support fish and other water-dependent wildlife.

Discussion: This policy recognizes the role of these creeks in fisheries support and wildlife preservation. It is important to preserve the natural environment and to retain our native habitat for the aesthetic value and character of the community.

POLICY S-BT-6. Apply citywide natural determinants regulations to the riparian corridors of Yarrow Creek, Valley Creek, and Goff Creek.

POLICY S-BT-7. Where natural vegetation is removed, replacement with similar plant materials should be required.

POLICY S-BT-8. In environmentally sensitive areas, the impervious surface coverage should be kept to a minimum.

POLICY S-BT-9. A maximum amount of vegetation should be maintained along streams to protect side slopes from erosion, to provide shade to encourage fish propagation, to protect wildlife habitat, and to reduce stream pollution.

POLICY S-BT-10. Facilities should be provided in accordance with the Bellevue Storm Drainage Plan to store storm water drainage, reduce peak stream flows, and reduce the erosion of stream beds.

POLICY S-BT-11. The retention and protection of open drainage courses and de facto storm water detention areas should be promoted through land acquisition, acquisition of easements, or the encouragement, through incentives, of their incorporation into the design of private development.

POLICY S-BT-12. Development should be prevented from intruding into the floodplain of Valley Creek, Goff Creek, or Yarrow Creek.

Parks and Open Space

POLICIES

POLICY S-BT-13. Encourage the City to purchase land for parks and open space if appropriate land becomes available.

POLICY S-BT-14. Reinforce the importance of citizen involvement in the park planning process.

Circulation

GOAL:

Recognize the unique suburban residential character of Bridle Trails in the planning, design, and implementation of capital improvement projects.

POLICIES

POLICY S-BT-15. Implement the 1988 Transportation/Circulation Element of the City's Comprehensive Plan.

POLICY S-BT-16. Construct and operate city-owned streets, sidewalks, paths, trails, and other transportation facilities to preserve and maintain public safety.

POLICY S-BT-17. All collector and minor arterials in the Bridle Trails Subarea shall remain two-lane, except a planned connection between N.E. 29th Place and N.E. 24th Street.

Discussion: The Bridle Trails Subarea Plan recognizes the Bellevue Redmond/Overlake Transportation Study II Project 46.2 which calls for a phased addition of a new road between N.E. 29th Place and N.E. 24th. [Amended Ord. 5398]

POLICY S-BT-18. Discourage any east-west connecting streets through the Subarea; this would include but not be limited to N.E. 40th, N.E. 56th, and N.E. 60th, to protect the existing rural residential quality of Bridle Trails.

POLICY S-BT-19. Acquire equestrian/pedestrian easements through the development review process on new development and redevelopment.

POLICY S-BT-20. Work with utility companies to gain public nonmotorized trail easements along power line corridors to complete the equestrian trail facilities plan.

Discussion: Bridle Trails is known for its equestrian facilities, particularly the Bridle Trails State Park which is located nearby. To help maintain or expand equestrian amenities in Bridle Trails, the Bridle Trails community could organize an equestrian organization to work with the City on trail issues.

POLICY S-BT-21. Try operational solutions to safety and speed problems before developing major capital solutions.

Discussion: Before the City determines that the installation of two-way turn lanes, turn pockets, or traffic signals on Bridle Trails arterials are necessary, try reducing speeds and installing four-way stops as potential solutions.

POLICY S-BT-22. Improvements to the regional transportation system should not adversely affect surrounding neighborhoods.

POLICY S-BT-23. Discourage the use of Bridle Trails arterials by regional through/commuter traffic and discourage non-local traffic use of residential streets.

Discussion: Encourage regional through/commuter traffic to use major transportation systems and to avoid Bridle Trails arterials and residential streets.

POLICY S-BT-24. Discourage the use of permanent barriers that obstruct the flow of traffic and emergency vehicles.

POLICY S-BT-25. Encourage the City to make nonmotorized interim improvements where major capital projects are not imminent.

POLICY S-BT-26. Ensure that public nonmotorized easements remain open for public access.

POLICY S-BT-27. Develop a safe, balanced circulation system that accommodates both motorized and nonmotorized users in the planning, design, and implementation of transportation projects.

Discussion: Wide streets create a barrier to pedestrian movement. The needs of pedestrians should be balanced with the needs of the automobile.

POLICY S-BT-28. Develop meandering sidewalks and/or trails where needed to preserve existing significant trees.

POLICY S-BT-29. Develop and implement a systems plan to provide safe nonmotorized circulation within superblocks.

POLICY S-BT-30. Develop and implement safe midblock crossings where appropriate on superblocks.

POLICY S-BT-31. Give appropriate consideration to the special needs of handicapped, disabled, and elderly persons in planning systems and designing facilities for transportation and nonmotorized circulation.

POLICY S-BT-32. The City should encourage the use of transit, ride-sharing, and other means of sharing trips that have beneficial effects on reducing the demand for improvements to existing roadway facilities.

Utilities

POLICIES

POLICY S-BT-33. Provide sewer extension to non-sewered areas only when required for health reasons, as part of a subdivision, or when requested and paid for by the homeowner.

POLICY S-BT-34. Provide Bellevue-owned utility service to surrounding jurisdictions in accordance with the Annexation Element of the Comprehensive Plan.

Community Design

POLICIES

Rural Character

POLICY S-BT-35. Maintain and improve the rural, tree-lined character of the through streets, including arterials and collector arterials, by discouraging the cutting of significant trees.

POLICY S-BT-36. Encourage all new, non-traffic signs erected in the Subarea, such as pedestrian and equestrian crossing sign and signs marking the entries to residential communities, to be constructed of wood and finished with stains or sealers that maintain the natural color and appearance of the wood.

Discussion: Although the City has no regulatory mechanism to enforce this, the intent is important. Community clubs should promote this concept.

POLICY S-BT-37. Encourage the retention of significant trees along arterial and collector arterial streets, except where trees or limbs of trees impose a hazard to public safety.

POLICY S-BT-38. Encourage the adoption of development standards which will maintain the existing character of the area. For instance, encourage developers of small land divisions (short plats) to:

1. Maintain as much vegetation and topsoil on each building site as possible;
2. Design access drives to retain vegetation;
3. Minimize the visibility of the subdivision as seen from arterials; and
4. Allow variation in street standards, curbs, and gutters so that they can be informal.

Discussion (Policies S-BT-37, 38): Only when the prohibition of clearing is established as part of the platting conditions can the City enforce such a policy.

Regulations do not exist which prohibit clearing in single-family districts otherwise. Community clubs should promote this concept.

POLICY S-BT-39. Encourage low density lots and short platted subdivisions to be configured to accept and accommodate a horse paddock(s).

Discussion: The intent of this policy is to maintain the equestrian character of Bridle Trails. A change in the Land Use Code is desired by the community.

Local Community clubs should pursue and promote this concept with developers and property owners. The City should also attempt to promote this policy.

Environment

POLICY S-BT-40. Natural vegetation should be protected and preserved to provide buffers between land uses.

POLICY S-BT-41. Where noise has been identified as a problem, noise mitigation measures should be included in any residential proposals.

Discussion: Encourage new development to mitigate external traffic noise impacts through the use of berms, setbacks, construction techniques, site design, or other methods. Commercial uses are not an appropriate noise mitigation method.

POLICY S-BT-42. Encourage retention of vegetation on the lower slopes of the bluff adjacent to SR 520 at approximately 136th Avenue N.E. to provide a visual separator between residential areas and the freeway.

Paths and Trails

POLICY S-BT-43. Maintain and enhance the existing character of the Subarea by retaining elements associated with equestrian use. Improve roadsides to create a unified visual appearance.

Streetscape

POLICY S-BT-44. Where differing uses abut, a buffer strip of approximately 75 feet on the intense side of the edge of the property line should be established. If natural vegetation provides a dense buffer, it should be left undisturbed. In lieu of an existing natural buffer, appropriate plantings should be encouraged to provide a dense buffer of appropriate height.

If the use on the intense side of the property line is an elementary school, mini-daycare center or daycare center, a buffer of less than 75 feet may be planted if: a) the planting is a minimum of 20 feet in depth and equivalent in intensity to plantings required in Transition Areas where the district providing the transition to a residential use is LI, GC, or CB, and b) no buildings, driveways or parking areas are constructed within 75 feet of the property line of the less intense use. Children's play equipment may be located within the 75-foot buffer provided it does not intrude into the 20-foot planting area. [Amended Ord. 5027]

Discussion: The buffering is to apply to any change in use from single-family, including multifamily.

Design Features

POLICY S-BT-45. Encourage the City to construct an entrance sign into Bellevue at 148th Avenue N.E. and N.E. 60th Street (Bridle Crest Trail) in character with the business park and multifamily development to the south. Locate the gateway sign on the median strip.

POLICY S-BT-46. Encourage the preservation of a wooded character on N.E. 24th Street between approximately 124th Avenue N.E. and 136th Avenue N.E.

POLICY S-BT-47. Encourage an exterior residential appearance on any portion of a nonresidential or multifamily development.

Discussion: Residential appearance criteria includes consideration of rooflines, windows, and the amount of open space on the site. Special attention should be given to the screening of rooftop equipment due to topographic conditions and to the use of uniform, non-obtrusive roof color and material.

Planning District Guidelines

The Bridle Trails Subarea is divided into two planning districts: Planning District A and Planning District B. The boundaries are mapped on the Land Use Plan (*Figure S-BT.1*).

POLICIES

Planning District A

Planning District A includes that portion of the Subarea west of a north/south line halfway between 140th Avenue N.E. and 148th Avenue N.E. extending west to I-405 and south to SR 520.

General Land Use

POLICY S-BT-48. Encourage communication and cooperation with Kirkland on land use and circulation issues along the common boundaries between Bellevue and Kirkland.

Discussion: It is imperative that Bellevue and Kirkland exchange information concerning land use policies and any proposed changes which may affect Planning District A.

~~**POLICY S-BT-49.** Other than those areas defined below, suburban residential uses are appropriate.~~

~~**POLICY S-BT-50.** Single-family Low-density at a density of approximately one unit per acre is appropriate for most areas of Planning District A as illustrated on the Land Use Plan (Figure S-BT.1).~~

~~**POLICY S-BT-51.** Single-family Low-density is appropriate on the western edge of Planning District A beginning at the intersection of the Burlington Northern right-of-way and 116th Avenue N.E. north along I-405 to approximately N.E. 34th Street. Assure development as illustrated on the Land Use Plan (Figure S-BT.1).~~

POLICY S-BT-52. Open space is appropriate on the Pike's Peak park site and the Nature Park site.

POLICY S-BT-53. Evaluate, during the development review process, alternatives to NE 28th Street for vehicular access to the properties adjacent to the south. [Amended Ord. 4932]

~~**POLICY S-BT-54.** The approximately 40-acre parcel on the west side of 140th Avenue N.E. north of N.E. 55th Street should retain the existing Single-family Low-density residential designation.~~

~~*Discussion: The development of a senior congregate care facility and nursing home may be appropriate. Such a proposal would require a conditional use permit to demonstrate compatibility with adjacent development and the character of the Subarea.*~~

~~*Under existing land use code regulations (as of October 19, 1988) a change in zoning from Single-family Low-density to Multifamily Low-density is required to permit a senior congregate care facility or to Multifamily Medium-density to permit a nursing home.*~~

~~*The City is considering a change to the Land Use Code to permit these uses in single-family zones. If this occurs, a change in zoning may not be necessary to permit a congregate care and a nursing home facility on this parcel.*~~

~~However, if a rezone is desired to increase density, it should not exceed Multifamily Low-density, and it would only be allowed in order to accommodate a congregate care facility and/or a nursing facility.~~

~~Conditions of the rezone should include, but not be limited to: the location of vehicular access, a limit on density, siting which is compatible with the terrain and surrounding development, and the use of building materials.~~

~~In addition, it is imperative that community participation in the conditional use permitting process be assured.~~

~~POLICY S-BT-55.~~ ~~Low-intensity, low-rise offices are appropriate along Northrup Way's north side from approximately 116th N.E. to the entrance of Pike's Peak.~~

~~POLICY S-BT-56.~~ ~~Residential development at a single family density not exceeding six dwelling units per acre is appropriate in the area east of and adjacent to the entrance to Pike's Peak. Development of attached units is encouraged through the Planned Unit Development process to minimize impacts to the vegetation and protected areas on the site. Building height, bulk and roofline design are issues to be considered if this site is developed with attached units to maintain compatibility with the nearby single family community. [Amended Res. 5900]~~

POLICY S-BT-57. *[Repealed Res. 5900]*

~~POLICY S-BT-58.~~ ~~Single-family High-density use is appropriate for the property east of Cherry Crest Lane and may be developed through the PUD process.~~

POLICY S-BT-59. Low-rise, low-intensity office uses are appropriate on the west side of 130th Avenue N.E. south of N.E. 24th (known as the Placek Addition on the map). Access is appropriate onto 130th only.

~~POLICY S-BT-60.~~ ~~Single-family Low-density is appropriate for the properties bounded on the west by existing office development east of 130th and the power lines at approximately 130th Avenue N.E. on the east. These properties are on the south side of N.E. 24th across from N.E. 134th.~~

POLICY S-BT-61. Between the power line and 136th Avenue N.E., low-rise, low-intensity office is appropriate. Access should be onto 136th Place to prevent additional curb cuts onto N.E. 24th.

POLICY S-BT-62. Low-intensity, low-rise office uses are appropriate east of 140th Avenue N.E. and north of N.E. 24th Street. There shall be limited access to these sites.

POLICY S-BT-63. Encourage the creation of a consolidated access at 134th and N.E. 24th which connects the properties along N.E. 24th between the power line to the east and the section line at approximately 132nd.

Discussion: The intent of this policy is to connect the three parcels with a private drive which will intersect with N.E. 24th Street at approximately N.E. 134th.

Planning District B

Planning District B is that portion of the Subarea east of a line halfway between and parallel to 140th Avenue N.E. and 148th Avenue N.E.

Residential Development

POLICY S-BT-64. Encourage development as illustrated on the ~~Land Use Plan (Figure S-BT.1).~~ Future Land Use Map.

POLICY S-BT-65. Assure compatibility of land uses adjacent to residential and encourage cooperation among the jurisdictions which border Bridle Trails Subarea.

POLICY S-BT-66. Create nonmotorized access to Goldsmith Park from 140th Avenue N.E.

Discussion: This requires installing a path through District A residential neighborhoods.

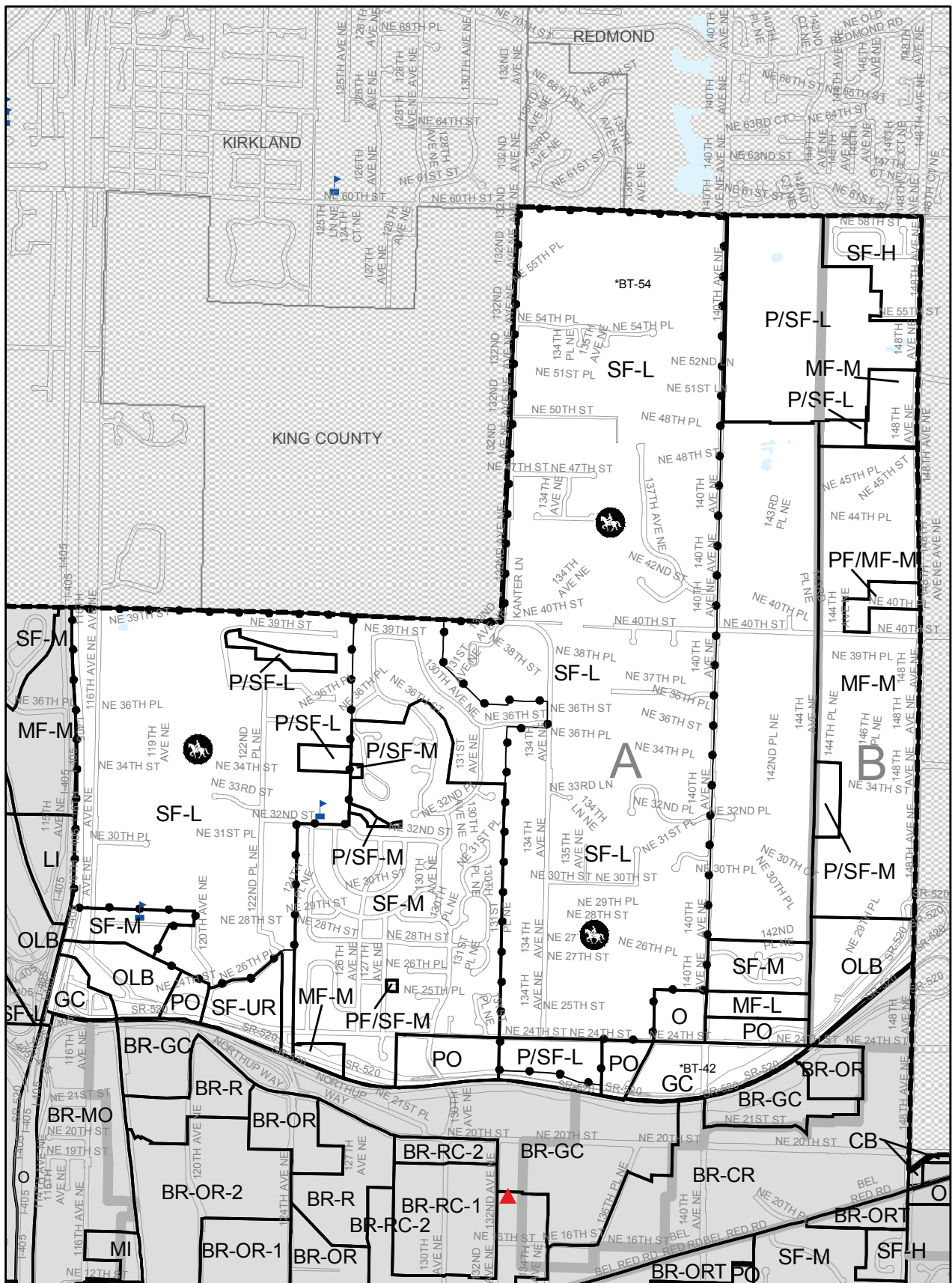


FIGURE S-BT.1
Bridle Trails Land Use Plan

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

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

GC General Commercial
LI Light Industrial
PF Public Facility
P Park

▲ Fire Stations
Public Schools
Planning Districts
Bellevue City Limits(2008)
Lakes
Equestrian Area Boundaries



Crossroads Subarea Plan

GOAL:

To promote positive aspects of Crossroads and to explore the possibilities of diversity within the community and with the entire population of Bellevue.

Discussion: Crossroads is a “city within a city” with unique problems and assets. The diversity of the community and the mix of uses distinguish Crossroads as a neighborhood. These components present special challenges and opportunities to the area’s full development.

OVERVIEW

Crossroads is part of what originally was known as the Highland Community. The earliest settlers logged large tracts of timber on land purchased from the government. The first recorded settler in Crossroads built a seven-room house in 1873 on what is now the Unigard site. As the land was logged and cleared for small farms, agriculture became the predominant use in the 1920s. Farming and logging remained the predominant land uses until the influx of people to the Eastside during the 1950s and 1960s marked the end of the rural agricultural settlement pattern.

In the 1960s Sherwood Forest and other areas of Crossroads were annexed into the City of Bellevue. From then and throughout the 1970s, rapid growth dramatically changed the character of the Crossroads area.

During those years population density increased at a rate of twice that of the city as a whole. Most of the increase is attributed to the development of multifamily dwellings and offices.

The original Crossroads Subarea Plan was written in 1978. A focus on human service policies resulted in the construction of the Crossroads Center, a multipurpose community facility located behind the Crossroads Shopping Center. In fact, the ability to confront human service issues and to include policy direction precipitated the subsequent establishment of the city’s Human Service Commission.

Crossroads is an area of 1,016 acres bounded by Bellevue-Redmond Road on the north, 148th Avenue NE on the west, Main Street on the south, and 164th Avenue NE on the east. It contains a mix of residential, office, and retail uses. Strong single family neighborhoods, an abundance of multifamily complexes, Crossroads Shopping Center, and office complexes mix together compatibly. Crossroads residents and merchants refer to their part of town as a “city within a city”.

Fifty-nine acres of vacant land remain in Crossroads. Projections suggest that this land will be developed over the next decade. Little change is expected in the land use mix in Crossroads; however, there are pedestrian and vehicular circulation needs which must be met to make Crossroads an even more livable community.

There are 4,390 residential units in Crossroads. Of those, 1,183 (27 percent) are single family detached. The remaining 3,207 (73 percent), consist of a mix of attached units: condominiums, townhouses, and apartments. The housing mix in Crossroads suggests the presence of families, children, young adults, and older residents.

Crossroads is also known for its ethnic mix. The presence of the Asian Resettlement Center on NE 8th Street is a response to the needs of area Asians.

Crossroads contains some 460,000 gross square feet of retail use, 440,914 square feet of office space, 503,885 square feet of mixed use, as well as schools and facilities for area children.

The 28-acre city park known as Crossroads Center is a major feature. A youth and community center plus a par 3 golf course provide recreational opportunities for area residents. There are 5.9 additional acres of park land, 14.2 acres of open space, and 61.7 acres of school land in Crossroads.

Current issues focus on maintaining residential stability, improving mobility for both pedestrians and cars, enhancing the economic vitality of Crossroads Shopping Center, and developing a strategy for community involvement to give residents and merchants a stronger voice in shaping Crossroads' future.

Area residents also support cooperation among the city, the school district, and community members to confront issues of mutual concern.

This revised subarea plan is a guide for the continued development of Crossroads. It no longer contains policies on human services: these issues will be addressed through the city's general Human Service Element.

This in no way diminishes the community's concern for those in need. It transfers responsibility to the Human Service Commission, the Planning Commission, and the Department of Parks and Community Services to address such concerns as the concentration of human service agencies in the area and the need to balance their distribution, youth programs, childcare policies, and care of the disabled and the elderly.

This plan focuses on policy direction for land use, circulation, and community design.

General Land Use

POLICIES

POLICY S-CR-1. Maintain land uses as depicted on the Land Use Plan (~~Figure S-CR-1~~). **Future Land Use Map.**

~~**POLICY S-CR-2.** Protect existing single family neighborhoods from encroachment by more intense uses.~~

~~*Discussion (Policies S-CR-1, 2): The Crossroads area contains 20 percent of Bellevue's multifamily housing. To ensure its diversity and character, future development should be in accordance with the Land Use Plan. The protection of the remaining parcels designated single family is vital for the stability of the residential community.*~~

POLICY S-CR-3. Encourage land use density that will not intensify vehicular congestion.

POLICY S-CR-4. Ensure that any development of remaining vacant land in Crossroads is compatible with surrounding uses.

Natural Determinants

POLICIES

POLICY S-CR-5. Retain the wetlands within the 100-year floodplain and the wildlife habitat along Kelsey Creek in the general area east of 148th Avenue NE between Main Street and NE 11th Street.

Discussion: This policy recognizes the role of wetlands in flood prevention, fisheries support, and wildlife protection. It is important to preserve the natural environment and to retain our native habitat for the aesthetic value and character of the community.

POLICY S-CR-6. Recognize the extent of impervious surfaces and the lack of environmentally sensitive storm drainage systems in the Crossroads commercial areas. Encourage new development to reduce environmental impacts, such as by using Green and LEED (Leadership in Energy and Environmental Design) building techniques and improved storm water management.

Economics

POLICIES

POLICY S-CR-7. Strengthen and encourage the economic vitality within all retail districts on the ~~Land Use Plan (Figure S-CR.1).~~ **Future Land Use Map.**

POLICY S-CR-8. Reinforce the economic vitality of the Crossroads commercial areas and enhance Crossroads as the community gathering area of east Bellevue.

~~**POLICY S-CR-9.** Reinforce the vitality of Crossroads Shopping Center by limiting further expansion of community level retail districts.~~

Discussion: Crossroads Shopping Center is the commercial hub of the Subarea. Its successful redevelopment is in the best interest of the community. Innovative design features in the redevelopment of the shopping center will create an attractive center for the community. To achieve this, cooperation among the shopping center, the city, and the community is imperative.

Housing

POLICIES

~~**POLICY S-CR-10.** Retain the single family land as illustrated on the Land Use Plan (Figure S-CR.1).~~

~~**POLICY S-CR-11.** Limit multifamily development to those locations designated on the Land Use Plan (Figure S-CR.1).~~

~~**POLICY S-CR-12.** Continue to designate churches or schools surrounded by, or adjacent to single family uses as single family so that this use will remain predominant if the church or school ceases to exist.~~

POLICY S-CR-13. Buffer and separate new residential development from traffic along the Bellevue-Redmond Road.

POLICY S-CR-14. Encourage the preservation of open space and existing vegetation within new residential development.

Parks and Open Space

POLICIES

POLICY S-CR-15. Continue to provide passive and active recreational facilities and activities for all ages within the Crossroads Community Center and Park.

POLICY S-CR-16. Encourage the city to purchase land for parks and open space if appropriate land becomes available.

POLICY S-CR-17. Establish the underlying zoning of the Crossroads Community Park as a park zone.

POLICY S-CR-18. Develop a prominent new open space area and entrance to Crossroads Park that increases visibility and access to the park and is integrated with adjacent commercial uses generally consistent with Figure S-CR. 2.

Discussion: A prominent new entrance to the park will enhance non-motorized park access and act as an outdoor gathering place for the community. New open space areas integrated in commercial and mixed use development adjacent to the park will stimulate adjacent commercial activity with improved pedestrian connections and outdoor activities, such as farmers markets and seasonal celebrations.

POLICY S-CR-19. Provide physical and visual connectivity to Crossroads Park, where appropriate.

POLICY S-CR-20. Encourage development adjacent to Crossroads Park to complement the park edge through building and site design.

Discussion: Buildings and landscaping adjacent to Crossroads Park should be designed to provide a graceful transition to the park. The intent is to foster building and site design that provides an attractive face to and visible from the park.

Circulation

GOAL:

Preserve and maintain public safety.

POLICIES

POLICY S-CR-21. Construct and operate city-owned streets, sidewalks, paths, trails, and other transportation facilities to preserve and maintain public safety.

POLICY S-CR-22. Implement the recommended improvements for facilities as identified in the Transportation Facility Plans.

Discussion (Policies S-CR-16, 17): Crossroads has a unique mix of single family and multifamily housing in proximity to shopping and activity centers. This encourages pedestrian and other nonmotorized traffic in the Subarea.

These features, plus the addition of newly developed facilities for senior citizens and the disabled, suggest that a greater emphasis should be placed on pedestrian amenities and convenient access to public transit service.

POLICY S-CR-23. Consider operational solutions to safety and speed problems before developing major capital projects.

Discussion: Operational solutions are defined as rechannelization, stop signs, speed control, and neighborhood traffic control measures. Capital projects include improvements such as new construction, signalization, and road widening.

POLICY S-CR-24. Encourage neighborhood stability by providing transportation mitigating measures when improving the regional system.

POLICY S-CR-25. Discourage through traffic along residential streets.

POLICY S-CR-26. Encourage the city to make nonmotorized interim improvements where major capital projects are not imminent.

Discussion: This policy supports interim improvements, but they are not to replace eventual plans for capital improvements.

POLICY S-CR-27. Ensure that public nonmotorized easements remain open for public access.

POLICY S-CR-28. Develop a safe, balanced circulation system that accommodates both motorized and nonmotorized users in the planning, design, and implementation of transportation projects.

Discussion: Wide streets create a barrier to pedestrian movement. The needs of pedestrians should be balanced with the needs of the automobile.

POLICY S-CR-29. Develop meandering sidewalks where needed to preserve existing significant trees.

POLICY S-CR-30. Develop and implement a systems plan to provide safe nonmotorized circulation within superblocks.

POLICY S-CR-31. Develop and implement safe mid-block crossings where appropriate on superblocks.

POLICY S-CR-32. Give appropriate consideration to the special needs of handicapped, disabled, and elderly persons in planning systems and designing facilities for transportation and nonmotorized circulation.

POLICY S-CR-33. Encourage the use of transit, ridesharing, and other means of sharing trips that have beneficial effects on reducing the demand for improvements to existing roadway facilities.

POLICY S-CR-34. Encourage Metro to provide attractive transit shelters with barrier-free access.

POLICY S-CR-35. Consider restrictions on land development and density as a viable means of controlling unacceptable levels of traffic congestion.

POLICY S-CR-36. Discourage new vehicular access routes from Bellevue-Redmond Road into the existing developed Sherwood Forest neighborhood.

POLICY S-CR-37. Discourage the extension and connection of NE 28th Street to the Bellevue-Redmond Road.

POLICY S-CR-38. Complete roadway reconstruction along 156th Avenue NE from the Bellevue-Redmond Road to the north of the city limits with curb, gutter, and sidewalks.

POLICY S-CR-39. Upgrade the NE 30th Street intersection at the Bellevue-Redmond Road. (No cross traffic shall be allowed at NE 30th.)

POLICY S-CR-40. Preserve sufficient existing natural vegetation along Bellevue-Redmond Road to maintain the existing wooded character of the Sherwood Forest neighborhood.

POLICY S-CR-41. Limit access to Bellevue-Redmond Road to those points which enhance traffic safety and minimize disruptions to circulation.

POLICY S-CR-42. Transportation improvements to Bellevue-Redmond Road should include measures to prevent direct vehicular access to NE 30th Street from Redmond's Advanced Technology Center in Overlake.

POLICY S-CR-43. The design of any connection onto Bellevue-Redmond Road shall be prepared in collaboration with the Sherwood Forest neighborhood. To minimize pass-through trips, any connection onto Bellevue-Redmond Road not otherwise affected by these policies shall be designed and constructed to prevent traffic from entering NE 30th Street and flowing to 164th Ave NE

POLICY S-CR-44. Improve 160th Avenue NE and NE 15th Street with additional landscaping, street trees and street edge enhancements that extend the character of the Crossroads Park. Their connections at 156th Avenue NE and NE 8th Street should include landscaping and design features to act as park “gateways.”

POLICY S-CR-45. Maintain and enhance the pedestrian safety and comfort on NE 8th Street and 156th Avenue NE in District E.

Discussion: While these streets have a strong need to move vehicles, they have the highest pedestrian volumes outside of Downtown. They should include generous sidewalks and landscaping, be safe and comfortable for pedestrians, and provide convenient connections between transit and destinations. Vehicle turn-a-rounds that compromise the pedestrian environment should be avoided. They should also include safe crosswalks with signs, markings, signals or flashing lights where appropriate.

Community Design

POLICIES

POLICY S-CR-46. Assure the use of existing vegetation as a screen between differing uses and which provide landscaping on new development.

POLICY S-CR-47. Encourage coordinated lighting and landscaping for all arterials.

POLICY S-CR-48. Encourage landscaping to define entrances to the Crossroads Community Center.

POLICY S-CR-49. Retain and enhance existing vegetation along major arterials to screen residential uses from vehicular traffic and to preserve the wooded character of this area.

POLICY S-CR-50. Encourage street tree plantings that are compatible with pedestrian movement to establish separation from moving vehicles.

POLICY S-CR-51. Establish an attractive gateway to identify Crossroads.

POLICY S-CR-52. Encourage the formation of a community organization to work on image as it relates to commerce and the residential community.

POLICY S-CR-53. Encourage the city to provide visual color and an attractive landscape on city-owned property.

POLICY S-CR-54. Encourage undergrounding of utility distribution lines on existing development and require undergrounding of all new utility distribution lines in new development when feasible.

POLICY S-CR-55. Encourage the maintenance of private and public properties through self-help programs, city and community cooperation.

Discussion: High quality maintenance of public and private residential facilities prevents deterioration and enhances safety. It is an important community goal. Neighborhood identity can also be promoted by private organizations which sponsor contests for yard-of-the-month, community fairs, and ethnic celebrations.

POLICY S-CR-56. Achieve a coordinated visual image on all four corners of the intersection of 156th Avenue and NE 8th Street through special site design and landscape features.

Discussion: The purpose of this policy is to highlight the center of the Crossroads area.

POLICY S-CR-57. Keep a permanent greenbelt along Bellevue-Redmond Road in Redmond's Advanced Technology Center.

Planning District Guidelines

The Crossroads Subarea has been divided into six Planning Districts in addition to existing single family land. The boundaries are mapped on the Land Use Plan (Figure S-CR.1).

POLICIES

Policies S-CR-58 to S-CR-61 have been deleted.

District B

POLICY S-CR-62. Allow office uses with design review within this district as illustrated on the ~~Land Use Plan (Figure S-CR.1).~~ **Future Land Use Map.**

~~**POLICY S-CR-63.** Multifamily use is not allowed within District B. Existing multifamily uses within District B can be converted to senior citizen housing, senior congregate care housing, assisted living and nursing homes.~~

~~*Discussion: Senior citizen housing, senior congregate care housing, assisted living and nursing homes are appropriate on the site located at 15241 NE 20th Street. (See * on the Land Use Plan, Figure S-CR.1.)*~~

~~**POLICY S-CR-64.** Single family residential use up to high density is appropriate north of the Chevy Chase neighborhood as shown on the Land Use Plan (Figure S-CR.1).~~

~~*Discussion: Single family at a higher density than five units per acre may be appropriate on the land north of Chevy Chase on the east side of 148th Avenue NE (1700 and 1620 148th Avenue NE).*~~

POLICY S-CR-65. Allow community level retail uses within District B.

~~*Policy S-CR-66 has been deleted.*~~

POLICY S-CR-67. Office uses are appropriate across from Highland Middle School on the north side of Bellevue-Redmond Road east of 148th as shown on the ~~Land Use Plan (Figure S-CR.1).~~ **Future Land Use Map.**

District C

~~POLICY S-CR-68. Single family use, up to medium density, is appropriate for the land south of Northup Way as shown on the Land Use Plan (Figure S-CR.1).~~

~~POLICY S-CR-69. Residential use up to Multifamily Low-density is appropriate for the land east of the Overlake Presbyterian Church as shown on the Land Use Plan (Figure S-CR.1).~~

District D

~~POLICY S-CR-70. Single family uses, up to medium density, are appropriate as illustrated on the Land Use Plan (Figure S-CR.1).~~

~~POLICY S-CR-71. Allow all land uses permitted under a Multifamily-Low (MF-L) density designation on the property located east of 148th Avenue NE between approximately NE 2nd and NE 6th Streets. Utilize the Sensitive Areas Overlay District regulations (Land Use Code Part 20.25H) in effect at the time of adoption of the land use designation to determine the maximum number of dwelling units to be developed on the sites.~~

~~POLICY S-CR-72. A public facility designation for park uses with an underlying designation of Single family = Low density is appropriate along Kelsey Creek, south of NE 6th Street, as shown on the Land Use Plan (Figure S-CR.1).~~

~~POLICY S-CR-73. Allow Single family = High density residential uses east of the multifamily area, north of Main Street as illustrated on the Land Use Plan (Figure S-CR.1).~~

POLICY S-CR-74. Allow office uses east of 148th Avenue NE and south of NE 8th Street as illustrated on the Land Use Plan (Figure S-CR.1). Future Land Use Map.

POLICY S-CR-75. Allow office development and neighborhood retail uses on the northeast corner of Main Street and 148th Avenue NE as illustrated on the Land Use Plan (Figure S-CR.1). Future Land Use Map.

POLICY S-CR-76. Allow neighborhood-level retail uses on the southeast corner of 148th Avenue and NE 8th Street.

District E

POLICY S-CR-77. Allow community-level retail uses in District E as shown on the Land Use Plan (Figure S-CR.1). Future Land Use Map.

POLICY S-CR-78. Office uses with design review are appropriate for the area east of the Crossroads Shopping Center as shown on the ~~Land Use Plan (Figure S-CR.1).~~ **Future Land Use Map.**

POLICY S-CR-79. Multifamily uses are not appropriate north of NE 8th Street within District E, ~~except that mixed use multifamily developments may be appropriate when they:~~ 1) are high quality; 2) are designed to avoid conflicts with commercial uses; 3) include measures that ensure residential and commercial uses complement each other, including outdoor gathering areas, public open space, park connectivity where appropriate, and pedestrian connections and activity areas; and 4) are generally consistent with Figure S-CR. 2.

~~Discussion: Multifamily residential uses have traditionally been prohibited in District E north of NE 8th Street to avoid impacts on the surrounding neighborhood and to maintain the commercial focus of the Crossroads commercial area. At the time of the prohibition, multifamily uses tended to be stand-alone residential buildings. Today, multifamily uses are commonly integrated into commercial areas in attractive mixed use developments. Such development at Crossroads could encourage reinvestment in the commercial area that enhances the commercial activity and community gathering opportunities at Crossroads.~~

POLICY S-CR-80. Assess new mixed use multifamily development in Crossroads District E north of NE 8th Street when 300 or more dwelling units are constructed and occupied. The assessment should occur through the Comprehensive Plan amendment process. The assessment must be completed prior to accepting and vesting permit applications exceeding 400 dwelling units in District E north of NE 8th Street. At the time of the assessment the city may evaluate whether to allow or restrict additional multifamily housing within the district.

~~Discussion: Since multifamily housing has been prohibited from this area in the past, the assessment will allow an opportunity to evaluate new forms of mixed use development that occur and how they integrate with the existing commercial uses. The Comprehensive Plan amendment process assures that public involvement, including a public hearing, will occur as part of the assessment, which should address:~~

- ~~a. Changes to the Crossroads area, including school enrollment, park usage, traffic and transit use;~~*
- ~~b. The character of the multifamily mixed use developments, and to what degree they enhance the commercial environment;~~*
- ~~c. The implementation of the long range organizing principles on Figure S-CR. 2;~~*
- ~~d. The support for pedestrian activity, safety and comfort; and~~*
- ~~e. The interface between commercial and mixed used buildings with Crossroads Park.~~*

POLICY S-CR-81. Require development to include pedestrian connections, open space, and activity areas to support site residents and users.

Discussion: Locations appropriate for pedestrian connections and activity areas are shown on Figure S-CR. 2 and include:

- a. Major activity nodes that allow for community gatherings and activities.*
- b. Activated retail streets that provide pedestrian amenities such as wider sidewalks, street trees, and increased pedestrian safety and comfort. Generally, buildings should front these streets and provide entrances, retail uses, canopies, windows, and wall treatments that provide visual interest.*
- c. A network of pedestrian connections.*
- d. An urban trail linking adjacent areas, the shopping center and the park while providing opportunity for healthful activity.*

New development should incorporate these pedestrian features into their site designs, where appropriate.

District F

POLICY S-CR-82. Multifamily development is the predominant allowed use for District F and in the northwesterly corner of District F, retirement apartments and homes are the appropriate multifamily residential land use.

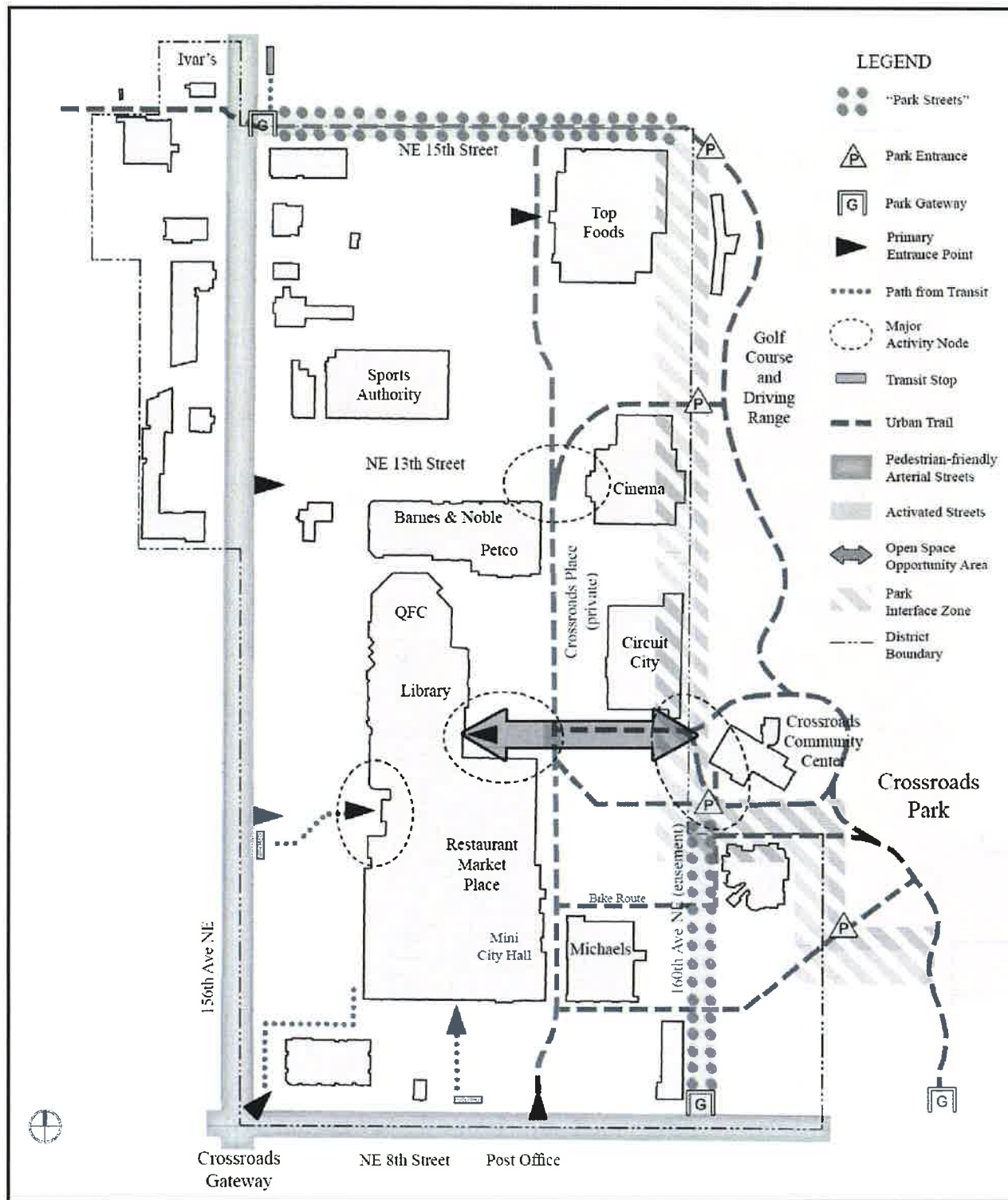


FIGURE S-CR.2

Crossroads Center Plan Long Range Organizing Principles

The Long Range Organizing Principles are intended to guide new development over time. Figure S-CR.2 is illustrative based on existing site features. The implementation of policies and regulations should provide sufficient flexibility to support various forms of development that are generally consistent with the Long Range Organizing Principles.

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DOWNTOWN

WHAT YOU WILL FIND IN THIS CHAPTER

The community Vision for Downtown, providing the policy framework to support development of Downtown Bellevue as the primary urban center of the Eastside, consistent with countywide and regional plans.

GOAL

THE GREAT PLACE STRATEGY

To be a great place for people, Downtown Bellevue must be viable, livable, memorable, and accessible. As the heart of the Eastside, Downtown Bellevue has cultural, commercial, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places, great public infrastructure, and accessible mobility options.



New dining, business and gathering places are helping to create a lively, vibrant Downtown

OVERVIEW

A COMMUNITY'S VISION

Between 2001 and 2003, the city worked with Bellevue residents and business interests to strengthen the community's vision for Downtown while focusing on planning issues that face a maturing urban center with many of the basic elements already in place. This second generation of planning addressed solutions for increased transportation demand as well as the character of future Downtown development over the next twenty years.

This document provides the policy framework to support development of Downtown Bellevue as the primary urban center of the Eastside, consistent with countywide and regional plans. This Subarea Plan is implemented through regulations that guide the scale and character of new development, targeted public investments such as roadway, transit and pedestrian improvements, new parks and public buildings, as well as private-sector investments such as entertainment and cultural attractions that continue to further the vision for Downtown.

EVOLUTION OF DOWNTOWN BELLEVUE

Downtown Bellevue has been dramatically transformed over the past century. A ferry landing at Meydenbauer Bay just west of the present Downtown boundary was the early impetus for commercial development of the area. By the early 1900s, a small amount of retail and other services had sprouted on Main Street near the Bay, in the area known today as Old Bellevue.

Significant development in Downtown Bellevue awaited completion of the first bridge across Lake Washington in 1940. This growth was stimulated by the removal of the bridge toll in 1949. When Bellevue was incorporated in 1953, Downtown was a cluster of structures along Main Street and Bellevue Square was a modest strip mall. The city's first Planning Commission

embraced the idea of planned Downtown growth done in an orderly and efficient manner.

Downtown experienced rapid growth during the 1960s. By the mid-1970s, the area had emerged as a major business center, though much of the development was suburban in nature with acres of surface parking. During this period, the city, jointly with Downtown business interests, launched a series of planning studies focusing on the future of Downtown Bellevue. This was partially in response to a major threat of a competing regional mall planned for the Redmond area. These studies resulted in a major new vision for the area, adopted by the city as the Central Business District Subarea Plan in 1979. It called for Downtown to be the financial and business hub of the community, and the place to concentrate regional retail, major office, residential, hotel and institutional uses.

The 1980s saw an unprecedented level of office construction in King County, and Downtown Bellevue was in a position to receive a major amount of the Eastside's growth. Numerous high-rise office towers were built in Downtown Bellevue, shaping the skyline as well as nearly doubling employment. This period also saw the loss of some of the commercial establishments that functioned as neighborhood retail to the surrounding residences as Downtown became a much more urban place.

During the 1990s, Downtown added signature public open spaces, including the 20-acre Downtown Park and centrally located Compass Plaza. A high-rise office presence emerged around 108th Ave NE. Major civic projects were constructed, including King County's flagship regional library, the Meydenbauer Convention Center & Theater, and a new building for the Bellevue Arts Museum. Private and public investment has helped to shape the NE 6th Street pedestrian corridor. Downtown housing began to really blossom into a major Downtown land use beginning in the late 1990s, with new multifamily developments springing up throughout the subarea.



Downtown area just before Bellevue's 1953 incorporation.

WHAT DOES IT MEAN?

- ▶ Achieving the vision for Downtown as a vibrant, mixed-use center
- ▶ Enhancing the pedestrian environment
- ▶ Improving Downtown as a residential setting
- ▶ Enhancing the identity and character of Downtown neighborhoods

Regional retail continued to expand with new and exciting uses that are continuing to enliven the Downtown streetscape. This Subarea Plan now continues with the evolution of the 1979 Plan, as the vision for Downtown Bellevue is strengthened for the next century based on lessons learned and the many successes that have already taken place.

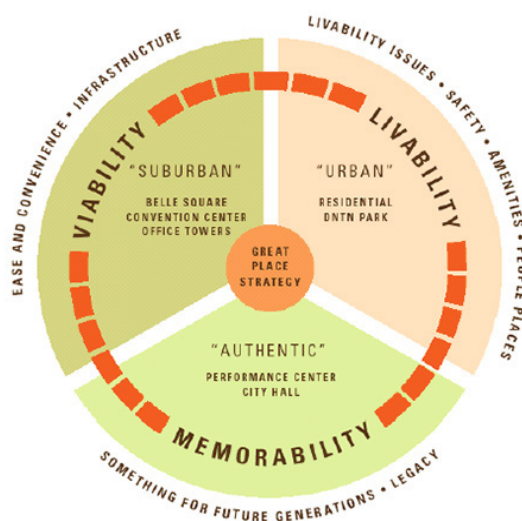
VIABILITY, LIVABILITY, MEMORABILITY

Downtowns evolve through a dynamic process as shown by the graphic here. This is a non-linear progression in which cities are relatively more viable, livable, or memorable during different stages of their growth. It is a constantly changing response to an array of influences. As Downtown Bellevue enters the 21st century, it sits on the threshold between viable and livable in its evolution.

Vitality is about quantity; about creating critical mass. Viability is achieved through large-scale, single-action projects and factors such as freeway interchanges, regional shopping, high-rise zoning, and the addition of jobs.

Livability is about quality; about weaving an urban fabric rich in resources and quality of life. Livable cities provide welcoming places to eat and sources of entertainment. Livable cities develop parks and open space. Truly great cities are also memorable. Memorable cities impart an unforgettable experience from having visited there. Memorable cities have strong, clear identities.

Downtown Bellevue should work to make progress on all three of these dimensions. But at today's point in Downtown Bellevue's evolution, it is important to focus extra attention on graduating to a higher level of livability.



Downtowns evolve through a non-linear process

REGIONAL ROLE

Downtown Bellevue is the hub of activity for the City of Bellevue as well as the greater Eastside, providing office and residential concentrations as well as retail and cultural attractions.

Extending from NE 12th Street south to the Main Street area and from 100th Avenue NE to Interstate 405, Downtown covers nearly 410 acres, or two percent of the city's land area.

As of 2017 there were 50,000 jobs and about 14,000 residents housed in Downtown Bellevue. The 2035 forecast is for an additional 22,700 jobs and 8,200 residents, or roughly half of the city's future employment and residential growth. This focus of future development within Downtown takes pressure off existing residential areas within Bellevue.

Planned growth in Downtown Bellevue is an important part of the Central Puget Sound's growth management strategy. The Puget Sound Regional Council's *Vision 2040* and King County's Countywide Planning Policies identify Downtown Bellevue as a urban center. Downtown Bellevue is a place where growth should be focused if the region is to further growth management goals, such as reducing sprawl and retaining open space.

The 2017 update of this Plan coincides with several major regional transportation enhancement projects, such as improvements to I-405, I-90, SR 520 (including a new floating bridge) as well as Sound Transit's East Link project. The relationship between these 20- to 30-year transportation planning efforts have been considered in the development of this Plan due to the important role of regional accessibility in a major commercial employment center like Downtown Bellevue.



Bellevue Transit Center, a regional transportation hub

MAJOR FOCAL POINTS OF THE SUBAREA PLAN

The future success of Downtown Bellevue rests on first being a livable place and slowly evolving into a truly memorable place. This will be accomplished through a series of coordinated urban design and transportation initiatives.

Downtown Bellevue is beginning to take on the features of a true city center; an exciting place to work, shop, visit, or call home. The focus of urban design within this Plan is to create a series of distinct, mixed-use neighborhoods tied together by a series of “signature streets” and great public infrastructure. Each district will be unique and have the urban amenities to support an active, fulfilling lifestyle and make it a great urban place.

Transportation planning in Bellevue requires multiple approaches to be undertaken simultaneously. The transportation vision is to provide regional access to Downtown via regional roadway and transit systems; mobility between Downtown and other parts of Bellevue; and safe circulation within Downtown for motorized and non-motorized modes as population and employment increase over time.



Downtown will continue to be a place to focus jobs and housing

SECTIONS, GOALS & POLICIES

GENERAL GOAL

To become the symbolic and functional heart of the Eastside Region through the continued location of cultural, commercial, entertainment, residential, and regional uses.

The vision for Downtown Bellevue is a dense, mixed-use urban center that has a high pedestrian orientation and range of complementary land uses. These policies generally reinforce that vision while providing direction covering the entire Downtown Subarea.

POLICIES

Land Use

- S-DT-1.** Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.
- S-DT-2.** Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.
- S-DT-3.** Develop Downtown as an aesthetically attractive area.
- S-DT-4.** The highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown (see Figure S-DT.1 for delineation of Core Area and Perimeter Area).
- S-DT-5.** Organize Downtown to provide complementary functional relationships between various land uses.
- S-DT-6.** Develop Downtown as the Eastside's most concentrated and diverse regional retail district.
- S-DT-7.** Encourage Downtown to continue to serve surrounding residential areas as a neighborhood retail district.
- S-DT-8.** Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation (see Figure S-DT.1).
- S-DT-9.** Provide bonus incentives (related to permitted density, height, etc.) for private developments to accomplish the public objectives outlined in this Plan.
- S-DT-10.** Require design review to ensure high quality, aesthetically pleasing Downtown development.
- S-DT-11.** Encourage the development of major civic, convention, and cultural uses within Downtown.
- S-DT-12.** Expand the convention center as a resource for convention and community uses, and explore opportunities for complementary uses.
- S-DT-13.** Encourage private participation in development of Downtown community facilities.
- S-DT-14.** Encourage visual and performing arts organizations to



Combining residential and retail in the same building to achieve housing, urban design, and transportation goals

locate Downtown.

- S-DT-15.** Encourage the assembly of land or coordination of development as appropriate to facilitate a quality built environment.
- S-DT-16.** Restrict the location of drive-in and drive-through activities within the Downtown Subarea.

Economics

- S-DT-17.** Promote economic development strategies that further Downtown Bellevue as an Urban Center, consistent with regional plans.
- S-DT-18.1** Promote Downtown as the primary commercial area to provide goods and services to the residents and employees within the district and to residents of surrounding neighborhoods and the Eastside region.
- S-DT-18.** Strengthen Downtown's role as the Eastside's major business and commercial center and as an important revenue source for the City of Bellevue.
- S-DT-19.** Maintain an attractive economic environment to encourage private investment through stable tax rates and a predictable regulatory framework.
- S-DT-20.** Recognize the importance of Downtown's historic resources as identified in the Bellevue Historic and Cultural Resources Survey.



The annual Bellevue Arts Fair draws more than 300,000 people to Downtown each July

Historic Resources

- S-DT-21.** Work with local heritage groups to:
 - Collect, preserve, interpret, and exhibit items that document the history of Downtown Bellevue;
 - Use plaques and interpretive markers to identify existing and past sites of historic and cultural importance;
 - Develop a contingency plan and prioritization for Downtown's historic resources, which may include voluntary relocation of significant historic structures to Bellevue parks property.

S-DT-22. Provide voluntary incentives for the replication or protection of historic facades or other significant design features when redevelopment occurs.

S-DT-23. Develop a voluntary mechanism to allow air rights to be transferred from historic properties to other Downtown property.

Residential Development

S-DT-24. Provide density incentives to encourage urban residential development throughout Downtown.

S-DT-24.1 Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs created in the Downtown.

S-DT-25. Provide for a range of Downtown urban residential types and densities.

S-DT-26. Encourage residential uses to occur in mixed-use structures or complexes.

S-DT-27. Explore the use of tax incentives to encourage additional work-force housing within the Downtown Subarea.

S-DT-28. Work with regional housing organizations such as A Regional Coalition of Housing (ARCH) and the Downtown Action to Save Housing (DASH) to develop additional Downtown residential projects.

Public Safety

As Downtown densities and uses increase over time, it is important to maintain adequate response times for public safety functions.

This may be delivered in a number of ways and will be further explored by the city when the need arises.

S-DT-29. Provide adequate fire and safety services for the Downtown Subarea as population and employment increase over time.



Density incentives encourage residential development throughout Downtown

Utilities

- S-DT-30.** Require undergrounding of all utility distribution lines.
- S-DT-31.** Where possible, combine utility and transportation rights-of-way into common corridors.
- S-DT-32.** Require developer funding for extensions of collection and distribution lines.
- S-DT-33.** Minimize potential impacts to pedestrians caused by utility equipment, such as cabinets, within the sidewalk where possible.
- S-DT-34.** Utility installations visible in the public right-of-way should be consistent with Downtown design guidelines.

URBAN DESIGN GOAL

To develop a functional and aesthetically pleasing Downtown which creates a livable and highly pedestrian-oriented urban environment that is compatible with adjacent neighborhoods.



The pedestrian corridor flows into inviting open public spaces

Downtown Bellevue has been evolving from the commercial center of a suburban bedroom community into the multi-faceted heart of the Eastside region. To continue this evolution as a great urban place and to remain economically healthy over the coming growth cycles, a number of strategies are needed to take the next step in becoming a livable and memorable place. These strategies will nurture a sense of place in a series of Downtown neighborhoods. They will recognize the importance of the pedestrian, and establish a high level of significance on the design of buildings and public spaces.

POLICIES

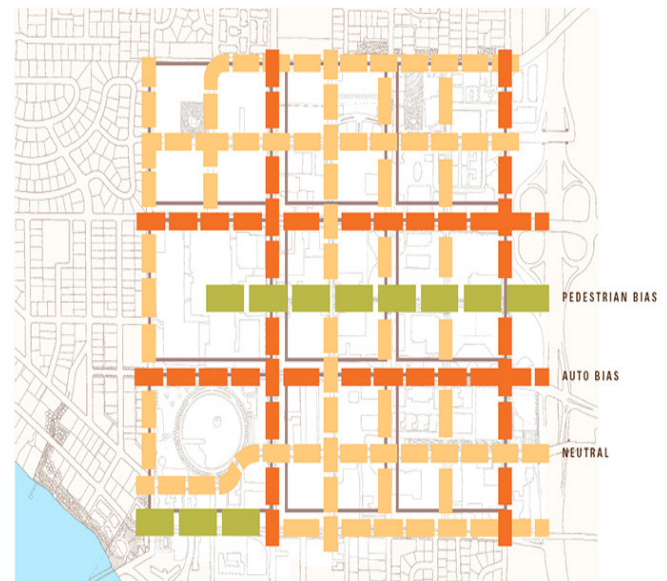
General Design and Function

Design and function in Downtown Bellevue is guided by policy direction in concert with development standards and design guidelines. These all seek to ensure an aesthetically pleasing urban environment with a high level of pedestrian orientation.

- S-DT-35.** Create a pedestrian environment with a sense of activity, enclosure, and protection.
- S-DT-36.** Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.
- S-DT-37.** Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.
- S-DT-38.** Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.

Downtown Streets

The streets in Downtown Bellevue are designed and managed based on their connectivity, cross-section, and current and future traffic and transit volumes. The pedestrian priority streets of NE 6th Street and the portion of Main Street in Old Bellevue are unique in Downtown Bellevue. The NE 6th Street Pedestrian Corridor morphs through a series of “rooms” from west to east from a limited auto-access street (street as plaza), to no auto access (garden hill climb), to a transit mall (transit central), and extends to the eastern edge of Downtown with a mix of modes in a new “civic center” segment. Eventually a “Grand Connection” will extend across I-405 and link Downtown and Willburton. Old Bellevue has a two-lane Main Street with on-street parking, small retail shops, and high levels of pedestrian activity that create the signature look and feel. Auto priority streets provide a pleasant pedestrian environment, but are designed and intended to accommodate large numbers of vehicles. Bellevue Way, NE 4th Street, NE 8th Street, and 112th Ave NE are the auto priority streets. Transit priority streets--108th Ave NE, Main



Downtown has a clear hierarchy of streets



Vision for Bellevue Way is a Grand Shopping Street

Street, NE 6th Street, NE 10th Street--are essential components of the frequent transit network and they carry large numbers of passengers on buses, especially during the peak commute hours. Other Downtown streets are said to be mode neutral. These streets serve pedestrians, bicycles, transit and automobiles in a manner that reinforces the adjacent land uses, urban design character, and travel demands.

Throughout the city, and especially in the Downtown setting, streets are valuable public places. Streets provide mobility, enabling people to travel throughout the city, for whatever purpose, at whatever time of day, and in whatever mode they choose. Downtown streets therefore are dynamic, and often busy places.

Streets are also public spaces where community members gather--to play, to talk, to explore, and more. They are shared spaces that express the character of the community in their design. Streets must be functional and welcoming, safe and beautiful, and enhance community livability.

S-DT-39. Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.

S-DT-39.1 Blend engineering standards, traffic operations techniques and urban design components to enhance mobility and foster livability on Downtown streets.

S-DT-40. Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.

S-DT-41. Prioritize vehicular flow in the design and management of auto priority streets.

S-DT-41.1 Prioritize pedestrian activity, access, comfort and safety in the design and management of pedestrian priority streets.

S-DT-41.2 Prioritize the movement of people on buses, especially during peak commuting periods, in the design and management of transit priority streets.

Signature Streets

The functional aspect of Downtown Bellevue's streets can be refined around a set of signature themes. Figure S-DT.1 shows three types of signature streets. Bellevue Way, Main Street in Old Bellevue, and the NE 6th Street portion of the Grand Connection are identified as *Shopping Streets*. The others are 106th Avenue NE as *Entertainment Avenue*, and 108th Avenue NE as Downtown's *Commerce Avenue*. These streets help tie Downtown together with complementary uses and design elements. All these streets will continue to support multiple uses and modes of travel, with evolving functions and identities.

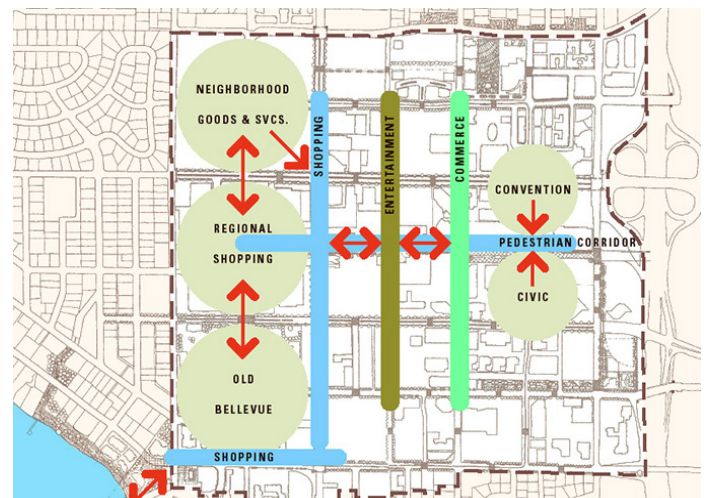
S-DT-42. Reinforce the emerging identity of 108th Avenue NE as the Eastside’s business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.

S-DT-43. Encourage new development on Main Street in Old Bellevue to embrace the character of the small-scale, pedestrian-friendly street frontage that has developed there over time.

S-DT-44. Provide incentives for 106th Avenue NE to develop as Downtown's *Entertainment Avenue*. This area will include a concentration of shops, cafés, restaurants, and clubs that provide for an active pedestrian environment during the day and after-hours venues for residents and workers by night.

S-DT-45. Continue to develop and implement the Grand Connection vision as a major unifying feature for Downtown Bellevue through public- and private-sector investments.

S-DT-45.1 Implement design components and wayfinding along the Grand Connection to create an accessible and



Signature streets tie Districts together

intuitive multimodal connection for users of all abilities.

S-DT-46. Provide incentives for Bellevue Way to realize its vision as a *Grand Shopping Street*, with an exciting mix of retail shops, restaurants, hotels, offices and residential units.

S-DT-47. Implement a series of signalized, unsignalized and grade-separated mid-block crossings, the unique design of each crafted in consideration of adjacent superblocks, traffic flow, and the intended quality of the pedestrian environment.

Gateways and Wayfinding

There are a number of ways to express a gateway into Downtown Bellevue. They could incorporate architectural elements, a variety of vegetation, water features, decorative paving, and interpretive or directional signage. Wayfinding is a key element in a maturing, complex Downtown. Wayfinding not only helps people navigate from point A to point B on foot, bicycle or car, but also contributes to the design character of the public realm.

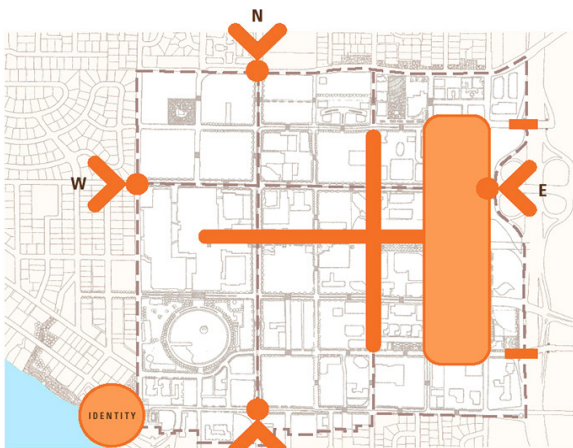
The graphic shows gateway and identity opportunities for the Downtown Subarea. Major gateway locations for Downtown are on Bellevue Way from the north and south, and on NE 8th from the east and west. Major identity opportunities are shown at Meydenbauer Bay, the Pedestrian Corridor, the ridge along 108th Avenue (the highest point in Downtown, with some of the tallest buildings), the properties directly visible from I-405, and new bridges to be constructed across I-405 at NE 10th Street and NE 2nd Street.

S-DT-48. Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.

S-DT-49. Enhance the attractiveness of I-405 right-of-way in accordance with its role as a gateway to the City of



The Grand Connection Route



Gateway and identity opportunities

Bellevue and the Downtown Subarea.

S-DT-50. Develop a comprehensive wayfinding system geared for a range of users (i.e. pedestrians, bicyclists, and automobiles). This system should be built around a set of common design elements, but also includes unique components that vary by Downtown neighborhood as appropriate.

S-DT-50.1 Aggressively pursue the Grand Connection vision for a multimodal crossing of I-405 between Downtown and the Wilburton Commercial Area.

Unifying Urban Design Feature

In the coming years, Bellevue will have a number of opportunities to develop a unifying urban design feature or features that will add to Downtown livability and memorability. The evolution of Downtown neighborhoods will present an opportunity to gracefully link a literal and symbolic expression throughout the entire Downtown. An example may be the use of water. Water can be expressed in many ways. There are a number of instances of water already in Downtown. Downtown Park has the canal and waterfall. Many fountains are within the public realm, and many more are within private developments just off the sidewalk.

S-DT-51. Develop a strategy on how to link Downtown together through the use of literal and/or symbolic major design features that vary by district.

S-DT-52. Provide incentives to assist developers in implementing a major unifying design feature.

S-DT-53. Incorporate the unifying design feature in public projects wherever possible.

Downtown Districts

A key piece of the Great Place Strategy that guides this Subarea Plan is development of a series of distinct, mixed-use neighborhoods (or districts within Downtown that each capitalize on their locations and unique identities. Downtown was originally

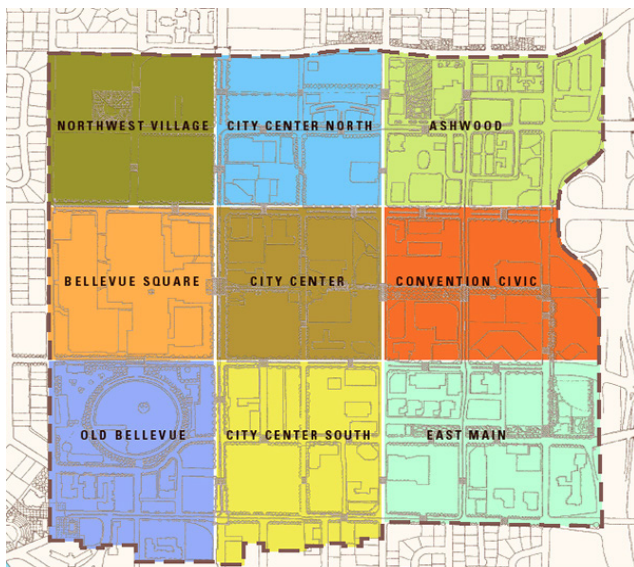


The expression of water is evident in Downtown's many fountains and water features

laid out in a manner that is defined by its street grid and system of 600-foot superblocks. Rather than one homogeneous Downtown, the superblocks may be grouped together to form nine districts. Each district has clear boundaries formed by major arterials that extend outside of Downtown. Each district is pedestrian-friendly in size, and easily traversed in a ten-minute walk.

By connecting the center row into a common district as shown in the graphic, the symbolic and functional center of the Eastside is created. This will be known as Bellevue's City Center District. TO the north and south of the City Center are three districts. Some of the districts such as Ashwood and Old Bellevue already have clear identities. The identity of others is not as clear and will evolve over time.

- S-DT-54.** Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options.
- S-DT-55.** Utilize design guidelines to help differentiate development within each of the Downtown Districts as they evolve over time.
- S-DT-56.** Differentiate Downtown Districts through streetscape improvements such as wayfinding elements, gateways, mid-block pedestrian crossings, public art, landscaping and street trees, lighting, and street furniture.
- S-DT-57.** Create pedestrian linkages within and between Downtown Districts as well as to surrounding residential and commercial areas outside Downtown.



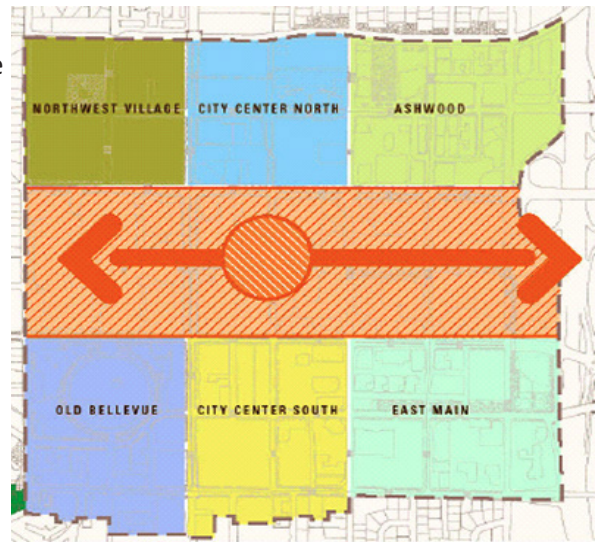
Downtown divided into a nine-square grid

Northwest Village

The Northwest Village District currently provides a wide array of primarily neighborhood-oriented retail and service uses. It is a neighborhood shopping area for both Bellevue and the Points communities of Medina, Clyde Hill, Yarrow Point, and Hunts Point. This district is somewhat isolated from the rest

of Downtown. No large-scale development has occurred in this district during the growth cycles of the 1980s and 1990s. The district will evolve over time as it has a significant amount of growth potential. There will need to be public investments for parks and open space. Additional housing will add to the village feel that currently exists in and around the pedestrian-scaled 102nd Avenue NE area. The development of “alleys with addresses” will add to the village feel of the area. With both infill development and large-scale redevelopment this area will evolve into a vibrant urban neighborhood.

- S-DT-58.** Create intimacy for the pedestrian through the development of “alleys with addresses.” These are small-scale pedestrian frontages accessed off of through-block connections.
- S-DT-59.** Continue to provide neighborhood-oriented retail and service uses for the Northwest Village District as well as for the surrounding neighborhoods both within and outside Downtown.
- S-DT-60.** Deleted (Ordinance No. 6396)
- S-DT-61.** Deleted (Ordinance No. 6396)
- S-DT-62.** Deleted (Ordinance No. 6396)
- S-DT-63.** Develop a neighborhood park in the Northwest Village District.
- S-DT-64.** Emphasize the intersection of 102nd Avenue Northeast and NE 10th Street as a central gathering place for the district.



Three center squares are connected to form a single district

City Center North

The City Center North District is home to the Bellevue Place mixed-use development. It currently provides the defining character for the district. As it expands with additional uses, such as a large performing arts center, more activity will be centered around the intersection of 106th Avenue NE and NE 10th Street. North of NE 10th Street, multifamily development has recently



Bellevue Place, a major mixed-use development, helps define the character of City Center North



The King County Regional Library is an anchor for the Ashwood District

occurred, and more is planned. There is a great opportunity to develop a high-rise housing row in this district.

- S-DT-65.** Encourage the development of high-rise housing along NE 10th Street within this district.
- S-DT-66.** Deleted (Ordinance No. 6396)
- S-DT-67.** Develop a soft or hard open space amenity in the vicinity of 106th Avenue NNE and NE 10th Street.

Ashwood

The Ashwood District is defined by the King County Regional Library, Ashwood Park, and the concentration of dense urban housing. The area currently lacks some of the neighborhood-serving uses that are desirable for a Downtown neighborhood such as small grocery and drug stores, but they are likely to emerge over time. Future improvements to Ashwood Park will also play a large role in the maturation process for this district.

- S-DT-68.** Explore opportunities to unite the district by bridging a perceived gap formed by NE 10th Street.
- S-DT-69.** Encourage other civic uses to locate in this district, using the King County Library as an anchor.
- S-DT-70.** Encourage uses that will bring additional pedestrian activity to the area.
- S-DT-71.** Deleted (Ordinance No. 6396)
- S-DT-72.** Encourage expansion of the King County Library to the north. Explore a potential partnership to develop appropriate community center facilities as part of the expansion.
- S-DT-73.** Deleted (Ordinance No. 6396)
- S-DT-74.** Encourage ground-level residential units on 109th Avenue NE, 111th Avenue NE, and NE 11th Street.
- S-DT-75.** Encourage a unified, high density urban residential

community with supporting neighborhood retail and service areas.

- S-DT-76.** Limit the amount of office and retail development in the area to take into account the predominantly residential character of the area.
- S-DT-77.** Use of Ashwood Park site as an urban park or community facility should work in conjunction with residential uses in the area.

Eastside Center District

The Eastside Center District is comprised of three smaller districts: Bellevue Square, City Center, and the Civic/Convention District. The Eastside Center is within walking distance to all of Downtown's key features. The key to the Eastside Center District is tying it together from east to west along the NE 6th Street portion of the Grand Connection, and having it become the symbolic and functional heart of the Eastside Region.

- S-DT-78.** Capitalize on the relocation of City Hall to Downtown to help nurture a strong civic and convention center presence on the eastern portion of the Eastside Center District.
- S-DT-79.** Provide incentives to develop the intersection of 106th Avenue NE and NE 6th Street as a central location for public gatherings, and to increase the role of Compass Plaza as an important node along the Grand Connection.
- S-DT-80.** Pedestrian bridges may be appropriate over the public right-of-way on Bellevue Way between NE 4th Street and NE 10th Street, NE 4th Street between Bellevue Way and 110th Ave NE, NE 6th Street between 110th Avenue NE and 112th Avenue NE, and NE 8th Street between Bellevue Way and 112th Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.



The Grand Connection Route



Meydenbauer Center helps form the eastern portal of the Eastside Center District

- S-DT-81.** Develop the Grand Connection as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that activate the corridor, and by incorporating design components that ensure accessibility.
- S-DT-82.** A range of activities shall be permitted, including office, urban residential, hotel, retail, civic, and entertainment uses.
- S-DT-83.** Day-time and night-time activities should be encouraged.
- S-DT-84.** Encourage pedestrian-oriented post office facilities to be located in this area.
- S-DT-85.** Allow uses and development intensity that is supportive of transit and day/night activity.
- S-DT-86.** Deleted (Ordinance No. 6396)

Old Bellevue

The Old Bellevue District sits above Meydenbauer Bay and proudly displays the roots of Downtown. This area is home to many small shops and Downtown's oldest buildings. This district is also home to the 20-acre Downtown Park. Main Street functions like the traditional "Main Street USA", with low traffic speeds, comfortable sidewalks, and on-street parking — elements that together make this a very safe and enjoyable place to walk.

- S-DT-87.** Provide a graceful multimodal connection through the unifying design features of the Grand Connection between Downtown Park, Old Bellevue and Meydenbauer Bay Park.
- S-DT-88.** Encourage redevelopment to maintain some of the historic facade treatments of older buildings in this district.
- S-DT-89.** Explore opportunities for shared parking, or a park-once district concept, to improve utilization of the short-term off-street parking supply.

- S-DT-90.** Establish a heightened presence of Downtown Park as seen from Bellevue Way.
- S-DT-91.** Reinforce the unique character of the Old Bellevue area by encouraging residential development, specialty retail, and other development with an emphasis on pedestrian activity.

City Center South

The City Center South District is emerging as a true mixed-use neighborhood. New and exciting restaurant, retail, and residential uses are adding a greater level of activity in this area. The proximity to the Surrey Downs and 108th Avenue Neighborhoods provides an opportunity to have appropriately scaled transitional uses along the edge of Downtown.

- S-DT-92.** Encourage development of neighborhood-serving retail uses.
- S-DT-93.** Explore opportunities for “live/work” spaces in this district.
- S-DT-94.** Encourage new development to provide open space amenities that are accessible to the public and function as neighborhood gathering places on the south side of Main Street, between 108th Avenue SE and Bellevue Way SE.
- S-DT-94.1.** Consider studying a complementary route to the Grand Connection along Main Street to establish better multimodal connections between Downtown and the Wilburton Commercial Area, as well as community resources, and amenities.



Downtown Park should be a visible presence on Bellevue Way

East Main

The East Main District experienced a significant amount of office and residential development in the 1990s, but still lacks a single defining feature. The district has a great deal of potential. Development of a needed open space amenity could provide a

focus point and function as a catalyst for additional high-quality development.

- S-DT-95.** Develop a linear neighborhood park in the vicinity of NE 2nd Place that acts as a defining feature for the district.
- S-DT-96.** Take advantage of the topography of the area for views as well as for visibility from I-405.
- S-DT-97.** Enhance the transition from this district (South Main) to the adjacent neighborhoods by providing a lineal green open space buffer in the vicinity of the southeast corner of Downtown.
- S-DT-98.** Explore opportunities to showcase the historic Sacred Heart Catholic Church on Main Street.

PARKS, RECREATION AND OPEN SPACE

Open space provided by both the public and the private sectors is a key component of being a livable city. Throughout Bellevue, open space punctuates, accents, and highlights the fabric of a city. Parks, recreation, and open space amenities within Downtown will function as a system that reinforces the notion of Bellevue as a “city in a park.” Some pieces, like the 20-acre Downtown Park, serve a regional need, while others are oriented to a particular neighborhood or district. The character of Downtown’s amenities will vary from quiet, contemplative and green, to crowded, high energy and more architectural. The system will be tied together in a planned and deliberate way by creating connections along Downtown’s sidewalks and mid-block pedestrian connections.

Downtown Park will continue to be one of Bellevue’s finest public assets. It is an important gathering place for people, a venue for special events and a key factor in the developing identity of Downtown. The Park plays a pivotal role in making Downtown an appealing place to live, work and play.

Major new features of the system will be neighborhood parks in the northwest and southeast quadrants of Downtown as well as a visual and physical connection from Downtown Park to Meydenbauer Bay. People naturally gravitate to areas with water to enjoy the aesthetics and unique recreational opportunities. This connection is imperative if Bellevue intends to identify itself as a waterfront city and provides an opportunity to recognize the Meydenbauer Bay's historical significance in the region's development.

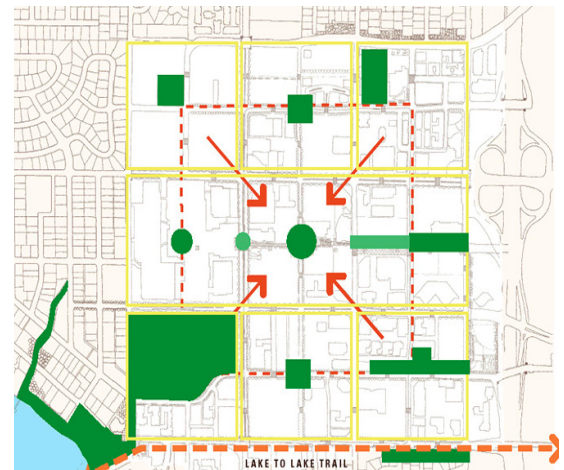
PARKS, RECREATION AND OPEN SPACE GOAL

To provide urban parks, recreation opportunities, and open space within Downtown.

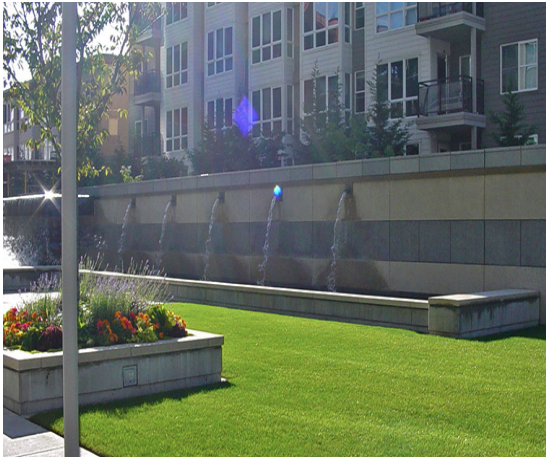
Policies

General

- S-DT-99.** Emphasize the street environment as a key component of the Downtown open space network.
- S-DT-100.** Encourage active and passive recreational activities to locate throughout Downtown.
- S-DT-101.** Provide appropriately scaled parks and open spaces throughout Downtown.
- S-DT-102.** Analyze alternative locations and explore potential partnerships to provide community center space and functions for the Downtown Subarea and surrounding neighborhoods.
- S-DT-103.** Encourage developers to provide open space amenities accessible to the public such as mini-parks, plazas, rooftop gardens, and courtyards in private developments. Such amenities must be clearly identified and maintained for public use.
- S-DT-104.** Require developer contributions for a coordinated system of major and minor public open spaces along the pedestrian corridor and at designated



Concept for Downtown parks and open space network



Both public and private open spaces help make Downtown a livable place



The proposed open space network will provide both visual and physical connections between Downtown and beautiful Meydenbauer Bay

intersections. These could include areas for seating, fountains, courtyards, gardens, places to eat, and public art.

- S-DT-105.** Provide a visual and physical connection from Downtown to Meydenbauer Bay that terminates in a significant waterfront presence. The connection will provide unique recreation, retail, and tourism opportunities.
- S-DT-106.** Encourage new residential development to include open space and recreation amenities targeted to growing Downtown population.
- S-DT-107.** Create connections along public sidewalks and through -block connections that link key parks and open spaces and include dispersed recreation opportunities and urban plazas where appropriate.
- S-DT-108.** Provide a lineal green space buffer in the vicinity of the southeast corner of Downtown to transition from single family residential uses to higher density residential and commercial uses north of Main Street within Downtown.
- S-DT-109.** Deleted (Ordinance No. 6396)
- S-DT-110.** Continue to preserve significant older trees within the Downtown Subarea.
- Downtown Park***
- S-DT-111.** Develop and operate Downtown Park within the framework of the Council approved Downtown Park master plan.
- S-DT-112.** Complete the phased development of Downtown Park, and enhance its visual and functional presence on Bellevue Way.
- S-DT-113.** Utilize Downtown Park as the prime location for special events and gatherings throughout the year.
- S-DT-114.** Strengthen pedestrian connections between the Downtown Park and Meydenbauer Beach Park,

Bellevue Square, the NE 6th Street Pedestrian Corridor, Bellevue Way, and Old Bellevue.

S-DT-115. Within density and height limits permitted in the Land Use Code, work with adjoining property owners through the Design Review process to ensure a graceful transition between the Park and future development. The ground level of buildings facing Downtown Park should include pedestrian oriented uses, be visually accessible, and where appropriate, provide pedestrian connections for the general public and for commercial uses that complement the Park. A continuous north-south pathway on private properties separating adjoining development from the Park shall not be required.

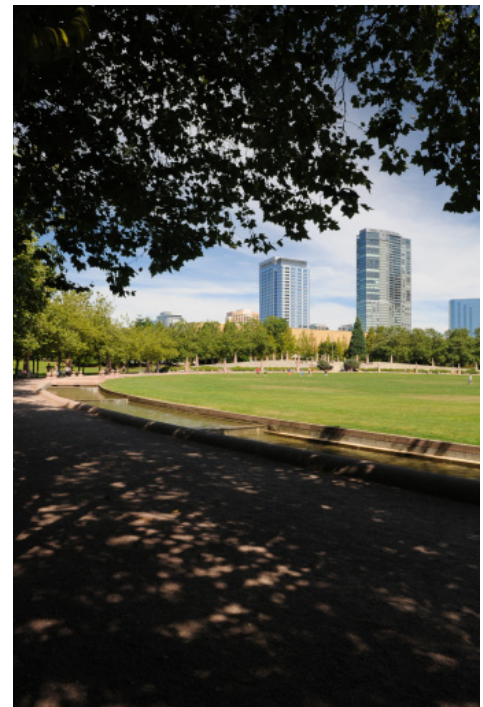
Neighborhood Parks

S-DT-116. Provide an equitable distribution of neighborhood-serving parks and open spaces throughout Downtown. These amenities should include a mix of passive, green open space along with more formalized hardscape areas.

S-DT-117. Update the Ashwood Park master plan to reflect a contemporary vision for the site that considers some community center functions while retaining significant passive open space use. Explore partnerships for development consistent with the vision.

EDGES AND TRANSITIONS

Downtown Bellevue is unlike many other urban centers in that it is directly adjacent to vibrant single family neighborhoods on three of its four edges (north, west, and south; I-405 lies to the east). The city is committed to protecting these neighborhoods by utilizing traffic and parking management outside Downtown, and defining Perimeter Areas through zoning within Downtown to reduce potential spillover impacts.



Downtown Park is a regional attraction

POLICIES

Neighborhood Traffic and Parking Management

Programs to protect neighborhoods adjacent to Downtown Bellevue from significant adverse transportation impacts will be enhanced and expanded as the need arises. Such programs include a traffic management program to discourage cut-through traffic and a residential parking zone program to discourage commercial parking in residential areas. Traffic calming measures may be implemented to remedy specific situations.

S-DT-118. Deleted (Ordinance No. 6396)

S-DT-119. Deleted (Ordinance No. 6396)

Perimeter Areas

S-DT-120. Provide an equitable distribution of Perimeter Areas along the north, west, and south boundaries of Downtown, based on their potential for protecting surrounding residential neighborhoods.

S-DT-121. Provide incentives for multifamily residential uses and neighborhood-serving retail and service uses within Perimeter Areas to participate in traffic mitigation measures to reduce impacts on surrounding residential neighborhoods.

S-DT-122. Deleted (Ordinance No. 6396)

S-DT-123. Establish development standards and design guidelines for Perimeter Areas that will break down the scale of new development and add activities and physical features that will be compatible both with the Downtown Subarea and surrounding residential areas.

S-DT-124. Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.

Linear Buffers

S-DT-125. Utilize lineal green open space buffers directly outside Downtown (north of NE 12th Street between 106th Place NE and 112th Avenue NE, and in the vicinity of the southeast corner of Downtown) to provide a graceful transition from Downtown to surrounding residential neighborhoods.

DOWNTOWN MOBILITY GOALS

To provide a transportation network with options for people to get around on foot, on bicycle, riding transit, or in a private or shared vehicle.

To identify and implement the multimodal transportation improvements to support Downtown Bellevue as a dense, mixed-use urban center.

POLICIES

Downtown Land Use and Transportation Implementation

The Downtown land use forecast for 2035 anticipated approximately 76,300 jobs and 20,500 residents. Attractive Downtown mobility options make it easy for people to get around Downtown. Within Downtown, the planned expansions of NE 2nd Street and 110th Avenue NE provide additional vehicular capacity. Roadway projects outside of Downtown improve overall circulation for vehicles, pedestrians and bicyclists. Regional projects provide better access to points beyond Bellevue for both motorists and transit riders.

Travel demand modeling and Downtown vehicular level of service (LOS) analysis inform decisions regarding roadway capacity projects. The projected average LOS E for vehicles at Downtown intersections in the 2030 “Baseline” scenario is reasonable for a multi-modal mixed use urban setting. LOS D is projected in the 2030 “Build” scenario. This level of service outcome indicates



Traffic control measures may be used to reduce spillover impacts

that roadway capacity projects beyond those assumed in the model will not be necessary in the 2030 timeframe. Please refer to the Comprehensive Transportation Project List for roadway capacity project descriptions and project maps.



Linear buffers, complete with art and landscaping, help define and protect surrounding neighborhoods

Attractive Downtown mobility options result in levels of transit use, walking and bicycling sufficient to reduce the need to expand vehicular capacity. Modeling projects a 2030 commuter mode share in Downtown Bellevue of 50% single occupant vehicles, 17% high occupancy vehicles, 32% transit and about 1% walk and bicycle. This projection is based on a myriad of assumptions as varied as the price of gas and parking, freeway tolling and transit availability. Changes in these assumptions may result in shifts in the mode share. History bears this out. Between 1990 and 2013, daily traffic volume on arterials in Downtown Bellevue remained nearly constant, while new office buildings and residential towers pierced the skyline and retail occupied a larger footprint. While the number of person trips has increased from about 250,000 in 1990 to 385,000 in 2010, traffic volume has remained constant, and daily transit ridership has increased 8-fold.

Downtown Roadway Access

Downtown Bellevue relies on regional access to prosper both from an economic and cultural standpoint. Implementation of regional roadway projects that support Downtown Bellevue requires coordination with local, state, and federal partners.

S-DT-126. Pursue and actively participate in local, state, and federal action to improve general purpose and high occupancy vehicle (HOV) access to and from Downtown.

S-DT-127. Deleted (Ordinance No. 6396)

S-DT-128. Minimize growth of traffic on arterial streets in residential areas north, west and south of Downtown by encouraging the use of freeway facilities for regional trips.

S-DT-129. Deleted (Ordinance No. 6396)

Regional and Local Downtown Transit Mobility

Essential components of Downtown transit service are found both on the bus and along the streets, as described below:

Transit Coverage: Well-distributed frequent transit service routes will provide abundant access that is within a short walk to an estimated 97% of Downtown residents and employees in 2030 (up from 86% in 2010.)

Transit Capacity: While Bellevue does not provide transit service, the city advocates to the transit agencies for incremental enhancements to Downtown transit service to support the projected daily Downtown transit riders.

Transit Speed and Reliability: Using technology on transit priority streets for will help to expeditiously move bus passengers to and through Downtown Bellevue. Speed and reliability improvements along designated transit priority streets and at intersections will benefit transit passengers and overall mobility.

Transit Passenger Access, Comfort and Information: Transit passengers are pedestrians or bicyclists before and after their ride on the bus or train. Context-appropriate components for transit stops are implemented by the city, the transit agencies, or incorporated into new projects through development review. Comfortable pedestrian and bicycle access to and from transit stops and light rail stations will enhance ridership.



All modes have successful access.

S-DT-130. Deleted (Ordinance No. 6396)

S-DT-131. Deleted (Ordinance No. 6396)

S-DT-132. Deleted (Ordinance No. 6396)

S-DT-133. Deleted (Ordinance No. 6396)

S-DT-134. Deleted (Ordinance No. 6396)

S-DT-135. Provide space within or near Downtown for bus layovers and other bus transit facilities needed to support projected levels of transit service.

S-DT.135.1 Locate and develop bus layover space and other transit facilities in partnership with transit agencies to support Downtown transit service while minimizing impacts on residential areas, businesses and the pedestrian, bicycle and auto environment, complementing the Downtown district character.

S-DT-136. Support transit ridership by providing or encouraging others to provide passenger comfort, access and information as needed at each Downtown transit stop.

S-DT-137. Deleted (Ordinance No. 6396)

S-DT-138. Deleted (Ordinance No. 6396)

S-DT-138.1 Advocate to transit agencies to establish a Downtown frequent transit network in accord with the Transit Master Plan that provides transit service routing and stops proximate to Downtown employees and residents and to the Medical Institution District.

S-DT-138.2 Advocate to the transit agencies for incremental enhancements to Downtown Transit service to support the projected 2030 daily Downtown transit ridership.

S-DT-138.3 Implement transit speed and reliability improvements along Downtown transit priority corridors when there is a demonstrated benefit to transit passengers and overall mobility.

S-DT-138.4 Improve the pedestrian and bicycling environment for access to the two light rail stations that serve Downtown, particularly between the Bellevue Transit Center and the nearby Bellevue Downtown station.



Transferring between modes at the Transit Center

Downtown Roadways

Downtown roadways will be increasingly required to accommodate walking, bicycling, and transit, as well as private vehicles. To achieve greater capacity to accommodate people will require constant adjustments and improvements to traffic operations because most roadways will not be widened. Substantial efficiency in traffic operations is achieved through investments in intelligent transportation system (ITS) infrastructure and technology that allow for demand-adaptive mobility management. Continued ITS improvements will help the city to manage traffic and transit operations, and enhance the pedestrian environment. Improved connections to the regional transportation system and across I-405 can help Downtown traffic circulation. Project concepts, such as NE 6th Street subterranean arterial and grade-separation of Bellevue Way at major intersections may be analyzed in the future.

On-street parking will be in increasingly high demand for short-term use. Opportunities exist to expand the supply, and parking management may be flexible depending on the time of day, transit use, character and function of the roadway, and nearby land uses.

S-DT-139. Retain the existing odd-numbered streets for vehicular and pedestrian circulation in Downtown. Consider vacating those streets only if such vacation would improve overall circulation in Downtown.

S-DT-140. Improve Downtown circulation and arterial continuity to points east of Downtown with roadway extensions and improvements across I-405, including envisioned extensions of NE 2nd Street and NE 6th Street.

S-DT-141. Deleted (Ordinance No. 6396)

S-DT-142. Deleted (Ordinance No. 6396)

S-DT-143. Enhance the city's intelligent transportation system to

maximize the efficient use of the Downtown streets, and to improve transit speed and reliability.

Mid-Block Access Connections

Mid-block access connections function much like alleys in that they provide vehicular access to parking garages and loading/delivery areas without disrupting traffic flow, transit, walking or bicycling on the arterial streets. Design enhancements to mid-block access connections are part of the overall Downtown aesthetics, viability and multimodal mobility.

Mid-block access connections are developed under flexible design standards in keeping with the context and intended function. Development projects will incorporate mid-block access connections for vehicles and/or pedestrians and bicycles as determined through development review. Mid-block access connections are intended for portions of the alignments of 103rd, 105th, 107th, 109th and 111th Avenues NE, and NE 5th and NE 7th Streets.



Odd-numbered streets offer opportunities for pleasant pedestrian and vehicular movement

S-DT-144. Provide mid-block access connections within Downtown superblocks designed in context to accommodate vehicle access to parking areas, loading/delivery access, and/or to augment pedestrian circulation.

Grand Connection

The Grand Connection is a high priority route for multimodal transportation, including people walking, riding a bicycle or using other compatible mobility options. The focus on various modes will vary along the route, with the pedestrian experience and pedestrian safety being of primary importance. Incremental improvements through private developments and public investments will upgrade the Grand Connection to provide exceptional pedestrian access to transit stations and multimodal connections across I-405.

S-DT-144.1 Develop and implement a concept design to better accommodate accessible travel through appropriate grades and the use of special paving treatments, wayfinding and widening.

S-DT-144.2 Apply the Grand Connection designation between Meydenbauer Bay Park and the Eastside Rail Corridor Trail to improve multimodal access to parks, public spaces, transit stations, businesses, and residential uses.

S-DT-144.3 Periodically review the performance and use of the Grand Connection based on the stage of implementation and a set of established measures of success.

Downtown Transportation Demand Management

Transportation demand management (TDM) reduces the demand side of the mobility equation and provides opportunities to more efficiently use the capacity in the transportation system. TDM strategies focus on reducing drive-alone trips, especially at peak hours. Implementation requires coordination between the city, transit agencies and the private sector, and includes providing information and incentives to encourage commuters and other travelers to try one of the many available mobility options as an alternative to driving alone. The Bellevue Transportation Management Association (TMA) and the programs it manages promote the use of non-single-occupant vehicle (non-SOV) mobility options for commute trips. Refer to the Transportation Element for policies that address transportation demand management on a citywide basis. Table TR-1 designates targets for non-SOV commute trips.



Mid-block access connections function like alleys for vehicles, with pedestrian and bicycle access

S-DT-145. Deleted (Ordinance No. 6396)

S-DT-146. Deleted (Ordinance No. 6396)

S-DT-147. Deleted (Ordinance No. 6396)



Pedestrian Corridor ramp to Transit Center

S-DT-148. Minimize drive-alone trips in Downtown and take steps to increase the proportion of Downtown non-drive-alone commute trips to target levels in Table TR-1 in the Transportation Element, by coordinating with the Bellevue Transportation Management Association, transit agencies, building managers, employers and the general public to provide incentives, subsidies, and promotional materials that encourage the use of transit, carpooling, vanpooling, bicycling, walking and alternative work schedules by Downtown employees and residents.

Downtown Off-Street Parking Demand and Utilization

Downtown Bellevue has an abundant supply of off-street parking, supplemented by a limited amount of on-street parking. This situation is dynamic and will change over time. Parking industry standards suggest that when parking supply exceeds 85 percent occupancy in the peak parking demand hour, the supply is constrained and does not provide visitors with convenient short-term parking. Visitors who arrive by car help ensure the economic vitality of the area. When peak hour parking occupancy routinely exceeds 85 percent, a variety of strategies may be implemented to reduce occupancy. More effective management of the parking supply is the first priority.

The first management approach is to shift commuters toward transit and other mobility options through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces. Other management actions could improve information and signage to direct visiting motorists to the available public parking supply, and to charge for the use of a public parking space. If management does not lower the utilization rate to under 85 percent, then additions to the parking supply may be warranted. Strategies to supplement the parking supply for short term use may include creating more on-street parking, cooperating with private property owners to develop shared use of existing spaces, or as a last resort,

constructing public parking structures.

S-DT-149. Establish parking requirements specific to the range of uses intended for the Downtown Subarea.

S-DT-150. Develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system.

S-DT-151. Encourage the joint use of parking and permit the limitation of parking supply.

S-DT-152. Evaluate the parking requirements in the Land Use Code and regularly monitor the transportation management program, employee population, parking utilization, parking costs paid by commuters and the percentage of those who directly pay for parking. If monitoring indicates that the use of transit and carpool is not approaching the forecast level assumed for this Plan, revise existing parking and transportation management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.

S-DT-153. Deleted (Ordinance No. 6396)

S-DT-154. Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work program to implement solutions.

S-DT-155. Utilize quantitative measures to analyze the short-term parking supply for neighborhood-scale retail and services, and implement parking management strategies or increase the parking supply as appropriate, and as resources allow.

S-DT-156. Investigate allowing Downtown developers to pay a fee into an account in lieu of providing parking on-site. Parking account funds would be used to provide short-term public parking where it is in shortest supply. Land Use Code amendments would be required to provide for the collection and administration of a fee in lieu of



Pick-up and drop-off of people and goods in the curbside loading zone.

parking program.

S-DT-157. Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.

Downtown Curbside Uses: On-Street Parking; Taxi Stands; Electric Vehicle Charging Stations

On-Street Parking

On-street parking supports businesses and residents with convenient short-term parking opportunities for customers and visitors. This is particularly true in Ashwood, Northwest Bellevue, and Old Bellevue neighborhoods where handy off-street parking is limited. A parking evaluation conducted in 2013 determined that some permanent or off-peak parking spaces could be added to the inventory.

Pay-for-Parking

The city should consider studying a Downtown pay-for-parking program that would utilize electronic pay stations where drivers pay a fee for the short-term use of an on-street public parking space. Parking program revenue that exceeds enforcement and maintenance costs would be invested in Downtown streetscape improvements.

Curbside Parcel/Freight Loading/Unloading

Within Downtown, large-scale loading/unloading typically occurs within on-site locations that are designed and designated for that purpose. Smaller deliveries may occur randomly curbside or from the center turn lane. Through development review, the design and location of on-site loading docks and circulation and curbside loading zones can help ensure an expeditious loading process.

Curbside Passenger Pick-Up/Drop-Off

Part of the unscripted urbanism of a vibrant mixed-use urban

center is the transfer of pedestrians between vehicles and the sidewalks. While there is no specific “best practice” guidance for managing this activity, active loading or unloading is typically accommodated in designated curbside areas. Through development review or repurposing curbside parking, pick-up/drop-off space may be designated.

Vehicle Queues for Taxis and other For-Hire Vehicles

Queues for taxis and other for-hire vehicles are typically established at major attractions such as hotels, convention venues, shopping/entertainment centers, and transit/light rail stations. These work as a first-come, first-served queue, with the vehicle at the front of the queue serving the first passenger to arrive, then each vehicle behind it moves ahead. Currently there are no designated on-street vehicle queues in Downtown Bellevue. Off-street vehicle queues may be incorporated at major hotels. Temporary use of the curbside for vehicle queues may be desirable during evenings and weekends to support nearby entertainment venues.

Electric Vehicle Charging Stations

Transportation sources contribute significantly to the greenhouse gas (GHG) emissions in Bellevue. Hybrid and electric vehicle technology can reduce GHG emissions. Electric vehicle charging stations are installed within Downtown Bellevue buildings for the use of tenants. Public curbside electric vehicle charging stations support the general use of electric vehicles and may be installed in a designated curbside space in a manner similar to an electronic pay station.



Electric vehicle charging station

S-DT-157.1 Create curbside zones for on-street parking.

S-DT-157.2 Add on-street parking spaces in travel lanes for use during off-peak hours.

S-DT-157.3 Deleted (Ordinance No. 6707)

S-DT-157.4 Deleted (Ordinance No. 6707)

S-DT-157.5 Deleted (Ordinance No. 6707)

S-DT-157.6 Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.

S-DT-157.7 Deleted (Ordinance No. 6707)



Mixing of pedestrians, bicycles, and busses

Downtown Pedestrian Facilities

Walkings should be the easiest way to get around in Downtown Bellevue. Walking is an increasingly important element of economic vitality, Downtown livability, and personal health. Pedestrians need places to walk that are safe and accessible, comfortable and convenient. New facilities will augment decades of improvements to the pedestrian environment through public and private investments. In Downtown Bellevue, 600-foot long superblocks present both challenges and opportunities for a safe, fine-grained and cohesive pedestrian environment.

These transportation modes are addressed in detail in the [Pedestrian and Bicycle Transportation Plan](#). In accordance with that Plan, private development and public capital investments will enhance the environment for pedestrians and bicyclists.

Breaking down the walk trip into its essential components defines the nature of specific enhancements to benefit walking; intersections and crosswalks designed to accommodate increasing numbers of pedestrians; mid-block crossings to facilitate pedestrian crossings of arterials between signalized intersections; sidewalks and curbside landscaping that form the fundamental pedestrian infrastructure; and through-block connections that provide walkable corridors through Downtown superblocks. The Downtown urban environment and the anticipated pedestrian demand dictate a context-sensitive design approach for each type of pedestrian facility.

Intersections

Three types of Downtown intersections are intended to fit the needs of pedestrians: Standard Intersections; Enhanced Intersections; and Exceptional Intersections. Standard intersections have two parallel white bars that are spaced 8-feet apart and a pedestrian actuated signal that provides both audible and countdown indicators. The standard design may not be suitable at all intersections due to the high volume of pedestrians, the urban design character, or the traffic conditions. At such locations the features of either Enhanced or Exceptional intersections are integrated. Enhanced intersections are used where there are high numbers of pedestrians or vehicles, or both, and where streetscape improvements can be carried through the intersection. Enhanced intersections are wider than Standard with special paving or striping, include neighborhood wayfinding and weather protection at corners, and curb bump outs or tighter radius to shorten crossing distance, calm traffic and provide pedestrian queuing areas. Intersections that merit “exceptional” treatment are along the Pedestrian Corridor and in Old Bellevue. Exceptional intersections may include a pedestrian scramble signal phase, raised crossings, and significant landmark wayfinding such as the popular kiosks that are located throughout Downtown. Exceptional intersections design features incorporated in the crossing of 110th Avenue NE at NE 6th Street will create a near seamless connection between the Transit Center and the light rail station.

Mid-Block Crossings

Mid-block crossings may include signalization, median islands, and pedestrian bridges. While each mid-block location is a potential candidate for a crossing, a number of higher priority mid-block crossing locations are identified for near-term implementation subject to design and traffic analysis. Most mid-block crossings are intended to be “at-grade”. In consideration



Signalized mid-block crossing



Curbside landscaping as buffer

of traffic volume, street width, and potential impacts to vehicle travel time of an at-grade crossing, any new mid-block crossing on NE 4th Street and NE 8th Street between Bellevue Way and 112th Avenue NE, and on Bellevue Way between NE 4th Street and NE 10th Street may be designed as a grade-separated facility.

Sidewalks/Curbside Landscaping

Sidewalks provide the fundamental infrastructure for pedestrian mobility and incorporate streetscape features that enhance livability. The Downtown Land Use Code prescribes the width of sidewalks and the landscaping treatment adjacent to the street. Along some streets a continuous landscape planter with street trees along the curbside edge of the sidewalk is installed where pedestrians need a buffer from traffic. This type of treatment is popular with pedestrians and it is a healthier growing environment for street trees.



Through-block connection

Through-Block Connections

Through-block connections break up the Downtown superblocks by providing walkways between or sometimes through buildings. The Land Use Code requires that new development provide through-block connections in each superblock, except as in Old Bellevue as noted. The design of through-block connections should include public access wayfinding, utilize commonly recognizable paving material or inlays, and incorporate accessibility according to ADA standards.

S-DT-158. Provide for sidewalks and landscaping in accordance with Land Use Code standards.

S-DT-159. Provide for intersections that incorporate “standard”, “enhanced” or “exceptional” design components.

S-DT-160. Deleted (Ordinance No. 6396)

S-DT-161. Provide safe and convenient pedestrian linkages to

adjacent neighborhoods to the north, south and west of Downtown, as well to the east across I-405 on the Grand Connection.

S-DT-162. Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.

S-DT-162.1 Provide mid-block crossings designed to meet the pedestrian needs and context at specified locations.

Downtown Bicycle Mobility

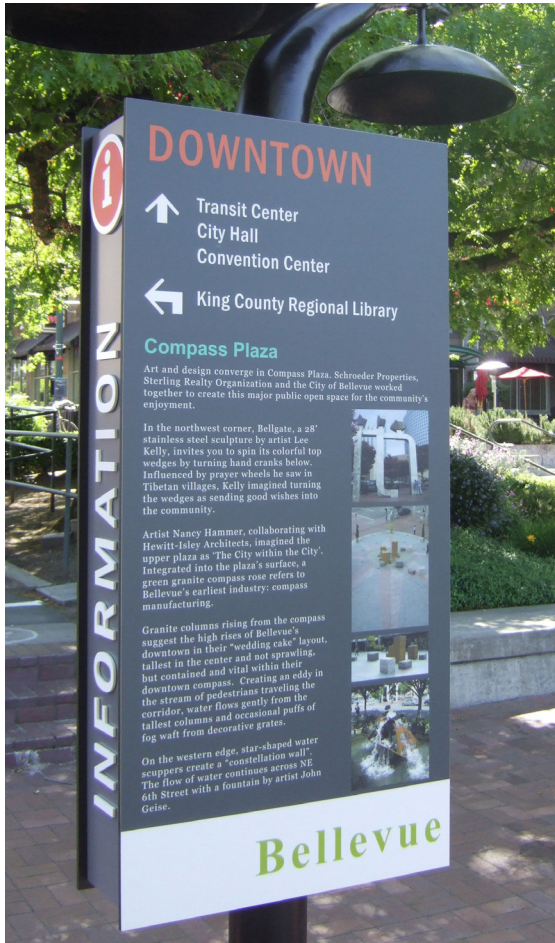
Bicycling as an attractive mobility option for all ages and abilities depends on a comprehensive network of on-street and off-street bicycle facilities, wayfinding, sidewalk bike racks, bike corrals and long-term, secured commuter parking. Bicycle facilities provide an important mobility option within Downtown and to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the Eastside Rail Corridor Trail.

Bicycle facilities are designed to accommodate the need and reflect the context. Dedicated on-street bicycle facilities may include traditional bicycle lanes, and buffered or protected bicycle lanes. Shared roadway lanes are typically wide outside lanes and may be marked with “sharrow” lane markings and signage to indicate that bicycles and motor vehicles share the space. Off-street bicycle facilities are separated from motorized use and are typically shared with pedestrians. Wayfinding may accompany any bicycle facility type. At signalized intersections, clearly marked detectors in the roadway advise bicyclists where to position their bicycles to trigger the signal.

S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.



Bicycle wayfinding Downtown



S-DT-164. Encourage the developers, owners and managers of Downtown buildings to provide secure end-of-ride facilities for bicycle commuters as well as short-term bicycle parking for visitors.

S-DT-164.1 Provide bicycle facility connections and wayfinding to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the Eastside Corridor Trail.

S-DT-164.2 Install public end-of-ride bicycle facilities such as bike racks, bicycle corrals or bike share docking stations to meet the demonstrated or anticipated need for personal or shared bicycles.

Land Use Implementation

S-DT-165. Deleted (Ordinance No. 6396)

S-DT-166. Deleted (Ordinance No. 6396)

S-DT-167. Deleted (Ordinance No. 6396)

S-DT-168. Deleted (Ordinance No. 6396)

S-DT-169. Deleted (Ordinance No. 6396)

S-DT-170. The Downtown Future Land Use Plan Map (Figure S-DT.1) is intended to show the major land use and character elements outlined by the goals and policies contained in the Downtown Subarea Plan. It is not intended to show specific densities or dimensions of future development. The Bellevue Land Use Code should be referenced for specific development standards.

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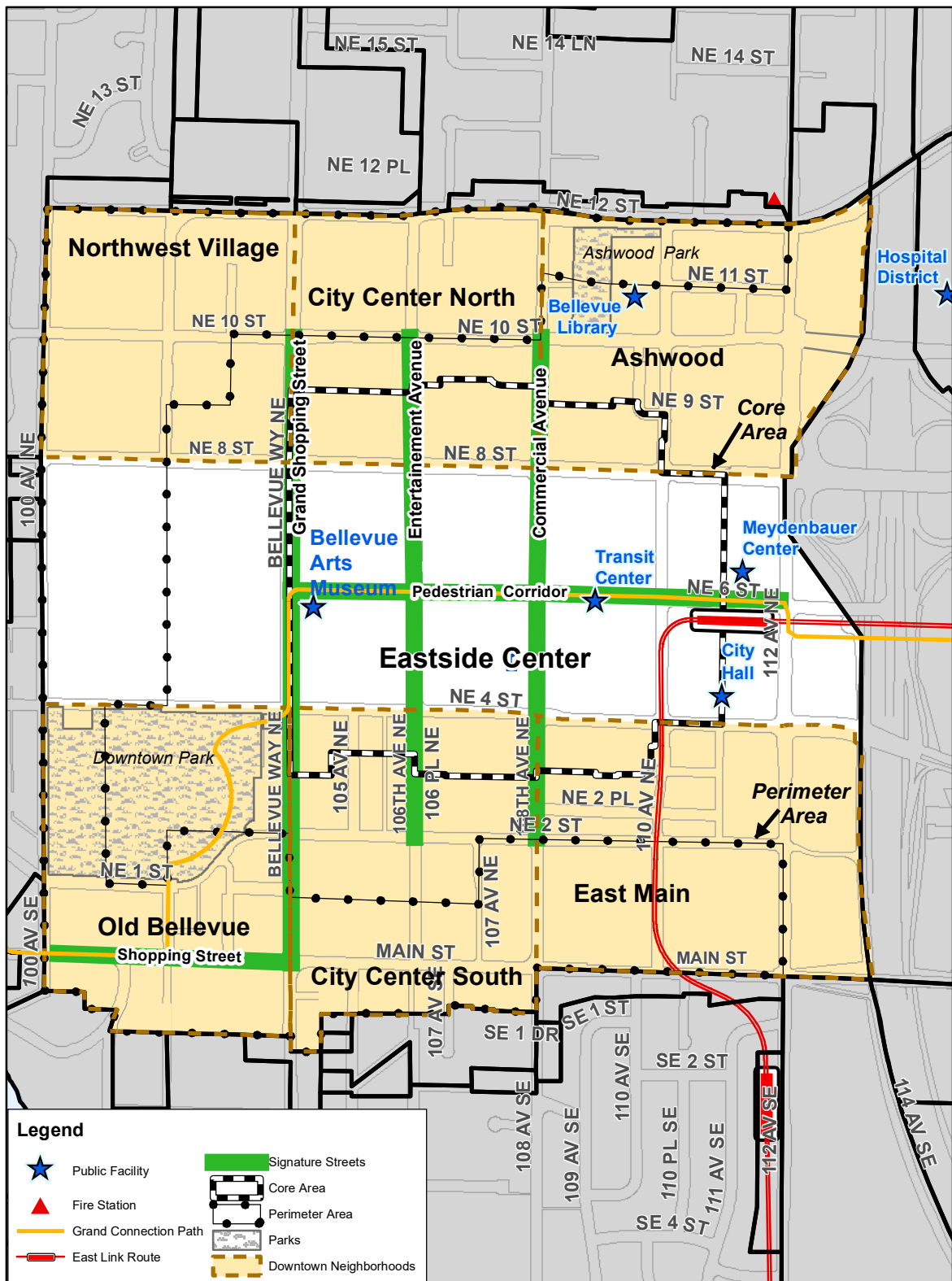


Figure S-DT.1
Downtown Future Land Use Plan

Table 1
Downtown Plan Project List

Project Number	Project Location/Description
	Parking
501	Allow on-site parking requirements for new buildings to be met by off-site parking facilities. Such facilities should be strategically located to reduce traffic congestion.
502	Facilitate the construction of garages for short-term parking (if, following study, such facilities are determined to be the most appropriate option to address short-term parking problems
503	Implement a parking guidance system to more efficiently utilize the Downtown parking supply.
	Pedestrian and Bicycle Facilities
604	Implement provisions to encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage and showers/lockers for employees and short-term bicycle parking for visitors.
	Parks and Open Space
701	Complete development of Downtown Park in accordance with adopted Master Plan
702	Improve Ashwood Park with guidance from an updated master planning process when funding becomes available.
703	Acquire land and develop a neighborhood park in the Northwest Village District.
704	Acquire land and develop a neighborhood park in the East Main District.
705	Develop a graceful connection from Downtown to Meydenbauer Bay.
706	Acquire land and develop a linear green buffer on the south side of Main Street between 112th Avenue SE and 110th Avenue SE.
	Gateways and Wayfinding
801	Implement a phased Downtown wayfinding system for pedestrians, bicycles, and automobiles that reinforces a city identity as well as unique characteristics of Downtown neighborhoods as appropriate.
802	Develop gateways into Downtown at identified locations through private development and public investment.
	Municipal Buildings
901	Relocate civic functions to a Downtown campus.

Eastgate Subarea Plan

GOAL:

To preserve and promote the accessibility and appearance of residential neighborhoods, local amenities, and business establishments within the Subarea.

Discussion: The Subarea is mostly developed. It is important that subsequent development and redevelopment improves the function and appearance of the various land uses and that they are compatible with each other.

OVERVIEW

The Eastgate Subarea provides a gateway for south Bellevue and an axis for travel between the Eastside and metropolitan Seattle. Rolling tree- and house-covered hills on either side of the I-90 corridor surround a major commercial interchange located at the center of the Subarea.

Convenient access makes the Eastgate Subarea a desirable place to live and work. Jobs, stores, schools, churches, parks, and trails all are within easy walking distance of each other. As one of Bellevue's older areas, the Subarea contains established residential neighborhoods, many with attractive views. Combined, these amenities have greatly enhanced the quality of life for the Subarea's residents and business owners alike.

The Eastgate Subarea encompasses approximately 1,500 acres. Its boundaries are 137th Avenue S.E. to the west, S.E. 23rd Street to the north, 168th Avenue S.E. to the east, and S.E. 41st Street to the south. With the Eastgate annexation in 2012, all of the subarea is within City limits.

The I-90 business corridor covers 10 percent of the subarea and is home to major corporations, high technology industries, and community shopping areas. When combined with the adjacent Factoria commercial core, the area is the third largest employment area in the city. The corridor, which has developed primarily since 1980, owes its success to the area's accessibility to I-90 and its proximity to major urban centers. The Eastgate Plaza Shopping Center, which serves the large residential neighborhoods in and near the Subarea, also is located in this corridor. The area north of the I-90 corridor features large and small parks; a deep, wooded ravine; about 160 acres of publicly-owned land; and numerous public facilities such as churches, government agencies, and Bellevue College. Parks, schools, and churches also are found within the Subarea on both sides of I-90.

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundaries of that project, which establishes a long-range vision for the I-90 business corridor, incorporate much, but not all, of the Eastgate subarea, as well as portions of the Factoria and Richards Valley subareas.

The Eastgate/I-90 project supports changes intended to capture market demand, improve transportation conditions, address concerns of the employment sector as well as the general public, and position the corridor to grow gracefully over time. It includes the following key elements:

- It builds on the success of the corridor as a major employment and office center, by adding capacity for additional office growth and allowing a greater mix of support retail and service uses.
- It establishes a mixed-use Transit-Oriented Development center around the transit center and south of Bellevue College. A substantial portion of the future office and residential growth in the corridor is expected to occur at this location.
- It increases opportunities for residential development in the corridor, to add vibrancy to the area, provide housing in proximity to Bellevue College and places of work, benefit from existing transit service, and support nearby retail uses.
- It seeks to enhance Bellevue College's visual presence and connections to the adjacent community.
- It promotes the Mountains-to-Sound Greenway by supporting the development of the Mountains-to-Sound Greenway trail through Bellevue and by incorporating sustainable design and abundant natural landscaping into the built environment.
- It identifies modest but effective motorized and non-motorized transportation improvements that may be accomplished through partnerships with other agencies.
- It supports increased floor area ratios and building heights throughout the corridor to meet demand for continued job and economic growth.

This Subarea Plan provides a framework for Land Use Code amendments that will implement the vision of the Eastgate/I-90 Land Use & Transportation Project as summarized above.

Land Use

POLICIES

POLICY S-EG-1. Focus Eastgate growth into a mixed use center adjacent to the Eastgate Transit Center with greater height and intensity than the surrounding area.

POLICY S-EG-2. Establish a pedestrian-oriented street that provides a community plaza and allows for connections between Bellevue College, the Eastgate Park and Ride, and the office, retail, and residential development in the transit-oriented development center.

POLICY S-EG-3. Encourage office and retail land uses that take advantage of freeway access, transit service, and non-motorized transportation alternatives without adversely impacting residential neighborhoods.

Discussion: Intense office development can generate adverse traffic impacts and block residential views. Site design also can impact residential quality. To support this policy, office and retail development should be well designed so that it is compatible with surrounding neighborhoods and be oriented around a multi-modal transportation system that reduces vehicular congestion and traffic impacts.

POLICY S-EG-4. Encourage the integration of restaurants and other commercial uses that serve local workers into and adjacent to office development to enhance the mix of uses within walking distance of employment areas.

Discussion: The reason for encouraging restaurants and other commercial services within office developments is to reduce vehicular traffic between the office parks and retail areas. Retail areas are intended to serve primarily local needs.

Environment

POLICIES

POLICY S-EG-5. Protect the Vasa Creek riparian corridor from development to improve water quality, fisheries, and provide open space.

Discussion: The Vasa Creek riparian corridor has major segments that remain in a natural state. This creek is one of the few natural areas left in the Subarea and should be protected. A trail along the creek may be possible if environmental impacts can be avoided.

POLICY S-EG-6. Ensure that increases in impervious surface area or stormwater runoff will not increase the quantity or worsen the stormwater quality entering public drainage systems, streams, Phantom Lake, Lake Washington, and Lake Sammamish.

Discussion: Construction activities should control erosion and sedimentation. This could include seasonal limitation on grading activities, natural vegetative filtration, and use of the best available technology. Storm water quality from developments should be improved prior to discharge into the public drainage system.

POLICY-S-EG-7. Explore sub-regional stormwater detention as a future step to provide a more effective approach to stormwater control and mitigation and to achieve broader environmental benefits through coordinated treatment and detention across multiple properties.

Residential Development

POLICIES

~~**POLICY S-EG-8.** Maintain single-family housing as the predominant residential land use in the Subarea in land area and appearance.~~

~~**POLICY S-EG-9.** Limit multifamily zoning to locations accessible directly from arterials, as depicted on the Land Use Plan (*Figure S-EG.1*).~~

~~**POLICY S-EG-10.** Multifamily housing may be appropriate to separate office and retail land uses from single-family neighborhoods or as a part of mixed use developments where there is close proximity to transit or neighborhood-serving commercial uses, with a special emphasis on meeting the housing needs of Bellevue College.~~

POLICY S-EG-11. Encourage more opportunities for affordable housing in the Subarea by maintaining and rehabilitating existing housing stock.

Transportation and Circulation

POLICIES

POLICY S-EG-12. Discourage ~~multifamily zoning~~ and commercial traffic from passing through local streets in single-family neighborhoods.

POLICY S-EG-13. Consider allowing a reduction in parking requirements where it is possible to do so because of proximity to transit.

POLICY S-EG-14. Improve safety, convenience, and access by ensuring that internal circulation systems are integrated with the street system to improve multi-modal mobility within and between developments.

POLICY S-EG-15. Collaborate with the Washington State Department of Transportation to relieve congestion created by vehicles entering and exiting Interstate 90.

POLICY-S-EG-16. Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.

Discussion: the Mountains to Sound Greenway trail connects the Puget Sound with central Washington along 100 miles of I-90. Within Bellevue, there is a 3 mile gap through the Eastgate area from Factoria to Bellevue city limits. Closing this gap will provide a transportation and recreation resource that will benefit Eastgate residents, visitors, and businesses.

POLICY S-EG-17. Improve connectivity within the subarea for pedestrians and bicycles where opportunities exist by integrating land uses, improving roadway safety for all modes of travel, and linking commercial, office, parks, and public spaces with trails and pathways.

POLICY S-EG-18. Encourage improvement of transit facilities and service to and from key points in the Eastgate Subarea.

Discussion: 142nd Place SE should be established as a frequent transit network corridor that reinforces the Transit Oriented Development Area, enhances bus service connections to Bellevue College, and is designed to serve as a gateway feature for the area. In addition, it may be possible to serve more parts of the Subarea, and to serve the Subarea more efficiently, by working with partner agencies and organizations.

Community Design

POLICIES

POLICY S-EG-19. Reinforce the area's location on the Mountains to Sound Greenway, accentuate Eastgate as a major entry into Bellevue, and emphasize the emerging urban character of the Eastgate I-90 corridor through the application of land use regulations, public amenity incentives, and design guidelines.

POLICY S-EG-20. Provide graceful edges and transitions between more intense development and existing residential land uses by maximizing the use of existing vegetation and topography to buffer and maintain compatibility between different land uses through land use regulations.

POLICY S-EG-21. Consider design review for commercial, office, and mixed use development that promotes pedestrian-friendly design, ensures quality and a sense of permanence, promotes environmental sustainability and creates a distinct identity.

POLICY S-EG-22. Preserve the view amenities of adjacent single-family neighborhoods as development and redevelopment occurs.

POLICY S-EG-23. Discourage new development from blocking existing views from public spaces.

POLICY S-EG-24. Support the overall sustainability and green identity of the I-90 corridor consistent with the Mountains to Sound Greenway by including visibly recognizable natural features in public and private development. Examples include, but are not limited to green walls, façade treatments, green roofs, retained native vegetation, and abundant natural landscaping,

POLICY S-EG-25. Diminish the effect of rooftop equipment on views from residential areas by requiring rooftop equipment to be low-profiled and screened to match the building’s exterior color, building materials, and styles.

POLICY S-EG-26. Maintain the Subarea’s predominantly treed skyline and encourage preservation of existing stands of trees and landscaping.

POLICY S-EG-27. Encourage the State Department of Transportation to provide landscaping that clarifies access patterns and improves the appearance of their properties.

POLICY S-EG-28. Create community character in commercial, office, and mixed use development through the use of standards and incentives that support public art, street lighting, landscaping, distinctive building design, and pedestrian-oriented site design.

POLICY S-EG-29. Encourage the development of a dynamic public realm by integrating publicly accessible plazas, open spaces, and other gathering spaces within private development in commercial, office, and mixed use areas.

Parks and Open Space

POLICIES

POLICY S-EG-30. Integrate a system of parks, recreational facilities, and open spaces that will benefit surrounding neighborhoods and help create an environment that supports healthy lifestyles.

POLICY S-EG-31. Create and encourage an interconnected system of non-motorized trails as a part of public and private development within the subarea that will link community amenities, provide recreational opportunities, and offer transportation benefits.

POLICY S-EG-32. Develop local connections to the Mountains to Sound Greenway through the subarea in order to enhance the trail as a local and regional recreational asset.

Coordination and Partnership

POLICIES

POLICY S-EG-33. Coordinate with Bellevue College, the State of Washington, the Mountains to Sound Greenway Trust, county and regional agencies, the private sector, and others to implement the desired land use and transportation changes in this subarea plan.

POLICY S-EG-34. Support the evolution of Bellevue College according to its institutional mission and encourage campus growth that is physically and functionally integrated into surrounding land uses.

Planning District Guidelines

POLICIES

Planning District 1

POLICY S-EG-35. Retain significant vegetation and supplement vegetation on the steep slope along the southeast edge of Kamber Road between 137th Avenue S.E. and S.E. 24th Street.

~~**POLICY S-EG-36.** Designate the 10.5 acre site northwest of the I-90 Business Park, known as the Old School District property, Single family Urban Residential.~~

~~*Discussion: At the reclassification stage particular attention should be given to the mitigation of traffic impacts to the adjacent residential neighborhoods that could result from the site's development. Multiple access points should be considered in order to disperse traffic. Alternatives to access from S.E. 26th Street/158th Avenue S.E. should be pursued.*~~

~~**POLICY S-EG-37.** Designate the 4-acre Saint Andrews Church property and the northern 9.5 acres of the Latter Day Saints Temple property as Single family High density (SF-II).~~

~~*Discussion: The development of congregate care senior housing, nursing home, or affordable housing may be appropriate for the site. A conditional use permit should be required to insure compatibility with adjacent development and insure that it is in keeping with the character of the Subarea. Multifamily Low density may be appropriate for a rezone only to accommodate congregate care senior housing, nursing homes, or affordable housing.*~~

Planning District 2

POLICY S-EG-38. Retain sufficient vegetation on the eastern side of the Sunset property to visually buffer Bellevue Community College.

POLICY S-EG-39. Screen industrial development from residences to the north of Kamber Road from light industrial development with a landscaped buffer.

POLICY S-EG-40. Protect the surrounding neighborhoods from future development in the I-90 Business Park by observing transition area requirements from residential uses as well as maintaining landscape buffers.

Discussion: Encourage retention of significant open space in the I-90 Business Park in conjunction with utilization of the remaining Development potential. Apply the OLB-OS designation in support of this policy. [Amended Ord. 5392]

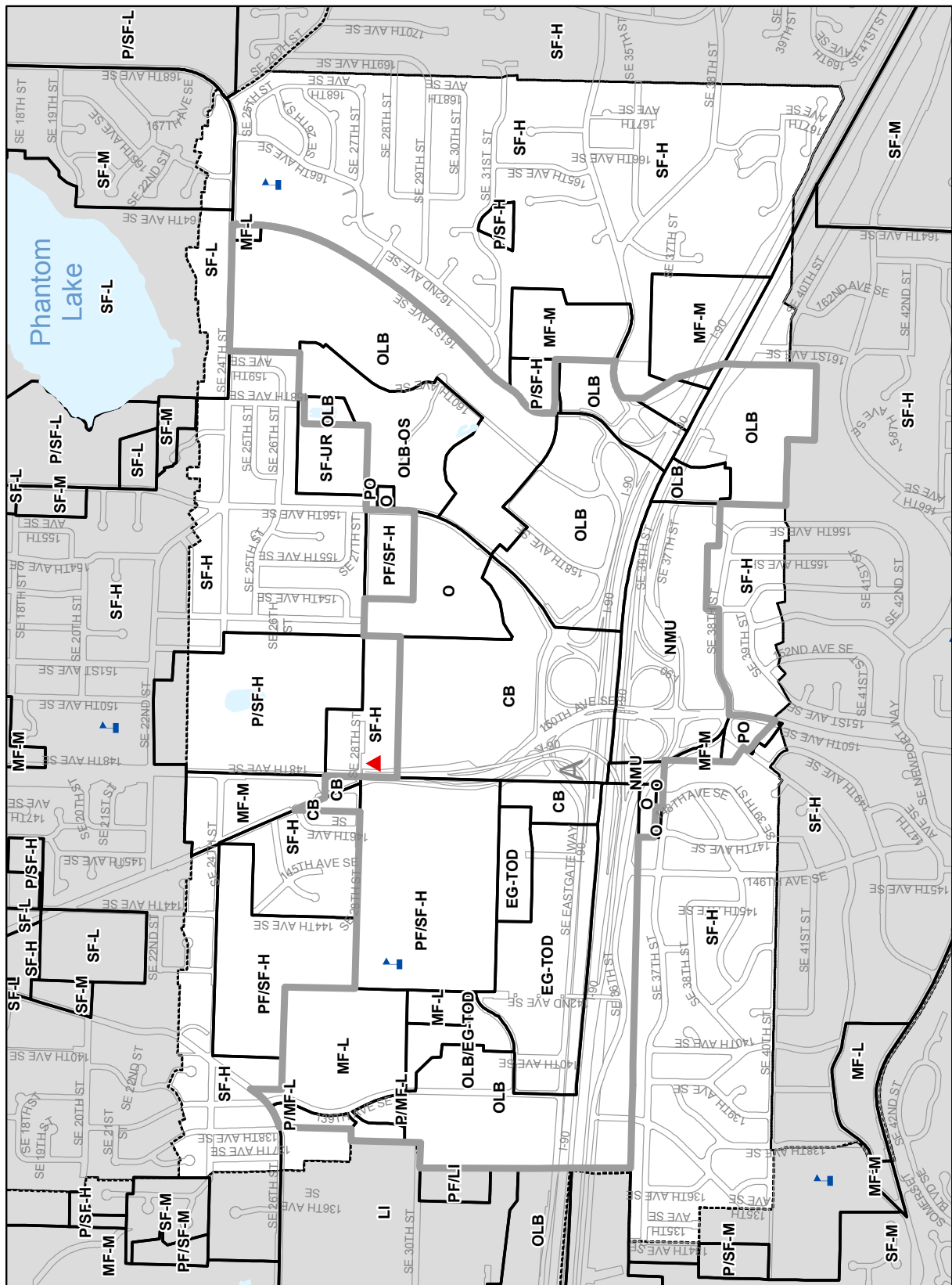
POLICY S-EG-41. Rezone master planned areas in District 2 to be consistent with the underlying Land Use designation and implement the Eastgate Land Use and Transportation project vision when existing concomitant agreements affecting the site are renegotiated or repealed and upon approval of a new Master Development Plan.

Discussion: Large master planned projects in Eastgate are subject to Master Plan/ Design Review requirements and conditions associated with concomitant zoning agreements that may prevent implementation of zoning consistent with the Eastgate Land Use and Transportation Project vision. Portions of the Sunset Corporate campus, subject to concomitant agreement 14463 and the area generally associated with the I-90 Corporate Campus, subject to concomitant agreements 6015, 11390, and 33217 should only be rezoned when the existing concomitant agreements are renegotiated or repealed.

POLICY S-EG-42. Encourage a mixed use area between Bellevue College and I-90 into a walkable, transit-oriented center at the level of intensity needed to create a vibrant mix of offices, residences, and locally-serving shops and restaurants that are urban in character.

POLICY S-EG-43. Retain neighborhood-serving commercial uses through flexible zoning that allows a rich combination of neighborhood retail and services.

POLICY S-EG-44. Consider the use of a land use incentive system in office and mixed use areas that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.



Eastgate Land Use Plan



SF	Single Family	PO	Professional Office	GC	General Commercial	▲	Fire Stations
MF	Multi-Family	O	Office	LI	Light Industrial	■	Public Schools
-L	Low Density	OLB	Office, Limited Business	PF	Public Facility	—	Planning Districts
-M	Medium Density	OLB-OS	Office, Open Space	P	Park	---	Bellevue City Limits (2015)
-H	High Density	NB	Neighborhood Business	NMU	Neighborhood Mixed Use	■	Lakes
-UR	Urban Residential	CB	Community Business	EG-TOD	Eastgate-Transit Oriented Development	■	Outside of Bellevue
				OLB/EG-TOD	OLB and Eastgate-Transit Oriented Development		

Figure S-EG-1. Proposed to be removed and instead reference the Future Land Use Map in Volume 1 of the Comprehensive Plan.

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Factoria Subarea Plan

GOALS:

- 1. To preserve and maintain a natural setting for our residential areas and to manage change in the commercial district to improve its cohesiveness, compatibility, and accessibility to Subarea residents.**
- 2. To create a well-integrated, transit-supportive, pedestrian-oriented, mixed-use urban neighborhood in Factoria's commercial core (District 2).**

OVERVIEW

Factoria is known for its residential neighborhoods, easy access to the freeways, and shopping at Factoria businesses. Current issues center around the redevelopment of the commercial district while protecting residential neighborhoods, addressing mobility, and improving pedestrian links between commercial and residential areas.

Even before its 1993 annexation, the city worked with Factoria residents and businesses to strengthen the community's transportation vision. Since then, a series of transportation studies and updates have embraced the integration of transportation and urban design to enhance the quality of life in this vital activity center.

The 2005 Factoria Area Transportation Study (FATS) Update sought to update the Subarea policy framework and list of associated transportation facility projects so as to achieve long-term mobility and safety for transportation system users. This approach challenges the existing suburban land use pattern because, while Factoria has a mix of land uses – housing, offices, retail and services – they are disconnected.

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundaries of that project, which establishes a long-range vision for the I-90 corridor, includes portions of three subareas: Eastgate, Richards Valley, and Factoria. The Eastgate/I-90 project, in part, identified strategies to build upon the Factoria vision and address transportation chokepoints. The Eastgate/I-90 project is more fully discussed in the Eastgate Subarea plan.

This Subarea Plan also provides a framework for the 2002 Land Use Code amendments that direct redevelopment of the Factoria Mall so that it can accommodate a new, mixed-use focus. The FATS Update provided the necessary determination of transportation system adequacy to accommodate the Mall's expansion. For all of District 2 redevelopment, the Update also addresses the needs of all modes of transportation within the Subarea and provides design guidance for private sector redevelopment. This Subarea Plan also provides a framework for Land

Use Code amendments that will implement the vision of the Eastgate/I-90 project. That vision includes increasing the mix of uses in north Factoria, emphasizing transit focus and an enhanced pedestrian environment along Factoria Boulevard, and including public amenities with new development.

Redevelopment in Factoria will use the Eastgate/I-90 project and the FATS Update transportation and urban design strategies adapted into the Subarea Plan and in the East Bellevue Transportation Facilities Plan to create a well-integrated, transit-supportive, pedestrian-oriented, mixed-use urban neighborhood.

History

It is believed that Factoria was once part of the Duwamish Tribal Territory. Evidence of a village/habitation site exists at a location near Mercer Slough. The earliest English-speaking inhabitants of this area prior to 1900 occupied themselves with mining, logging, and farming. Edwin Richardson discovered coal in Newcastle in 1863 and prospectors formed the Lake Washington Coal Company which eventually became the Seattle Coal and Transportation Company.

During the 1890s, loggers cut large stands of timber on land now known as Woodridge Hill, Richards Valley, Greenwich Crest, Mockingbird Hill, Monthaven, Newport Shores, and the commercial area of Factoria. Somerset Hill forests remained intact for several decades. Logging continued to be important into the 1920s.

Apparently, around the turn of the 20th century, the area known as Mercer Landing was proposed as a port serving railroad and manufacturing plants.

This area, destined to become the town of Factoria, was promoted as an industrial center with coal smoke “belching from hundreds of smokestacks.” Promoters expected at least 20 plants, in addition to the existing Factoria Stove and Range Co., to locate there. But some 15 years after the promoter’s pitch, only the Factoria School had been built and the proposed industrial town of Factoria never got off the ground. The present day Factoria Mall is located on the original Factoria property.

Land use patterns evolved from early timberland, logging, and farming between the 1920s and 1950s to the current residential and commercial development.

Much of the area was planned and developed under the jurisdiction of King County.

Newport Shores and Somerset annexed into Bellevue during the 1960s and 1970s. The Factoria commercial area annexed in 1993.

Factoria is an area of about 2,100 acres bounded by I-90 on the north and Lake Washington on the west. The southern boundary forms an oblong crescent around

Newport Hills. The Subarea contains just over 3,400 single-family dwelling units and about 1,300 multifamily units. There are 11 million square feet of commercial space, including offices employing over 7,500 people, making Factoria a busy urban area.

In District 1, (1,800 acres) there are about 71 acres of vacant land all of which is planned as single-family use. Approximately 40 acres are classified as protected wetlands, as defined by the Bellevue Land Use Code (Section 20.50.044). In District 2 (282 acres), 6.7 acres remain vacant. Of those, 1.5 acres are planned for multifamily use, and 5.2 acres for office use.

The policies in the Factoria Subarea Plan guide the continued development and redevelopment of the Subarea. The Plan includes a section of design policies for the commercial area.

General Land Use

POLICIES

POLICY S-FA-1. Maintain land uses as depicted on the ~~Land Use Plan~~. **Future Land Use Map.**

~~**POLICY S-FA-2.** Protect single family neighborhoods from encroachment by more intense uses.~~

POLICY S-FA-3. Maintain land use densities that will not create vehicular congestion that exceeds adopted level of service standards.

POLICY S-FA-4. Encourage infill development and redevelopment in a manner that is compatible with surrounding uses and meets adopted design guidelines.

POLICY S-FA-5. Encourage any redevelopment to include parks, landscaping, pedestrian access, and other pedestrian amenities.

~~**POLICY S-FA-6.** Retain the single family land use designation on all school property.~~

POLICY S-FA-7. Restrict all future office expansion to districts shown on the ~~Land Use Plan (Figure S-FA-1).~~ **Future Land Use Map.**

Critical Areas

In Factoria, as elsewhere, the city recognizes the importance of preserving the natural environment for wildlife habitat, stormwater management, as well as the aesthetic value to the community.

Controlling storm water runoff will help to prevent additional erosion of stream beds, downstream flooding and siltation. Specific areas of concern include the west side of Monthaven, Sunset Ravine, Mercer Slough, the Coal Creek watershed, and the siltation zone at its mouth.

POLICIES

POLICY S-FA-8. Protect and enhance the capability of Sunset Creek, Richards Creek, Coal Creek, and their tributaries to support fisheries and water related wildlife.

POLICY S-FA-9. Retain and enhance vegetation on steep slopes, within wetland areas, and along stream corridors in order to control erosion, reduce landslide hazard and to protect the natural drainage system.

POLICY S-FA-10. Encourage the use of a variety of site development options to conserve the natural land features in wetlands or steep slopes.

Residential

GOAL:

To increase housing opportunities in Factoria commercial areas.

POLICIES

The Community Business zoning along the east side of Factoria Boulevard allows for housing to be developed over ground-floor commercial uses. This represents an opportunity to increase the supply of housing without encroaching on existing residential areas. Both the Eastgate/I-90 project and the FATS Update recommend mixing housing and commercial uses. Mixing these uses in the same building is a method to help reduce vehicle use.

POLICY S-FA-11. Encourage mixed-use residential, hotel use, and other commercial development within community level retail districts.

Parks, Recreation, and Open Space

GOAL:

To encourage development of parks and open space linkages by using acquisition and dedication of existing public rights-of-way as shown on the Pedestrian and Bicycle Transportation Plan maps and the Parks and Open Space System Plan.

POLICIES

POLICY S-FA-12. Continue to acquire and develop parks, community facilities, and trail systems.

Transportation

GOALS:

- 1. To enhance multi-modal mobility for Factoria residents, employees, and shoppers and for those traveling within and through the Factoria commercial area.**
- 2. To maintain and improve the appearance of arterial streets in the Subarea.**

POLICIES

General Transportation

Transportation planning was conducted in 1992 for the unincorporated Factoria area as part of the East Bellevue Transportation Study. After the area annexed to Bellevue in 1993, the City initiated a detailed study of the transportation infrastructure. The 1996 Factoria Area Transportation Study (FATS) report addressed existing conditions and deficiencies and recommended projects to accommodate travel demand. A FATS Update, completed in 2005, addressed the needs of all modes of transportation within the area, and provided design guidance for private sector redevelopment. The FATS Update analysis was augmented by transportation analysis done in support of the 2012 Eastgate/I-90 Land Use and Transportation Plan.

Traffic modeling conducted for both the FATS Update and the Eastgate/I-90 project used a horizon year of 2030. Both sets of analysis show that most Factoria intersections will continue to function within adopted level of service standards. A few transportation system projects would help maintain long-term mobility, including enhancing transit service and improving intersection operations at Coal Creek Parkway/I-405, Factoria Boulevard/I-90, SE 36th Street/Factoria Boulevard, and SE 38th Street/Factoria Boulevard.

For the Factoria Subarea, the adopted vehicle level of service (LOS) is E+ (LOS E+ is characterized in the Comprehensive Plan as: Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.) In the absence of transit service improvements, two intersections are projected to fall below the adopted LOS – Coal Creek Parkway at I-405, and Factoria Boulevard at I-90.

Aside from accommodating traffic, Factoria's arterials should be maintained with litter pickup, plant pruning, and street repairs. In addition, street improvements such

as street trees, sidewalks, and other pedestrian amenities should be used to improve the arterial's appearance.

POLICY S-FA-13. Plan for the long-range transportation facility needs in the Factoria Subarea through an integrated, multi-modal transportation system.

POLICY S-FA-14. Implement the transportation and urban design recommendations of the Eastgate/I-90 project and the FATS Update.

POLICY S-FA-15. Discourage traffic from office and retail commercial development from spilling over onto residential streets.

POLICY S-FA-16. Establish and implement a street tree plan and planting program for Factoria emphasizing arterial streets and buffering high intensity land use.

POLICY S-FA-17. Require new development and encourage existing development to plant and maintain street trees in accordance with a Factoria Subarea street tree plan.

POLICY S-FA-18. Provide and improve visual and pedestrian access to Sunset Creek, Richards Creek, Coal Creek, and Mercer Slough from pathways and access points.

POLICY S-FA-19. Encourage neighborhood groups to help with maintenance in coordination with City work crews.

Pedestrian and Bicycle

The Pedestrian and Bicycle Transportation Plan provides the guidance for improving the mobility and safety for everyone who uses the non-motorized transportation system, both the public system and the pathways that are on private property.

POLICY S-FA-20. Encourage the development of mid-block pedestrian connections.

POLICY S-FA-21. Provide a network of sidewalks, footpaths, and trails with interconnections to areas surrounding the Factoria Subarea to accommodate safe and convenient access to community facilities, retail areas, and public transit as well as to accommodate the exercise walker and hiker.

POLICY S-FA-22. Improve safety for bicyclists and other nonmotorized users by providing an integrated on-street and off-street system.

POLICY-S-22.1. Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.

POLICY S-FA-23. Provide public access from Newport Shores to Newcastle Beach Park for bicycles and pedestrians only.

Utilities

POLICIES

POLICY S-FA-24. Encourage the undergrounding of utility distribution lines in areas of new development and redevelopment.

POLICY S-FA-25. Provide screened and maintained space for storage and collection of recyclables in commercial and multi-family developments.

Planning District Guidelines

POLICIES

District 1

General Land Use

~~**POLICY S-FA-26.** Permit multifamily development west of Monthaven at densities designated on the Land Use Plan (Figure S-FA.1) provided that the multifamily development does not have primary vehicular access through the Monthaven neighborhood.~~

Community Design

The stand of trees along the ridge of the slope provides an important visual buffer for the residents of Monthaven. Multifamily development should provide a vegetative buffer that includes protection of existing significant trees between the multifamily use and single-family residences. The buffer should be augmented as necessary to provide sufficient screening.

POLICY S-FA-26.5. Retail auto sales are appropriate in OLB districts along SE 36th Street west of the ravine located at about 133rd Avenue SE and east of the Newport Corporate Campus located at 132nd Avenue SE.

~~**POLICY S-FA-27.** Provide landscape buffers between any multifamily development west of Monthaven and existing single-family residences.~~

District 2

POLICY S-FA-28. Establish design standards for the Factoria commercial area.

District 2 is surrounded by other neighborhoods and serves as a commercial, employment and high-density residential activity center south of I-90.

Both the Eastgate/I-90 project and the FATS Update recommend transportation and urban design strategies to create a well-integrated, transit supportive, pedestrian oriented, mixed-use neighborhood in Factoria's commercial core.

- **Well-integrated:** Factoria has a wide variety of land uses – employment, retail, single family and multi-family housing, schools – but in many cases these are separated by long distances, busy roads, and steep topography. Geographic separation discourages walking and transit use, as does an uncomfortable pedestrian environment. The Eastgate/I-90 project and the FATS Update recommend guidelines for private redevelopment and identifies public pedestrian projects that together will help to form a more cohesive Factoria neighborhood.
- **Transit-supportive:** Factoria has a high level of transit service and use. Transit use may increase if riders find it easy and comfortable to walk between transit stops and the buildings. As properties redevelop, buildings should locate closer to the street and provide direct pedestrian connections between the sidewalk and the primary building entrance.
- **Pedestrian-oriented:** The ability to walk-around comfortably within Factoria is essential to help create a neighborhood feel. Private site redevelopment that incorporates Eastgate/I-90 project and the FATS-recommended design guidelines, combined with public sidewalk and street-crossing projects, will help make it easier to get around without a car.
- **Mixed-use:** Mixed-use structures are those that contain a number of different uses, stacked vertically. Adopted zoning allows for a mixing of uses across much of Factoria's commercial area. For instance, housing may be constructed atop retail uses. Both the Eastgate/I-90 project and the FATS Update encourage greater utilization of this mixed-use potential.

To help achieve the vibrant neighborhood envisioned for Factoria, policies that acknowledge the critical link between land use and transportation should be implemented. The community envisions a network of walkways and design elements connecting the retail uses to residential neighborhoods and other community activity centers.

General Land Use

In 2002, the City Council adopted a Land Use Code Amendment that allowed 51,000 square feet of new retail and 685 residential units on the Factoria Mall site, plus an additional 100,000 square feet of retail development, contingent upon a determination of adequate transportation system capacity through a FATS Update. The FATS Update provides the necessary determination of transportation system adequacy to accommodate the Mall expansion.

POLICY S-FA-29. Utilize vegetation, sensitive site planning and superior building design to integrate multifamily and commercial development with nearby single-family neighborhoods.

POLICY S-FA-30. Allow Factoria Mall redevelopment to include an additional 100,000 square feet of commercial space beyond that provided for in the 2002 Land Use Code Amendments, per the FATS Update.

POLICY S-FA-30.1. Encourage a pattern of office use in the area north of Factoria Mall that is visible from I-90 and contributes to a sense of placethrough application of design review, with particular emphasis on the area's contribution to Factoria's pedestrian environment and the area's "gateway" location to the Factoria commercial center.

POLICY S-FA-30.2. Encourage the development of a community retail node at the north end of Factoria Boulevard through mixed use zoning that supports pedestrian activity and transit service.

POLICY S-FA-30.3. Consider the use of a land use incentive system in office and mixed use areas that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.

Park, Recreation, and Open Space

POLICY S-FA-31. Provide for open space and recreation needs of residents, workers, and shoppers.

POLICY S-FA-32. Create a series of open spaces and gathering places with visual and walking connections along Factoria Boulevard.

POLICY S-FA-33. Orient open spaces to take advantage of sunshine and territorial views.

POLICY S-FA-34. Provide seating, weather protection, special paving, shade trees, and landscaping.

Utilities

POLICY S-FA-35. Minimize disruptive effects of utility construction on property owners, motorists, and pedestrians.

Critical Areas

POLICY S-FA-36. Minimize erosion damage on slopes to protect downslope properties and stream beds.

Transportation

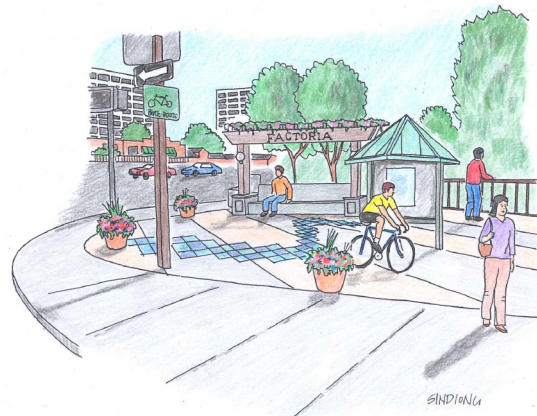
Transportation recommendations in the Eastgate/I-90 project and the FATS Update emphasize multi-modal mobility to guide future public infrastructure investments.

POLICY S-FA-37. Encourage interjurisdictional cooperation among the City of Bellevue, the State, Metro, and Sound Transit on transportation concerns.

POLICY S-FA-38. Ensure that development is conditioned to satisfy future right-of-way, financing, and development standards as identified by the City of Bellevue.

Pedestrian and Bicycle

Pedestrian and bicycle system connectivity, as identified in the adopted Pedestrian and Bicycle Transportation Plan, is interrupted by gaps in the planned system. Pedestrian access to transit, employment and retail/ services is constrained by inadequate non-motorized facilities on public and private land. The Eastgate/I-90 project and the FATS Update identify improvements to sidewalks, crosswalks, paths, and private walkways that will help fill gaps and increase accessibility.



POLICY S-FA-39. Enhance connectivity and accessibility for pedestrians and bicyclists throughout the Factoria area.

Transit

Improving transit facilities and services is important to help residents, shoppers, and employees get around Factoria without a car. Investments in transit, together with pedestrian amenities will support Factoria livability and may reduce the long-term need to expand arterial capacity.



Amenities such as passenger shelters and trash receptacles create a more pleasant environment for transit riders. To serve increasing numbers of transit passengers over time, it may be necessary to enhance facilities. A recommended Factoria

Station transit center on Factoria Boulevard near SE 38th Street would provide for convenient transit access and transfers for the many thousands of employees, residents and shoppers within a mile of this site.

Each day, regional buses pass by Factoria on I-90 and I-405 without providing service to Factoria. Transit freeway stations on I-90 and I-405 with pedestrian connections to the surface streets could capture this transit service for Factoria commuters.

POLICY S-FA-40. Coordinate with Metro to provide passenger shelters, where warranted, at bus stops on Factoria Boulevard.

POLICY S-FA-41. Work with Metro and adjacent property owners to develop a Factoria Station transit center at a location on Factoria Boulevard that is convenient to employees, residents and shoppers.

POLICY S-FA-42. Work with Metro and Sound Transit to develop freeway stations on I-90 and I-405 to serve Factoria employees, residents and shoppers.

Roadways

A number of new projects were identified in the Eastgate/I-90 project and the FATS Update to improve traffic safety and traffic flow on arterials and to enhance access to the adjacent private parcels and to freeways. These recommended projects are catalogued and mapped in the East Bellevue Transportation Plan.

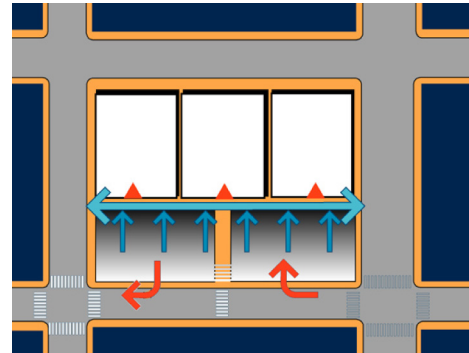
POLICY S-FA-43. Maintain the adopted vehicular level of service on Factoria arterials, utilizing roadway projects recommended by the Eastgate/I-90 project and the FATS Update.

Circulation and site access

Multiple driveways and limited connections between sites exacerbate vehicular congestion and conflicts with pedestrians. Each driveway onto an arterial creates a site for potential vehicular/pedestrian conflicts. From both a traffic safety and pedestrian safety standpoint, the fewer driveways along an arterial, the better.

Many parcels along Factoria Boulevard have more than one driveway. This pattern was developed when automobile mobility was considered one of the most important objectives. The resulting proliferation of driveways has resulted in just the opposite effect, congestion on the arterial that links all the businesses. With increased land development and better transit service, there are more pedestrians using the sidewalks. At each driveway, a motorist must watch for both pedestrians and other automobiles, but sometimes one or the other is missed, resulting in an accident.

The FATS Update recommends a long-term strategy to reduce the number of driveways and to enhance circulation along the commercial corridor. This strategy involves two parts: consolidating driveway access points; and providing greater circulation between parcels.



This photograph of the multiple curb cuts on a portion of Factoria Boulevard, north of SE 38th Street, illustrates the dominance of the automobile. The diagram at right suggests multiple businesses consolidating curb cut access points (red) and installing pedestrian connections (blue) between the three businesses and the sidewalk.

As redevelopment occurs, or as city projects improve adjacent arterials, a parcel with multiple driveway would be required to consolidate access points. Further, when opportunities arise, the city could encourage adjacent property owners to combine and share driveways. An important part of this strategy involves creating off-street connections between parcels so that a customer, whether in a vehicle or on foot, could move along the corridor to patronize different businesses, without having to enter the arterial. Driveway design that incorporates traffic calming would keep arterial bypass traffic to a minimum and create a pleasant pedestrian environment.

POLICY S-FA-44. Consolidate curb cuts/driveways as redevelopment occurs or when public arterial improvements are planned.

POLICY S-FA-45. Encourage adjacent parcels to develop shared driveways to reduce the overall numbers of driveways along the arterial.

POLICY S-FA-46. Provide non-arterial pedestrian and vehicular circulation both between and within commercial parcels.

Boulevards

Factoria Boulevard is designated as a “Boulevard” in the Urban Design Element. Both within the right-of-way and on adjacent private development, a boulevard incorporates design features such as gateways, street trees, colorful plantings,

landscaped medians, special lighting, separated and wider sidewalks, prominent crosswalk paving, seating, special signs, and public art.

POLICY S-FA-47. Establish Factoria Boulevard arterial streetscape standards for tree planting, pedestrian lighting, sidewalks, crosswalks, and other urban design elements to be applied when private property redevelops or public projects are implemented.

Gateways

Visitors arriving at Factoria use three major routes: south on Factoria Boulevard at I-90, north on Factoria Boulevard at Coal Creek Parkway, or north on 124th Ave SE. at Coal Creek Parkway. Gateway designs for these entry points into Factoria should be provided to mark the transition into this special neighborhood and reinforce the Factoria identity. Street tree plantings; pedestrian scale lights, public art, district identification signs and banner poles; landmark features and wayfinding devices; and building placement should be considered at each of these “gateways”. A gateway can be dramatic and obvious, sometimes including non-commercial signs, art, structures, and unique lighting. It can also be subtle, using signs, a change in plant material or paving surface.



As drivers approach the Factoria area from the south (left photograph) or from the north (right photograph), urban design elements can be provided to mark the arrival into the Factoria area. These “gateway” features can reinforce the image of Factoria as a neighborhood. The arrival into Factoria can be marked using special banners on light poles, landscape features, buildings and other elements.

POLICY S-FA-48. Establish gateway design standards and guidelines to create a welcoming experience for pedestrians and motorists at the Factoria entry points on Factoria Boulevard. Apply these standards when private property redevelops and when public projects are implemented.

POLICY S-FA-49. In partnership with adjacent property owners, take incremental steps to create mixed-use gateways and urban focal points at the following intersections along Factoria Boulevard:

- SE 37th Place / Factoria Village entrance;
- SE 38th Street;
- SE 40th Lane / Factoria Mall entrance; and
- SE 41st Place

Incorporate infrastructure improvements and implement design guidelines that will enhance pedestrian crossings (respecting the significant traffic volumes and multiple turning movements at these intersections), improve transit amenities, and develop an active building frontage along Factoria Boulevard with direct pedestrian routes to retail storefronts from the public sidewalk and weather protection for pedestrians.

Community Design – I-90 Corridor

POLICY S-FA-50. Apply design review for commercial, office, and mixed use development that promote pedestrian-friendly design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place.

POLICY S-FA-51. Reinforce a sense of place that reflects the area’s location on the Mountains to Sound Greenway and emphasizes the emerging urban character of the Eastgate I-90 corridor by encouraging building and site design that includes visibly recognizable natural features such as green walls, façade treatments, green roofs, and abundant natural landscaping.

POLICY S-FA-52. Promote the feeling of a city in a park through development regulations that retain wooded greenbelts to provide a green backdrop for office and commercial uses and naturally buffer less intense development.

Community Design – Factoria Boulevard

In 2002, the City Council adopted zoning and design guidelines specifically applicable to redevelopment of the Factoria Mall site. This is the F-1 zoning district, where the Factoria TownSquare Design Guidelines are applicable. The Eastgate/I-90 project and the FATS Update recognize that many components of these guidelines are also applicable to the commercial corridor along Factoria Boulevard.

The F-1 design guidelines are intended to achieve for the Factoria Mall site what the Eastgate/I-90 project and the FATS Update recommend for the Factoria Boulevard commercial corridor – that is, a mix of transportation and land use projects that create a more walkable urban environment.

Implementing F-1 urban design guidelines on the Factoria Mall site and the Eastgate/I-90 LUTP and the FATS Update specific guidelines elsewhere on the

Factoria Boulevard commercial corridor, would transform the corridor from an auto-oriented strip to a commercial corridor that has a greater orientation toward pedestrians.

To supplement the Urban Design Element of the Comprehensive Plan, and the guidelines of the Community Retail Design District, specific urban design guidance for redevelopment of Community Business-zoned properties along Factoria Boulevard should include the following key elements:

- Building placement
- Parking location
- Pedestrian environment

POLICY S-FA-53. Develop and implement design guidelines, to supplement the Community Retail Design District guidelines applicable to new development and redevelopment on commercial sites along Factoria Boulevard.

Building Placement

To create a walkable environment in an urban, commercial setting, the relationships between the buildings and the public sidewalks deserve considerable attention. In such an environment, buildings are located close to or adjacent to the right-of-way, and they are designed to invite pedestrians to the front door.

Factoria Boulevard's walkability is currently challenged by a land use pattern that generally favors automobiles over pedestrians. In Factoria, many buildings are situated at the rear of the lot. Seldom can one walk directly from the sidewalk to the building entry without encountering moving vehicles, a maze of parked cars, high curbs, and overgrown vegetation. Since everyone is a pedestrian at some point in their journey to a store's front door, it is both good public policy and good business, to make the front door accessible to all.

In the Community Business zoning area, Land Use Code regulations require no minimum front-yard setback, and the F-1 zoning calls for a minimum 15-foot setback from the right-of-way along Factoria Boulevard. To facilitate pedestrian activity, the city could establish a maximum building setback along Factoria Boulevard for the Community Business zoning designation. Site design should include an accessible walkway to a weather-protected main entrance, and parking that is located on the side or rear of the building, or perhaps underneath it.

POLICY S-FA-54. Consider establishing a maximum building setback from the right-of-way for structures along the Factoria Boulevard commercial corridor.

POLICY S-FA-55. Allow buildings to abut the Factoria Boulevard public right-of-way, so long as there is adequate space for the arterial sidewalks.

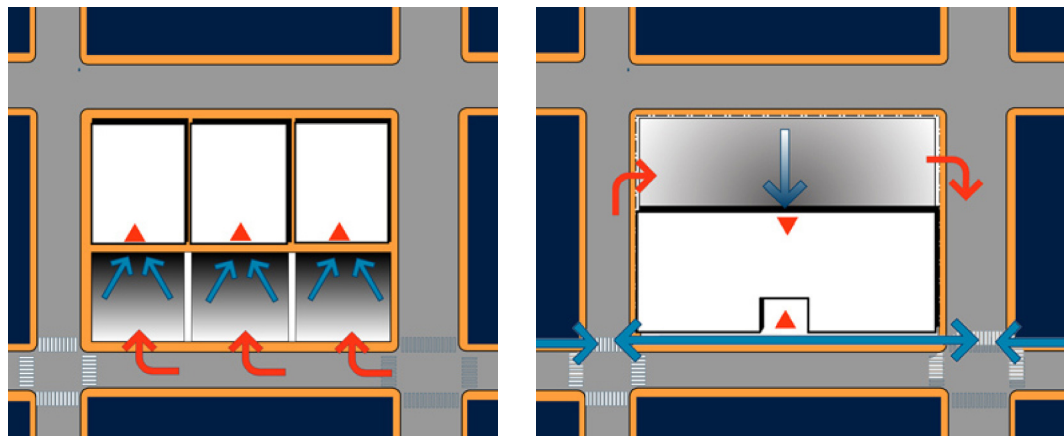
POLICY S-FA-56. Provide building-mounted weather protection for pedestrians.

POLICY S-FA-57. Provide prominent, easily identifiable pedestrian entries to individual storefront businesses.

POLICY S-FA-58. Incorporate high quality and pedestrian-scaled materials on building facades along public sidewalks and interior walkways.

Parking Location

The FATS Update recommends site planning that locates parking either behind the building or on the side of the building. If parking is located behind the building, then a driveway with directional signage would be incorporated into the site plan. If parking is located on the side of building, and thus adjacent to the sidewalk, then a visual screen/physical barrier between the parking lot and the sidewalk is appropriate.



These diagrams illustrate the existing building/sidewalk/street relationship in Factoria (left) and a more walkable urban design configuration (right). The first diagram illustrates buildings set back from the street, with the parking in front. Pedestrians must traverse the parking lot to access the businesses. Each business has its own curb cut and parking inventory. The second diagram illustrates buildings adjacent to the sidewalk, with shared parking behind.

As walking and transit use grow, and an increasing number of customers arrive to businesses on foot, it may be possible to reduce the amount of parking required. The FATS Update recommends studying reducing the minimum parking requirement if the site is adjacent to transit service and if the development includes amenities that foster transit use and pedestrian activity.

POLICY S-FA-59. Locate and design buildings and parking such that there is a direct pedestrian connection between the public sidewalk and the primary building entrance.

POLICY S-FA-60. Explore providing incentives to developers on the Factoria Boulevard commercial corridor to build underground parking that would enhance the pedestrian orientation of a site.

POLICY S-FA-61. Use shared parking and provide accessible pedestrian linkages across adjacent sites.

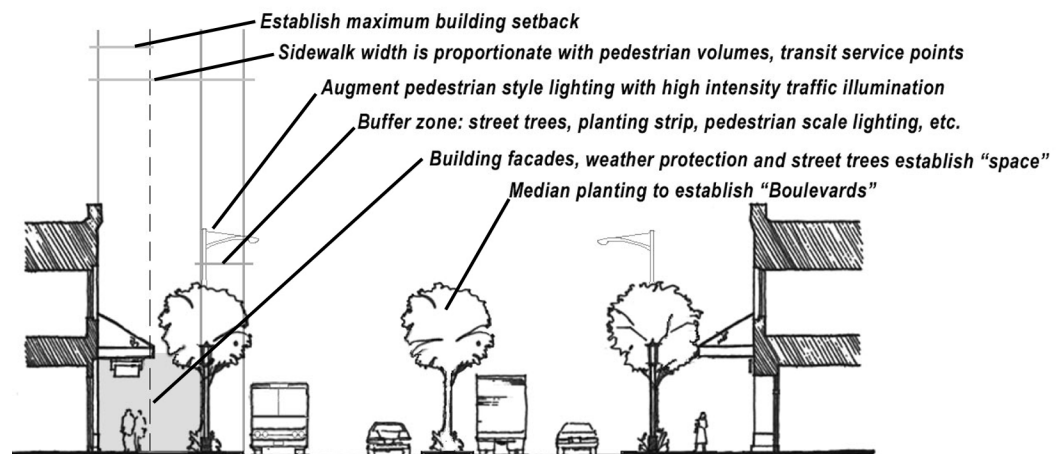
POLICY S-FA-62. Design surface parking lots so that they are not located between the building entrance and the public sidewalk along Factoria Boulevard, unless there is a direct accessible pedestrian connection through the parking lot.



This illustration of a future, “walkable” Factoria illustrates the use of parking access streets between buildings that are located along Factoria Boulevard. These streets provide drivers with an indication that parking is available in front of stores, and provides a route to the parking behind buildings. With a double loaded parking configuration, these buildings should be 75-80 feet apart.

Pedestrian Environment

Sidewalk design should include a “buffer zone” along the curb that consists of items such as street trees, planting strips, kiosks, street furniture, pedestrian scale lights or signage. This buffer zone separates moving cars from pedestrians. Along the sidewalks, pedestrian scale/style lighting should augment the high intensity lights that



Streetscape design principles for a “walkable Factoria”

illuminate the street for traffic.

Curbside parking should be provided where possible. While this is not a solution for Factoria Boulevard, pedestrians on other adjacent streets would benefit from this parking configuration.

Sidewalk width should be proportionate to anticipated pedestrian flows, which means that sidewalk should be wider than the standard at transit service points.

A pedestrian-oriented business district can be created when open spaces are incorporated into the site design. Public plazas invite relaxation, informal gatherings, and provide visual contrast to the buildings. Wide sidewalks provide for outdoor seating areas adjacent to restaurants and cafes and increase opportunities for business activity when the weather is nice. Whether as an expansion of the sidewalk or a plaza that extends away from the street, partial enclosure by buildings, landscaping, and/or street furniture will create comfortable public places. These spaces may be large and elaborate, or small and discrete. The design of a plaza should include good pedestrian circulation and active ground floor uses in the adjacent buildings. Buildings should provide weather protection using storefront awnings.

POLICY S-FA-63. Establish design guidelines to create plazas and other quasi-public spaces when private properties along Factoria Boulevard redevelop to allow space for outside activities including café seating.

POLICY S-FA-64. Provide pedestrian – scale lighting along Factoria Boulevard sidewalks and along on-site walkways.

POLICY S-FA-65. Provide sidewalks along Factoria Boulevard that in places may be wider than the City’s standard 12-foot wide arterial sidewalk to comfortably accommodate pedestrians adjacent to this busy arterial, especially near transit stops.

POLICY S-FA-66. Enhance pedestrian amenities along 124th Avenue S.E., 128th Avenue S.E., S.E. 38th Street, and S.E. 41st Street.

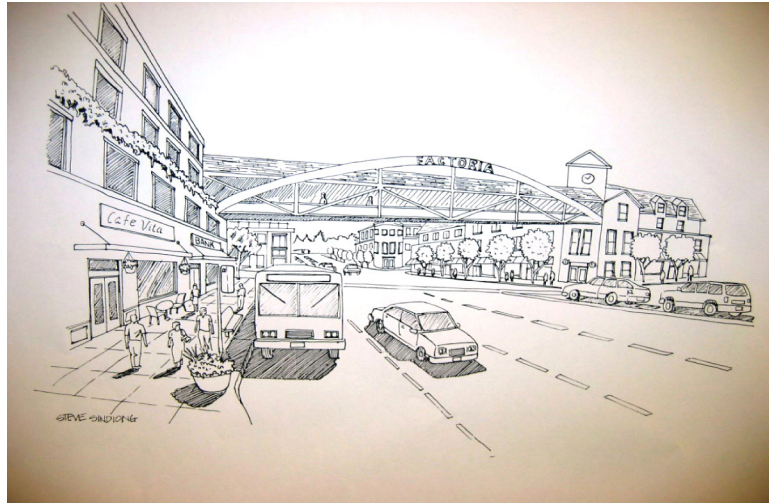
POLICY S-FA-67. Encourage the coordination of amenities and development of bike racks and pedestrian shelters in key locations.

POLICY S-FA-68. Encourage the use of landscaping that will serve as physical and visual buffers between pedestrians and parking areas.

The details of pedestrian infrastructure can often make or break a neighborhood’s walkability. To minimize street crossing distances for pedestrians, curb bulbs could be installed where pedestrian flows warrant and traffic patterns allow. Crosswalks at

controlled intersections could be constructed with special pavement to highlight the area as a pedestrian zone.

At certain intersections where high volumes of pedestrians and vehicles converge, the installation of countdown signals can provide some measure of certainty for pedestrians wary of a signal that they think may change too fast.



This diagram illustrates the potential of a pedestrian bridge across Factoria Boulevard and integrated with new development on both sides of the street. By using the topography that rises to the office development on the east side of Factoria Boulevard, the pedestrian flow can easily cross the right of way.

In some locations, crosswalk enhancements and pedestrian activity may not be compatible with a roadway's primary mission to move vehicles. In this situation, a grade-separated pedestrian crossing may be warranted. A decision to build a pedestrian bridge or tunnel should consider factors such as topography; accidents; volumes of pedestrians and vehicles; safety for pedestrians; origins and destinations; opportunities to create an urban focal point or gateway; and/or opportunities for partnerships between the city, adjacent property owners, and transit agencies.

The design of a pedestrian bridge should be both distinctive and graceful, providing convenient pedestrian access while enhancing the streetscape. Design components of a pedestrian bridge should include visible and easily accessible connections with the sidewalks, and architectural characteristics that are perceived as part of the public right-of-way and are distinct from adjacent buildings. Weather protection is desirable but should not isolate pedestrians from the right-of-way below.

A comprehensive graphic system of information and wayfinding can help residents

and visitors alike get around in Factoria without a car. Wayfinding signage can be implemented by the city on public land, and by private developers with large sites (Factoria Mall, Factoria Village). A Factoria walking map could show the major access points to neighborhoods, regional trails, and transit service, as well as the shortest way on foot to a bus stop or to a favorite restaurant.

POLICY S-FA-69. Enhance pedestrian crossings of Factoria Boulevard and other Factoria area arterials, considering such methods as: installing special paving types or markings; providing longer pedestrian signal phases; extending curbs; installing countdown signals; or providing pedestrian refuge islands.

POLICY S-FA-70. A pedestrian bridge may be appropriate over Factoria Boulevard at SE 38th Street, provided there is a clear demonstration of public benefit and design criteria are fully met.

POLICY S-FA-71. Develop and implement a wayfinding system to guide pedestrians to attractions in the Factoria area.

POLICY S-FA-72. Provide pedestrian-oriented storefront signage.

POLICY S-FA-73. Consolidate commercial signs to a single structure and limit their size. Apply Bellevue's Sign Code and amortization program for nonconforming signs.

Newcastle Subarea Plan

Annexation

GOAL:

To provide for the orderly planning and transition of areas which may annex to the City as shown on the Potential Annexation Area Map (*Figure S-NC.1*).

OBJECTIVES

1. To ensure that the provision of service to annexing properties occurs with minimal or no cost to existing City residents.
2. To encourage annexation in a sensitive manner, recognizing the past planning efforts of King County and the differing needs of property owners in the developed and undeveloped areas of the Newcastle Subarea.
3. To provide an adequate information base for making decisions regarding annexations in the Newcastle Subarea.

INTENT

The intent of this section is to provide the City of Bellevue, King County, and area residents with direction for decisions regarding annexations in the Newcastle Area. The purpose is to provide guidance in terms of the appropriate location and size of proposals as well as the land use designations and existing and/or proposed utilities and public services. This section, along with the Subarea Plan as a whole, will be used by the Boundary Review Board in reviewing annexation proposals and by the residents/property owners and the City Council in making final decisions.

POLICIES

POLICY S-NC-1. Encourage and provide incentives for the annexation of vacant property within the Potential Annexation Area prior to its development.

POLICY S-NC-2. Encourage the joining together of properties under one annexation proposal whenever possible.

POLICY S-NC-3. Require that annexing properties develop to Bellevue standards and that any service facilities provided by the proposal are consistent with Bellevue standards.

POLICY S-NC-4. Encourage and support cost sharing of needed facility improvements among affected property owners interested in annexation and, when appropriate, include existing owners of undeveloped or underdeveloped properties in Bellevue or affected jurisdictions who may receive benefits from such improvements.

POLICY S-NC-5. Encourage and, when possible, require the simultaneous construction of improvements whenever such an approach is cost effective.

POLICY S-NC-6. Require, either as a part of annexation or as a potential assessment on certain properties already within the City's boundaries, "fair share" contributions from properties benefiting from the construction of regional or community facilities.

POLICY S-NC-7. Where possible, utilize renegotiation of service contracts as a means to encourage annexation.

Discussion: In June, 1979, the cities of Bellevue, Issaquah, and Renton entered into a "sphere of influence" agreement for the Newcastle area adjacent to their present city limits. Sphere of influence boundaries were established which represented each city's interest and potential future expansion area. The intent of the agreement was growth management including planning for land use, utilities, recreation, transportation services, and facilities and other needed services. The agreement was intended to provide a framework for King County in the consideration of plans and public policies. The agreement recognized that the spheres were negotiable and were only to be used for long-range planning purposes. In May, 1983, King County adopted the Newcastle Community Plan which recognized the "sphere of influence" boundaries and the possibility of annexations to the cities as development in the area took place (see Figure S-NC.1). Where possible, property ownerships should be annexed by one jurisdiction and not divided between adjacent jurisdictions. This is consistent with an existing Bellevue annexation policy which states that the City should avoid bisecting an existing or new community. The City will be discussing amendments to potential annexation boundaries with adjacent jurisdictions prior to initiating annexations should property aggregations extend beyond the "sphere of influence."

Since the adoption of both the "sphere of influence" agreement and the Newcastle Community Plan, the City of Bellevue has been approached by property owners wishing to obtain urban services, primarily sewer and water, from the City. The City's Comprehensive Plan states that: "The City should not provide water and sewer service outside the existing corporate city limits without the area requesting service annexing to the City, unless the area is within the City water and sewer service area." Most of the Newcastle Subarea is outside the present City service area. Because development and therefore annexation appears eminent, the City initiated the Newcastle Subarea Plan which provides land use direction and facility and service impact analysis sufficient to respond to annexation proposals in the area.

The Potential Annexation Area includes both vacant and developed land. The developed land is in Eastgate and portions of the Hilltop neighborhoods. These areas have established land use patterns with relatively high single-family densities and urban services provided by Bellevue and other local service districts. The undeveloped areas include both large tracts of Cougar Mountain and the vacant

portion of the Hilltop neighborhood. As annexation requests are submitted to the City, an effort will be made to combine annexation proposals, which should result in large portions of the area annexing at one time due to the large property holdings.

The phasing or timing of the annexation of vacant land depends upon the provision of needed additional services in accordance with the Newcastle Facilities Study. (A study, prepared by the City, to identify service needs in the Subarea.) Land in the Newcastle Subarea will not likely annex until services are available for future residents. The study evaluates the impact of maximum development on the Subarea's facility and service needs.

As part of the study, a phasing plan for development was created. The phasing plan separates the projected growth into three categories: villages; subdivisions; and infill. Ultimate development of all three villages was assumed in order to understand the impact of all possible development in the area on facilities and services. (Table 1 in Appendix A shows potential subarea development.) The proposed timing of the development of the villages and subdivisions was assigned to phases based on discussions with property owners and development applications with King County. Maximum development per village is established as 4,000 housing units. Infill figures included growth outside of known subdivisions and villages and was distributed throughout the phases (based on the rate of growth in recent years in the City of Bellevue and the King County Newcastle planning area).

The phasing plan also estimated the amount of growth that was likely if all the land in the Subarea developed at the densities allowed. In order to arrive at a realistic estimate for ultimate buildout, numbers were taken from property owners for projects which were in the planning or design phases and maximum densities were adjusted based on sensitive areas and existing development patterns. At buildout it was estimated that there would be approximately 11,000 housing units in the Newcastle Subarea (14,150 if both villages develop to their maximum) with the potential for another 3,000 to 4,000 in the Eastern Village outside the Subarea boundaries.

The City of Bellevue supports the land use approach adopted by King County with the exception of the land on Cougar Mountain. The County's plan designates portions of this area as GR-2.5, allowing one dwelling unit per 2.5 acres. The City's plan designates this area as Single-family Low-density with a policy that the density cannot exceed an overall site density of one unit per acre. Further, development cannot occur at a density greater than one unit per 2.5 acres until urban services are extended to the area. Development without urban services in this case would allow the growth reserve in concept (clustering development on 35 percent of the land and reserving 65 percent for future development). Development of villages through a master plan process would allow up to 3 units per acre. Except where noted above, the Subarea Plan translates the County designations to comparable City terms for the land within the Potential Annexation Area of Bellevue and endorses the King County designations for the area outside the Potential Annexation Area. Only annexation proposals consistent with the land use designations or the policies in the Land Use – General section of this Subarea Plan will be accepted by the City.

An important reason for the City of Bellevue to encourage annexations in the Potential Annexation Area is to ensure that the design and construction standards associated with the development of a project and associated facilities are consistent with those currently used by the City and adopted in the Subarea Plan. The most

reliable way for the City to control the standards used is to annex properties prior to development. Short of this, the City should negotiate an interlocal agreement with King County outlining review procedures and guidelines for all development in the Potential Annexation Area. It is also important that future residents of the Subarea using services and facilities that are within the existing City boundaries share the costs related to such facilities.

The financing of needed improvements will come from a variety of sources, as described in the Newcastle Facilities Study. At the time of annexation/development review, a determination will be made as to the specific improvements needed as a result of the development proposal. In some cases a property owner may be required to pay for an improvement in its entirety. In other cases, however, a development may trigger the need for an improvement but ultimately will not be required to pay for the total cost of the project. In such an instance, a formula should be worked out to determine “fair share” contributions.

A table allocating growth to phases and one identifying the accompanying service and facility needs and costs are included in the Subarea Plan as Appendices A and B.

General Land Use

GOAL:

To guide growth in the Newcastle Subarea to ensure a planned transition of land uses.

OBJECTIVE

To ensure that future development in the Newcastle Subarea, particularly within the area which will most likely annex to Bellevue, conforms with the City’s other *Comprehensive Plan* policies and development standards.

INTENT

The intent of this section is to support the past efforts of King County and the citizens of the Newcastle area in the development of the Newcastle Community Plan while at the same time addressing the concerns of the City of Bellevue about land use adjacent to its corporate boundaries. The purpose is to encourage land uses that can be served efficiently, are sensitive to the environment, and are well designed.

POLICIES

POLICY S-NC-8. Participate, as a partner with King County, in the decision making process for issues in the Subarea related to the provision of services, annexation, development review, and construction inspection.

POLICY S-NC-9. Require complete topographic surveys, soils reports, drainage information, and habitat evaluation for projects in areas identified as sensitive due to their environmental characteristics.

POLICY S-NC-10. Encourage a land use pattern throughout the Subarea which accommodates future growth, ensures efficient use of facilities and services, protects existing neighborhoods, encourages historic community uses to continue, and provides the opportunity for an adequate amount of retail and professional services to meet local needs.

Discussion: Existing land use in the Subarea is varied. Current development is limited to the Eastgate and Hilltop neighborhoods and the area along S.E. 60th Street. Most existing development is single-family. The area along S.E. 60th is developed at one dwelling unit per acre.

The King County Newcastle Community Plan land use concept encourages growth in areas where services to support urban development are available and to concentrate future development in up to two villages on Cougar Mountain. Under the first phase of the County concept, new development is encouraged where there are existing public facilities. The area adjacent to the existing Bellevue city limits is to remain residential at densities consistent with current development patterns. Commercial development is to remain concentrated in existing centers such as Factoria and Eastgate.

The second phase of the County's Plan concept allows for development of up to two villages on Cougar Mountain. This was done in response to the environmental constraints of much of the land on Cougar Mountain and the opportunity to control the character of development in the villages through master plan processes. Village development is to be located and designed to be compatible with the Cougar Mountain Wildland Park. The opportunity for both the wildland park and the village development exists because of the many large, undeveloped properties in the Subarea. In the County's Plan, each village could be no larger than 4,000 dwelling units, and would have a mix of activities (single-family and multifamily housing, neighborhood shopping and services, and civic uses such as schools, parks, and senior centers). The County's Plan includes locational and development guidelines and an implementation process which contains criteria for phasing the development of the two villages as well as phasing within each village.

This section of the Subarea Plan supports and amplifies the concept developed in the Newcastle Community Plan for that portion of the County's planning area within Bellevue's Potential Annexation Area. Land use designations in the Potential Annexation Area are converted for that portion of the County's planning area within Bellevue's Potential Annexation Area. Land use designations in the Potential Annexation Area are converted to Bellevue planning designations and County land use designations are recognized for the land outside the Subarea (Figure S-NC.2).

Like the King County Plan, the area permitted for village development is an overlay designation (Figure S-NC.3). Within this overlay area, a land aggregation of three hundred acres or more should be the minimum acreage necessary to support village development.

One difference between the County and City plans relates to the underlying density of residential development. In the County's plan, the property within the village overlay area can either develop through an overall village master plan or at a density of one unit per 2.5 acres. This is a "Growth Reserve" density which allows development at low densities in areas where future urban development is expected. In this plan, development in the areas designated SF-L (see Figures S-NC.2 and S-NC.3) may take place as part of an approved master plan or at an underlying density of one unit per acre if urban services are available. Should urban services not be available, development would, in concept, follow the King County "Growth Reserve" designation with one unit per 2.5 acres while reserving 65 percent of the site for future development. When urban services become available, development of the "reserve" area could occur at one unit per acre. The assumption underlying this policy is that growth reserve is a County concept (where there are large rural tracts of undeveloped land); if an area is ready for annexation and has urban services, then it should develop at a level consistent with urban densities.

The City's preference is for the land within the Potential Annexation Area to annex prior to development. If, however, this is not the case, it is extremely important that Bellevue participate as a partner with King County in the decision making process for development proposals in the area. The policies in this section recognize the importance of such a partnership.

POLICY S-NC-10a. Support a master site planning process for redevelopment of the Sambica CCC-designated parcels. A master site plan will limit the overall intensity of the site to a predominantly non-commercial character consistent with the CCC designation and achieve an integrated site design with transition and performance standards that protect lower intensity uses from the effects of higher intensity uses. A master site plan should address standards of building height and location, landscape buffers, impervious surface ratios, combined trip generation, limited signage size, and parking.

POLICY S-NC-10b. Encourage the use of development review tools for Sambica that distinguish the mix of land uses proposed for Sambica redevelopment to assure the predominant non-commercial character of the camp and conference center, provide predictability in development processes, and maintain compatibility with the surrounding neighborhood.

Discussion: The Sammamish Bible Camp—Sambica—was established along the shores of Lake Sammamish in 1919. It is historically valued by the surrounding community. As Sambica changes over time to maintain its functions and to provide relevant services to its users its buildings and structures will change too.

The current uses as of 2008 at Sambica include group camp facilities, conference and retreat facilities, day care, and outdoor and indoor recreation activities. Other uses that are part of Sambica include lodging and dining, active recreation, administrative offices, staff housing, maintenance and storage, and a camp store.

The camp and conference center designation also allows for redevelopment

which may include active recreation facilities including gymnasiums and pools. Redevelopment may also include small-scale, neighborhood business retail and service uses that are functionally related in nature and size to the property designated CCC and which do not exceed 5,000 square feet individually or 10,000 square feet in total.

Residential

GOALS:

- **To ensure compatibility among residential development of differing densities.**
- **To ensure that future neighborhoods in the Subarea are of the highest quality in terms of design and services.**

OBJECTIVES

1. To maintain established residential densities in developed areas.
2. To ensure that new development is consistent with City standards and guidelines.
3. To identify and address major facility and service deficiencies in existing residential neighborhoods and determine the impact of newly developing areas on these services.
4. To identify and address facility and service needs in newly developing areas.

INTENT

The intent of this section is to ensure provision of a range of housing types that are sensitive to environmental constraints and protect existing neighborhoods from the impacts of new development. Housing design should be of the highest quality and required services should be available before any new development is completed.

POLICIES

~~**POLICY S-NC-11.** Promote infill development at a density consistent with the existing character of established neighborhoods.~~

POLICY S-NC-12. Permit multifamily development at densities ranging from 12 to 30 units per acre in designated areas along I-90 and Coal Creek Parkway if roadway improvements are made consistent with the Newcastle Facilities Study.

~~**POLICY S-NC-13.** In order to retain low density development adjacent to the villages and the park, restrict areas to the south and east, designated on the Land Use Plan (*Figure S-NC.2*) as SF-L, to an overall site density of one dwelling unit per acre, if urban services are available. This policy shall not apply to those areas designated SF-L *2 on the Newcastle Subarea Land Use Plan. [*Amended Ord. 4806*]~~

~~**POLICY S-NC-14.** Individual single-family lots in the areas designated SF-L may be reduced in size in order to encourage preservation of any natural constraint areas and their respective buffers. This may occur as long as an overall density of any development is not more than one unit to the acre.~~

~~**POLICY S-NC-15.** If urban services are not available to a development, then parcels within the SF-L area must develop at a density of one unit per 2.5 acres. However, the resulting lots must be clustered so that only 35 percent may be developed until urban services are available. At that time, the remaining area may be developed at up to one unit per acre.~~

~~**POLICY S-NC-16.** Allow development in the Master Plan Development Overlay Districts to take place at an overall density of three units per acre only as part of a village master plan. A mix of housing types should be required within each of the future villages. The minimum aggregation of land necessary for approval should be 300 acres and all other village criteria must be met (see Newcastle Annexation section).~~

POLICY S-NC-17. Restrict development in each village to a maximum of 4,000 units. However, total new dwelling units within the Subarea should not exceed 12,000 units in order to ensure that infrastructure facilities do not exceed design capacity.

POLICY S-NC-18. Housing in the villages should satisfy the housing needs of various income levels.

POLICY S-NC-19. [*Repealed Ord. 4806*]

POLICY S-NC-19. [*new*] Encourage new subdivisions to create consolidated access points to S.E. Cougar Mountain Way. [*Amended Ord. 4806*]

POLICY S-NC-20. [*Repealed Ord. 4806*]

Discussion: In 1986, there were approximately 3,000 housing units in the Newcastle Subarea, most of which were single-family dwellings. If the two villages are built, future development is expected to add up to another 11,150 to 15,150 (maximum village development) units throughout the area in the form of both single-family and multifamily housing. Single-family units will be distributed throughout the Subarea. The only new multifamily units in the Subarea will be in the potential villages and

along I-90 and Coal Creek Parkway. A maximum overall density of three units per acre is proposed in the villages with the actual density to be established through a master plan review process.

The Newcastle Facilities Study identified a number of service facility improvements that will be necessary to support the development allowed by the land use concept adopted by the County and supported by this plan (see Transportation, Parks and Recreation, and Utilities sections of the Newcastle Subarea Plan). Other projects may be identified through project development review that will be necessary to mitigate the impacts of future development. Projects within the Potential Annexation Area will be required to develop to, and provide services at, a level consistent with Bellevue standards.

One intent of the policies of this section is to provide a land use concept which will result in housing that will satisfy the needs of people with a wide range of incomes.

Many natural constraint areas exist in the areas designated SF-L. One intent of the policies of this section is to ensure that these natural constraint areas, and the buffers surrounding them, remain undeveloped. It is appropriate to allow reduced lot sizes in these areas in order to permit a reasonable use of the land while preserving the constraint areas. Development proposals in these areas may utilize reduced lot sizes while designating natural constraint/buffer areas as separate tracts, as long as the overall density of each development does not exceed one unit per acre.

The Natural Determinants section of this subarea plan describes the unique environmental features of the Newcastle area. These features were instrumental in arriving at the land use concept developed for the area. In residential areas where steep slopes are a critical factor, densities will remain low.

Commercial

GOALS:

- To promote high quality, well designed retail, limited office and mixed use districts.
- To provide local residents with convenient access to a variety of shopping opportunities and professional, personal and civic services.

OBJECTIVE

To ensure that residents have to travel no farther than is reasonably necessary from their homes to reach neighborhood shopping, professional services, and limited office and civic uses, such as schools and senior centers.

INTENT

The intent of this section is to ensure that adequate private and public services are provided for future residents of the area while ensuring that services conform to the scale and design of new residential development.

POLICIES

~~**POLICY S-NC-21.** Limit retail development to village centers, the southwest corner of the Subarea, and as noted in Policy S-NC-22.~~

POLICY S-NC-22. Small scale neighborhood retail facilities to serve the daily needs of subarea residents are appropriate within the Subarea. Any proposal for such an area should minimize impacts to adjacent residences and natural features and should locate adjacent to principal and/or minor arterials.

POLICY S-NC-23. Ensure convenient access by car and transit from the Subarea to existing retail areas within the Bellevue city limits.

Discussion: Currently, the residents are served by Eastgate, Factoria, and the Downtown business areas. I-90 provides access to Seattle. The villages will be required to include a district containing retail and service uses (such as doctors, dentists, and other professional services) adequate to serve village and adjacent residents. The retail uses should serve the daily needs of residents by providing goods such as food and beverages and services such as laundry or childcare. Light industrial and general commercial uses are not appropriate in the Village Centers.

Should villages not be developed in the Subarea, retail facilities will not exist to serve the convenience needs of residents. To avoid unnecessary use of the arterial streets, small scale neighborhood retail facilities could be considered in the Subarea. The site(s) for such uses could be rezoned to Neighborhood Business but conditioned such that impacts to adjacent residential areas and natural features are minimized. These sites should be located adjacent to principal and/or minor arterial streets and uses should be limited in size to 2,000 to 3,000 square feet per use. Retail sales should be limited to such items as food, drugs, photo supplies, floral goods, and other convenience items. Services should be limited to laundry, dry cleaning, barber and beauty services, shoe repair, childcare, photography, and other like services.

Industrial

GOAL:

To prevent industrial development from occurring anywhere in the Subarea except on existing sites and in the designated LI area in the southwest corner of the Subarea.

OBJECTIVES

To ensure compatibility between the limited industrial uses in the Subarea and the surrounding development.

INTENT

The intent of this section is to prevent additional industrial development in the Subarea outside of the designated LI area.

POLICIES

~~**POLICY S-NC-24.** Limit industrial development to the brick plant on Coal Creek Parkway and the surrounding area designated LI on Figure S-NC.2.~~

POLICY S-NC-25. At redevelopment, require landscaping between industrial properties and adjacent development, along the street frontage and along the parking lot.

POLICY S-NC-26. The landfill site, in the southwestern portion of the Subarea, should continue as a construction debris landfill and only so long as is necessary for attainment of proper and approved reclamation and stabilization. Throughout the filling process, on-site activities should be monitored to ensure compliance with all applicable state and local statutes, codes, policies, and standards. At annexation, the landfill site will be a legal, non-conforming use but subject to all conditions required by King County as part of its approval.

Discussion: The Newcastle Subarea contains two industrial uses: the brick plant on Coal Creek Parkway and the landfill site south of Newcastle Road in the vicinity of the proposed Western Village. The intent of this section is to preclude expansion of light industrial uses and to provide incentive for improving the sites with landscaping. The Newcastle Plan also recognizes the existing landfill site as a temporary use which will be discontinued when the site is stabilized.

Historic Resources

GOAL:

To manage change in a manner which retains and respects the rich history of the Newcastle community.

OBJECTIVES

To preserve tangible reminders of history within the Newcastle community.

INTENT

The intent of this section is to support the past interest and efforts of King County and the Newcastle residents in recognizing the history of their community and retaining historic resources for the future.

POLICIES

POLICY S-NC-27. Require that the development of property considered historic or property adjacent to an historic site be done in a manner sensitive to preserving the historic character of the site.

POLICY S-NC-28. Encourage the identification, preservation, restoration and/or adaptive use, and interpretation of historic sites and resources.

POLICY S-NC-29. Coordinate historic preservation policies with King County's historic preservation program.

POLICY S-NC-30. Utilize, when requested by area residents, a system of dual street signs showing current "grid/number addresses" as well as the historic names for the streets in the area.

Discussion: Historic resources are an important element in the King County Newcastle Plan. The policies in the County's Plan support the nomination of several sites to the National and State Registers of Historic Places and as King County landmarks. If the sites are placed on the registers, they will be protected from alteration or demolition by their status as Federal, State and/or County landmarks. In addition, the sites are protected through the application of compatible land use and zoning designations and the application of conditions of site plan development approval. Historic site guidelines were adopted in the County's Plan to establish a process and criteria for reviewing the impact of development and/or demolition proposals on historic properties.

Five of the properties designated as historic sites by King County are within the boundaries of the Newcastle Subarea Plan: The Baima House, Ford Slope, the Sundstrom House, Thomas Rouse Road, and the Town of Newcastle. The Baima House is on the National and State Registers of Historic Places and three of the other sites are proposed for similar designations (see Figure S-NC.4).

The policies contained in this section of the Subarea Plan support the past efforts of King County with respect to historic resources. However, no specific guidelines or procedures for the protection of historic properties have been adopted on a citywide basis in Bellevue. The City will coordinate with appropriate agencies, such as the

Bureau of Mines, to discuss restoration and/or identification of coal mining sites in the Subarea.

In order to provide the protection necessary to ensure the preservation of historic properties and the identification of additional sites within the Newcastle Subarea, a City historic resources program should be considered.

Residents have expressed a desire to preserve the historic names of established streets rather than replace them with “grid/number” addresses. A dual system of signing whereby a street post has both the grid/number street designation as well as the historic name would allow for more rapid identification of location as well as preservation of the historic character of the area.

Natural Determinants

GOAL:

To respect the natural features and constraints of land in the Subarea.

OBJECTIVES

1. To identify all areas in the Subarea containing slopes greater than 15 percent and document soil conditions, susceptibility to slides/erosion, and seismic hazards.
2. To identify all areas in the Subarea underlain by abandoned coal mines.
3. To protect and enhance the storm water storage and purification; ground water recharge; wildlife habitat, open space and aesthetic, educational, and scientific resources of valuable wetlands and streams.
4. To require the development of an implementation program for restoration or rehabilitation of identified significant natural resources.

INTENT

The intent of this section is to recognize and protect the unique natural characteristics of the Newcastle Subarea in a manner consistent with the entire City. The purpose is to encourage and, when possible, require site divisions which are sensitive to the features of the land. In some cases, development may actually be excluded from property because steep slopes, coal mines, and/or wetlands and streams present hazards to or could be damaged by such development.

POLICIES

POLICY S-NC-31. Protect and retain, in a natural state, significant trees and vegetation in designated greenbelt and open space areas.

POLICY S-NC-32. Require complete topographic surveys, soils reports, tree surveys, and drainage information on projects in areas identified as sensitive due to their environmental characteristics.

POLICY S-NC-33. Maintain or enhance the natural hydraulic and habitat functions of streams, lakes, and wetlands. The functions to be preserved or enhanced include storm water storage and conveyance, groundwater recharge, and fish and wildlife habitat.

POLICY S-NC-34. Route storm water runoff from development adjacent to steep slopes so that it does not cause erosion.

POLICY S-NC-35. Require that development adjacent to streams preserve an undisturbed corridor which is wide enough to maintain the natural hydraulic and habitat functions of the stream and 100-year flood plain.

POLICY S-NC-36. Utilize natural stream channels, rather than culverts, unless absolutely necessary for property access.

POLICY S-NC-37. Establish wetland area boundaries for existing wetlands prior to annexation.

POLICY S-NC-38. Identify all coal mine hazard areas and specify suitable protection measures.

Discussion: The Newcastle Subarea was physically molded by the advance and retreat of glaciers into the Puget Sound area. During this time, massive scouring took place which made valleys wider and deeper and slopes steeper. The steepest slopes in the area are south of the Bellevue city limits and the Hilltop and Eastgate neighborhoods and along the north face of Cougar Mountain. Landslide hazards in these areas are moderate except in portions of the Hilltop and Eastgate areas and just south of Newcastle Road where they are classified as severe by King County.

Areas considered to be a moderate hazard by the County include land where landslides are a possible risk and where the slopes tend to be stable under natural conditions but may become unstable when changes occur, such as excavation or removal of vegetation.

Areas where the landslide risk is considered severe include land where landslides can occur under natural conditions (without intrusion by development). All slopes in this category are believed to be potentially unstable and ready to slide from natural or manmade causes.

Some seismic hazards also exist in these areas, the most severe of these areas are along both sides of Newcastle Road in the area of King County Coal Creek Extension Park, in the Hilltop area, and on the northeast face of Cougar Mountain adjacent to I-90 (Newcastle Community Plan Profile, 1979).

Coal mines running east/west across Cougar Mountain are unique features to the

Newcastle area. In the 1860s, mining operations started in the Coal Creek area near the town of Newcastle. The area was mined until the 1930s when activity slowed considerably. In the early years of World War II the activity increased again but ceased altogether by 1962.

Former coal mining areas contain potentially hazardous conditions which must be considered carefully during site planning for development. The abandoned subsurface mine workings can collapse, causing subsidence and possible leakage of coal gasses. Furthermore, surface openings to the abandoned mines are hazardous.

Development activity in natural constraint areas like those described above, alter the natural environment, destroy wildlife habitat, decrease natural amenities, expose soil to erosion and may present significant life safety hazards. Vegetation removal may lead to erosion which can cause property damage on and off site. The destruction or alteration of wildlife habitat causes the number of species living in an area to decline. These impacts should not restrict development altogether, but are significant enough to require that activities are carried out in a manner to ensure the health, safety, and welfare of Newcastle residents.

The policy direction established in this section is intended to provide guidance to the City when reviewing development proposals in the sensitive areas described above. Generally, the City is interested in development which is harmonious with the existing natural environment, will not result in significant erosion, sedimentation, or siltation on site or in downslope and downstream areas, and which assures long-term slope and soil stability with minimum maintenance. This direction is based on the City's desire to: 1) protect public health, safety, and welfare; 2) preserve the natural drainage system; and 3) protect, preserve, and enhance natural features.

The two main drainage sub-basins in the Subarea are Coal Creek and West Lake Sammamish. Both contain surface water networks which contribute to the dynamic equilibrium of the natural drainage system for the area. This means that even though water levels and flows may fluctuate daily and seasonally, the capacity of the system is relatively constant. Human-induced changes can upset this equilibrium which can result in downstream flooding, erosion, sedimentation, damage to property, and decreased water quality. The Coal Creek Basin Study recommends area-wide controls for reducing these potential hazards.

Wetlands serve several important wildlife habitat and hydrologic functions. Wetlands may exist in the annexation area. Prior to annexation, these areas should be studied and the boundaries of the wetland area established.

Settlement in the Newcastle area has substantially altered wildlife habitats. Logging, mining, and residential development have changed the variety, number, and distribution of wildlife in the area. With future development and changes to the natural environment, some additional loss in the number and variety of wildlife is inevitable. Steps should be taken during the development process to reduce these impacts as much as possible. Examples include replanting of natural vegetation and site planning which leaves portions of the natural environment untouched.

Water quality is a concern in an area like Newcastle where future development is likely to occur. Water quality must be considered an important resource to the community. Good water quality is important for recreation, groundwater recharge, and fish habitat.

Pollutants which adversely affect water quality fall into several categories, each with its own source. Those which could be a concern in the Newcastle Subarea include: suspended and settleable solids in the water caused by erosion as ground is disturbed with new development; logging and unstable hillsides; potential runoff from urbanizing areas which can carry oil, heavy metals, garden chemicals, and animal wastes; and runoff from homes and pastures. Runoff from homes and pastures carry animal wastes and sometimes human wastes from failing septic tanks. However, the last category is unlikely within the Subarea as development will be served by sewers and the opportunity for pasturing animals will be limited, given the proposed densities. The streams in the area could be affected, however, by the more rural development to the east (see Figure S-NC.5).

Limitations on, and guidelines for, land activities can minimize the effect of development on the streams, intermittent waterways, and groundwater resources in the Subarea. In providing such limitations, a balance of competing interests must be recognized. In addition to the effect of development on the water resources of the area, recreation opportunities, essential public services, and a reasonable use of private property must all be considered.

Transportation

GOAL:

To ensure that needed transportation system improvements in the Subarea are identified, funded, and implemented.

OBJECTIVES

1. To develop a safe and efficient road network to accommodate future traffic needs.
2. To maintain or attain a minimum Level of Service “C” for most arterial intersections in order to minimize traffic congestion.
3. To develop a network of pedestrian, bicycle, and equestrian facilities which will provide Newcastle residents with a high quality, nonmotorized transportation system.

INTENT

The intent of this section is to provide the guidance for making future transportation planning and implementation decisions for the Newcastle Subarea. The purpose is to develop a transportation system which will adequately handle future travel needs (both motorized and nonmotorized), and do so in a manner which is cost-efficient and sensitive to the existing neighborhoods and the community.

POLICIES

Transit

POLICY S-NC-39. Encourage additional non-peak hour transit service during the mid-day, evenings, and weekends.

POLICY S-NC-40. Provide incentives for high occupancy vehicles in travel corridors where traffic congestion exists in the Newcastle community.

POLICY S-NC-41. Encourage well-sited and designed park-and-ride lots in areas of the Newcastle community where population densities do not support local transit routes.

POLICY S-NC-42. Ensure that adequate vehicle, pedestrian, and bicycle access is provided to parkand-ride lots and that storage facilities for bicycles are included at each lot.

POLICY S-NC-43. Encourage the use of parkand-pool lots and carpools as an alternative to the single-occupant automobile.

Trails

POLICY S-NC-44. Encourage the use of utility and railroad easements and rights-of-way for hiking, biking, and equestrian trails wherever appropriate in the Subarea.

POLICY S-NC-45. Support King County in their efforts to establish a public trail system in the Cougar Mountain area for hiking and equestrian use.

POLICY S-NC-46. Encourage a trail system which incorporates other amenities in the Subarea such as open space systems, historic sites, scenic views, and unique natural features. Where feasible, tie new trail systems to existing trail systems in the Subarea and surrounding neighborhoods.

POLICY S-NC-47. Encourage equestrian facilities in the Subarea in lower density areas where fewer conflicts with autos and bicyclists exist and in urban areas within planned parks and open spaces.

Parks and Recreation

GOALS:

- **To provide a balanced selection of recreation programs and facilities which will contribute to the social, physical, and mental well-being of the residents of Newcastle.**

- To provide a park system in the Newcastle community which is well coordinated with the overall recreational planning for Bellevue, Issaquah, Renton, and King County.
- To implement the park plan for the Newcastle area through public and private funding sources to reflect development and resident needs.

OBJECTIVES

1. To identify existing and anticipated deficiencies in recreational properties based on existing and future demand in the Newcastle area and implement a renovation for such facilities.
2. To utilize open space areas that are protected due to their natural, ecological, and/or aesthetic qualities for passive recreational purposes when appropriate.
3. To encourage the provision of open space and recreation facilities by private sector for public use.
4. To work cooperatively with King County, Issaquah, and Renton in their efforts to provide recreation facilities and activity programs for the Newcastle area.
5. To pay particular attention to the special needs of the elderly, and handicapped in both the design of and program planning for recreation facilities in the Newcastle area.

INTENT

The intent of this section is to provide the guidance for making future park planning and implementation decisions in the Newcastle Subarea. The purpose is to ultimately provide a park system which adequately serves the existing and future residents of the area and is complementary to the current City, County, and regional systems.

POLICIES

POLICY S-NC-48. Cooperate and coordinate with King County, Issaquah, and Renton in the planning and development of park and recreational facilities to meet the needs of Newcastle residents.

POLICY S-NC-49. Assign priorities, in terms of development or improvement, to existing publicly owned sites which could serve the needs of the Newcastle community.

POLICY S-NC-50. Acquire historic sites as neighborhood or resource-based parks whenever possible.

POLICY S-NC-51. Consider the acquisition of unique geologic features or areas with prominent views for park sites.

POLICY S-NC-52. Cooperate with King County in its efforts to acquire future portions of the Cougar Mountain Regional Wildland Park.

POLICY S-NC-53. Require the inclusion of trails in private development and park designs consistent with an overall trail system for the Newcastle community.

POLICY S-NC-54. Provide park facilities within the various neighborhoods of the Newcastle community that are easily accessible and meet the needs of all segments of the population, including the elderly and handicapped.

POLICY S-NC-55. Require the inclusion of public neighborhood-oriented park facilities in development projects large enough to create a need for such facilities.

POLICY S-NC-56. Require that park facilities, built as part of a private development, be consistent with the City of Bellevue park standards.

POLICY S-NC-57. Encourage the development of a coordinated park, open space, and trail system which complements the land use plan for the Newcastle community.

POLICY S-NC-58. Encourage a safe and aesthetically pleasing environment for all recreation activities in the Newcastle community.

Discussion: Currently, many of the recreational services and facilities in the Subarea are the responsibility of King County through its Parks and Recreation Division. King County has developed and is acquiring land to extend Eastgate Park and Coal Creek Park. An important regional recreational element is the Cougar Mountain Regional Wildland Park. Portions of the Park are in the southeast portion of the Newcastle Subarea. Portions of the property for the Regional Park have been acquired by the County and portions may be purchased or dedicated in the future through the village development process (Figure S-NC.9).

Past park needs have been limited in the Newcastle Subarea because of the large amounts of undeveloped land available to residents. One of the needs identified for the Eastgate, Hilltop, and the adjacent Somerset areas is active recreation space for ballfields, tennis courts, and other facilities for sports programs. Active recreation needs will become greater as development in the Subarea progresses.

Annexation of property in the Potential Annexation Area does not mean the City will automatically be responsible for management and operation of park sites within the area annexed: King County would continue to provide some park service as it does with other incorporated cities throughout the County. Joint development agreements between the City and the County will also be initiated as a way to develop and

manage parks. Decisions on park service and facility responsibilities will be made at the time of annexation and development.

During development of the Newcastle Facilities Study, a “worst case scenario” estimated the impacts of future development on park and recreation needs in the Subarea. Needs were based on population and proposed City park and recreation standards. Actual projects were not identified, rather categories of park projects which would be needed were listed. These are shown in the table in Appendix C.

The Cougar Mountain Regional Wildland Park is anticipated to fulfill many of the demands for a regional park and provide some open space for the Subarea.

Only a gross estimate of park needs can be made at this time, so specific park projects are not identified in the implementation section of this section. General park and facility needs will be identified in the Park Plan completed by the Bellevue Parks Department and specific projects will be identified during the development and annexation process or the capital improvements process.

In addition to park sites, land which is undevelopable due to natural constraints will be maintained for public use as greenbelt or, when appropriate, passive recreation areas. Usually such land is obtained through easement or dedication at the time of land subdivision or project development review. Such will be the case with areas in many of the large subdivisions and the villages. However, the actual use and ownership should be determined by the Parks Department on a case-by-case basis.

Another important element of a recreation plan is trails. The need, cost, and acquisition of trail corridors is covered in more detail in the transportation section. It should be noted, however, that trails are important recreation facilities in and of themselves and also provide links to schools, parks, and community activity centers.

Funding of needed recreation facilities would come from a variety of sources. As stated previously, many parks, trails, and open spaces would be dedicated and developed as a requirement of the development review process. Public sources of funding recreation projects in the City of Bellevue include the CIP operating reserve, general fund, general obligation bonds, golf course fees, grants, contributions from other jurisdictions (in this case, King County and possibly Issaquah), park bond funds, private contributions Referendum 39 Grants, and Special Purpose/Non-Operating funds. This list is a general inventory of possible funding sources and further analysis would have to be completed to determine the appropriateness of the various sources of specific projects in the Newcastle Subarea.

Utilities

GOAL:

To maintain and expand utility networks where necessary to meet the needs of present and future residents of the Newcastle Subarea while meeting the standards of the City of Bellevue.

OBJECTIVES

1. To work cooperatively with other local purveyors to ensure quality utility service to all residents of the Newcastle Subarea.
2. To plan and design utility systems which are cost efficient and consistent with regional system planning.
3. To ensure construction of off-site utility improvements identified in the Facilities Study to mitigate the impacts of future developments.

INTENT

The intent of this section is to provide direction for the most logical and efficient utility service to the Newcastle Subarea. The purpose is to establish, along with the annexation section, the circumstances by which service will be provided by the City of Bellevue to developing properties in the area.

POLICIES

POLICY S-NC-59. Size and locate facilities in a manner consistent with the development patterns and densities contained in the Bellevue Newcastle Subarea Plan Facilities Study and the King County Newcastle Community Plan.

POLICY S-NC-60. Explore the possibility of shared facilities and service agreements with Water and Sewer District #107 and Water District #117 in order to provide the most efficient service to the Subarea.

POLICY S-NC-61. Require that the developer/project applicant finance, at least initially, all on-site and directly related off-site utility improvements required to serve the development.

POLICY S-NC-62. Where appropriate, initiate latecomers agreements for off-site improvements built by developers which will directly benefit other properties.

POLICY S-NC-63. Oversize, where necessary (as identified in the Newcastle Facilities Study), off-site facilities and utilize reimbursements agreement where appropriate.

POLICY S-NC-64. Require that all utility improvements be operational in accordance with the phasing of improvements identified in Appendix C and the Newcastle Facilities Study.

Discussion: Currently, there are five municipalities that provide water, sewer, and storm drainage utility service within the Newcastle Subarea. These include the City

of Bellevue (water, sewer, and storm drainage), the Eastgate Sewer District (sewer), King County Water and Sewer District #107 (water and sewer), King County Water District #117 (water), and King County (storm drainage and on-site sewage disposal). Metro provides transport and off-site treatment of the sewage generated within the area.

Areas within King County served by sewers must be within a Local Service Area (LSA). The LSA adopted for the Newcastle Subarea by the County includes the Eastgate and Hilltop neighborhoods and potentially the village development sites. The property within the County's LSA actually served at this time with sewers includes only portions of Eastgate and Hilltop. The service is provided by both the Eastgate Sewer District and the City of Bellevue. A good portion of the Eastgate Sewer District service area is within the City limits and the District and City work cooperatively in providing service to the residents of the area (Figure S-NC.10).

The Comprehensive Plan supports the restriction of service outside the city limits to pre-existing service agreements. Any property outside existing service areas must annex or agree to annex when contiguous to the City prior to receiving service. Much of the land in the Newcastle Subarea is outside the existing City service area.

Water and Sewer District #107 provides service to a large area south and west of the Newcastle Subarea. This District also has a "franchise area" which includes portions of the Subarea. The designation of the "franchise area" indicates the District's intention to provide water and sewer service to the area in the future. The City of Bellevue also considers this area to be within their future potential service area. At the time services are requested, further studies will be necessary to determine the most cost-efficient manner to serve the overlapping area. A joint facility and service arrangement between the City and the District may be appropriate.

The King County Newcastle Community Plan includes all of the Newcastle Subarea within a water service area. The City of Bellevue, Water and Sewer District #107, and Water District #117 are the purveyors for the water service to the Subarea. The City currently serves all of the area to the north and east of Coal Creek and District #107 serves the majority of the area to the south and west of Coal Creek. Part of the District #107 area is actually its "franchise area" as mentioned above and represents a potential service area boundary. Water District #117 serves portions of the Hilltop Community.

King County currently provides surface water service to the Newcastle Subarea. Developers of property are required to install storm drainage systems to County standards and the facilities are maintained by the County for residential developments or by the property owner for non-residential developments (Figure S-NC.11).

The City of Bellevue storm water facility construction and maintenance standards are more stringent than King County's. The City is concerned that it will inherit below standard facilities upon annexation which will require upgrading or replacement.

A number of utility improvements are identified in the Newcastle Facilities Study that would be necessary to provide future water and sewer service to the area. The cost of such improvements will likely be borne by one or more of the developments which create the need. Utility service studies will be completed by all significant development projects. These studies will further identify on- and off-site utility improvements needed with development.

Several financing options are available to fund the utility improvements recommended for the Subarea. These options are described in detail in the Newcastle Facilities Study. Generally, the costs of improvements directly related to impacts of new development, will be borne by the developer. Other off-site improvement costs could be financed by a combination of private and public sector funds such as “Latecomer Agreements,” “Special Assessment Revenue Bonds,” and grant funds.

Village Development

Land Use

GOALS:

- **To guide development on Cougar Mountain in a manner which respects the natural environment; provides for an efficient utilization of urban land; encourages variety and innovation in type, design, and arrangement of land uses and structures; and provides a range of housing types and quality public services.**
- **To achieve the development of residential communities that contain adequate commercial, public, and professional services.**

OBJECTIVES

1. To provide for efficient utilization of urban land by encouraging a variety of development forms, including single-family and multifamily housing and commercial uses serving local needs.
2. To provide for development which will reduce the pressure of growth and do so with a minimal impact on existing facilities.
3. To provide development criteria which will result in villages which are communities, minimizing the necessity for residents to travel from the villages to meet daily shopping and service needs.
4. To encourage village development occurring under King County’s jurisdiction to conform to Bellevue facility and development standards.

INTENT

The intent of this section is to provide guidance for the master plan development in villages on Cougar Mountain. The purpose is to provide more detail on village development requirements over and above those presented in the preceding sections for the general Subarea.

POLICIES

POLICY S-NC-65. Encourage multiple property owners to designate an agent to represent all involved in the process of obtaining master plan approval and for developing the property in compliance with all conditions of such approval.

~~**POLICY S-NC-66.** Encourage urban densities, not to exceed three units per acre, including both developed areas and open space within each village.~~

POLICY S-NC-67. Encourage a process which results in creative, efficient development; construction of a mix of housing types and prices; and sensitivity to the special environmental features.

POLICY S-NC-68. Require that master plans include a mix of land uses including single-family and multifamily housing, community business, and professional office uses sufficient to serve local needs, civic uses, and a village center.

POLICY S-NC-69. Require that the community business, professional office, educational, and civic uses are concentrated in the village center.

POLICY S-NC-70. Require low residential densities (see ~~Figure S-NC.2~~ *Future Land Use Map*) on the edge of villages as a buffer to the surrounding existing low density development.

POLICY S-NC-71. Require the development of park-and-ride lots away from village centers and residential areas, preferably in conjunction with a major recreational facility such as a ballfield.

POLICY S-NC-72. Permit the development of a second village only when the infrastructure for the first is in place and when the first phase of the first village is complete and self-sustaining.

Discussion: The unique opportunity exists in the Newcastle Subarea to develop property on Cougar Mountain through a master plan process. Environmental constraints such as steep slopes, extensive coal mining areas, and seismic, landslide, and erosion hazards encourage clustered development while the existence of large parcels of undeveloped land allows effective master planning. Master planning and village development can provide benefits in several ways including coordinated facility and service development, developer financed improvements, and more environmentally responsive development. Master planning also benefits property owners by allowing predictability.

Up to two villages could be located in the Master Plan Development Overlay Districts (see Figure S-NC.3). The maximum overall density within the villages is three units per acre, but the actual density for each village will be determined through review of a master plan. Uses required for each village include single-family and multifamily housing, a village center with community businesses, professional

offices, and civic, educational, and recreational facilities.

An overall master plan will be required for each village. Once approved, each property within the “village site” must develop in conformance with the plan.

During the master plan review process, the impacts of village development will be carefully analyzed. All facilities and services required by the development will be conditions of approval and will be phased at a rate consistent with the timing of development. Such services and facilities include transportation, utilities, parks and recreation, fire, police, and schools. The village developers will be responsible for all improvements required to support village development. Financing options may be explored when projects benefit both villages and properties outside of the villages. The improvements and services will be constructed and provided in a timely manner in order not to impact existing neighborhoods.

Village Development

Housing

GOALS:

- To provide quality housing in a variety of housing types.
- To encourage housing development which respects the unique natural features of the land.

OBJECTIVES

1. To provide a range of housing types to meet the housing needs of persons with different income levels and family sizes.
2. To achieve the site designs which support the use of transit.

POLICIES

POLICY S-NC-73. Require that each village include a variety of lot sizes and both attached and detached single-family and multifamily housing units of various sizes and prices.

POLICY S-NC-74. Require that housing designs minimize energy consumption and maintenance costs.

POLICY S-NC-75. Encourage housing in mixed- use buildings in village centers.

POLICY S-NC-76. Encourage high density housing in and adjacent to the village centers, in areas with high view amenities and solar access, and adjacent to community open space and public transit facilities.

Discussion: The Village Master Plan provides incentives to developers in the form of increased density and non-residential uses. The public benefits in the form of sensitive and homogenous planning and design as well as gaining a broad spectrum of housing types.

Village Development

Natural Determinants

GOALS:

- To manage development in each village in a manner which respects the natural features and constraints of Cougar Mountain.
- To enhance the natural character of, and preserve ecologically sensitive areas on, Cougar Mountain.

OBJECTIVES

1. To identify and protect natural areas which could function as urban open spaces. These areas are important to the natural drainage system and are valuable as natural habitats.
2. To identify and preserve environmentally sensitive areas in the villages including fish-bearing waters, wetlands and floodplain, unstable slope and vegetation, seismic, and coal mine hazard areas.

POLICIES

POLICY S-NC-77. Encourage village plans which include at least 40 percent of the gross area of the overall village to be provided as community open space.

POLICY S-NC-78. Require the preservation of unique and sensitive areas such as prime wildlife habitats, agricultural and fisheries resources, natural drainage features, or unstable slopes as open space.

POLICY S-NC-79. Retain as open space areas unsuitable for building due to natural or manmade hazards.

POLICY S-NC-80. Retain as open space areas with significant educational, scientific, historic, scenic, or aesthetic values.

POLICY S-NC-81. Require perimeter buffering of the village and retain this area as open space.

POLICY S-NC-82. Require trail corridors.

POLICY S-NC-83. Require land to be dedicated for school purposes (if appropriate).

POLICY S-NC-84. Restrict development in coal mine hazard areas.

Discussion: The design of the villages will be determined by the environmental features of the land and the organization of the transportation system. For example, development will be clustered away from sensitive areas such as steep slopes and coal mine areas. Natural areas with special value will be retained as open space and in many cases used as design features such as buffers between uses. Natural vegetation will be retained whenever possible and replanting will be required under some circumstances. Care will be taken to site and design buildings in a manner which minimizes their contrasts with the natural setting (i.e., setback from ridge lines, natural exteriors, and non-reflective surfaces).

Village Development

Transportation

GOAL:

To develop an efficient, well- planned road network for the villages that incorporates the natural features of Cougar Mountain, adequately serves the transportation needs of village residents with minimal impacts on surrounding areas, and includes a variety of alternatives to motorized transportation.

OBJECTIVES

1. To ensure a transportation system within villages which is:
 - a. Consistent with the City of Bellevue road standards;
 - b. Adequately integrated with the overall transportation system of the Newcastle area;
 - c. Designed to ensure that village traffic does not negatively impact existing residential neighborhoods;
 - d. Designed to encourage the use of transit service, pedestrian facilities, bicycle paths and equestrian trails; and
 - e. Designed to accommodate future growth.
2. To encourage a transportation plan which is sensitive to the natural characteristics of Cougar Mountain and is an integral element in the land use plan for the villages.

3. To ensure a trail system which is integrated with the open space, recreation, and community facility plan for the villages and connects to other existing trails and the regional trail system including trails for the Cougar Mountain Regional Wildland Park.

POLICIES

POLICY S-NC-85. Require all public roads to be designed and constructed to be consistent with Bellevue road standards.

POLICY S-NC-86. Require adequate access and road capacity to major arterial roads and highways from each village.

POLICY S-NC-87. Require a transportation system design for each village that ensures traffic generated by the development does not use existing non-arterial roads for access.

POLICY S-NC-88. Require that village road systems are designed so that village traffic does not adversely impact public facilities such as schools and the Cougar Mountain Regional Wildland Park.

POLICY S-NC-89. Require that the community business center of each village be located on roadways which connect to the major arterials. All roads outside the Village Center are to be residential in character as approved by the Bellevue Department of Transportation.

POLICY S-NC-90. Require that each village provide appropriate off-site road improvements and a traffic management system necessary to mitigate the impacts of traffic generated by the development.

POLICY S-NC-91. Require that necessary roadway improvements, identified through the village review process and the Facilities Study, be constructed to ensure that the level of service on the impacted roads is never reduced below LOS C with the exception of Coal Creek Parkway and Coal CreekNewport Way which may not be reduced below LOS D.

POLICY S-NC-92. Require that the use of transit service, van pooling, pedestrian walks, bicycle paths, and carpool facilities be included in each village plan.

POLICY S-NC-93. Require that housing and activity centers be located so that transit service and use by the residents is encouraged.

POLICY S-NC-94. Require that amenities for public transit and school buses, such as bus turnouts, shelters, and park-and-ride facilities, be provided in appropriate areas throughout the village.

POLICY S-NC-95. Require safe and protected pedestrian walks and bicycle paths which connect residential areas to schools, parks, and village centers.

POLICY S-NC-96. Require pedestrian, bicycle, and equestrian trails which provide connections to the regional trail system, including those which provide access to the Cougar Mountain Regional Wildland Park.

Discussion: The design of the transportation system for each village will be instrumental in achieving communities that are self-sufficient and have a minimal impact on adjacent residential neighborhoods. Easy access to village centers by both motorized and nonmotorized modes will be essential to encourage residents to shop and visit service providers in their own community. Roads will be designed to make it difficult for village traffic to use non-arterial roads outside of the village and easy to use major arterials and highways, transit shelters, transit centers, and park-and-ride lots in each village. A well developed, convenient, and safe nonmotorized transportation system will be required in each village providing access to the village center, schools, recreational facilities, and park-and-ride lots. High density housing and commercial uses will be encouraged to locate on roadways which connect to the major arterials so traffic impacts are reduced and transit use encouraged.

Village Development

Parks and Recreation

GOALS:

- To provide adequate park and recreation facilities to meet the needs of village residents and, when appropriate, the general Newcastle and regional population.
- To provide recreational opportunities which are designed to take advantage of the unique natural qualities of Cougar Mountain.

OBJECTIVES

1. To ensure that park systems within the villages provide active and passive recreation opportunities to all segments of the population, including the elderly and handicapped.
2. To ensure that the village park systems complement park facilities in the general Newcastle community.
3. To ensure public ownership and access to the Cougar Mountain Regional Wildland Park.

POLICIES

POLICY S-NC-97. Require the dedication and private development of neighborhood and community scale parks through the village development process.

POLICY S-NC-98. Require that all park facilities within the villages be designed to be accessible to the elderly and handicapped.

POLICY S-NC-99. Require that open space systems within the villages incorporate passive (and where appropriate, active) recreation facilities which are sensitive to the natural characteristics of such areas.

POLICY S-NC-100. Encourage park and recreation facilities which complement the special land use and development features of the villages.

POLICY S-NC-101. Encourage recreation facilities and programs which help to establish the autonomy and independence of the villages.

POLICY S-NC-102. Encourage the joint development of park and school facilities in the villages.

POLICY S-NC-103. Require trails to link the villages to other existing trails and the regional park system.

POLICY S-NC-104. Encourage the joint use of parking areas for large recreation facilities and park-and-ride lots.

POLICY S-NC-105. Require, when possible, the dedication or sale to King County of lands within or adjacent to the villages important to the full development of the Cougar Mountain Regional Wildland Park.

POLICY S-NC-106. Require that open space be either dedicated to an appropriate governmental agency or be held in perpetuity by an approved private organization with responsibility for maintenance and operation or that the area be designated as an open space easement.

Village Development

Urban Design—General

GOALS:

- To ensure an overall village design which results in separate and distinct communities of the highest quality.
- To ensure compatibility among developed and natural areas within each village and among the village(s) and the natural characteristics of Cougar Mountain, including the Cougar Mountain Regional Wildland Park.

OBJECTIVES

1. To retain as much of the natural vegetation within villages as possible.
2. To designate an open space network based on the natural features of the land and use this network as a basis for organizing residential neighborhoods.
3. To encourage a circulation system which respects the special topographic and landscape features of Cougar Mountain and helps to establish the character of the various development areas within the villages.
4. To encourage site and building plans which complement both the natural character of the area and the design elements of the various development areas within the villages.

POLICIES

POLICY S-NC-107. Selectively clear and trim vegetation to retain significant vegetation while enhancing views from the site to outlying areas and screening views into the villages from off-site.

POLICY S-NC-108. Require the dedication of permanent open space around the border of the villages to provide a separation between the villages and adjacent areas. (In the alternative, this land could be contained within an open space easement.)

POLICY S-NC-109. Preserve existing vegetation, including major tree stands and open spaces and, when appropriate, require additional landscaping using native plants between different development areas within the villages.

POLICY S-NC-110. Wherever possible, position structures below and set back from promontories, ridgelines, and summits, so that they are not silhouetted against the skyline from major viewpoints and so that visual prominence is reduced.

POLICY S-NC-111. Require wide rights-of-way for roads throughout the villages, with the bulk of the right-of-way dedicated to tree corridors.

POLICY S-NC-112. Minimize contrasts between development and the surrounding natural environment by using color tones such as stained wood, which blend with the surroundings and by selecting facade and roof surfaces which are non-reflective.

POLICY S-NC-113. Encourage the consideration of meteorological factors such as wind, rain, and sunlight, when locating and designing buildings and open space areas.

POLICY S-NC-114. Require multifamily housing outside of village centers to develop in clusters compatible in scale with surrounding lower density single-family areas.

POLICY S-NC-115. Limit development outside village centers to single-family and low-density multifamily housing.

POLICY S-NC-116. Require that the park-and-ride lots locate away from the village centers and residential clusters, preferably in conjunction with major recreational facilities such as ballfields.

POLICY S-NC-117. Require physical and/or visual buffers within and between areas of urban development.

POLICY S-NC-118. Require the dedication of land for recreational and/or urban design purposes.

Discussion: The policies in this section provide general urban design guidelines related to land use and street locations, configurations and features, and the use of natural and planted vegetation. The purpose is to achieve subtle development throughout the residential portions of the villages that blends with the natural environment.

In addition to the policies presented in this section, more specific urban design guidelines will be developed for each village through the village development review process. Further discussion with property owners, their architects, and the general public during the village review process will be necessary before specific conditions are set.

Village Development

Urban Design—Village Centers

GOALS:

- To develop a functional and aesthetically pleasing village center which provides services and activities adequate to meet the needs of village residents and which is harmonious with adjacent neighborhoods.
- To ensure that village centers appear cohesive and well planned throughout their development.
- To encourage village centers which act as the center or “hub” of activity for the community.

OBJECTIVES

1. To establish urban design guidelines for village centers related to building location and appearance, amenities, pedestrian orientation, and relationships to other village areas.
2. To approve a design within village centers which encourages complementary functional relationships between various land uses.
3. To encourage village centers which act as a focal point for the community and create an atmosphere with a sense of activity and cohesiveness.
4. To encourage a more intensive urban atmosphere within the village centers.

POLICIES

POLICY S-NC-119. Encourage village centers that are compact and concentrated.

POLICY S-NC-120. Retain a sense of compactness throughout the life of the village center by limiting development to vacant pads adjacent to or abutting developed areas.

POLICY S-NC-121. Require that the development of some community business and professional service uses and the town square take place in the first phase of village development.

POLICY S-NC-122. Encourage the location of small amounts of professional office space throughout the village centers rather than concentrated in one building.

POLICY S-NC-123. Encourage vertical layering of community business and limited office uses within buildings in the village centers.

POLICY S-NC-124. Focus development in the village centers on a single, central street.

POLICY S-NC-125. Require a “village green” or town square within the village centers which includes or is adjacent or connected to such amenities as a formal arrangement of trees, paths, public gardens, children’s play areas, and other community features.

POLICY S-NC-126. Require a street system within the village centers which is urban in design and includes sidewalks, crosswalks, and a combination of major and minor streets.

POLICY S-NC-127. Encourage the location of the town square at an important intersection.

POLICY S-NC-128. Encourage strong visual design elements to reinforce the importance of the town square.

POLICY S-NC-129. Require an attractive, convenient, and safe pedestrian system connecting uses within the town center and connecting the town center itself to the remaining portions of the village.

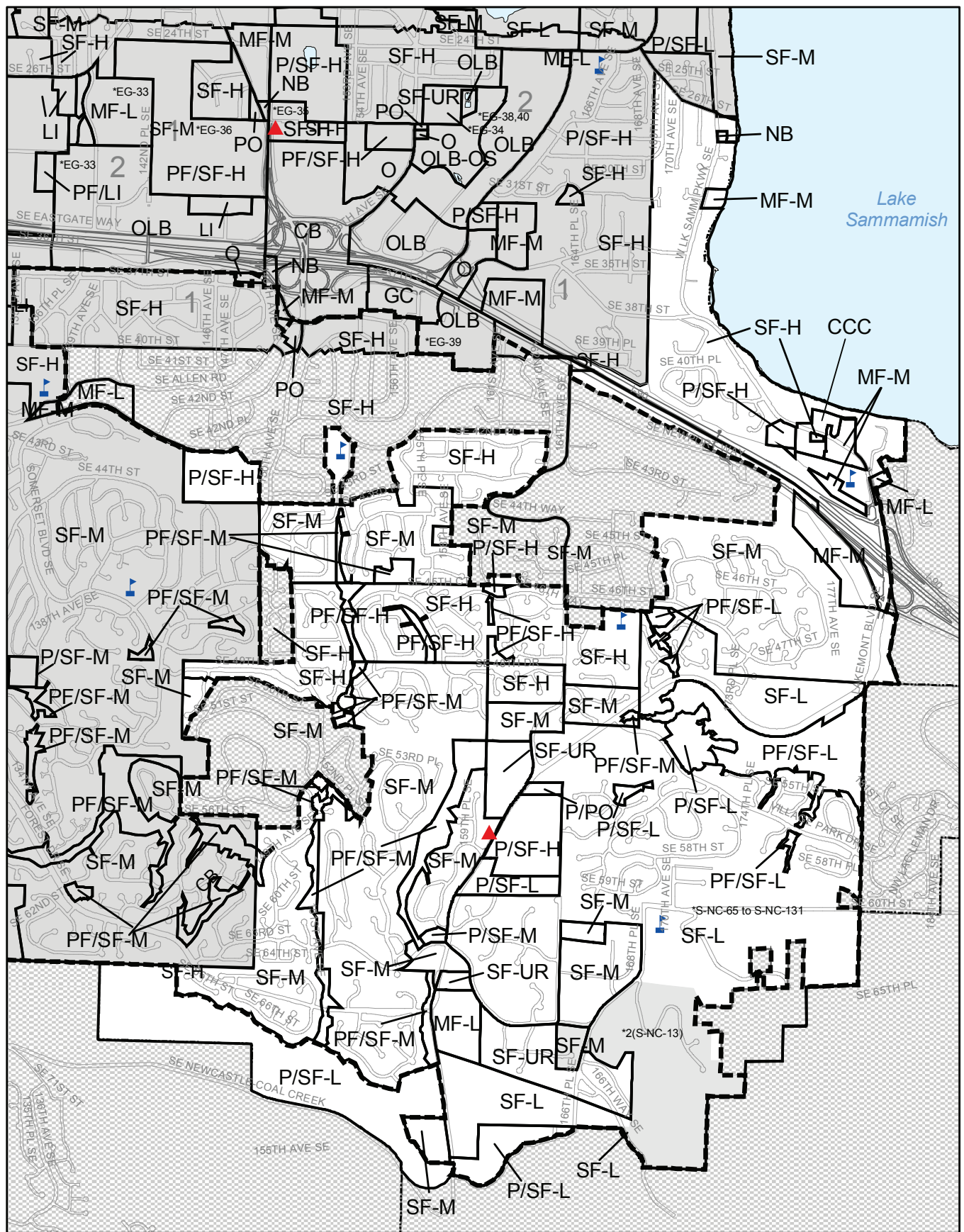
POLICY S-NC-130. Require the location of a transit center in village centers.

POLICY S-NC-131. Encourage a diverse collection of shops, professional services, offices, community facilities, and high density housing within village centers.

Discussion: Although sensitivity to the natural environment is required, development in the village centers will be more urban and manmade in nature. The urban character will be accomplished by requiring concentrated development, controlled landscaping, geometric street patterns, and parks planned as focal points. The physical design requirements are intended to encourage centers that act as a focus of activity to the community and look and operate in a manner distinctive from the rest of the village.

The urban design policies also direct the timing of village center development. The centers are to be included in the first development phase for a village. The intent is to assure that centers are recognizable entities from the early life of a village.

Development should be compact, eliminating the possibility of vacant “holes” which would detract from the cohesiveness of the village center. Community activity centers such as schools, parks, churches, etc. are encouraged in the centers along with community business and service uses in order to achieve a feeling of completeness.



**FIGURE S-NC.2
Newcastle Land Use Plan**

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

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

GC General Commercial
LI Light Industrial
PF Public Facility
P Park

▲ Fire Stations
Public Schools

Lakes

Bellevue City Limits (6/2008)



Figure S-NC.1 Potential Annexation Area

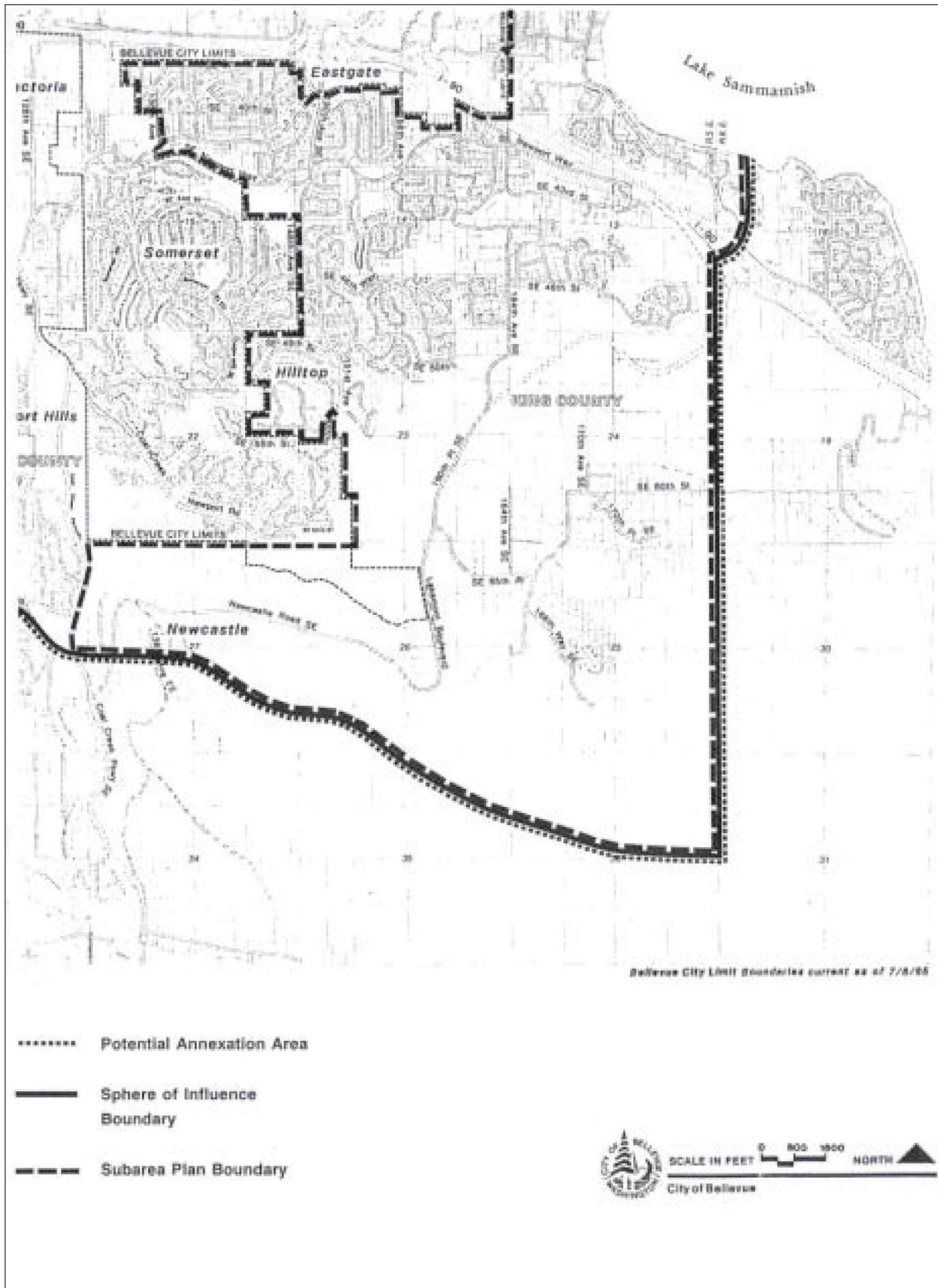


Figure S-NC.3 Master Plan Development Overlay Districts

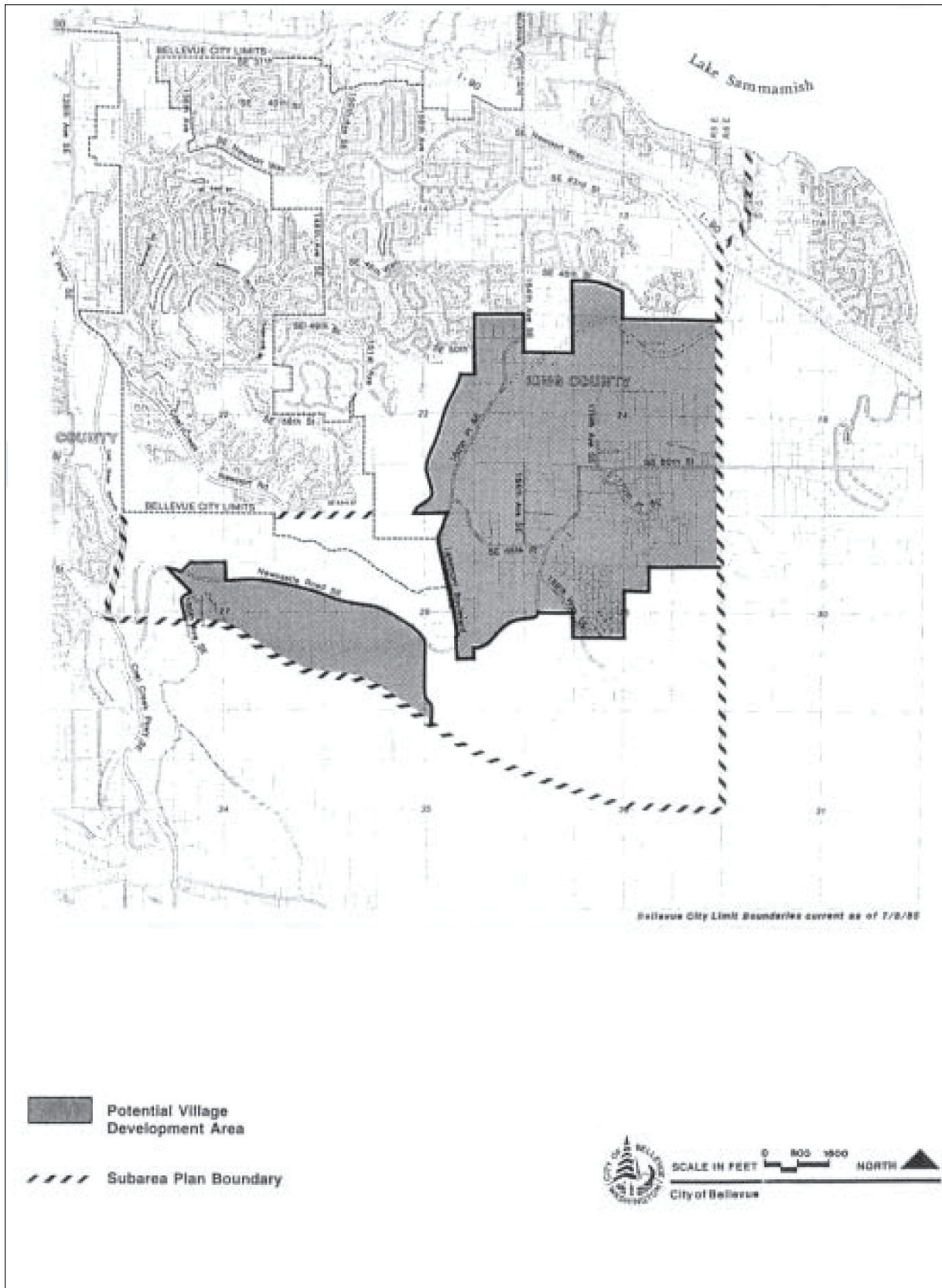


Figure S-NC.4 Historic Sites

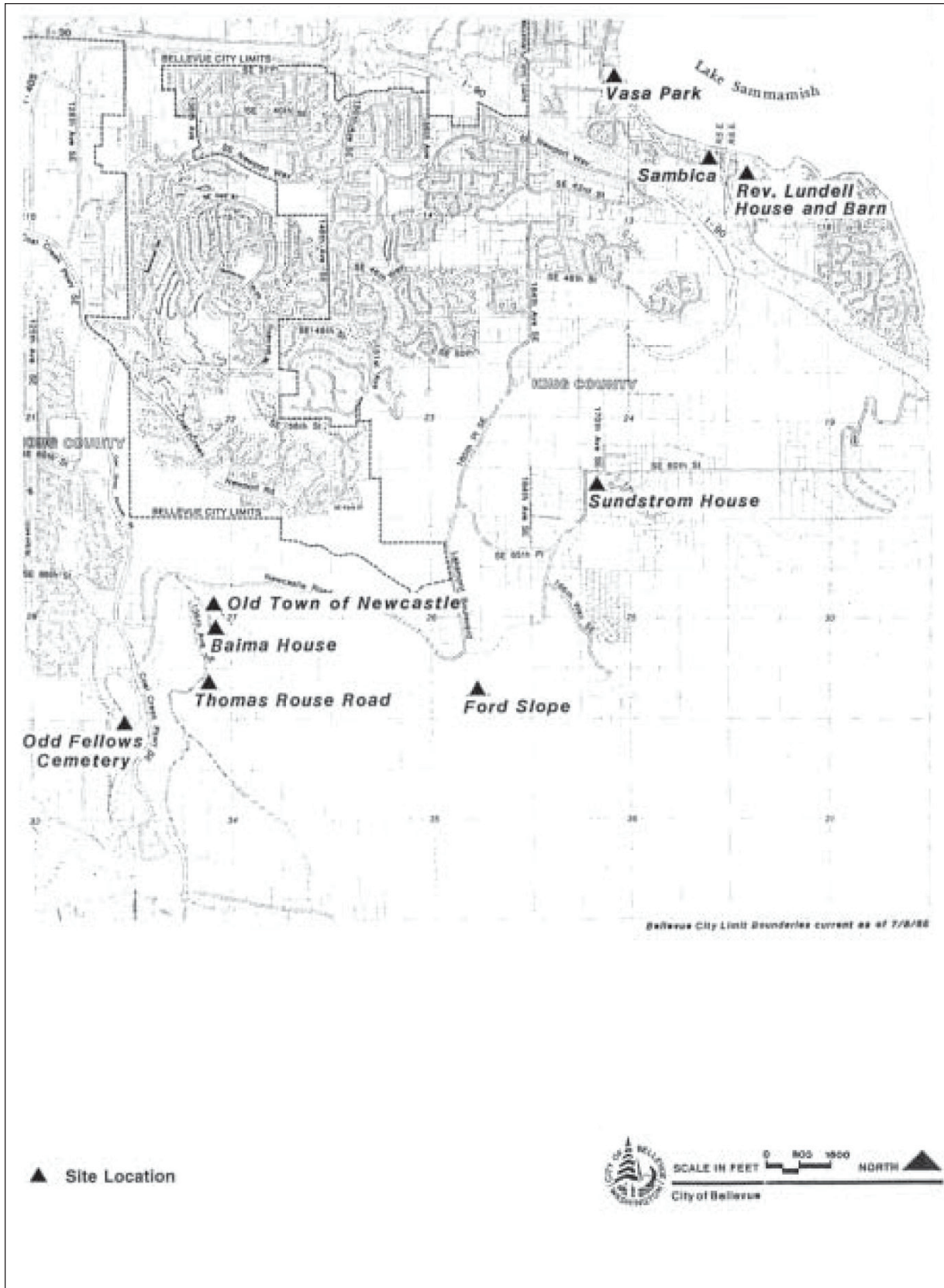


Figure S-NC.5 Creeks and Un-named Tributaries

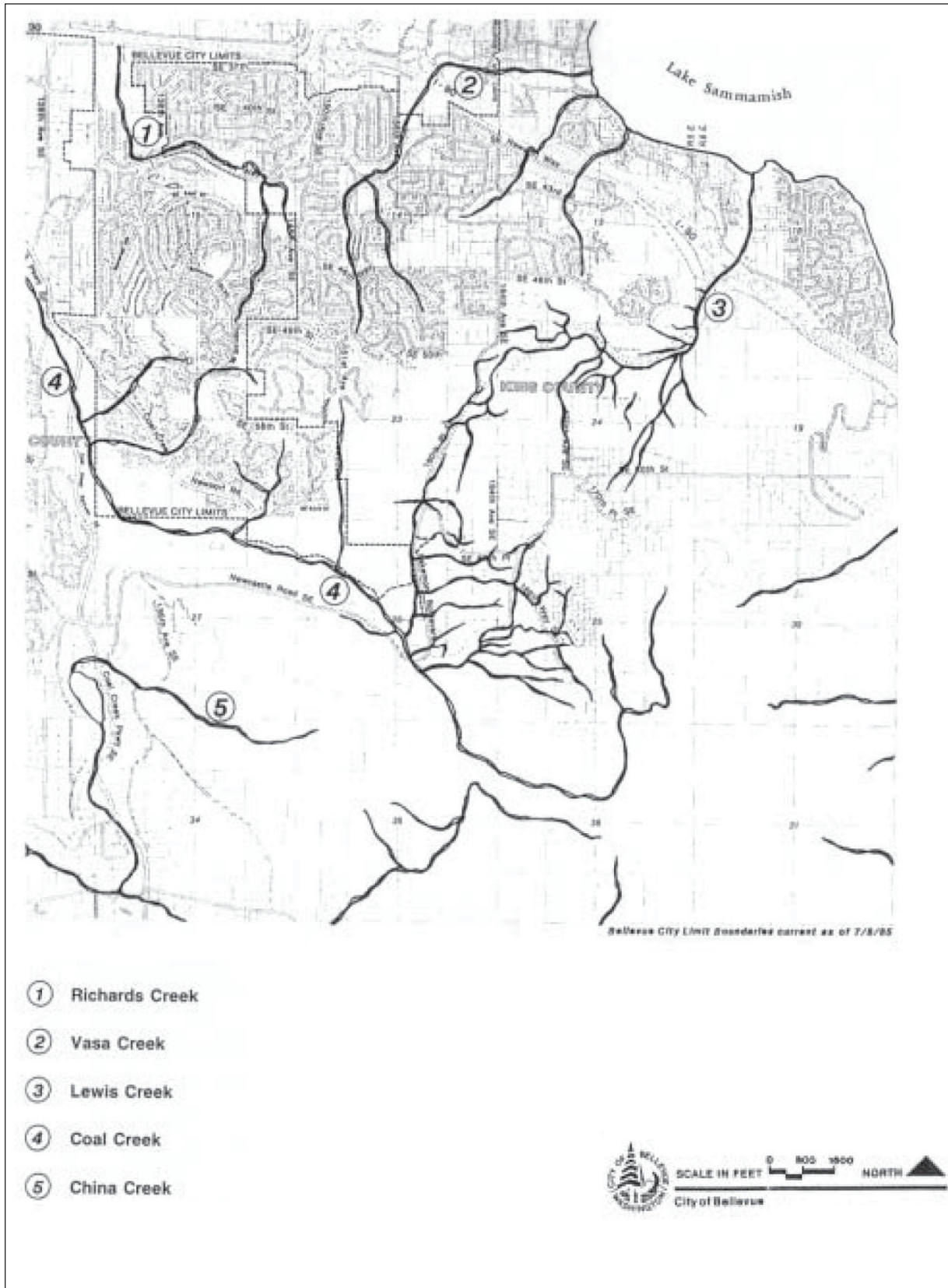
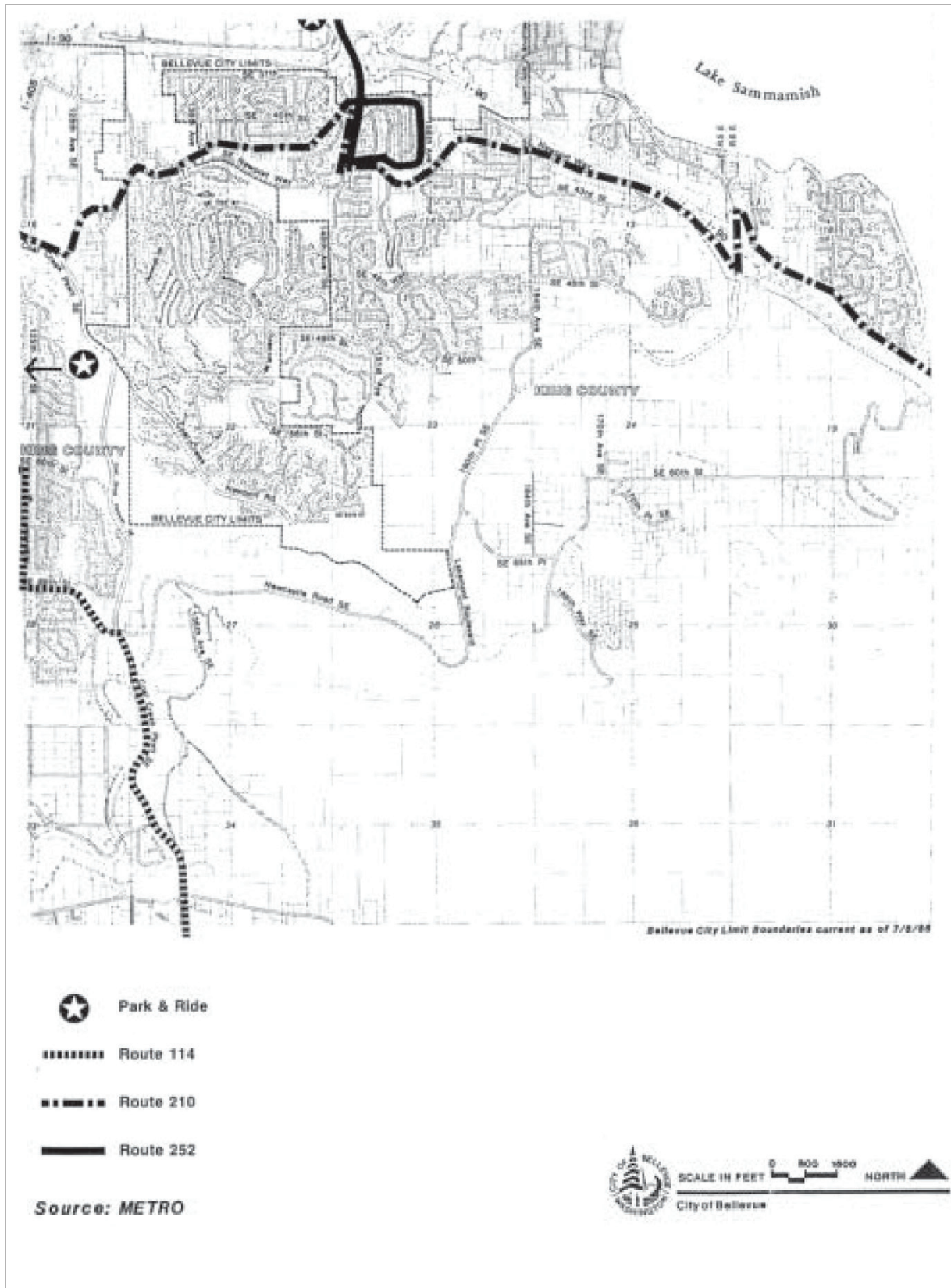


Figure S-NC.6 Transit Service



The map displays the City of Bellevue, Washington, with its city limits outlined in a thick black line. Major express routes are shown as solid black lines, while local routes are indicated by dashed lines. Four park and ride lots are marked with star symbols: one near the intersection of SR 520 and SR 169, one near the intersection of SR 520 and SR 169, one near the intersection of SR 520 and SR 169, and one near the intersection of SR 520 and SR 169. The map also shows the city's proximity to Lake Sammamish and the surrounding area. A legend at the bottom left defines the symbols: a solid line for Express Routes, a dashed line for Local Routes, and a star symbol for Park and Ride Lots. A scale bar at the bottom right indicates distances in feet (0, 800, 1600) and includes a north arrow. The City of Bellevue logo is also present.

Express Routes

Local Routes

Park and Ride Lots

City of Bellevue

SCALE IN FEET 0 800 1600 NORTH

Figure S-NC.8 Trails

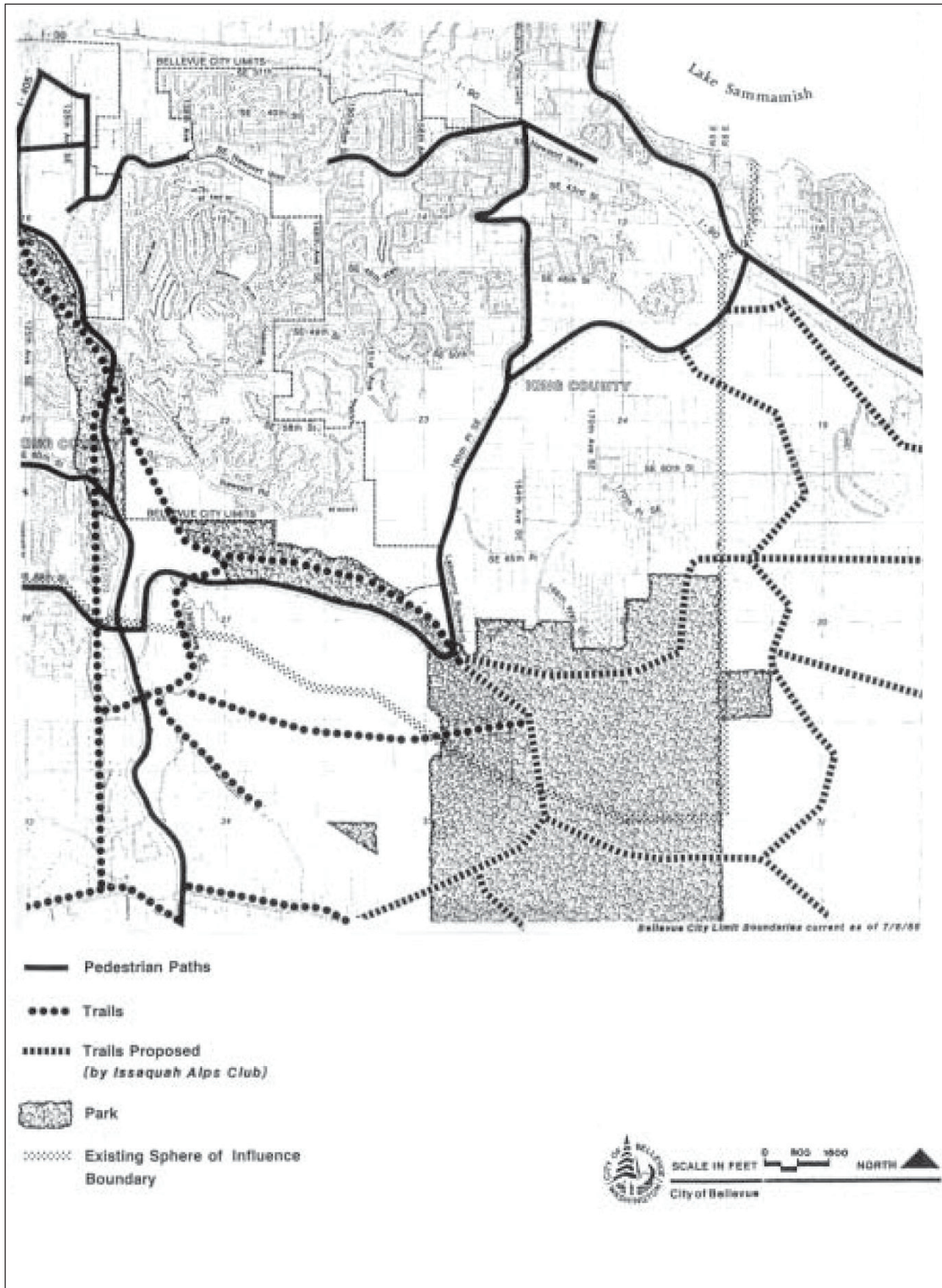


Figure S-NC.9 Parks

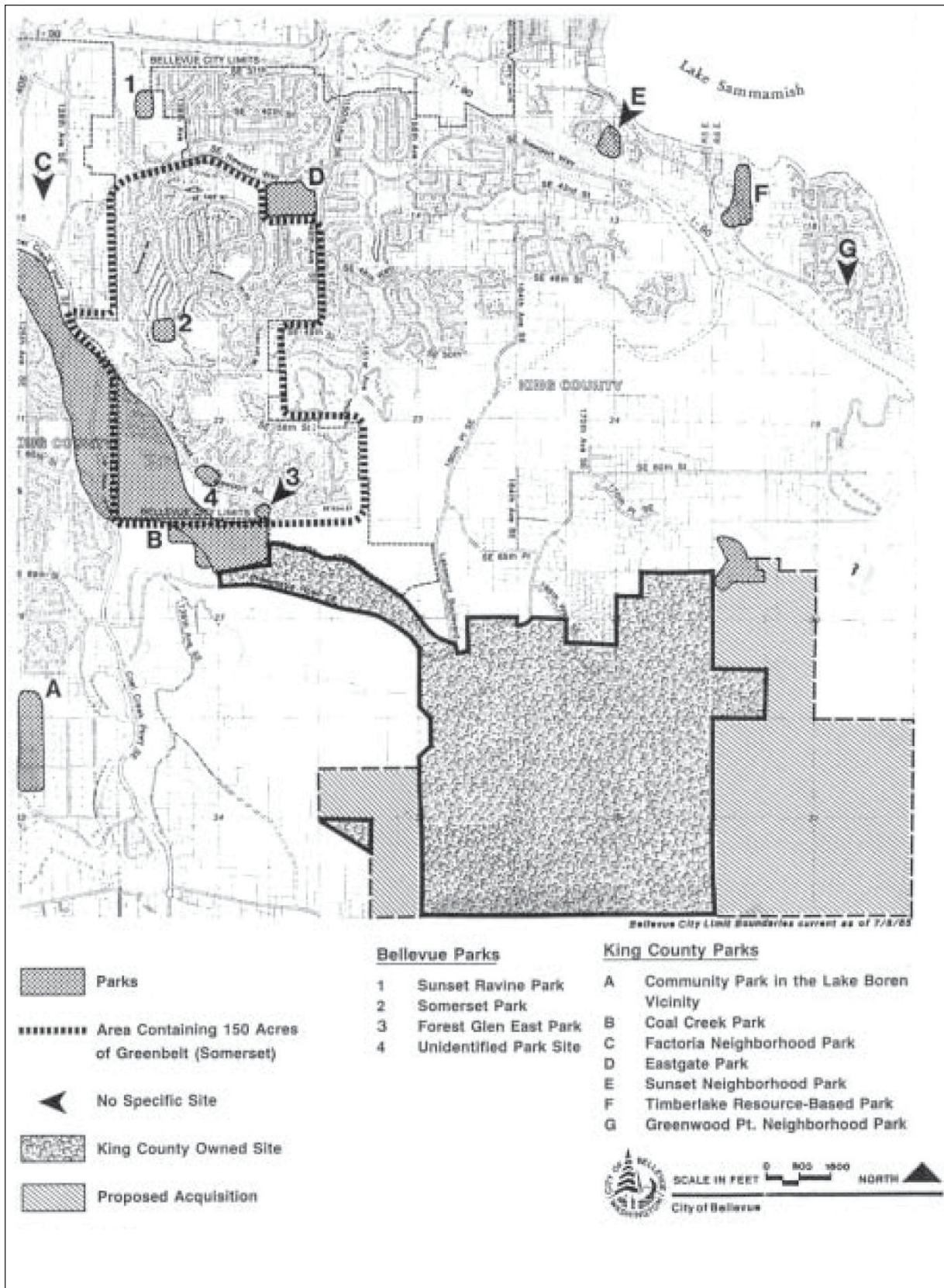


Figure S-NC.10 Sewer Service Areas and Major Sewage Facilities

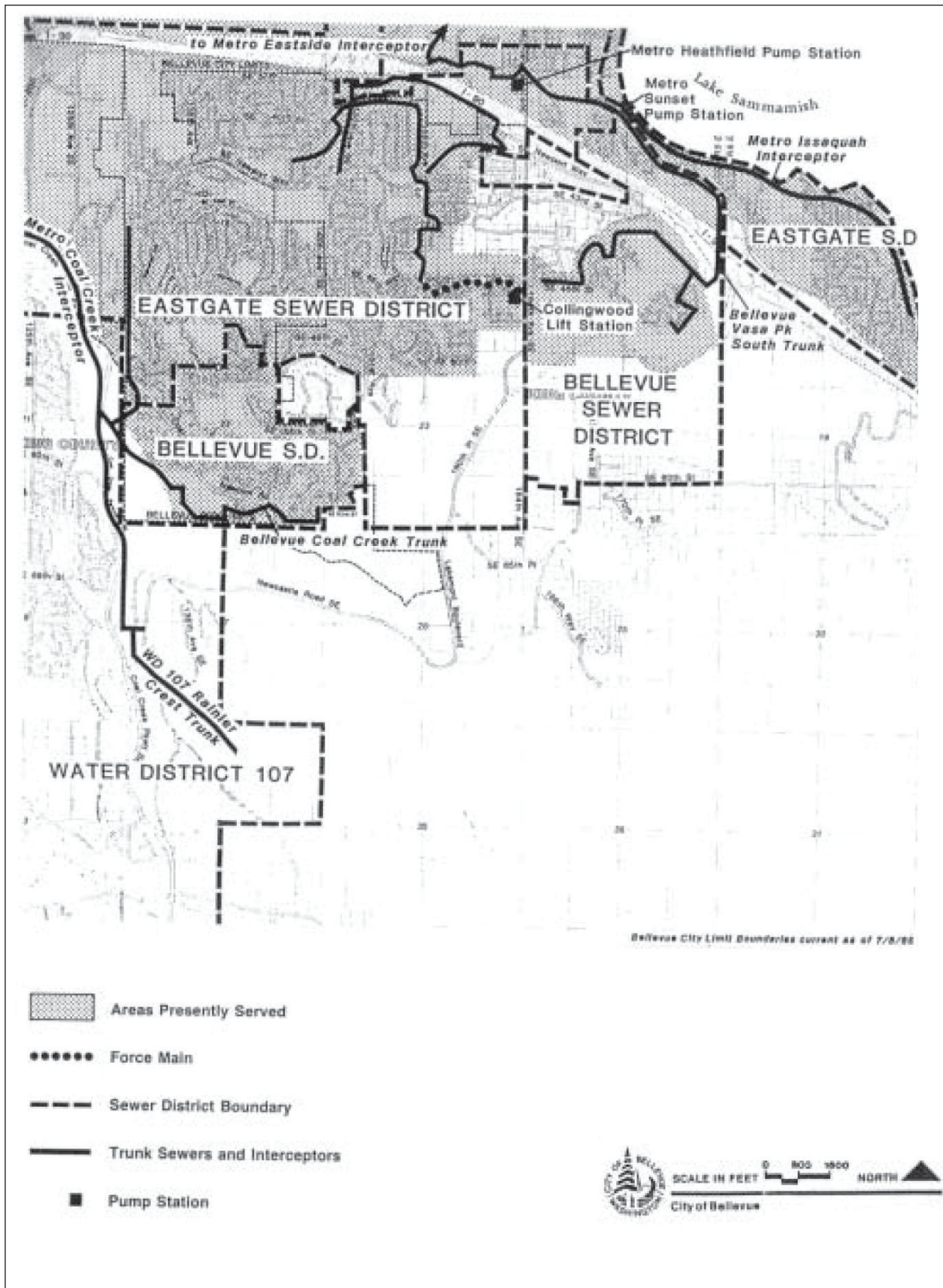
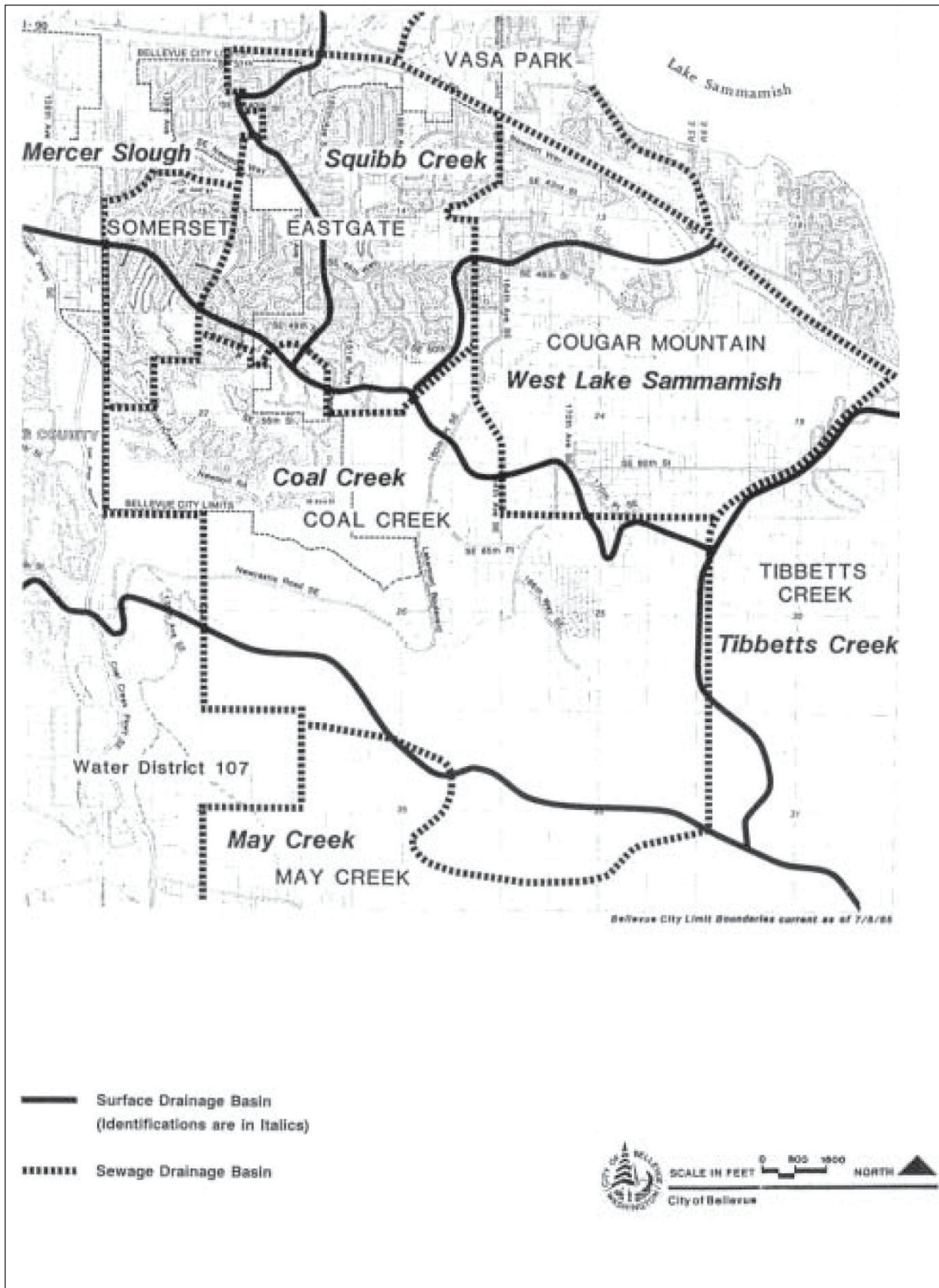


Figure S-NC.11 Surface and Sewer Drainage Areas



APPENDIX A

*Table 1 Summary
Development/Population By Phase
(Maximum Development Anticipated)*

# OF UNITS	PHASE I 0-3 YEARS	PHASE II 4-6 YEARS	PHASE III 7-11 YEARS	PHASE IV 12-16 YEARS	PHASE V BUILD OUT	TOTAL
I. UNITS						
Cumulative	4,250	<u>5,450</u>	<u>7,950</u>	<u>9,800</u>	<u>11,150</u>	<u>11,150</u>
Total		(5,810)*	(10,577)	(13,800)	(15,150)	(15,150)
II. POPULATION						
Cumulative	13,200	<u>16,550</u>	<u>23,400</u>	<u>28,450</u>	<u>32,500</u>	<u>32,500</u>
Total		(17,518)	(30,516)	(39,310)	(43,382)	(43,382)

**North and West village development at the maximum recommended by the plan (4,000 dwelling units per village).*

Methods and Assumptions Used to Calculate Maximum Anticipated Subarea Population

1. The land use adopted for the Subarea by King County in the Newcastle Community Plan was assumed appropriate for all areas.
2. When a project was either in the planning stage and consistent with the adopted land use, or approved by King County, information from the property owner/developer on housing counts was used. This was the case with the villages and several subdivisions.
3. The boundaries of the potential village sites were taken from the County's Newcastle Plan and EIS. Actual unit numbers were taken from property owners when available, otherwise a density of three units per acre was assumed. In the case of the Northern Village, the conceptual boundary of the village is larger than the "potential MPD area" shown in the King County Area Zoning. For the purposes of this study, the larger area was assumed. A project involving about 1,086 units on 389 acres of the northern village area is currently before the County for review and approval. Plans have not been developed for the remaining portion of the village.
4. It was assumed that no development would take place within the boundaries of the Cougar Mountain Regional Wildland Park (*Figure S-NC.9*).

5. Unit projections for areas where no known projects exist were calculated in three ways: First, actual lot counts were taken in the northwest or Eastgate portion of the study area. This was done using Bellevue maps showing platted lots and comparing these to data in the King County 1984 Annual Growth Report. The development pattern established by existing development was assumed for the minimal amount of vacant land in the area.

Second, a formula was developed for calculating the estimated number of units at buildout for primarily undeveloped areas with RS (Residential Single-family at urban densities), SR (Suburban Residential - a transition from suburban to urban character), and multifamily designations. The formula took into consideration environmental features and existing development patterns. The formula was as follows: Number of acres multiplied by maximum density allowed by the King County land use designation divided by two. The results using the formula were consistent with actual densities in developed areas and proposed subdivisions. Areas where the formula was used have a considerable amount of “sensitive areas” as identified in the King County Newcastle Plan.

Finally, for areas with a land use designation of one acre and above and with a built-in factor for sensitive areas (i.e., clustering), the maximum density multiplied by the number of acres was used to calculate the projected number of units at buildout.

6. Population estimates were calculated by multiplying the Bellevue standard of 3.1 persons per household for single-family and 1.8 for multifamily homes times the estimated number of units.
7. Once the total number of units at buildout was estimated, a phasing plan for growth was developed. The intent was not to tie growth to a specific date or time, but to estimate the amount of growth that might occur in phases or periods. Growth was separated into the three categories: villages, subdivisions, and infill. Ultimate development of all three villages was assumed, even though the King County and Bellevue plans specify only two villages. This was done in order to understand the impact of all possible development in the area on facilities and services.

Development of and in the villages and subdivisions was assigned to phases based on discussions with property owners. Infill growth includes changes in land use that will take place outside of known subdivisions or villages. Based on the rate of growth in recent years in the City of Bellevue and the King County Newcastle planning area, an amount of annual infill was estimated.

APPENDIX B

*Development/Population By Phase
(Maximum Anticipated Development)*

# OF UNITS	PHASE I 0-3 YEARS	PHASE II 4-6 YEARS	PHASE III 7-11 YEARS	PHASE IV 12-16 YEARS	PHASE V BUILD OUT	TOTAL
I. UNITS						
Existing	3,000		3,000			
New Subdivisions	650					650
North Village	0	600 (960)*	1,000 (1,600)	900 (1,400)	0	2,500 (4,000)
West Village	0	0	1,000 (2,667)	500 (1,333)	0	1,500 (4,000)
In-Fill	600	600	500	450	1,350	3,500
Sub-Total	4,250	1,200 (1,560)	2,500 (4,767)	1,850 (3,223)	1,350	
Cumulative Total	4,250	5,450 (5,810)	7,950 (10,577)	9,800 (13,800)	11,150 (15,150)	11,150 (15,150)
East Village				1,000	2,000	3,000
Cumulative Total	4,250	5,450 (5,810)	7,950 (10,577)	9,800 (13,800)	11,150 (15,150)	11,150 (15,150)
II. POPULATION						
Existing	9,300					
New	3,900	3,350 (4,318)	6,850 (12,998)	5,050 (8,794)	5,050 (4,072)	
Cumulative Total	13,200	16,550 (17,518)	23,400 (30,516)	28,450 (39,310)	32,500 (43,382)	32,500 (43,382)
East Village				2,700	5,400	
Cumulative Total				31,150 (42,010)	40,600 (51,482)	40,600 (51,482)

*Village development at the maximum recommended in the plan (4,000 dwelling units).

APPENDIX C

Facility Needs/Costs by Growth Phase

Estimates are given in 000's based on 1985 costs

Facility	PHASE I 0-3 YEARS Infill	PHASE II 4-6 YEARS Infill, Northern Village	PHASE III 7-11 YEARS Infill, Northern & Western Village	PHASE IV 12-16 YEARS Infill, Northern & Western Village	Buildout Infill
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I. TRANSPORTATION IMPROVEMENTS

Roads	Coal Creek/Newport Extension \$3,588	Lakemont Blvd Extension \$10,695	Widen Coal Creek/ Newport \$2,024	Widen 164th Ave SE \$4,140
	Spot Widening Newport Way	Signalize Lakmont Extension/Newport \$143	Widen Lakmont Blvd Newcastle Rd. SE \$10,120	
			Widen Coal Creek Pkwy North of Coal Creek/ Newport Rd \$3,738	
			Widen Coal Creek Pkwy South of Coal Creek/ Newport Rd \$7,432	
			Rt Turn Lane on Newport Way at 148th SE & Left Turn Lane Coal Creek Pkwy \$83	
			Turn Lane on Newport Way/128th \$58	
			Signalize Coal Creek/Newport Rd/Lakmont Blvd \$115	
Transit	Local Service	Interchange Park-N-Ride Lots	New Express Service	
	Additions to Existing Service		Village Park-N-Ride Lots	

II. UTILITIES

Sewer	Coal Creek Trunk Replacement \$350	Vasa Park Replacement \$330	Vasa Park Replacement \$140	Vasa Park Replacement \$160
	Coal Creek Trunk Extension \$760	Vasa Park Extension \$400	Newcastle Road Extension \$760	
	Rainier Crest Extension \$280			

APPENDIX C

Facility	PHASE I 0-3 YEARS Infill	PHASE II 4-6 YEARS Infill, Northern Village	PHASE III 7-11 YEARS Infill, Northern & Western Village	PHASE IV 12-16 YEARS Infill, Northern & Western Village	Buildout Infill
Water	Newport Pump Station Upgrade \$55	850 Zone Reservoir \$300	1175 Zone Reservoir \$300		
	164th SE Distribution Main Extension to 850 Reservoir \$208	164th SE Distribution Main Extension to 1175 Reservoir \$80	Pump Station to 1400 Zone \$20		
	Supply Main Improvements \$100	Pump Station to 1175 Zone \$400			

III. PUBLIC SERVICE IMPROVEMENTS

*Fire	3-bay Satellite Station \$2,104		3-bay Satellite Station \$2,104		
Police	Additional Service \$286	Additional Service \$244	Additional Service \$471	Additional Service \$328	Additional Service \$286
***Parks	3-6 Small Parks (1 Acre)	4-8 Small Parks	6-12 Small Parks	7-14 Small Parks	8-16 Small Parks
	1-2 Neighborhood Parks (5-15 Acres)	2 Neighborhood Parks	2-3 Neighborhood Parks	3-4 Neighborhood Parks	3-4 Neighborhood Parks
	2-4 Community Parks (15-30 Acres)	3-5 Community Parks	4-6 Community Parks	5-8 Community Parks	5-9 Community Parks
				***1-2 District or City-wide Parks (100 or More Acres)	***1-2 District or City-wide Parks

**Costs include estimates for capital improvements, equipment, and operations and maintenance*

***Cougar Mountain Regional Wildlife Park will serve this purpose*

****Park Department could not do meaningful estimate for cost of park development*

APPENDIX D

Preliminary Village Center Urban Design Guidelines

Once a village center has been located in respect to the overall design of a village, the following urban design guidelines shall apply:

Site and Building Design

1. Require that the core area of village centers be comprised of buildings that generally abut one another along the principal street(s).
2. Require the following design features in buildings within village centers:
 - a. Main entrances to buildings from the sidewalks,
 - b. Retail or service activities on the ground floor of all buildings,
 - c. Clear windows on the street side of buildings,
 - d. Virtually no setbacks from the sidewalk,
 - e. Building facades which incorporate pedestrian-oriented features such as awnings, recessed entries, and display windows, and
 - f. Maximum of 50-foot building height.
3. Ensure a mix of uses in village centers by:
 - a. Requiring a mix of professional offices, retail, and residential development in all phases of village center development,
 - b. Requiring ground floor retail and service uses in office buildings, and
 - c. Requiring housing in the village centers to be scattered and varied in design and type.
4. Minimize the visual impact of parking facilities:
 - a. Restrict parking facilities to areas peripheral to the commercial core and encourage the sharing of such facilities by office, retail, and residential uses, and
 - b. Encourage parking facilities to be placed under buildings or terraced into the topography.

Street and Sidewalk Design

1. Require the following standards for village center street systems:
 - a. Street rights-of-way of 60-75 feet,
 - b. Street widths of 45-55 feet,
 - c. Sidewalk widths of 10-15 feet,
 - d. Block lengths of 200-300 feet, and
 - e. The use of mid-block paths or alleys.

2. Encourage a streetscape character in village centers which are urban in nature by:
 - a. Requiring uniform sidewalk design standards,
 - b. Requiring regularly spaced street trees along the curb line, and
 - c. Creating an integrated system of street lights, signs, informational graphics, benches, litter receptacles, and special textured paving.

Newport Hills Subarea Plan

OVERVIEW

The Newport Hills Subarea is bordered on the west by I-405, on the south by S.E. 69th Street and on the north and east by Coal Creek Parkway. Its proximity to I-405 and I-90 makes downtown Seattle, Bellevue, and the Cascade Mountains easily accessible.

The Subarea is made up of a number of single-family neighborhoods and multifamily neighborhoods surrounding a core commercial district. Despite the emphasis on residential development, portions of the Newport Hills Subarea retain a semi-rural feel, protected by steep ravines and tree covered hills. Secluded woods and wetlands are home or migratory corridors for deer, raccoons, coyotes, mountain beavers, possums, squirrels, red-tail hawks, and eagles. Coal Creek and the Newport Hills tributary once supported runs of salmon and steelhead. Past coal mining activity and recent residential development have reduced these streams' abilities to support sustainable fish populations.

Residents are loyal to their neighborhood and many have moved to other homes within the Newport Hills Subarea. The commercial district is its nucleus, providing a link between schools, the YMCA, swim and tennis club, county park, and residences.

Current issues center around:

- revitalizing the appearance and viability of the commercial district;
- protecting residential neighborhoods;
- addressing major transportation issues;
- providing pedestrian links between commercial, residential, and park areas;
- preserving natural areas to enhance wildlife habitat; and
- acquiring open spaces for parks.

The policies in the Newport Hills Subarea Plan guide the continued development of the Subarea.

History

Initial development of the area now known as the Newport Hills Subarea was tied to the 1863 discovery of coal in the hills around Cougar Mountain. The Newcastle mine, located southeast of the present Newport Hills, helped make coal the leading industry in King County during the 1870s and 1880s. In fact, from 1875 to 1890, over one hundred thousand tons of coal were mined annually. It was through Newport

Hills that coal was transported from the mines, first by wagon, then from 1865 by a tram-like railway. The railway came up south of S.E. 60th Street and down to Lake Washington, south of Pleasure Point, where the coal was loaded onto barges and transported to Seattle and San Francisco.

For a number of years, ferries and railways served as the major transportation links between Newport Hills and points north, west, and south. Passenger boats with a capacity of less than ten people ferried from Newcastle Landing to Seattle. People on shore signaled these vessels by raising a flag. Beginning in 1878, the Seattle and Walla Walla Railroad ran from the mines at Newcastle, through Hazelwood, down to Renton and Seattle. In later years, commuters could connect with an interurban line that ran south to Kent, Auburn, and Puyallup before returning to Seattle. But, following the closing of the coal mines in 1929, all rail service between Newcastle and Renton ended.

C.D. Hillman influenced the development of Newport Hills for homesteading when he platted and sold five-acre parcels in the Hazelwood area, east of 116th Avenue S.E. and south of S.E. 60th Street. Swedish, Norwegian, Finnish, and French-Canadian immigrants, hungry for land ownership, came to his “Garden of Eden,” the name which identifies the neighborhood today. These workers were originally employed in the mines or in Renton, but it was their self-sustaining farms which carried their families through the Depression years. Some of the homes, built as early as 1907, are still owned by descendants of the original homesteaders.

Development has changed the character of the area from rural to suburban. Although completion in 1940 of the Mercer Island floating bridge was expected to precipitate rapid growth of the Eastside, the war and the presence of bridge tolls delayed that growth until after 1950. In 1958, the real estate company, White and Bollard, whose offices were in a building on the corner of 119th Avenue S.E. and S.E. 56th Street, planned and platted Newport Hills, and within the next few years the commercial district was built. It was during the “Boeing Boom” between the late 1950s and early 1970s when many of its employees bought homes in Newport Hills that the area experienced its greatest growth.

Urbanization and rapid growth seem to dominate the Eastside landscape. However, in the 1990s the Newport Hills Subarea retains some elements of the past. Horses populate the remaining farm pastures. In the shadows of a new subdivision, cows and sheep graze in rolling meadows. Deer and other wildlife flourish in the greenway provided by the Coal Creek habitat system, occasionally emerging to wander through backyards. Residents and the community as a whole cherish these remnants of their rural beginnings. They provide a context for the area’s history, a history made that much richer and more real by the fact that some of the original, historical residences remain standing today.

Citizen Participation

Shortly following the annexation of the Newport Hills Subarea, a citizen's advisory committee (CAC) worked for five months to develop policy and land use recommendations for the Subarea. The work of this committee is of critical importance for the long-term evolution of the Newport Hills Subarea as a vibrant and attractive neighborhood. Though the policies are in place, it is essential that the community remain active in anticipating and planning for the changes that are inevitable.

Citizen committees communicate with government and with other entities to assist with implementing the policies in the Newport Hills Subarea Plan.

Existing policies in the Citizen Participation Element of the *Comprehensive Plan* encourage community involvement in all planning processes. In addition to the legally required noticing, the City of Bellevue notifies area community groups when development applications are received. Especially important is early communication between developers and neighbors about potential impacts and potential solutions to compatibility issues.

It is essential for business and the community to work together in revitalizing the Newport Hills commercial district. Ongoing communication and involvement in joint efforts are essential to achieve increased business vitality and community appearance.

The community should work with Newport Hills businesses and residents to establish a central place for distribution of information and community events.

POLICIES

POLICY S-NH-1. Encourage developers of subdivisions or commercial buildings to engage in early communications with nearby residents and community groups to identify issues and opportunities.

POLICY S-NH-2. Solicit the input of Newport Hills CAC members and other interested citizens in implementing the Newport Hills Subarea Plan policies.

General Land Use

Since the 1950s, the Newport Hills Subarea has largely developed with residences, along with schools, churches, and businesses. Little undeveloped land remains. Single-family homes are the predominant housing type. An example of a newer

style of residential development is attached townhomes. Multifamily residences are clustered around the intersection of 119th Avenue S.E. and S.E. 60th Street, where the core commercial district provides neighborhood shopping opportunities.

The Newport Hills commercial district provides goods and services for the neighborhood, and is also the community's focal point. Both functions may be enhanced in the future through greater communication and cooperation between business owners and residents. Redevelopment opportunities in the Newport Hills commercial district could include a mixed-use component where retail and housing are integrated. Introducing housing to this neighborhood business area may help support a greater variety of retail uses.

Much of the Newport Hills Subarea was developed with insufficient provisions for public parks and open space, according to current standards. The Newport Hills Community Park at S.E. 60th Street and 120th Avenue S.E. is the only public park in the Subarea. It is heavily used and should be expanded, with adequate facilities and connections to neighborhoods. New neighborhood-scale parks and miniparks should be acquired and developed throughout the Subarea, especially in association with new subdivisions.

Land available for new residential development is limited, yet how these parcels develop will affect the character of Newport Hills. It is important that new neighborhoods retain significant open space, provide public trail connections, and protect and enhance environmentally sensitive features. Clustering new lots and homes with respect to the visual character of existing open space and environmentally sensitive areas enables property owners reasonable development opportunities while protecting features important to the community.

Several streams run through the Newport Hills Subarea, most of which have deep, steep-sided ravines. Steep, unstable slopes significantly reduce opportunities for development along these streams. Much of the undeveloped property along stream corridors is in private ownership. While not designated as such, this land functions as open space between neighborhoods. Additional community benefit may accrue through the development of nonmotorized transportation projects through the stream corridors.

The Land Use designations depicted on the Land Use Plan (*Figure S-NH.1*) reflect the existing and desired land use pattern in the Newport Hills Subarea. Changing circumstances over time may prompt a review and possible amendments to the Land Use Plan. Private property owners or the City may initiate a review of a particular land use designation. Amendments to the *Comprehensive Plan* must meet the criteria specified in the Land Use Code, and must be approved by the Planning Commission and the City Council following extensive public involvement.

West Ravine

West Ravine Creek originates in the residential areas and open pastures south of S.E. 60th Street and west of 120th Avenue S.E.. After flowing through a culvert deep beneath S.E. 60th Street, the runoff is concentrated in a small creek at the bottom of a steep, wooded ravine. Storm drainage from the Newport Hills and Lake Heights neighborhoods periodically contributes to the creek's volume, eroding the loose sand and gravel from the ravine's slopes. Storm water and sediment are collected in a detention pond south of the Newport Hills Park-and-Ride lot. The creek then enters a culvert, passing beneath the Park-and-Ride, I-405, and the Lakehurst Lane residential area west of I-405 before its outfall into Lake Washington. East and north of the Park-and-Ride, the ravine slope is steep and geologically unstable.

While residential development is absent from the West Ravine, limited activity has occurred. Huge, rotting stumps testify to the logging operations early in the 20th century. Later, when the Newport Hills neighborhoods were being developed, stumps, logs, and construction debris were dumped in the south part of the Ravine near S.E. 60th Street. Then in the 1960s and 70s, sand and gravel from the Ravine's east slope were quarried and removed from the site. In the late 1970s the State Department of Transportation constructed the Park-and-Ride lot, filling the Ravine rather than disturbing the landslide-prone slope to the east.

Residential development proposals for the Ravine during the 1980s did not materialize due in part to environmental constraints. On the south, a proposed subdivision encountered the landfill of construction debris. This unconsolidated fill was found to be slowly sloughing toward the west into the Ravine. While an engineering solution to stabilize the fill may be feasible, the one proposed (a gabion wall on the steep, protected slope of the Ravine) was not acceptable to King County because it was within the steep slope area. Northeast of the Park-and-Ride, proposals for high density residential development conflicted with measures deemed necessary by the County to minimize the landslide potential of the steep slope. In this area, sand and gravel deposits over layers of clay create a landslide hazard, dictating a complex engineering solution to stabilize the hillside following proposed excavation for buildings and infrastructure. A scaled-down plan approved by the County that protected the slope was never pursued.

The Newport Hills Subarea Plan defines the housing potential in the West Ravine, but alerts developers to the environmental conditions that may restrict future development.

In the future, development on the Park-and-Ride lot may evolve into a mix of uses, retaining the parking function but adding retail and services for the commuters and the residents of the immediate neighborhood. The site may also include

some housing. While the current land use designation (SF-H) does not allow for commercial activity, the City recognizes this potential and may, as circumstances change, support changes to the land use designation for the Park-and-Ride to accommodate a greater range of uses.

Special development conditions exist (identified by the “*” on the map following the land use designation) that are intended to protect the environment and ensure that new development is compatible with the existing neighborhoods.

POLICIES

POLICY S-NH-3. Recognize land uses as depicted on the ~~Land Use Plan (Figure S-NH-1)~~. **Future Land Use Map.**

POLICY S-NH-4. Retain the current land use designation for churches and schools.

POLICY S-NH-5. Encourage new development to use the Planned Unit Development (PUD) mechanism to preserve the visual character of existing open space and protect environmentally-sensitive areas in new subdivisions by clustering housing on the least sensitive portions of a site.

POLICY S-NH-5a. Encourage the combining of contiguous parcels in the West Ravine in a single Planned Unit Development (PUD) application to take advantage of favorable site conditions and access. *[Amended Ord. 4803]*

POLICY S-NH-5b. Vehicular access to housing development in the south half of the West Ravine (south of approximately S.E. 56th Street) should be from S.E. 60th Street. *[Amended Ord. 4803]*

POLICY S-NH-5c. Require vehicular access to development in the north half of the West Ravine (north of approximately S.E. 56th St.) from the right-of-way at the Newport Hills Park-and-Ride. *[Amended Ord. 4803]*

POLICY S-NH-5d. Utilize the Sensitive Areas Overlay District regulations (*Land Use Code Part 20.25H*) in effect at the adoption of the land use designation to determine the maximum number of dwellings to be developed on the sites. *[Amended Ord. 4803]*

POLICY S-NH-6. Require, as a condition of new subdivision development, a nonmotorized transportation link to the pipeline trail from S.E. 64th Place.

POLICY S-NH-7. Require new subdivisions to improve street frontages to urban standards, including nonmotorized improvements identified in the Transportation

section of this subarea plan and in the most current adopted Pedestrian/Bicycle Transportation Plan.

POLICY S-NH-8. Protect significant trees and environmentally-sensitive areas (steep slopes, riparian corridors, and wetlands) in accordance with the provisions of the Land Use Code.

POLICY S-NH-9. Require new subdivisions in the area known as the West Ravine to provide public easements and to construct the nonmotorized transportation facilities as identified in this subarea plan and in the most current adopted Pedestrian/Bicycle Transportation Plan.

Housing

Housing in the Newport Hills Subarea is generally of high quality and is well maintained. This holds true across the range of housing types, ages, and locations.

The 1950s through 1970s saw rapid housing development in Newport Hills. As these structures age, general maintenance is of increasing importance to ensure their continued safety and attractiveness. A periodic housing quality survey would indicate the need for maintenance or restoration in older neighborhoods. Bellevue periodically conducts a citywide housing conditions survey (last survey in 1995). This survey monitors the health of the housing stock, serving as an early warning system for repair and rehabilitation needs. While repairs are generally the owner's responsibility, the Housing Rehabilitation Program provides financial assistance to low-income residents for housing repairs.

Of the 2,866 housing units (1993) in the Newport Hills Subarea, 78 percent (2,234) are the single-family detached type and 22 percent (632) are attached, either townhomes, apartments, or condominiums. There are limited opportunities for new housing development in the Subarea: on acreage in the southern portion, and in a mixed-use setting in the Newport Hills commercial district.

The City of Bellevue has regulatory incentives for development to include housing in Neighborhood Business (NB) districts, in mixed-use projects. Mixed-use development combines housing, retail, and professional office uses in a single structure or building complex. Bellevue design guidelines assure that mixed-use projects will be inviting places to live and shop and will enhance the appearance of the Newport Hills commercial district.

POLICIES

POLICY S-NH-10. Support development proposals that include housing opportunities in all Neighborhood Business (NB)-zoned land in the Newport Hills commercial district.

POLICY S-NH-11. Conduct periodic surveys of housing conditions in Newport Hills to identify maintenance needs and to anticipate future commitments of City resources.

Transportation

Newport Hills Subarea neighborhoods need a safe and adequate system for nonmotorized transportation. The neighborhoods, schools, parks, and commercial district are not connected with sidewalks. Continuous trail or sidewalk links are needed between regional transit facilities and the local activity areas. The pipeline trail on the east side of Newport Hills is a major nonmotorized corridor that accommodates many types of users, including pedestrians, bicyclists, and occasionally, equestrians. In the Subarea, much of the off-street trail system will require easements across private property.

Bicycle lanes or shared-road bicycle facilities on arterials are needed to enhance safety and to encourage use. Bicycle lanes are especially needed on Lake Washington Boulevard to provide a safe connection to the Newport Hills Metro Park-and-Ride, and complete a link in the Lake Washington Loop bicycle system. Other arterials on which bicycle facilities would benefit the community are 119th Avenue S.E., S.E. 56th Street, and S.E. 60th Street. The Neighborhood Enhancement Program (NEP) is a means to implement many nonmotorized transportation projects.

Eastside Catholic High School was built originally as a junior high school, and lacks the sufficient parking capacity of a high school. Students then park on the adjacent public streets. The streets are not designed to accommodate on-street parking, so there is some interference with traffic and pedestrians during school sessions and other events such as special activities after school. Additional on-site parking should not be considered the only solution because of environmental and urban design policies established elsewhere in this subarea plan and because limited land supply in the Subarea should be appropriately used.

The school, the City, and Metro (the regional transit provider) should work together to discover creative solutions to increase pedestrian safety, decrease parking demand, and provide alternatives for transportation.

Parking and pedestrian safety is also a major issue around the Newport Community Park. Reconstructing S.E. 60th Street and 120th Avenue S.E. to full urban standards designed to accommodate on-street parking and curb, gutter, and sidewalk would minimize safety concerns at both the park and school sites.

Metro transit facilities do not meet the needs of Subarea residents for safety and comfort. Bus stops with paved and covered waiting areas are needed, especially for heavily-used stops along 119th Avenue S.E. and S.E. 60th Street. In the vicinity of the Newport Hills commercial district, passenger shelters should be uniquely designed to enhance the character of the business area (for example, see Crossroads bus shelters).

The existing network linking Newport Hills with other Eastside destinations makes standard Metro connections a challenge. Local transit service should be improved within the Newport Hills Subarea neighborhoods, then connected to the Newport Hills commercial district and regional transit facilities. This service improvement would be in addition to the existing Metro routes 114 and 240.

POLICIES

POLICY S-NH-12. Develop and implement a safe nonmotorized transportation system in designated corridors within the Newport Hills Subarea. Refer to the Pedestrian/Bicycle Transportation Plan matrix and map for nonmotorized designations. The purpose of this system is to link neighborhoods, schools, parks, shopping, transportation facilities, and the regional trail system.

POLICY S-NH-13. Construct sidewalks along arterials as identified in the Newport Hills Subarea Plan and as prioritized in the Capital Investment Program.

POLICY S-NH-14. Construct bicycle lanes or shared roadway facilities along arterials as identified in the Newport Hills Subarea Plan and as prioritized in the Capital Investment Program.

POLICY S-NH-15. Develop an off-street trail system within the Newport Hills Subarea, upgrade the existing trail segments to standards, and construct new segments as land and funding becomes available.

POLICY S-NH-16. Ensure that public nonmotorized easements remain open for public access.

POLICY S-NH-17. Encourage Metro to enhance neighborhood transit service within the Newport Hills Subarea, with connections to other Bellevue and Eastside destinations.

POLICY S-NH-18. Recommend to Metro that local Newport Hills Subarea transit service connects conveniently with the regional transit hubs, including the Newport Hills Park-and-Ride and the I-405 Coal Creek transit transfer station.

POLICY S-NH-19. Encourage Metro to improve pedestrian safety and comfort at transit stops by installing paved waiting areas, shelters, and improved street crossings where appropriate, especially along 119th Avenue S.E., S.E. 60th Street, and the I-405 Coal Creek transit transfer station.

POLICY S-NH-20. Address cut-through traffic, speeding, and other traffic control problems through the City of Bellevue’s Neighborhood Traffic Control Program.

POLICY S-NH-21. Encourage the cooperation of Eastside Catholic High School, the Bellevue School District, and the City of Bellevue to create safe on- and off-street parking on S.E. 60th Street between 118th Avenue S.E. and 120th Avenue S.E.

POLICY S-NH-22. Provide adequate parking and pedestrian facilities at the street frontages of the Newport Hills Community Park.

POLICY S-NH-23. Encourage Eastside Catholic to implement traffic demand management techniques for transportation to and from the school.

POLICY S-NH-24. Support the efforts of other jurisdictions, including King County, to develop the portions of the regional nonmotorized system that connect to the Newport Hills Subarea, especially Lake Washington Boulevard, S.E. 69th Street, and the Coal Creek County Park.

Economics

The economic vitality of the Newport Hills commercial district is a unique and important aspect for the character of the Newport Hills Subarea. The continued viability of this district — the reason to come to it — depends on the relationship between it and the Newport Hills community.

The Neighborhood Business (NB) and Professional Office (PO) zoning that has been established for the commercial district emphasizes support of existing uses and opportunities for mixes of new uses. Local businesses, the community, and the City of Bellevue should creatively integrate these new and existing uses to enhance the area’s economic viability.

A first step in this integration may be a market study which characterizes the served population and which identifies underserved uses. The community should seek opportunities to accomplish this study, perhaps through higher education institutions.

POLICIES

POLICY S-NH-25. Recognize the Newport Hills commercial district as a neighborhood center, now, and in redevelopment efforts.

POLICY S-NH-26. Emphasize unique retail uses which enhance Newport Hills identity in a redeveloped shopping and commercial district.

Environment

The Newport Hills Subarea is a plateau between Lake Washington on the west and the Coal Creek Basin that wraps around the area on the north and east. Elevation varies from about 50 feet above sea level along Coal Creek to about 420 feet south of the Newport Hills commercial district. Two deep, steep-sided stream ravines run roughly north-south and dissect the hill into distinct neighborhoods. Adding further to the geographic isolation of some parts of the Subarea are the steep slopes along Coal Creek and Lake Washington.

The soil types in the Newport Hills Subarea are primarily of the Alderwood and Kitsap types. These soils are generally suitable for urban development but are subject to severe erosion and landslide potential on steep slopes (greater than 40 percent). In many areas, residential and commercial development occurred without adequate storm water management, contributing to surface water pollution and stream-bed erosion. As a result, the streams no longer support sustaining fish populations. Storm water management is an expensive undertaking, especially in redevelopment. Yet this investment will yield incremental improvements to water quality in proportion to the magnitude of the project.

Much of the fish and wildlife habitat is located in the steep, undeveloped stream ravines, notably Coal Creek and the Newport Hills tributary. Salmon habitat has been damaged by erosion and sedimentation, but efforts are underway by the City of Bellevue, King County, and residents to control storm water runoff, stabilize the channels, and reintroduce migratory fish species. Deer migrate down the Coal Creek ravine from Cougar Mountain to find food and shelter in the ravines. Many wildlife species find homes in private yards and gardens, especially those adjacent to ravines and other undeveloped areas.

Protecting these critical habitat areas and corridors helps ensure viable populations of wildlife species that are compatible with the urban environment. Most undeveloped land is wildlife habitat. With new development some wildlife habitat will be eliminated.

Some areas in the southeast portion of the Newport Hills Subarea are potentially impacted by past coal mining practices. Subterranean coal mines may subside or collapse, causing property and utility damage. The City has prepared a map of the coal mine hazard areas and has developed regulations intended to steer development away from potentially hazardous areas.

POLICIES

POLICY S-NH-27. Encourage new commercial and residential development and redevelopment to minimize impervious surfaces.

POLICY S-NH-28. Ensure that all new development and redevelopment includes measures to protect and enhance surface water quality.

POLICY S-NH-29. Complete the Sensitive Areas Notebook for the Newport Hills Subarea by mapping and classifying environmentally-sensitive areas.

POLICY S-NH-30. Protect and enhance fish and wildlife habitat in environmentally-sensitive areas.

POLICY S-NH-31. Preserve wildlife habitat along Coal Creek, the Newport Hills tributary, and the West Ravine creek (*CR-0281*).

POLICY S-NH-32. Improve the quality and restrict the runoff rate of surface water drainage from commercial areas when redevelopment occurs.

POLICY S-NH-33. Install signs on the perimeter of designated native growth protection easements to inform residents of the protected status of these areas.

POLICY S-NH-34. Protect and preserve natural buffers between incompatible land uses.

POLICY S-NH-35. Expand the City's water quality and wildlife enhancement programs to the Subarea, especially to Coal Creek, its tributaries, and to the West Ravine Creek (*CR-0281*).

Parks, Recreation, and Open Space

Much of the Newport Hills Subarea was developed with insufficient provisions for public parks and open space, according to current standards. However, significant acreage of undeveloped, private and public land exists in the several stream corridors that separate Newport Hills neighborhoods. Public recreation opportunities in stream corridors are limited by environmentally sensitive features, but could include trails and nature study.

Open space areas in the Newport Hills Subarea should be physically linked with trails systems and parks to benefit both wildlife habitat and public recreation. The Subarea trail systems and parks should be fully integrated into the regional parks and open space system. A strategic link in that system is the Coal Creek County Park. Coal Creek separates Newport Hills from the rest of Bellevue and provides a corridor to the Cougar Mountain Regional Wildland Park and connections to the Mountains-to-Sound Greenway System. A trail system within the Coal Creek Park would enhance regional connections. Bellevue should coordinate with King County to develop and maintain local sections of regional trail systems.

A high priority is to acquire and develop small parcels of land throughout the Subarea for mini-parks and neighborhood parks. These parks would provide recreation opportunities close to where people live and should be linked with the local parks system and with the system of pedestrian and bicycle transportation. Identified trailheads are ideal locations to acquire small parcels for parks. These small parks and trailheads are to be designed for wheelchair accessibility, but access by motorized vehicles will be restricted.

The City of Bellevue is working with the Bellevue School District to coordinate services and facilities. Schools sites are generally available for public use after school hours but some facilities may need to be upgraded to better serve the community as a whole. City/School District partnerships reduce the need for separate facilities to accommodate Parks and Community Services programs. Because it is the social and economic center of the community, a location in the Newport Hills commercial district should be evaluated if the City of Bellevue considers developing a community center to meet the needs of the larger community south of I-90. The same location should be considered for a neighborhood center which would meet community needs. These needs for the Newport Hills Subarea as identified by the Newport Hills CAC include such features as:

- day care;
- teen and senior activities;
- indoor and outdoor recreation facilities;
- classroom, performance, and meeting space;
- a community information kiosk;
- a mini-library; and
- a small cafe.

POLICIES

POLICY S-NH-36. Acquire land for park purposes, especially adjacent to existing parks, public facilities, and trailheads.

POLICY S-NH-37. Acquire parcels suitable for mini-parks, especially where such parcels can be integrated into the pedestrian/bicycle system.

POLICY S-NH-38. Enhance accessibility to the pipeline trail by eliminating unnecessary barriers.

POLICY S-NH-39. Provide additional landscaping to improve the appearance of pipeline trail access areas.

POLICY S-NH-40. Coordinate with the Bellevue School District and tenants on district property to enhance recreational, social, and cultural opportunities at school sites in the Newport Hills Subarea.

POLICY S-NH-41. Coordinate with King County to improve community involvement in local county parkland development and stewardship.

POLICY S-NH-42. Directly provide and/or participate in the provision of a variety of services, programs, and facilities to meet the needs of Newport Hills Subarea residents.

POLICY S-NH-43. Acquire public open space in the Newport Hills Subarea to meet the needs of the residents for a variety of recreation opportunities.

Urban Design

The quality of the visual environment in Newport Hills Subarea neighborhood areas is strongly defined by the areas and elements in it. While urban design policy emphasizes protecting and screening these, it also emphasizes linking them together. Out of that comes a connected and coherent pattern, reinforcing neighborhood identity.

Residential areas are defined by housing stock that is well-maintained, landscaping that defines and enhances private homes, and the presence or lack of utility poles and wires.

Shared community facilities such as the Newport Hills Community Park, commercial district, and schoolyards are distinct visual elements whose edges should be defined and integrated into the residential environment. Appropriate screening can accomplish this. Especially among these facilities and the residential areas, inclusion of consistent streetscape and architectural treatment will both define and link the community.

Other street edges, distinct community entry points, major outside boundaries such as Coal Creek Parkway and I-405 corridors, and open spaces which are more urban in

and around the Newport Hills commercial district and more pastoral closer to Lake Washington all serve to frame these elements. These edges, points, boundaries, and spaces should include features which reinforce the pattern of housing and shared community facilities.

The natural environment is the wooded ravines, public and private open space, and Coal Creek County Park. These areas generally have a linear pattern of trees and hillsides which is repeated throughout the Subarea. This pattern frames the more private housing areas.

The unique visual character of the Newport Hills Subarea is a function of how these various elements are compatible with each other. Compatibility is defined by Land Use Code regulations such as Transition Areas and Design Review.

The Newport Hills Subarea contains sites and buildings of historic significance. Whether or not their historic status has been officially recognized, their status should be confirmed before site development occurs. The character of existing older farm structures should be protected if feasible.

POLICIES

POLICY S-NH-44. Emphasize as a distinct visual element the preservation of existing trees on protected slopes and hilltops. Use these trees to screen incompatible land uses.

POLICY S-NH-45. Develop a comprehensive street tree plan.

POLICY S-NH-46. Encourage street tree plantings on arterials to define street edges and separate pedestrians from moving vehicles.

POLICY S-NH-47. Use drought-tolerant, native landscaping materials as vegetative buffers along the street frontage of commercial, multifamily, institutional, and park-and-ride sites.

POLICY S-NH-48. Make edges between different land uses distinct without interfering with security or visual access.

POLICY S-NH-49. Make links between different land uses (such as sidewalks and streetlights) obvious, integrated, and directive.

POLICY S-NH-50. Include the following elements in a redeveloped commercial district:

- street tree beautification plan;
- pedestrian access from streets to shops that is separated and buffered from auto areas;
- parking which is convenient and accessible, but which is in back or to the side of new buildings;
- new commercial buildings at the street edge;
- a consistent architectural identity, including facades, materials, signs, seating areas, street lighting, and Metro bus stop shelters; and
- an outdoor information kiosk.

POLICY S-NH-51. Connect the Newport Hills commercial district to surrounding single-family and multifamily residential areas by emphasizing pedestrian scale access and orientation. Include benches and landscaping in this connection.

POLICY S-NH-52. Clearly identify main entry points at 119th Avenue S.E., S.E. 60th Street, S.E. 64th Street, the Newport Hills Metro park and ride at I-405, and along the southern boundary of the city by using identification signs and landscaping.

POLICY S-NH-53. Include street lighting for pedestrian safety at access points and sidewalks within the commercial district.

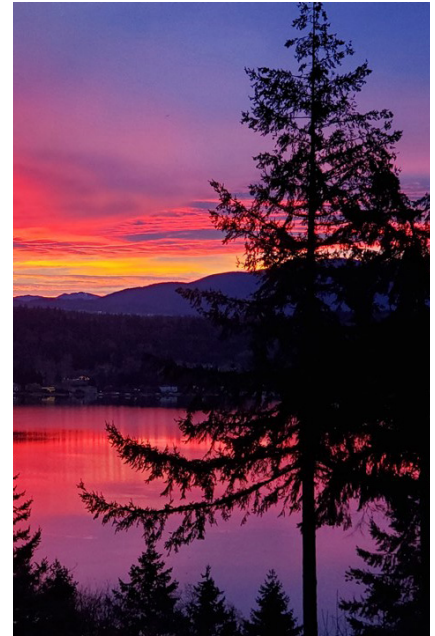
POLICY S-NH-54. Preserve existing visual features such as trees and hilltops, views of water, and passive open space in new development when feasible.

POLICY S-NH-55. Encourage undergrounding of utility distribution lines on existing development and require undergrounding of all new utility distribution lines in new development where reasonably feasible.

POLICY S-NH-56. Add to the Bellevue Historic and Cultural Resources Survey those sites and buildings designated historic by King County, and those sites and buildings designated by the City of Bellevue.

POLICY S-NH-57. Recognize historic sites and buildings in site development.

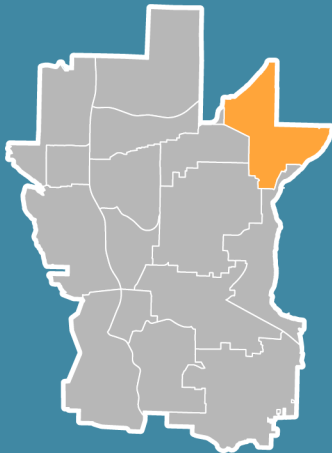
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NORTHEAST BELLEVUE

WHAT YOU WILL FIND IN THIS PLAN

- NE Bellevue Vision
- NE Bellevue Profile
- A discussion of the Community Context
- Goals and Policies to realize the Vision



THE VISION

“NORTHEAST BELLEVUE IS A COMMUNITY OF CARING AND CONNECTED NEIGHBORS.”

This is what Northeast Bellevue residents aspire for their community as they move into the future. They see it as a quiet retreat from surrounding activities, lined with trees and protected from the hustle and bustle of urban life but still within reach of those amenities. They envision a safe community where neighbors listen to each other, raise issues, and collaborate on shared values. They look to the future and seek solutions that will protect key assets and enhance their neighborhood for years to come.

Many photos in this plan have been provided by residents to show the unique character of the Neighborhood. Their contributions are much appreciated.

SUB-NEIGHBORHOODS

► Each Neighborhood Area, such as Northeast Bellevue, has a number of unique ‘sub-neighborhoods’ within it. Some of Northeast Bellevue’s are Sherwood Forest, Ardmore, and Tam o’Shanter. Such areas often have their own rich histories and character but together create the distinct experience of Northeast Bellevue.



Members of the Northeast Bellevue community have come together to shape their future through a shared vision of their community. The following transports the reader in time and describes what Northeast Bellevue is like in the future.

NORTHEAST BELLEVUE’S VISION

Northeast Bellevue has many *sub-neighborhoods*, each with its own *sense of place*. Schools and community clubs provide focal points and places to gather for many of them. Historic properties and housing styles throughout the neighborhood are preserved and well-maintained, showing respect for Northeast Bellevue’s past. Pedestrian trails and other connections wind their way through the neighborhood area, knitting it together and providing opportunities to connect and get to know the many unique treasures of Northeast Bellevue.

Northeast Bellevue is a neighborhood area with a strong *sense of community*. People of all ages, races and ethnicities feel welcome and connected. The neighborhood’s safe and convenient access to excellent schools has continued to draw families with children to the area, providing ways for them to connect with one another inside and outside school activities.

Residents experience a sense of belonging. The neighborhood has places where people can run into each other, share stories and build lasting relationships. Neighborhood events provide opportunities to meet new people, learn from and about one another and celebrate Northeast Bellevue’s history and rich diversity of cultures and traditions.

Northeast Bellevue remains primarily a quiet respite from busy urban life, with a diversity of low-density *housing* types and sizes that provide a variety of *affordability* opportunities for people of all ages, abilities and incomes. This diversity of residents now

calls Northeast Bellevue home, often staying and investing in their neighborhood as their own social and economic situations shift. Programs exist to support older adults as they age and to assist all residents in sustaining the health, safety and efficiency of their homes. New residents are always welcome and invited to find the right home for them.

The beauty of Northeast Bellevue entices people to get outside to connect with nature and neighbors. Everyone is able to walk, roll, bike, bus or drive to destinations inside and outside the Neighborhood Area. Families with children feel safe moving throughout the area by any method. People have multiple ways to conveniently access a variety of goods and services and places to gather with friends and neighbors. Transportation infrastructure is complete and designed with people with mobility challenges in mind to ensure safe and convenient **mobility and access** for all.

A connected system of parks, trails and open space provides convenient opportunities to connect with nature and experience a sense of awe for nature's majestic beauty. Residents value Northeast Bellevue's **environment** including its robust and healthy tree canopy that filters air and stabilizes steep slopes while providing habitat for an abundance of birds and wildlife. Energy efficient transportation and buildings keep Northeast Bellevue's greenhouse gas emissions well below target levels.

COMMUNITY VISIONS

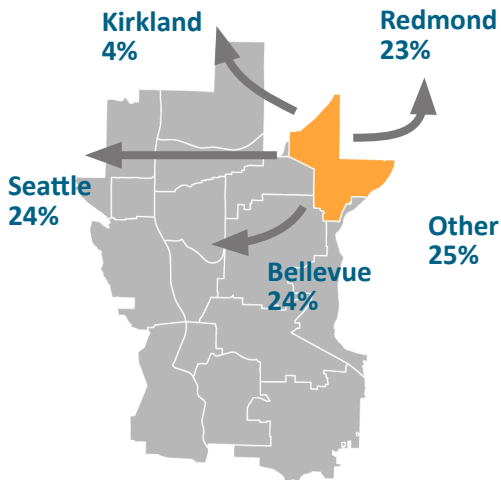
Residents made their own vision statements as an exercise during a community meeting. Here are a few:

- ▶ In the future, *people* will play a vital role in Northeast Bellevue. By focusing on *diversity*, we can help people *feel included*, and bring a sense of *community* to Northeast Bellevue.
- ▶ In the future, *transit* will play a vital role in Northeast Bellevue. By focusing on *access for all* we can help people *get where they need to go*, and bring a sense of *accessibility* to Northeast Bellevue.
- ▶ In the future, *trees* will play a vital role in Northeast Bellevue. By focusing on *environment* we can help people *relax*, and bring a new sense of *safety* to Northeast Bellevue.



A PROFILE (as of 2020)

COMMUTE PATTERNS*



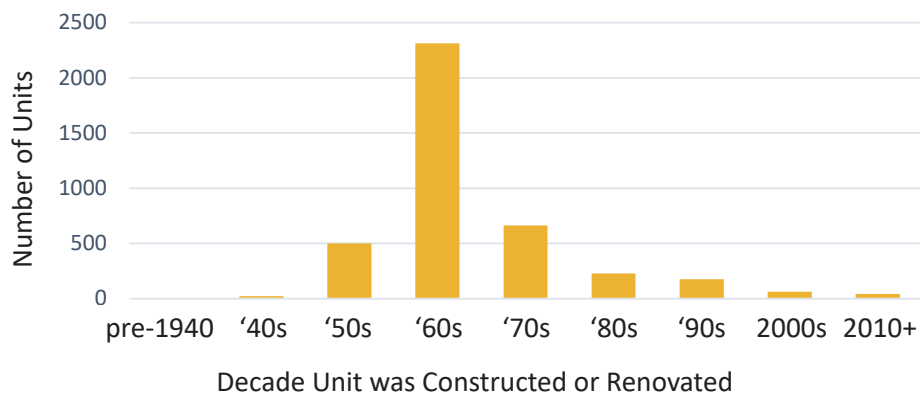
Residents of Northeast Bellevue commute to other areas for work on a daily basis. While about a quarter stay within the City of Bellevue, the rest commute to other cities in the area.

In Northeast Bellevue, housing development began during the 1950s and boomed in the 1960s, with most of today's housing units remaining from that time. Many who moved into Northeast Bellevue in the 1960s and 1970s remained, giving Northeast Bellevue the highest share of older adults in the city. Yet others, as they aged, began to leave in the 2000s and a new influx of younger families has led to nearly a quarter of Northeast Bellevue residents being children under 18. This diversity of ages in the neighborhood is key to understanding the desires of its residents.

Nearly 95 percent of housing in Northeast Bellevue is single family detached homes, most of which are owner occupied. Because of the single-family character of the area, Northeast Bellevue lacks enough demand to support frequent transit and thereby has fewer residents than average commuting by transit and more driving alone to work.

With its proximity to Redmond, the neighborhood has access to a variety of employment opportunities, with a relatively high percentage of residents working from home as well. Average household income in the area is similar to average income in the city overall, but the larger household sizes mean that the neighborhood has a comparatively lower per capita income.

HOUSING UNIT AGE*



About 66 percent of those Northeast Bellevue residents who took the 2020 Annual Performance Survey rated their neighborhood as having “Neutral,” “Little Sense,” or “No Sense” of community.

*Data calculated by City of Bellevue staff based on King County Assessor records (2020) and US Census Bureau American Community Survey (2018) tables.

NEIGHBORHOOD STATISTICS*

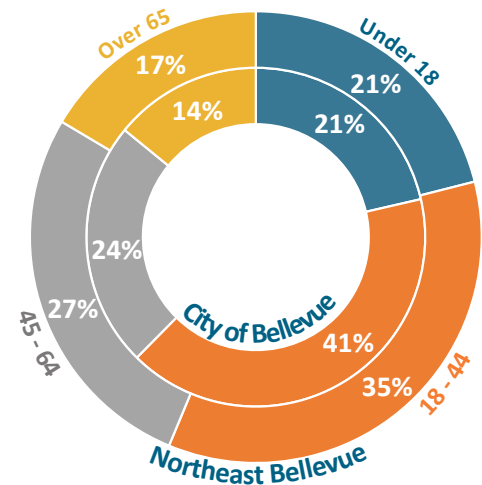
Population	10,986
Number of Households	3,846
Average Household Size	2.86
Number of Multifamily Units	190
Number of Single Family Units	4,053
Vacancy Rate	5.1%
Units Occupied by Owner	82%
Residents Born Outside the US	32%
Residents Speaking a Non-English Language at Home	33%
Population with any Disability	10%
Average Commute Time	23.5 min
Average Household Income	\$169,141
Households making under \$50,000	17%
Households making over \$200,000	28%
Households Cost-burdened by Housing	25%
Population with a Bachelor's Degree or Higher	65%

DIVERSE BACKGROUNDS

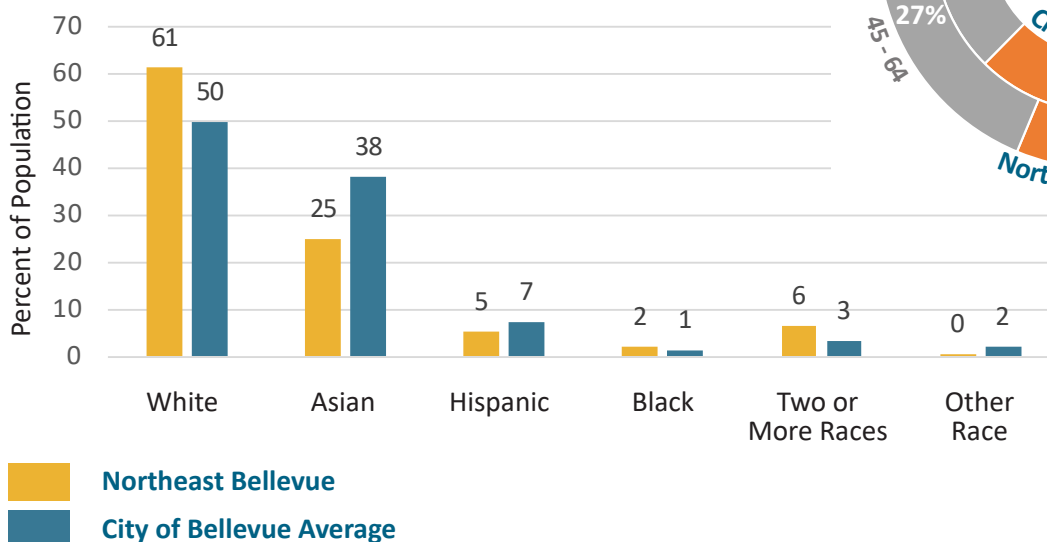
33% of residents speak a non-English language at home. These are the most common of those languages.

- ▶ South Asian Languages: 7%
- ▶ Chinese Languages: 6%
- ▶ Spanish: 4%
- ▶ Vietnamese: 3%
- ▶ Korean: 2%

AGE DISTRIBUTION*



POPULATION RACIAL DIVERSITY*



*Data calculated by City of Bellevue staff based on King County Assessor records (2020) and US Census Bureau American Community Survey (2018) tables.

COMMUNITY CONTEXT

NEIGHBORHOOD CHALLENGES AND OPPORTUNITIES



Northeast Bellevue residents love the peaceful, family friendly feel their neighborhood provides. Stands of old Douglas fir trees, parks, open space and views of Lake Sammamish provide access to nature and a welcome respite from city life. This quietude is nearly surrounded by denser uses. Nearby and growing mixed-use areas in Overlake, BelRed, and Crossroads provide excellent access to jobs, goods and services. These job centers also attract traffic from neighboring jurisdictions to local arterials that border Northeast Bellevue. This increased congestion can make travel on and across these roads more difficult, especially during peak travel times, partially isolating the area despite its proximity to amenities.

These neighboring areas have grown in size and caused the value of land in and around them to rise. Desire to maximize use of that land has increased. Some residents are concerned about the environmental impact of this type of development, potentially increasing impervious surfaces and removing trees and vegetation. Increased housing costs are displacing some older residents and making purchasing or renting a home too expensive for middle income households.



COMMUNITY THEMES AND INTERSECTIONS

Northeast Bellevue's proximity to growing job centers has brought forward a priority for many residents to *preserve the quiet* nature of their community despite outside growth pressures. This character includes the homes, the activity of the people, the streets themselves, and the natural beauty of the area. Because these elements together create the neighborhood experience, each topic is often intertwined with the other and difficult to separate. Not only protecting but *enhancing the trees and greenery* of the area for future generations is key to maintaining the neighborhood's character and experience.

At the same time, ensuring that Northeast Bellevue and its residents do not become isolated is imperative to maintaining a healthy neighborhood. Strengthening connections between neighbors and maintaining *safe and convenient access* to adjacent centers and to destinations within the neighborhood helps keep the neighborhood connected. While schools provide a focal point for families, many residents would like to expand opportunities for *building community* and getting to know their neighbors within Northeast Bellevue.

While preserving the strengths of the neighborhood, residents also desire opportunities to increase the *diversity of housing* sizes and types for old, young and households in between. This would maintain and enhance Northeast Bellevue's welcoming culture, allowing future generations to continue enjoying and enhancing it for years to come.

Preserving Northeast Bellevue's neighborhood feel and natural assets while finding ways to expand housing and transportation choice and capacity are the neighborhood area's chief opportunities for evolving sustainably and equitably over time.

WHAT IS SUCCESS?

- ▶ Residents are safe and comfortable in their neighborhoods
- ▶ Neighbors feel a sense of belonging through participation in their community associations, centers, and schools
- ▶ People sense a responsiveness to emerging and changing conditions
- ▶ Neighborhood plans reflect local values, identity, and character



NORTHEAST BELLEVUE VALUES NATURE

“NE Bellevue has a lot of large trees. We value those trees, our parks and open spaces. You know you are approaching home when you see the gorgeous trees along West Lake Sammamish Parkway, Northup Way, NE 24th Street, or when you see the beautiful meadow and forest at the Bellevue Technology Center. This is primarily a single family and low-density multi-family neighborhood where residents invest in their yards and homes. We love walking in our neighborhood, many of us with dogs. We share our neighborhood with wildlife, such as birds, rabbits, deer, squirrels, coyotes and bobcats. We are also fortunate to have magnificent views of the mountains and Lake Sammamish.”

GOALS AND POLICIES

Northeast Bellevue’s vision is built out by themes, each with opportunities and challenges around them. These inform both aspirational goals and associated policies and those focused on preserving the area’s strengths.

SENSE OF PLACE

Northeast Bellevue’s varied natural environment, key institutions, and older housing stock all create unique contexts for each sub-neighborhood. The neighborhood area’s predominance of single-family homes contrasts the surrounding mixed-use commercial and multifamily development in Overlake, Crossroads, and BelRed. Most homes in Northeast Bellevue were constructed during the 1950s, 1960s, and 1970s, with similar architectural styles that blend together to create a cohesive neighborhood character.

Having a unique sense of place and identity builds unity and pride among residents, but they also hope to welcome a diversity of households to the area. With a large scale of similar land uses, it can be a challenge for Northeast Bellevue to provide diverse opportunities that attract residents with varied backgrounds.

Sense of Place Goals and Policies

To enhance a sense of place within each sub-neighborhood in Northeast Bellevue.

- S-NE-1.** Preserve Northeast Bellevue’s existing neighborhood identity by supporting efforts to maintain and renovate existing mid-century homes and later styles, and to preserve trees.
- S-NE-2.** Minimize impacts from any new housing typology to the environment and to the existing residential character of the street experience.
- S-NE-3.** Support sub-neighborhood area events that seek to celebrate and enhance each area’s unique identity.

- S-NE-4.** Encourage a graceful transition between the neighborhood scale of Northeast Bellevue and the scale of higher intensity uses in surrounding neighborhoods.
- S-NE-5.** Encourage design features such as landscape buffers along public right of way where appropriate to separate Northeast Bellevue's single-family areas from adjacent higher intensity uses.
- S-NE-6.** Maintain a treelined buffer along Bel-Red Road to buffer adjacent homes from adverse impacts.
- ~~**S-NE-7.** Multifamily development is not allowed within Northeast Bellevue Districts 1 and 2. Existing multifamily uses within Districts 1 and 2 can be converted to senior citizen housing, senior congregate care housing, assisted living and nursing homes.~~
- ~~**S-NE-8.** Retail uses are not allowed in Northeast Bellevue District 1.~~
- S-NE-9.** Office use is appropriate for Northeast Bellevue District 2.
- To maintain and enhance the livability of Northeast Bellevue.**
- S-NE-10.** Encourage the undergrounding of utility distribution lines where feasible, particularly when new development occurs.
- S-NE-11.** Collaborate with neighboring jurisdictions to promote a welcoming experience when crossing jurisdictional boundaries and work with neighboring jurisdictions to ensure that development impacts are mitigated.
- S-NE-12.** Encourage clustering of essential services such as schools, libraries, community and recreation centers to make access to public services and amenities more convenient and accessible by all travel modes.





NEIGHBORLY GREETINGS

“As our latest dog got more crippled with arthritis, I started walking more within Sherwood Forest where I live. It was quieter and the greetings became less formal and more friendly. More neighbors became familiar, petted our dog, waved and said Hi at a greater distance, and even stopped and chatted with me. I really never appreciated the quiet that existed just a few houses away. I never really appreciated the diversity of ages, ethnicity or similarity of concerns for one another and the environment.”



SENSE OF COMMUNITY

Since the turn of the millennium and as Northeast Bellevue’s population has diversified, community members have yearned for closer connections with their neighbors. Some of the traditional avenues of getting to know one’s neighbors through school and/or faith-based organizations have not been as effective given the neighborhoods’ greater diversity in terms of age and cultural background. Traditionally, Northeast Bellevue has had few places for gathering informally with one’s neighbors within the neighborhood. New ways and places for meeting and connecting with one’s neighbors are needed.

Northeast Bellevue residents value living in a safe and inclusive community. They value having safety in their homes, on their streets, and in places where people shop, work, and gather. Northeast Bellevue residents also value having a clean and healthy environment. The policies below seek to expand opportunities for strengthening community connections and safety in Northeast Bellevue.

Sense of Community Goals and Policies

To strengthen and sustain a strong sense of community within Northeast Bellevue where all residents feel they belong.

- S-NE-13.** Support the continuation of existing gathering places in Northeast Bellevue such as playgrounds, picnic areas, and sports fields and explore opportunities to restore, preserve, and enhance these locations.
- S-NE-14.** Create new gathering places for community members to meet, mingle, and get to know one another.
- S-NE-15.** Connect communities to their past by preserving valued sites that reflect Northeast Bellevue’s history.
- S-NE-16.** Build neighborhood connections by celebrating the diverse cultural backgrounds of Northeast Bellevue’s residents and supporting community events and avenues of communication.

- S-NE-17.** Build community resilience and cohesion by fostering supportive programs such as Day of Caring, support for older adults and emergency preparedness.
- S-NE-18.** Create opportunities for residents to learn about city government and ways to engage in policy and investment decisions.
- S-NE-19.** Support community organizations that allow residents to connect with one another and with the City.
- S-NE-20.** Create a safe community, including safe places to gather, walk, and play.



HOUSING AFFORDABILITY

The variety in size and age of homes in Northeast Bellevue provides a range of price points for living in the neighborhood area. However, the price range is constrained due to homes being mostly owner occupied single-family houses. High housing costs can make living in Northeast Bellevue a challenge for both young and older householders.



By allowing for a greater mix of housing types, Northeast Bellevue can expand opportunities for a greater diversity of households to call Northeast Bellevue home, enabling them to gain similar access to opportunities.

Housing Affordability Goals and Policies

To expand opportunities for people of all ages, abilities, and incomes to call Northeast Bellevue home throughout their lifetime.

- S-NE-21.** Create opportunities for a mix of housing typologies to allow for a range of affordability options with a variety of housing units and visual styles and ease of movement for the physically disabled.
- S-NE-22.** Ensure new housing typologies in single-family areas maintain adequate separation from adjacent properties to reduce potential impacts to neighbors.





SIDEWALK SUCCESS

In my portion of Northeast Bellevue, I have had many opportunities to walk the dog(s) around the various streets nearby. I noticed a distinct difference when sidewalks were put in along NE 24th. It changed from a country road where cars were more interested in getting where they were going and pedestrians an annoyance to a more formal regard for each. Pedestrians became more common, runners more common, small groups of people walking and other dog walkers. There were a few friendly waves and greetings.



S-NE-23. Ensure adequate infrastructure exists for new housing typologies (e.g. transportation, utilities and parks), and work with Bellevue School District to address additional educational facility needs.

To support seniors staying in their neighborhood as they age.

S-NE-24. Build awareness of programs that support and enable older adults to stay in their home as they age.

S-NE-25. Support the creation of a physical, economic, and social variety of living space types for seniors to remain in the neighborhood.

S-NE-26. Encourage co-habitation and multi-generational living opportunities for seniors.

S-NE-27. Encourage housing for the elderly in areas designated for multifamily development.

MOBILITY AND ACCESS

Northeast Bellevue residents desire safe, convenient, and reliable access between their homes and where they work, learn, shop, and play. Northeast Bellevue is situated near major employment and commercial centers and near SR 520, yet getting to these locations in a private vehicle can be time consuming during certain times of day due to congestion along its four primary arterials. With several trails linking neighborhoods together, facilities for walking and bicycling provide alternatives to driving for some residents. However, many people live too far away to walk, and bicycling can often be challenging due to steep slopes. Also, the size of major arterials and the speed people drive can impede pedestrian access to surrounding areas and create safety hazards.

Opportunities to improve safe, convenient and reliable access for Northeast Bellevue residents include upgrading and completing pedestrian and bicycle connections such as mid-block crossings and multi-purpose paths connecting to other major facilities in Bellevue and neighboring jurisdictions, as well as supporting innovative

approaches to providing first and last-mile public transportation services. Pedestrian improvements are the priority for Northeast Bellevue residents followed by improvements for public transportation, biking and driving. Monitoring and evaluating needs will be key to identifying when to adjust strategies. Regardless of what mode a transportation improvement project serves, Northeast Bellevue residents will be engaged to provide feedback and consultation.

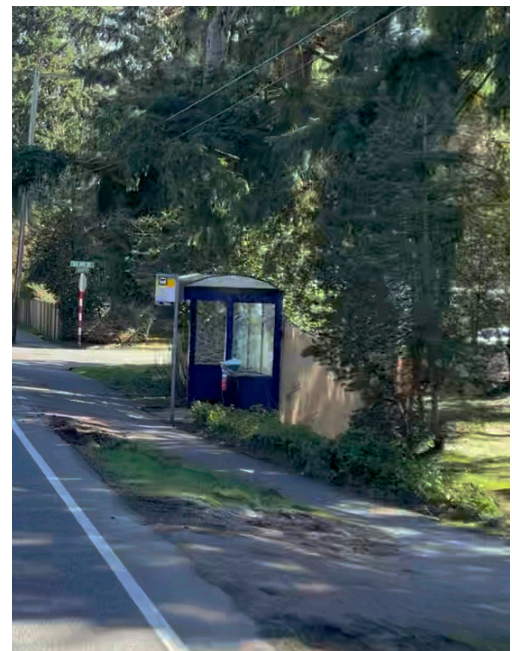
Mobility and Access Goals and Policies

To have zero traffic deaths and serious injuries on Northeast Bellevue streets.

- S-NE-28.** Design and prioritize street improvements to encourage safe travel behaviors, especially where arterials intersect one another.
- S-NE-29.** Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity.
- S-NE-30.** Employ traffic calming measures to reduce vehicular travel speeds along residential streets and discourage cut-through traffic.
- S-NE-31.** Maintain and improve the existing transportation system to ensure safety and connectivity for users of all modes.
- S-NE-32.** Continue to monitor the safety performance of streets and refine and adjust strategies to improve the safety for vulnerable users of the streets.

To reduce congestion by expanding transportation choices making it safe, comfortable, and convenient to walk, bike, roll and/or take public transportation.

- S-NE-33.** Fill gaps in the non-motorized system especially along arterials by completing sidewalks, trails, and paths, as identified in the Pedestrian and Bicycle Transportation Plan.





WONDERING THROUGH SHERWOOD FOREST

“Walking through the neighborhood makes me aware of the benefits of tall fir trees. The amount of sound that is deadened as I move away from busy streets. The height that exists above. In the winter, the snow that is moderated by the trees opening spaces for walking and protection. The cooling they provide from the summer sun. The signs of life that are abundant around them with squirrels, birds, rabbits, etc.. I have solar collectors but when asked, why not cut down trees to collect more sun, I say, no way. I may collect a few drops of solar energy, but the trees clean the air, clean the water, sequester carbon dioxide, produce oxygen and much more with the same solar energy. I am saddened to see land cleared for temporary desires in place of the long term benefits the tall trees provide.”

- S-NE-34.** Provide separation between motorized vehicles, pedestrians, and bicyclists, as feasible, reasonable, and appropriate to the neighborhood context to improve safety.
 - S-NE-35.** Explore opportunities to create/extend bicycle routes to local and regional major bicycle facilities.
 - S-NE-36.** Support increased public transportation service including first and last-mile on-demand transit services and connections to and from light rail stations, major transit centers and other key destinations.
 - S-NE-37.** Discourage blocking sidewalks with moveable obstructions that represent a barrier for pedestrians and people with disabilities.
 - S-NE-38.** Involve affected neighborhoods in the planning and design of transportation system improvements.
 - S-NE-39.** Monitor traffic volumes on residential streets and establish appropriate traffic control measures with residents’ input.
 - S-NE-40.** Minimize new vehicular access points along major arterials to facilitate efficient traffic movement.
- To expand convenient access to employment, goods and services.**
- S-NE-41.** Prioritize improvements to bicycle and pedestrian facilities that connect residential areas with adjacent commercial shopping and job centers.
 - S-NE-42.** Increase opportunities for pedestrians to safely cross arterials to enhance connections between neighborhoods.
 - S-NE-43.** Coordinate with Bellevue School District to minimize spillover parking impacts on adjacent residential areas.
 - S-NE-44.** Review private sector development projects in Redmond and recommend mitigation for transportation system impacts that may occur in Bellevue paying close attention to projects and their related impacts proximate to the boundary of the two cities.

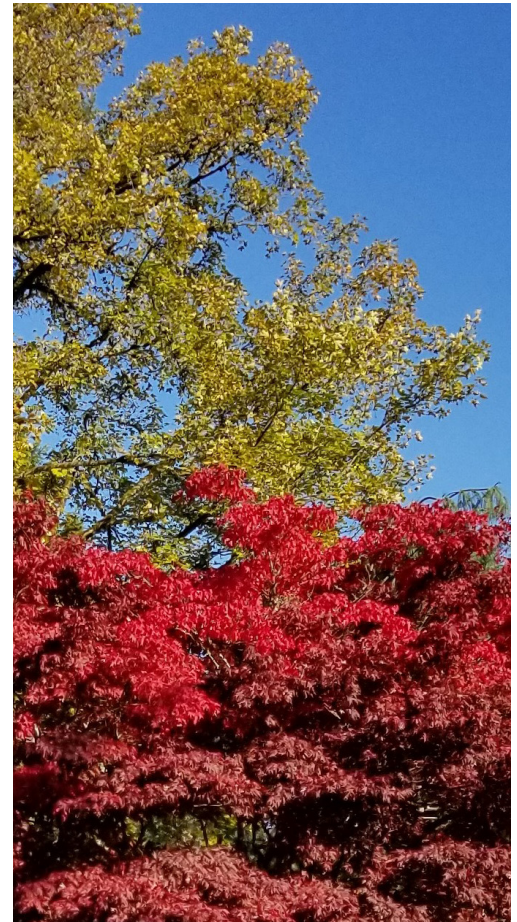
ENVIRONMENT

Northeast Bellevue prides itself on its robust tree canopy. Large diameter Douglas firs planted at the turn of the 20th century reach high into the sky performing essential ecological functions including filtering air and water pollutants, stabilizing steep slopes, and providing habitat for an abundance of birds and wildlife. Yet, as new residential development and renovations have occurred, trees have been cut down, and residents have expressed concerns that the value of these significant trees has not been fully accounted for. Efforts to educate new property owners about the benefits of retaining trees prior to their removal is desired. Northeast Bellevue also supports the consideration of impacts to the tree canopy when new regulations are proposed.

Northeast Bellevue has large areas of open space and parks that provide recreational benefits to the community. Open space on private land is also valued for its trees, ability to let sunlight through, and general greening effect.

In addition to providing access to the natural environment, parks in Northeast Bellevue could be enhanced to supply a greater variety of active uses and places for the community to gather. Residents expressed desires for small exercise stations, picnic shelters, benches next to playgrounds, and temporary food carts to support community events. Residents also expressed a desire for an indoor community gathering place.

One of the largest environmental challenges Northeast Bellevue residents face is a lack of transportation choices making auto travel their largest contributor to greenhouse gas emissions. Opportunities to expand transportation choices, increase convenient access to goods and services, and/or encourage use of electric vehicles are needed to reach citywide emission reduction targets.



SOLAR POWER

“One thing that makes me happy to see on neighborhood walks is solar panels on neighbors’ roofs! :) It fills me with a little spark of joy to see that people are transitioning to a decarbonized future. And I know that home solar panels are a pretty new thing in the overall history of our neighborhood, but I think that they are here to stay and will always be a big part of what makes Northeast Bellevue amazing!”



Environment Goals and Policies

To preserve and enhance the tree canopy in Northeast Bellevue.

- S-NE-45.** Support efforts to protect Northeast Bellevue's tree canopy, preserve its trees, and enhance the health of trees on both public and private property.
- S-NE-46.** Support citywide efforts to introduce or amend requirements for tree preservation to support the City's tree canopy goal.

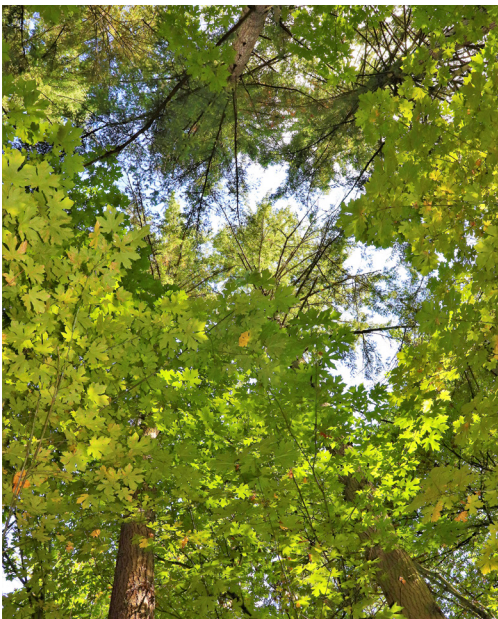


- S-NE-47.** Pursue opportunities for increasing tree canopy through planting of new trees on public and private property throughout Northeast Bellevue.

- S-NE-48.** Support community efforts to provide educational opportunities about the protection and care of trees, native plants and other environmental topics.

To protect the health of Bellevue's streams, lakes and other water bodies, such as Lake Sammamish.

- S-NE-49.** Encourage natural stormwater best management practices and the reduction of water pollution.
- S-NE-50.** Encourage low-impact development and the use of pervious surfaces in new public and private developments.



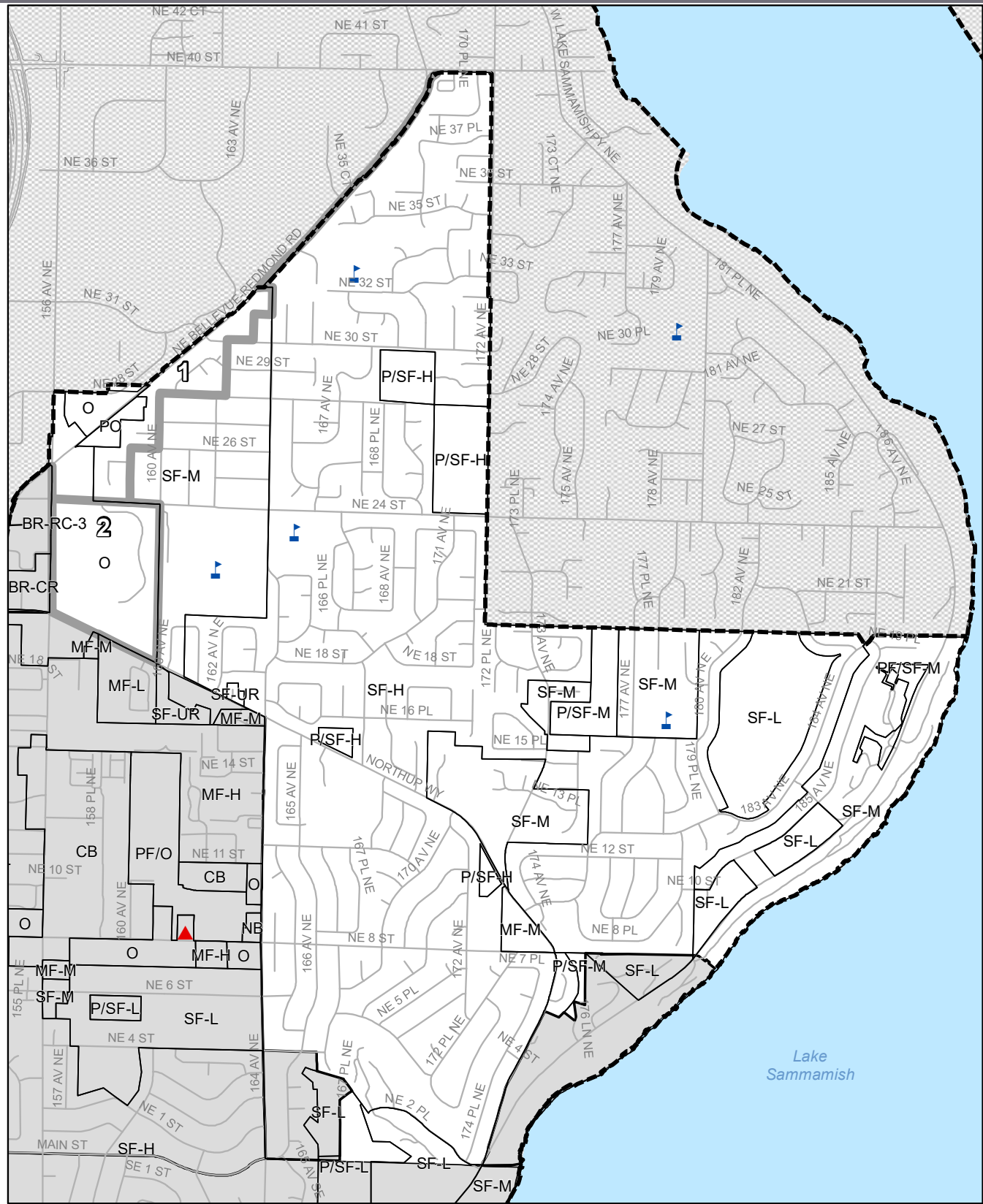
To preserve and enhance parks and open space in Northeast Bellevue and to build connections between them.

- S-NE-51.** Ensure all people have safe and convenient access to parks and open space in Northeast Bellevue.
- S-NE-52.** In collaboration with residents and community organizations, identify and address gaps in recreational programming for, and between, residents of all ages.

- S-NE-53.** Prioritize park, open space, and trail acquisitions in Northeast Bellevue where:
- a. households currently lack walkable access to a park, open space or trail,
 - b. gaps between parks, open space, and trails exist,
 - c. high density neighborhoods are adjacent, and
 - d. stands of significant trees or other natural features perform important ecological functions.
- S-NE-54.** Support park enhancements in Northeast Bellevue that encourage social interactions between diverse ages, abilities, and cultures.
- S-NE-55.** Coordinate with Bellevue School District and other organizations to expand opportunities for community gathering throughout the year.



CITY OF BELLEVUE COMPREHENSIVE PLAN







NORTHEAST BELLEVUE LAND USE PLAN


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

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

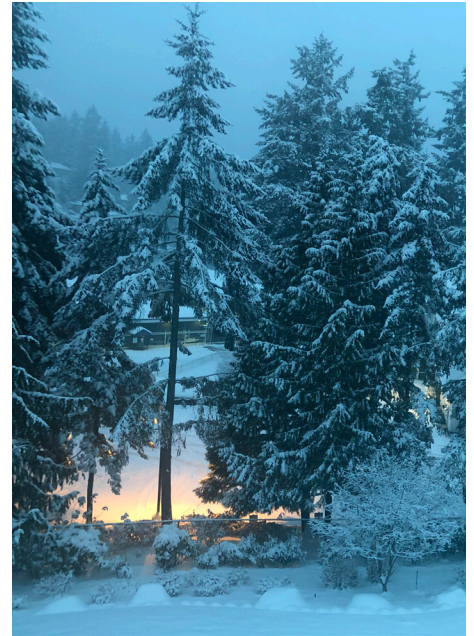
GC	General Commercial
LI	Light Industrial
PF	Public Facility
P	Park

 Fire Stations
 Public Schools
 Bellevue City Limits
 Comprehensive Plan

 Lakes

 Planning Districts

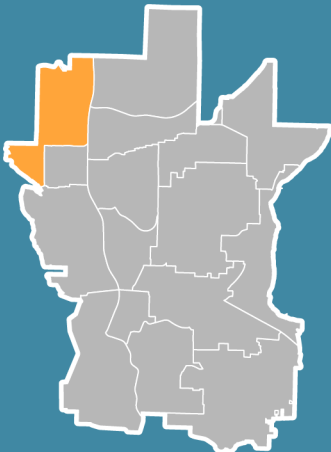




NORTHWEST BELLEVUE

WHAT YOU WILL FIND IN THIS PLAN

- NW Bellevue Vision
- NW Bellevue Profile
- A discussion of the Community Context
- Goals and Policies to realize the Vision



THE VISION

“NORTHWEST BELLEVUE IS A COMMUNITY WITH DIVERSE OPPORTUNITIES FOR EVERYONE.”

This is what Northwest Bellevue community members envision for their neighborhood area as they move into the future. They see it as a welcoming one, with a diverse range of residents living and working within. It is both active and quiet, a destination and a home, connected to yet set apart from Downtown. Throughout both its denser multi-family or commercial areas and the calmer single-family streets, Northwest Bellevue will have maintained a neighborhood feel and embraced the natural beauty and green character of the Pacific Northwest. This balance defines the unique variety that is found in the area, a variety that is preserved in order to allow for diversity – of residents, of experience, and of opportunities.

COMMUNITY VISIONS

Residents made their own vision statements as an exercise during a community meeting. Here are a few:

- ▶ In the future, *a sense of community* will play a vital role in Northwest Bellevue. By focusing on *knowing our neighbors*, we can help people *connect and commune*, and bring a sense of *wellbeing* to NW Bellevue.
- ▶ In the future, *diversity* will play a vital role in Northwest Bellevue. By focusing on *empathy* we can help people *interact*, and bring a sense of *community* to NW Bellevue.
- ▶ In the future, *multi-generational family values* will play a vital role in Northwest Bellevue. By focusing on *supporting economic and interpersonal connections for growing families* we can help people *thrive socially*, and bring a new sense of *inclusion and preservation of cultural values* in Northwest Bellevue.

Members of the Northwest Bellevue community have come together to shape their future through a shared vision of their community. The following describes that vision as if the reader were transported there into the future.

NORTHWEST BELLEVUE'S VISION

Northwest Bellevue is made up of many unique neighborhoods that provide options for residents, each offering its own element to the larger community. Maintaining this variety and distinction has allowed each area to provide a different *sense of place* and experience walking or driving down the street. Residents are proud of their ability to choose the neighborhood that best suits their needs, helping maintain its unique sense of place for generations to come.

While Downtown Bellevue's proximity allows for easy access to many amenities, there is a clear difference between Downtown's urban character and Northwest Bellevue's neighborhood characters.

A diversity of residents is attracted to Northwest Bellevue's variety. They feel a *sense of community*, part of a larger community that they enhance with their own experience and contribution. Everything from large annual events to small gestures between neighbors helps build connection, with residents supporting and learning from one another. They have developed community gathering places that help bring both newcomers and longtime residents together. Neighbors know one another, providing a sense of safety and a natural resiliency that keeps Northwest Bellevue strong.

These community benefits are felt by the long-time residents, who have a variety of options to age in place, remaining in their community as they get older. Whether they choose to stay in the same home or adjust their lifestyle, these residents are able to remain within the area despite potential physical or economic constraints.

Many photos in this plan have been provided by residents to show the unique character of the Neighborhood. Their contributions are much appreciated.

In order to remain welcoming to all, the neighborhood has prioritized **affordability of housing** options. While not all housing will be affordable to everyone, they have enhanced the spectrum of choices available to would-be residents. From small and large single-family houses to townhomes, dense apartments and more in between these options, residents have choices that can fit their needs. Long-time residents are able to stay in the area while new residents can find something of their own.

Community members have found ways to connect to one another throughout the year. **Access** between individual neighborhoods has been improved so that each feels connected to the area as a whole. Residents feel a sense of safety throughout Northwest Bellevue, particularly as they connect to people and destinations inside and outside the community. Bellevue Way and NE 8th St act as spines, providing a safe and enjoyable connection to destinations by foot, car, or other methods of transportation. Families feel safe traveling with their kids both on these major streets and within smaller pockets, whether on their way somewhere or to simply enjoy the great outdoors.

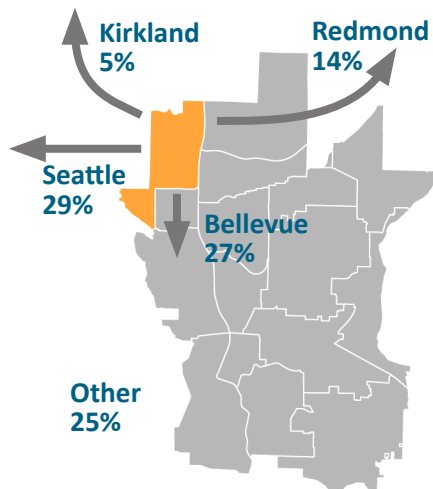
The community's natural **environment** is important, helping residents gather in groups or enjoy greenery in solitude. The beautiful trees and parks encourage outdoor activity, providing physical and mental exercise. Residents have focused on preserving and adding to these trees over the years through their shared commitment to the environment. They have integrated sustainability into their daily activities and planned for a sustainable future through their neighborhood's built environment.



The natural beauty of the area blends together with and supports varied neighborhood experiences, businesses, and gathering places to create and maintain the unique identity of Northwest Bellevue.

A PROFILE (as of 2020)

COMMUTE PATTERNS*



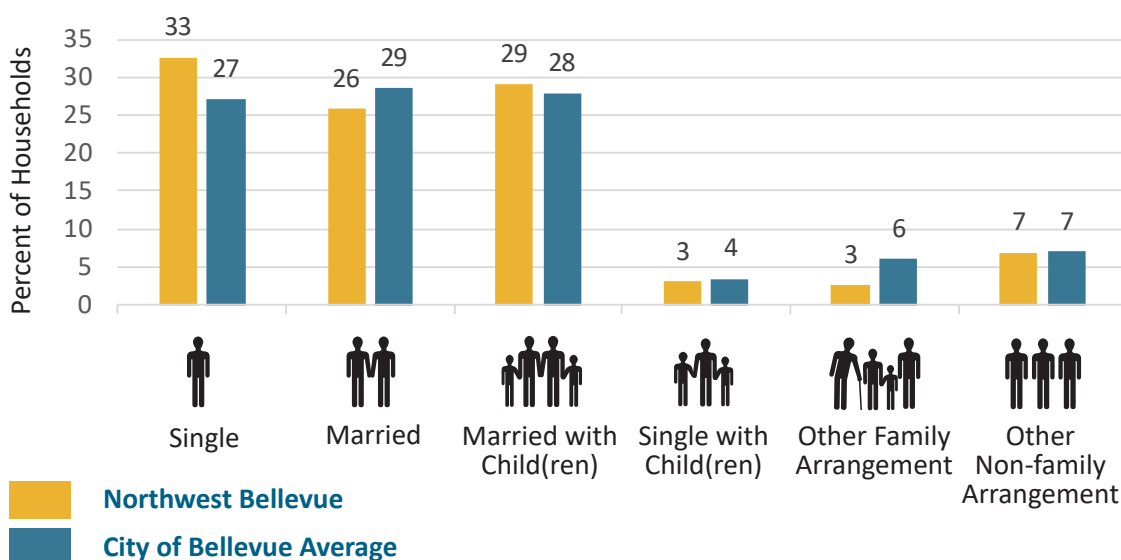
Residents of Northwest Bellevue commute to other areas for work on a daily basis. While about a quarter stay within the City of Bellevue, the rest commute to other cities in the area.

Today, Northwest Bellevue includes some of the oldest neighborhoods in the city and was incorporated into Bellevue in 1953. While much of the area developed in the 1950s, it has had consistent housing growth or renovation in each decade since then. This has led to a diversity of housing types across Northwest Bellevue, with about half the housing units set within multifamily buildings. The area's proximity to Downtown Bellevue leads to lower average commute times than the rest of the City.

The area is popular for both retirees and families with children, with a slightly higher percentage of children under 18 and a significantly higher percentage over age 45 living in Northwest Bellevue than in the City as a whole. The area has a higher average income than the City does but has a range of income levels.

50 percent of those Northwest Bellevue residents that took the 2020 Annual performance Survey rated the neighborhood as having "Neutral," "Little Sense," or "No Sense" of community.

HOUSEHOLD TYPE*



*Data calculated by City of Bellevue staff based on King County Assessor records (2020) and US Census Bureau American Community Survey (2018) tables.

NEIGHBORHOOD STATISTICS*

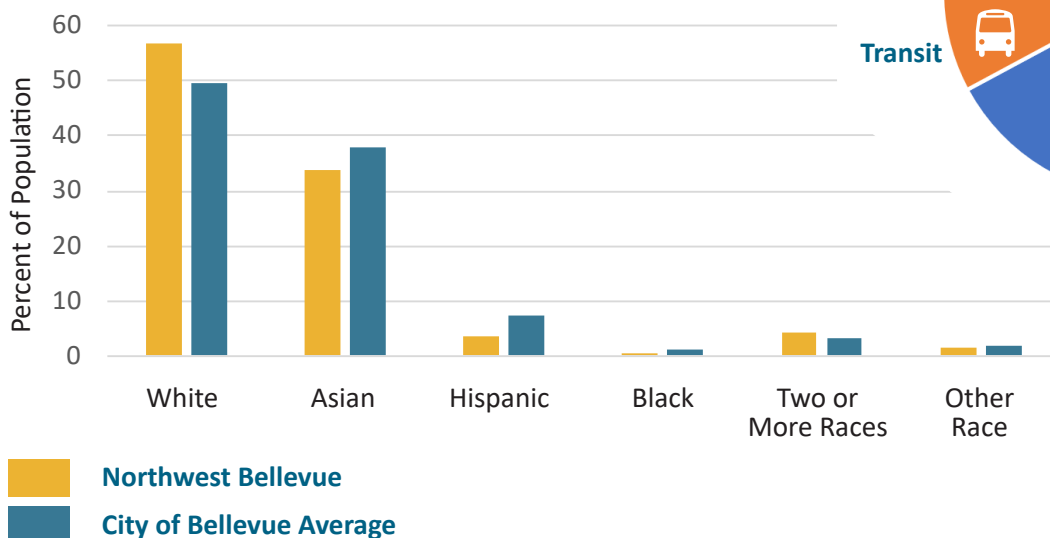
Population	9,514
Number of Households	4,001
Average Household Size	2.38
Number of Multifamily Units	2,230
Number of Single Family Units	2,176
Vacancy Rate	9.2%
Units Occupied by Owner	58%
Residents Born Outside the US	33%
Residents Speaking a Non-English Language at Home	39%
Population with any Disability	5%
Average Commute Time	22.4 min
Average Household Income	\$204,218
Households making under \$50,000	18%
Households making over \$200,000	31%
Households Cost-burdened by Housing	31%
Population with a Bachelor's Degree or Higher	74%

DIVERSE BACKGROUNDS

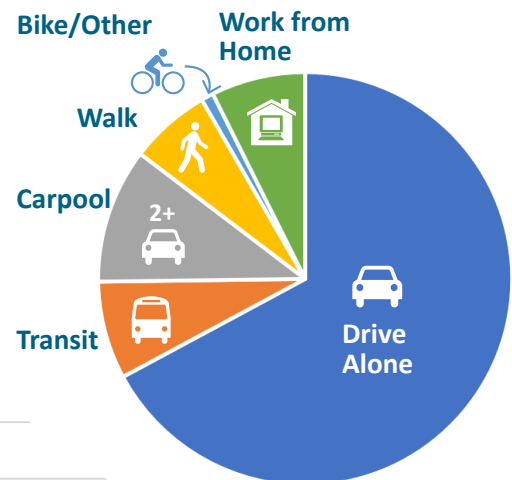
39% of residents speak a non-English language at home. These are the most common of those languages.

- ▶ Chinese Languages: 15%
- ▶ South Asian Languages: 6%
- ▶ Korean: 4%
- ▶ Russian: 3%
- ▶ Spanish: 3%

POPULATION RACIAL DIVERSITY*



COMMUTE METHODS*



*Data calculated by City of Bellevue staff based on King County Assessor records (2020) and US Census Bureau American Community Survey (2018) tables.

COMMUNITY CONTEXT

NEIGHBORHOOD CHALLENGES AND OPPORTUNITIES

SUB-NEIGHBORHOODS

- Each Neighborhood Area, such as Northwest Bellevue, has a number of unique ‘sub-neighborhoods’ within it. Some of Northwest Bellevue’s are Meydenbauer Bay, Lochleven, Vuecrest, Spring Hills, Northtowne, Diamond S Ranch, Apple Valley and Yarrow Bay Village. Such areas often have their own rich histories and character but together create the distinct experience of Northwest Bellevue.



Northwest Bellevue is a diverse community made up of many smaller [*sub-neighborhoods*](#). It skirts around Downtown Bellevue, which nearly splits the area in two. The neighborhood of Vuecrest provides a narrow connection between the portions of Northwest Bellevue that sit north and west of Downtown. The neighborhood’s unusual shape borders Medina, Clyde Hill, and Kirkland to the west and north, making collaboration with these jurisdictions essential to successful planning efforts. I-405’s presence acts as a barrier to the east, with SR-520 cutting across the northern portion, splitting Yarrowood from the rest of Northwest Bellevue. These boundaries segregate it from the rest of Bellevue and split it into its smaller sub-neighborhoods. This split and the large variety of experiences found within the area lead to most residents identifying most closely with their immediate neighborhood (Downtown, Meydenbauer, Northtowne, Yarrowood, etc) rather than with Northwest Bellevue as a whole. This can make it a challenge to identify community ties that define Northwest Bellevue’s identity.

The many sub-neighborhoods within Northwest Bellevue provide contrasts to one another and to Downtown. Many small-scale areas border larger-scale areas, with single-family near multi-family, multi-family near Downtown, and office uses near residential uses in many areas. These contrasts produce varying priorities amongst community members. As the City grows and Downtown changes over time, Northwest Bellevue residents struggle with the impact on their neighborhood’s experience, affordability, and livability.

COMMUNITY THEMES AND INTERSECTIONS

Northwest Bellevue's *proximity to Downtown* provides its residents with a lot of benefits, but it also presents challenges of affordability and preservation. The community is passionate about preserving the natural, wooded feeling in their neighborhood. Even those located at the northern edge, in Northtowne or Yarrowood, feel the pressure of a changing Downtown and want to preserve the neighborhood feel of their sub-neighborhoods.

The *diversity of sub-neighborhoods* and scales attracts a variety of household types, incomes, and backgrounds to Northwest Bellevue, yet residents across the area have expressed a concern about the lack of integration and mingling with their neighbors. They desire *closer connections* with their neighbors, particularly those from other backgrounds. This desire to preserve and enhance diversity while building community intersects with many other challenges and desires expressed by residents.

The pressures of growth and proximity to Downtown have increased the area's living costs, impacting the ability to invite and welcome a diversity of household types. Increased property values have shifted the types of development that are feasible, leading many to express an interest in *broadening housing choices* to help balance this shift. The desire to allow residents to gather together also corresponds to other community elements, such as public parks, social events and opportunities, and physical gathering places, both public and private. All of these elements of community planning intersect with one another when considering how to enhance Northwest Bellevue's livability.



WHAT IS SUCCESS?

- ▶ Residents are safe and comfortable in their neighborhoods
- ▶ Neighbors feel a sense of belonging through participation in their community associations, centers, and schools
- ▶ People sense a responsiveness to emerging and changing conditions
- ▶ Neighborhood plans reflect local values, identity, and character



GOALS AND POLICIES

Northwest Bellevue's vision is built out by themes, each with opportunities and challenges around them. These inform both aspirational goals and associated policies and those focused on preserving the area's strengths.

SENSE OF PLACE

One of Northwest Bellevue's strengths is the great variety of experiences already found within its boundaries. Each smaller portion of the neighborhood has its own unique characteristics to offer. These areas range in age, size, use, and style from small and residential in nature to larger multifamily or commercial areas. This variety creates opportunities for unique approaches to any challenges facing the area. Northwest Bellevue also borders Downtown Bellevue, providing residents of the area with easy access to employment, services, and experiences found Downtown.

These same strengths also present a challenge of maintaining this variety of experiences and separation from Downtown's scale and growth. Residents appreciate the broad range of places to live, visit, and access services within and near Northwest Bellevue. There is a clear desire to maintain the neighborhood feel and diverse characters of each unique sub-neighborhood while also maintaining a clear separation from Downtown.

In particular, they are concerned about both the smaller spaces left between new homes and the loss of trees on these lots, losing the shade, privacy, and access to nature that they provide the neighbors and street.

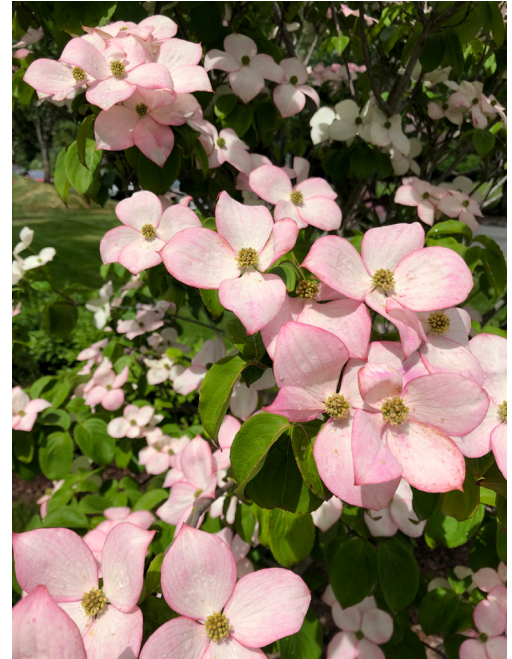
Sense of Place Goals and Policies

To maintain the existing variety of sub-neighborhoods within Northwest Bellevue.

- S-NW-1.** Protect and enhance the existing distinctions between land uses throughout the Neighborhood Area through the use of transition areas between higher-intensity use districts and lower-intensity use districts as well as encouraging design features such as landscape buffers.
- S-NW-2.** Promote transition areas when areas adjacent to a lower-intensity land use district are rezoned, and encourage the integration of pedestrian traffic into the neighborhood structure.
- S-NW-3.** Preserve the existing sub-neighborhood characters by supporting efforts to renovate and maintain the existing housing stock.
- S-NW-4.** Integrate new development into its surrounding sub-neighborhood by orienting it in a similar fashion to existing development and transitioning in scale to adjacent land uses.

To maintain and improve upon the experiential qualities found throughout the sub-neighborhoods of Northwest Bellevue.

- S-NW-5.** Encourage the undergrounding of utility distribution lines where feasible, particularly when new development occurs.
- S-NW-6.** Encourage new development to maintain and enhance the neighborhood character of the individual sub-neighborhoods.
- S-NW-7.** Explore opportunities for small-scale commercial uses at key locations to improve access to goods and services throughout Northwest Bellevue.





Views from the edges of Northwest Bellevue look towards other jurisdictions like Kirkland (above). Others look towards Downtown Bellevue (below).



To maintain a clear separation between Downtown Bellevue and Northwest Bellevue.

- S-NW-8.** Maintain a clear distinction between the scale of Downtown Bellevue and that of Northwest Bellevue.
- S-NW-9.** Create a separation between the low-intensity uses within Northwest Bellevue and Downtown Bellevue, utilizing buffers such as McCormick Park and/or gradients of building scale within Northwest Bellevue to ease that transition where appropriate.
- S-NW-10.** Direct vehicles moving between Downtown Bellevue and Northwest Bellevue to the minor and major arterial network rather than residential streets.

To encourage a seamless transition between Northwest Bellevue and its neighboring jurisdictions.

- S-NW-11.** Collaborate with neighboring jurisdictions to promote a consistent experience when crossing jurisdictional boundaries.

SENSE OF COMMUNITY

Northwest Bellevue's variety of housing types and styles allows for a mix of unit sizes and designs, which can be welcoming to those of many different ages and cultures. Residents hope to enhance this with additional ways to welcome diversity into the neighborhood. The neighborhood provides a good set of opportunities to meet and gather within scattered parks and commercial uses in the Neighborhood Area. They want to maintain these and create others to help improve the sense of community within Northwest Bellevue.

Residents often feel that they do not know one another. They desire ways to learn about their neighbors, particularly those with different backgrounds from their own. While the current variety of options appeals to a diversity of residents, not everyone currently feels welcomed to the area, particularly if they come from a



background or culture uncommon in the area. Finding ways to bring people together and make everyone feel welcome are important challenges to address in the area.

Northwest Bellevue also has a large percentage of seniors living in the area, many of whom worry about their ability to stay as they age. They find that both physical and economic challenges make it difficult for them to find a place to live and safely get around as they get older. Addressing these needs is a key challenge for the neighborhood.

Northwest Bellevue residents value living in a safe and inclusive community. They value having safety in their homes, on their streets, and in places where people shop, work, and gather. Northwest Bellevue residents value having a clean and healthy environment.

Sense of Community Goals and Policies

To provide opportunities for residents to gather both formally and informally with both old and new friends and neighbors.

- S-NW-12.** Support efforts to create gathering opportunities, bringing together residents from different sub-neighborhoods, cultures, ages, or backgrounds.
- S-NW-13.** Encourage efforts to bring neighbors together to help one another, either with ongoing or time-specific challenges, to enhance community resilience and cohesion.
- S-NW-14.** Support the continued use of existing facilities and the introduction of new businesses and facilities that provide gathering opportunities for community-oriented programs and services.
- S-NW-15.** Improve public access to outdoor covered areas for residents to gather informally throughout the year.
- S-NW-16.** Introduce and retain existing recreational opportunities in public spaces, such as pickle-ball courts or outdoor games.



Bellevue's seasonal Farmers Market is located in Northwest Bellevue and provides opportunities for the community to gather.



To foster a sense of inclusivity and belonging for a diversity of residents.

- S-NW-17.** Support efforts to welcome new residents to the neighborhood.
- S-NW-18.** Include features and activities for children of all ages within Northwest Bellevue's events and spaces when possible.
- S-NW-19.** Seek opportunities to enhance the usability and accessibility of new development, parks and public spaces throughout the neighborhood for users with disabilities.
- S-NW-20.** Provide seating opportunities where possible at scattered locations throughout Northwest Bellevue to allow residents opportunities to rest.
- S-NW-21.** Create a safe community, including safe places to gather, walk, and play.

To support seniors staying in the neighborhood as they age.

- S-NW-22.** Support the creation of a physical, economic, and social variety of living space types for seniors to remain in the neighborhood.
- S-NW-23.** Encourage co-habitation and multi-generational living opportunities for seniors.
- S-NW-24.** Encourage housing for the elderly in areas designated for multifamily development.
- S-NW-25.** Build awareness of programs that support and enable older adults to stay in their home as they age.



HOUSING AFFORDABILITY

Many neighborhoods within Bellevue are facing difficulties associated with rising housing prices. Northwest Bellevue has a clear strength for combatting these issues in its existing variety of land uses. This allows for a varied approach to housing options, harnessing the many types that already exist to provide a variety

of housing choices. There are opportunities to build upon this diversity to address the continued affordability challenges brought up by residents. In particular, there are a variety of lower density neighborhoods within walking distance of Downtown that are seeing increased land value and costs due to that proximity. There is a tension between residents wanting to maintain the existing neighborhood scale, those building larger homes in these areas, and residents wanting to provide greater density of housing in these areas to help address rising housing costs.

While there are a variety of options throughout the neighborhood, most of them are high in cost and therefore can be exclusive in nature. Residents have expressed a desire to be welcoming to those of different cultural and economic backgrounds, but the existing housing stock often does not support this desire. Similarly, these options frequently do not address the unique requirements for seniors with both mobility and economic constraints, many of whom have lived in the area most of their lives. Addressing the needs of this desired diversity of residents is a major challenge facing Northwest Bellevue.

Housing Affordability Goals and Policies

To create a diverse supply of housing typologies through the use of existing single- and multi-family densities and the encouragement of housing between these two scales.

S-NW-26. Create opportunities for a mix of housing typologies, within both lower and higher intensity districts, to allow for a range of affordability options with a variety of housing units and visual styles and ease of movement for the physically disabled.

S-NW-27. Explore regulations to minimize the impact from any new mix of housing typologies to the existing residential character of the street.





MOBILITY AND ACCESS

With its proximity to both Downtown Bellevue and highway access to both I-405 and SR 520, Northwest Bellevue has a multitude of jobs, activities, services, and more within easy access. There is a network of arterials connecting the residential streets to this larger system. Transportation improvements are focused on these important arterial corridors.

This great vehicular access can also create a challenge for Northwest Bellevue. Nearby highways and major arterials like Bellevue Way can create barriers to local mobility across multiple modes of transportation. In addition, the residential streets tend not to be interconnected in the area, enhancing reliance on Bellevue Way NE, 100th Ave NE, NE 24th Street, and NE 8th Street to get through the neighborhood. Residential streets that do connect through longer portions of the neighborhood can attract cut-through traffic. Drivers who exceed posted speed limits on residential streets and along the arterials dissuade many residents from walking, biking, and taking transit, particularly with many gaps in the sidewalks and bikeways.

Residents have prioritized these alternate modes of transportation, seeking improvements for pedestrian safety and opportunity. Whether they want to get out for some exercise, enjoy the greenery and fresh air, or get to a destination with Downtown or another commercial use that is walkable for many, Northwest Bellevue residents want to invest in improving the experience for those walking in the neighborhood.

Mobility and Access Goals and Policies

To improve pedestrian safety and encourage walking in the area, particularly to or from residential areas.

S-NW-28. Address vehicle speeds and safety concerns along arterials, particularly along both Bellevue Way NE and NE 24th St near the intersection of the two.

S-NW-29. Utilize traffic calming measures to discourage people from driving faster than the speed limit within residential neighborhoods.

S-NW-30. Increase designated pedestrian areas and sidewalks within Northwest Bellevue, prioritizing the safety of pedestrians in determining locations of new walking paths.

S-NW-31. Encourage pedestrians to cross arterial streets within designated crosswalks or intersections.

S-NW-32. Explore opportunities to install new safe crossing locations where gaps are present, particularly along Bellevue Way NE near Northtowne Shopping Center.

S-NW-33. Improve visibility of pedestrian areas when sidewalks are not present.

S-NW-34. Maintain a pedestrian path clear of obstacles where feasible when sidewalks are present.

To encourage multiple methods of access through and within Northwest Bellevue.

S-NW-35. Prioritize completing gaps in pedestrian and bicycle networks to provide continuity within the network.

S-NW-36. Explore ways to support increased public transportation and ride-sharing use in Northwest Bellevue.

S-NW-37. Explore ways to improve and maintain bicycle access to Eastrail at 108th Ave NE.

To maintain efficient and safe vehicular movement within Northwest Bellevue.

S-NW-38. Maintain a clear distinction between arterials and neighborhood streets, discouraging commuter through-traffic from using residential streets to get to their destination.

S-NW-39. Minimize new vehicular access points to major arterials to facilitate efficient traffic movement.





S-NW-40. Explore transportation improvements on streets that lead to/from and intersect with SR-520 that reduce vehicle speeds and improve safety.

To protect and enhance easy access to goods, services, and gathering places within Northwest Bellevue.

S-NW-41. Prioritize transportation enhancements that improve safety and access between residential areas and popular destinations, particularly schools, parks and transit stops.

S-NW-42. Create direct pedestrian connections between parks and nearby residential areas.

ENVIRONMENT

Northwest Bellevue has a variety of parks scattered throughout the neighborhood, providing a variety of recreational options with relatively good access from its residential areas. Many of these parks are large and centrally located, but some areas, particularly at the north and west edges of the neighborhood, do not have a park within easy walking distance. Providing park access for these households provides a challenge that should be addressed over time.

In addition to formal parks and open spaces, Northwest Bellevue residents desire access to greenery. The neighborhood has seen an exceedingly large proportion of recent redevelopment. This activity has removed large swaths of trees in many cases and, when considered over time, has caused tree canopy protection to be the issue that invokes the most passion in Northwest Bellevue residents. They want immediate and continued action to protect and rebuild their tree canopy over time. In particular, they hope that the impact on Northwest Bellevue's tree canopy will be a consideration for any future development regulations that might affect the neighborhood.

Northwest Bellevue also borders Meydenbauer Bay, providing the public with access to the water along Meydenbauer Bay Park. This also enhances the importance of controlling runoff and reducing water pollution throughout the area.

Environment Goals and Policies

To provide continued access to trees and green spaces throughout Northwest Bellevue.

- S-NW-43.** Pursue opportunities for increasing tree canopy through planting of new trees on public and private property throughout Northwest Bellevue.
- S-NW-44.** Encourage Northwest Bellevue engagement and support in Citywide efforts to introduce or amend requirements for the preservation and enhancement of the City's tree canopy.
- S-NW-45.** Support efforts to protect Northwest Bellevue's tree canopy, preserve its trees, and enhance the health of trees on both public and private property.
- S-NW-46.** Explore the potential for small, scattered parks throughout the neighborhood, monitoring opportunities for small public purchases for this purpose.
- S-NW-47.** Pursue opportunities for the public's active use of green spaces, such as through pea patches, organized self-guided activities or interactive educational opportunities.
- S-NW-48.** Provide multiple points for pedestrian access to public trails and parks like Eastrail and Meydenbauer Bay Park where appropriate.



RESIDENTS EXPLORE LOCAL ENVIRONMENT

► “One of my overall favorite things to do during the wonderful Summer and early Fall months here in Bellevue is go kayaking. This summer, we focused on Meydenbauer Bay kayaking so that my five year old son could practice in the calm waters. It turned out to become one of his favorite things to do now!”



To provide education around natural resources within the community.

S-NW-49. Encourage education opportunities for residents to learn about native plants, tree care, and other relevant environmental topics.

S-NW-50. Support community and/or school district partnerships to create environmental and sustainability education opportunities in Northwest Bellevue.

To protect the health of Bellevue's streams, lakes, and other water bodies, such as Lake Washington.







S-NW-51. Encourage natural stormwater best management practices and the reduction of water pollution.

S-NW-52. Encourage low-impact development and the use of pervious surfaces in new public and private developments.



NORTHWEST BELLEVUE →



SF	Single Family	PO	Professional Office	GC	General Commercial		Lakes		Fire Stations	
MF	Multi Family	O	Office	LI	Light Industrial		Outside of Bellevue		Public Schools	
-L	Low Density	OLB	Office, Limited Business	PF	Public Facility					
-M	Medium Density	OLB-OS	Office, Open Space	P	Park					
-H	High Density	NB	Neighborhood Business	NMU	Neighborhood Mixed Use					
-UR	Urban Residential	CB	Community Business	EG-TOD	Eastgate-Transit Oriented Development				Bellevue City Limits (2015)	
				OLB/EG-TOD	OLB and Eastgate-Transit Oriented Development					

Richards Valley Subarea Plan

GOAL:

To maintain the Subarea as a green and wooded place that provides a complementary mixture of living and working opportunities.

Discussion: The Richards Valley Subarea consists of three distinct districts. West of I-405 is heavily vegetated and is developed with a variety of uses – parkland, light industrial, and multifamily. Woodridge Hill is largely residential with a mixture of single-family and multifamily units. East of Woodridge Hill development includes a wide variety of uses – residential, park, warehousing, and extensive retail. Although the community recognizes the need for maintaining working opportunities in the Subarea, they want to ensure that the quality of the residential community and natural features (especially dense vegetation and wooded vistas) remain at a high level.

OVERVIEW

According to most sources, Richards Valley was once part of the Duwamish Tribal Territory. Evidence shows a village/habitation site located on or near Mercer Slough.

The earliest English speaking inhabitants of this area prior to 1900 occupied themselves with mining, logging, and farming.

During the 1890s loggers cut large stands of timber on land now known as Woodridge Hill and Richards Valley and into the Factoria area. Logging continued to be important into the 1920s. The railroad trestle built in 1904 serves as an important Richards Valley Subarea landmark.

Land use patterns evolved from early timberland, logging, and farming between the 1920s and 1950s to the current settlements of residential and commercial development. Woodridge Hill and Richards Valley were annexed into Bellevue during the 1960s and 1970s.

Richards Valley, an area of 1,153 acres, forms an oval beginning with I-405 and the Lake Hills Connector to the north, 132nd Avenue S.E. on the east, Mercer Slough on the west and Richards Road and I-405 converging at I-90 to the south. Of the 1,754 housing units in the Subarea 1,022 (58 percent) are single-family units and 732 (42 percent) are multifamily units. The residential population of Richards Valley is 4,200.

Richards Valley is known for the views from Woodridge Hill and the wooded areas and wetlands in the valley. This plan focuses on protection of the treasured natural features in the face of continued development of residential, office, and light industrial uses.

For instance, the community wants to maintain and preserve single-family neighborhoods as the primary use especially on Woodridge Hill and Woodmoor. A mix of light industrial and additional residential uses is appropriate in the lower elevations of the valley.

In 1987 the City Council adopted the Sensitive Area Requirements to protect sensitive areas in Bellevue. As a result the open use land use designation became obsolete and during the Subarea plan review process the Citizens Advisory Committee redesignated some 115 acres of open use land for residential or commercial uses.

Of the 1.5 million square feet of non-residential uses in Richards Valley, half is industrial, about a quarter is office, and a fifth is institutional and governmental. Approximately 2,500 people work in Richards Valley. Historically, three of Bellevue's subareas have had land planned for light industrial uses: Bel-Red, North Bellevue, and Richards Valley. However, with the rezoning of the Bel-Red area in 2009, only two subareas now have industrial zoned lands: Richards Valley with about 110 acres, and North Bellevue with about 20 acres.

The Richards Valley industrial area has easy access to the freeway. It is home to a wide range of businesses and other significant uses or features including a solid waste transfer station and electrical substation. Lack of internal street connectivity and the number of drainage corridors, streams, and wetlands pose challenges to redevelopment. However, the abundance of natural features and critical areas also provide opportunities for environmental enhancement over time.

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundary for that project, which establishes a long-range vision for the I-90 corridor, includes the industrial portion of the Richards Valley subarea. The Eastgate/I-90 project, in part, identified strategies that not only ensure the continued existence of the Richards Valley industrial area, but also encourage higher intensity flex-tech/research and development uses and stream and vegetation corridor enhancements. The Eastgate/I-90 project is more fully discussed in the Eastgate Subarea plan.

Land uses in the Subarea are indicated on the Land Use Plan Map (Figure S-RV.1).

General Land Use

POLICIES

POLICY S-RV-1. Enhance the natural environment within the industrial area by encouraging redevelopment to consider natural features in site design, including but

not limited to reducing impervious surfaces, improving the functions of wetlands and stream corridors, incorporating natural drainage features, retaining trees, and restoring vegetated corridors.

POLICY S-RV-2. Do not allow auto sales, auto rental, and auto leasing uses in the Light Industrial District.

POLICY S-RV-3. Consider the use of a land use incentive system in the Office Limited Business area that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.

POLICY S-RV-4. Allow recreation and community uses in and on school sites which may be closed in the future.

Discussion: When determining the appropriate intensity of activity, consider the previous use of the school and the ability of nearby streets to accept additional traffic. When applicable, the community can participate in the conditional use process in deciding appropriate uses on closed school sites.

Natural Determinants

POLICIES

POLICY S-RV-5. Retain the remaining wetlands within the 100-year floodplain along Richards Creek, Kelsey Creek, and Mercer Slough for drainage retention and natural resource park use.

Discussion: It is important to preserve the natural environment and to retain the native habitat for the aesthetic value and character of the community.

POLICY S-RV-6. Protect and enhance the capability of Richards Creek, Kelsey Creek, and Mercer Slough and their tributaries to support fisheries along with other water-related wildlife.

POLICY S-RV-7. Retain and enhance existing vegetation on steep slopes, within wetland areas, and along stream corridors to control erosion and landslide hazard potential and to protect the natural drainage system.

Residential

POLICIES

POLICY S-RV-8. Encourage a variety of different densities and housing types in residential areas to accommodate social and economic lifestyles changes as well as the different stages of life.

Discussion: If moderate or low-income multifamily units are constructed in the Subarea, the sites should be dispersed rather than concentrated in one development.

Parks and Recreation

POLICIES

POLICY S-RV-9. Encourage the City to purchase land for parks and open space when it becomes available.

POLICY S-RV-10. Protect and preserve publicly owned land.

Discussion: This policy refers to land set aside for storm drainage and detention, the right-of-way along the Lake Hills Connector, and potential links in the trail and park system.

An efficient way to accomplish this is for the City to purchase properties or parts of properties protected by the City's Sensitive Area Regulations.

Transportation

POLICIES

POLICY S-RV-11. Develop a safe integrated on and off-street nonmotorized system emphasizing connections to schools, parks, transit, and other parts of Bellevue.

Discussion: Richards Valley needs many nonmotorized improvements. These include better access to the schools, parks, and transit service. Because of its central location to other parts of Bellevue (such as Downtown, and the Kelsey Creek and Mercer Slough Parks), it is important for the off-street trail system to connect safely to the on-street facilities.

POLICY S-RV-12. Provide better pedestrian access and views of Richards Creek, Kelsey Creek, and Mercer Slough.

Discussion: While pedestrian and visual access is important, it should be balanced

with the need to develop sites sensitively and in accordance with Sensitive Area Regulations.

POLICY S-RV-13. Promote development of a nature trail between the Lake Hills Connector and Kamber Road near Richards Creek.

Discussion: The nature trail should provide the public with views and walking opportunities in this unique and fragile area. The trail should be compatible with the environmentally sensitive areas along the creek.

POLICY S-RV-14. Consider interim solutions for nonmotorized improvements until major improvements can be made.

Discussion: Use the City's Overlay Program, Minor Capital Projects Fund, Neighborhood Enhancement monies, or other sources to provide interim solutions when practical. When appropriate, consider constructing sidewalks on only one side of the street.

POLICY S-RV-15. Encourage improved Metro transit service to and from key points in the Richards Valley Subarea.

Discussion: Metro should provide better transit service in the Richards Road corridor to Bellevue Community College, Eastgate, Factoria, the downtowns of Bellevue and Seattle, and the University of Washington.

POLICY S-RV-16. Plan for the long-range traffic related facility needs in the Richards Valley Subarea including designated arterial, feeder (collector), and residential streets.

Discussion: The East Bellevue Transportation Study will include an evaluation of Richards Valley's arterial facility needs on Richards Road including the impacts of new development on the transportation system.

POLICY S-RV-17. Minimize access to the Lake Hills Connector when considering new development near the Connector.

POLICY S-RV-18. Enhance the pedestrian and bicycle environment along Eastgate Way by constructing sidewalks, bike lanes, and other features to improve safety.

Utilities

POLICIES

POLICY S-RV-19. Encourage the combination of utility and transportation rights-of-way in common corridors and coordinate utility construction with planned street and bike lane improvements which could result in a more efficient allocation of funds.

POLICY S-RV-20. Use common corridors for new utilities if needed.

Discussion: If new power lines are needed in the Subarea, they should be developed in areas that already contain power lines, rather than causing visual impacts in new areas.

POLICY S-RV-21. Improve the appearance of public streets and power line rights-of-way.

POLICY S-RV-22. Encourage the undergrounding of utility distribution lines.

Community Design

POLICIES

POLICY S-RV-23. Apply design review in the Office Limited Business area that promotes pedestrian-friendly design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place.

POLICY S- RV-24. Reinforce a sense of place that reflects the area's location on the Mountains to Sound Greenway and emphasizes the emerging urban character of the Eastgate I-90 corridor by encouraging building and site design that includes visibly recognizable natural features such as green walls, façade treatments, green roofs, and abundant natural landscaping.

POLICY S- RV-25. Promote the feeling of a city in a park through development regulations that retain wooded greenbelts to provide a green backdrop for office and industrial uses and naturally buffer less intense development.

POLICY S-RV-26. Disturb as little of the natural character as possible when improving streets and arterials.

Discussion: The Lake Hills Connector is an example of using natural vegetation along the street frontage and in the median.

POLICY S-RV-27. Encourage the retention and enhancement of special features such as unique open spaces, landmarks, and viewpoints.

Discussion: In Richards Valley the stream and wetlands qualify as unique open space, the railroad trestle as a landmark and the view from Woodridge School grounds as a designated viewpoint.

POLICY S-RV-28. Encourage the retention of vegetation during the clearing, grading, and construction processes to screen development from nearby residential neighborhoods.

POLICY S-RV-29. Require design review for areas along Richards Road in order to ensure that site and building design of commercial and multifamily uses in the valley are in character with the nearby single-family neighborhoods.

~~*Discussion: Commercial and multifamily development should be screened to provide a visual separation from the road. If development cannot be screened, building height, bulk, color, and roofline design should be compatible with the development allowed in the nearby single-family community. Use design review to accomplish this.*~~

In addition, use the Richards Creek Sensitive Area as an amenity when designing sites.

POLICY S-RV-30. Development along Richards Road should preserve and maintain the green and wooded character of the Richards Road corridor.

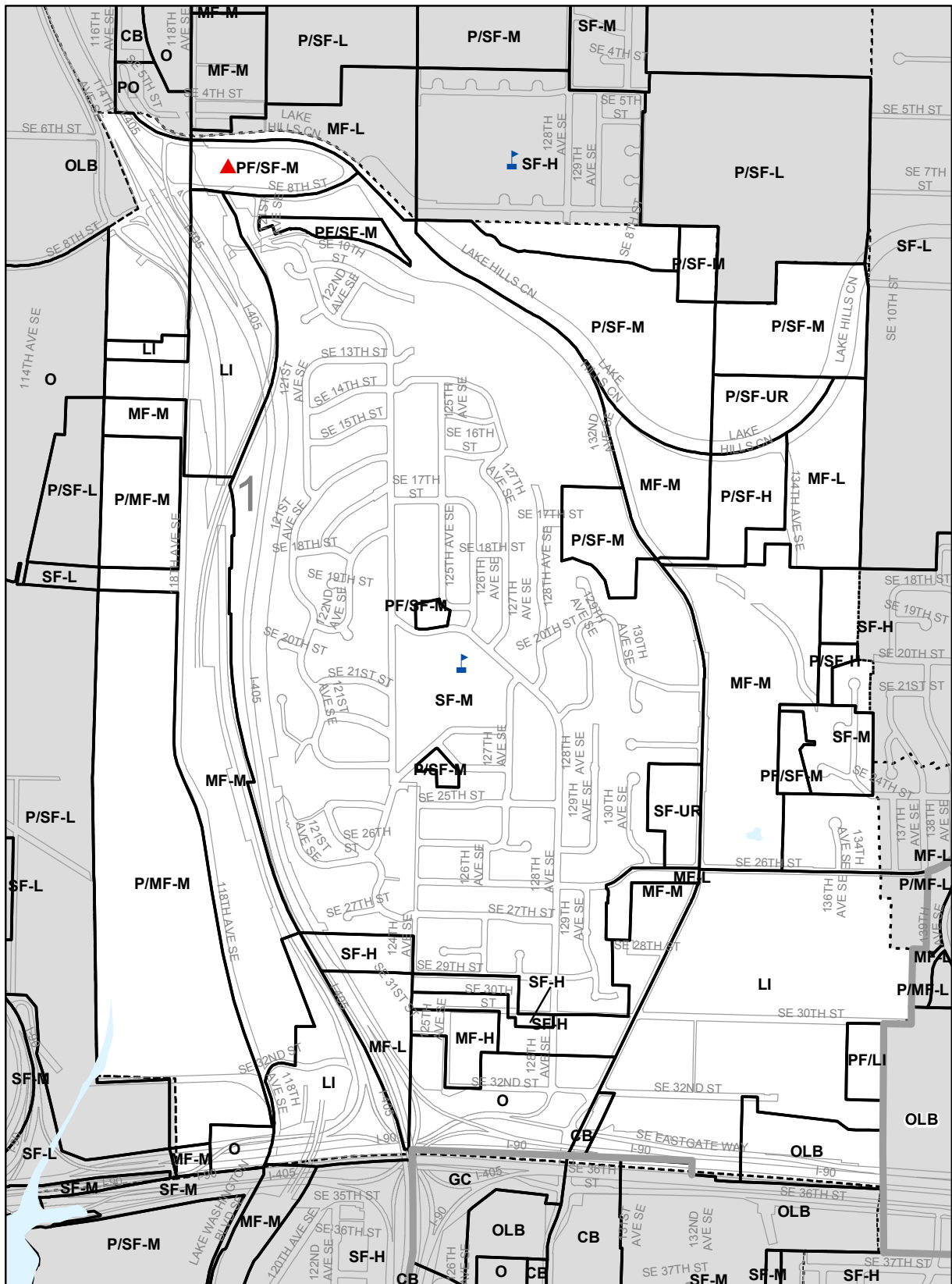
POLICY S-RV-31. New development, including single-family development, should install landscaping which provides a dense visual vegetative screen along Richards Road. The planting should be an amenity to those who travel, live, and work along Richards Road.

POLICY S-RV-32. Encourage the site and building design of commercial and multifamily use on Woodridge Hill to be in character with the nearby single-family neighborhood.

~~*Discussion: Building height, bulk, color, and roofline design should be compatible with the development allowed in the nearby single-family community. Use design review to accomplish this.*~~

POLICY S-RV-33. Develop areas designated for light industrial uses with sensitivity to the natural constraints of the sites.

POLICY S-RV-34. Encourage screening of rooftop machinery from view at ground level.



Richards Valley Land Use Plan

SF	Single Family	PO	Professional Office	GC	General Commercial	▲	Fire Stations
MF	Multi Family	O	Office	LI	Light Industrial	■	Public Schools
-L	Low Density	OLB	Office, Limited Business	PF	Public Facility	—	Planning Districts
-M	Medium Density	OLB-OS	Office, Open Space	P	Park	- - -	Bellevue City Limits (2015)
-H	High Density	NB	Neighborhood Business	NMU	Neighborhood Mixed Use	■	Lakes
-UR	Urban Residential	CB	Community Business	EG-TOD	Eastgate-Transit Oriented Development	■	Outside of Bellevue
				OLB/EG-TOD	OLB and Eastgate-Transit Oriented Development		

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.** Single-family High-density (SF-H) is appropriate for the site known as the Turulja Ranch, as shown on the Land Use Plan (Figure S-SE.1). [Amended Res. 5901]~~

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, $\frac{1}{2}$ 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.

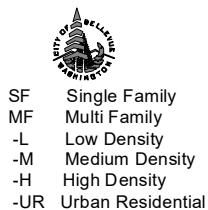
Housing maintenance and maintenance of private property is generally an individual effort. The City has encouraged housing and property maintenance by sponsoring community clean-up programs. Also, the City offers a home repair program for low- and moderate-income homeowners.

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.

Lake Sammamish



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

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SOUTHWEST BELLEVUE

WHAT YOU WILL FIND IN THIS CHAPTER

The community Overview, Goals, and Policies for Southwest Bellevue including the 2019 update adding the East Main Transit Oriented Development land use district.

OVERVIEW

Southwest Bellevue's location with respect to Lake Washington and Mercer Slough played a key role in shaping its development. Close proximity to the lake and the subsequent ferry system and bridges contributed to Southwest Bellevue's early settlement.

William Meydenbauer and Aaron Mercer were among the first white settlers in the Bellevue area. In 1869, Meydenbauer staked a claim to the area around the bay that now bears his name. Mercer settled on 80.5 acres on the west bank of Mercer Slough which, at that time, extended west to the present location of Bellevue Way and 112th Avenue SE.

In the late 1800s, logging industries occupied much of Southwest Bellevue. Logging operators concentrated their timber harvesting efforts generally within a mile of the lake to facilitate the floating of logs to the nearby Wilburton sawmill. Meydenbauer Bay became

the repository for logs awaiting transport to mills on the west side of Lake Washington.

Prior to the construction of bridges spanning Lake Washington, area residents relied on a steamer ferry system. The first ferry landing dock was built in 1904 at Burrows Landing, south of the present-day Chism Park. Additional boat landings were located on the south shore of Meydenbauer Bay (Calvert's Landing), in the town of Beaux Arts, and in Killarney.

Construction of the ship canal between Lake Union and Lake Washington, lowered the level of Lake Washington by 21 feet, thereby altering the configuration of Mercer Slough. No longer could steamers traverse its course as far north as the Wilburton Mill, close to the present location of Bellevue City Hall. However, the resulting exposure of land afforded area farmers expanded opportunity for agricultural enterprises. In 1920, a drainage project in Mercer Slough enhanced the area for farming. In the 1970s, demolition debris from Seattle filled portions of the north part of the Slough where the Bellefield Office Park now provides employment opportunities in a lush wetland setting.

In the 1920s and 1930s, the area experienced steady population growth. At that time, the primary industries included sawmills, canneries, boat building, truck farming, chicken ranching, orchards and berry farming. Also, in 1902, a holly farm was established at Yarrow Point and in 1903, was expanded to include a 10-acre site in the Enatai neighborhood. At one time this industry was the largest supplier of holly in the United States. In 1933, a blueberry farm was planted in the vicinity of the Barnes and Noble Bookstore and the Goodguys in downtown Bellevue, and was moved to Mercer Slough in 1947 to become the Overlake Blueberry Farm. For a 25-year period ending in 1947, the American Pacific Whaling Company wintered its fleet of boats in Meydenbauer Bay. Residential population in the Bellevue area expanded in the 1940s and 1950s with the completion in 1938 of the Lake Washington (Mercer Island, I-90) Floating Bridge.

Today, Southwest Bellevue exhibits the characteristics of a neighborhood, or a quiet town within the City, that has evolved over time. Despite the proximity to downtown Bellevue, residents characterize much of the area as “quaint” and “rustic,” and they speak fondly of the unique qualities that set Southwest Bellevue apart. By comparison, other suburban residential areas in Bellevue have a predictable similarity about them, and would not likely evoke a vision of “rustic.” Just what makes Southwest Bellevue special?

Trees! When viewed from downtown Bellevue, Interstate 405, Interstate 90, or Lake Washington, the dominant feature of Southwest Bellevue is the trees. These trees are the Douglas Fir, Western Hemlock, and Western Red Cedar that reforested the hills following the logging activity of the late 1800s. Without any requirement to preserve trees, but rather the desire to maintain the wooded character, housing developers built thousands of new houses while retaining a significant amount of the native vegetation. Relatively undisturbed forest exists on steep slope areas. In other areas, the trees are part of the maintained landscape surrounding houses, schools, and churches. Where new housing was built on cleared sites in the 1950s and 1960s, planted trees have assumed a dominant position on the skyline. The community values the continued maintenance and planting of trees to assure the long-term health of Southwest Bellevue’s urban forest.

Instead of setting out a strict grid street pattern, King County and later, the City of Bellevue worked with Southwest Bellevue developers to establish a curvilinear, yet interconnected street system. There are very few cul-de-sacs in Southwest Bellevue. This street system was laid out with sensitivity to the local topography and other natural features of the land, as well as to discourage cut-through traffic and to provide multiple options for travel routes. Streets tend to be narrower than in other parts of the City and many do not have curbs and sidewalks. Beneficiaries

WHAT DOES IT MEAN?

- ▶ Southwest Bellevue’s location with respect to Lake Washington and Mercer Slough played a key role.
- ▶ Just what makes Southwest Bellevue special? Trees!
- ▶ Curvilinear street system.
- ▶ Important elements build a sense of community.
- ▶ Bellevue Way is a primary gateway.

of this street system are the pedestrians and bicyclists who can travel on most of the residential streets in relative safety.

Another feature closely related to the street system is the variety of residential lot sizes. Individual lots vary in size from more than an acre to less than one quarter of an acre. The distance between streets, the local topography, the historical land use pattern, and the development regulations under King County and Bellevue contribute to wide range of lot sizes. A mix of large and small lots, a range of zoning designations, and the many years of incremental development contribute to a mix of housing types, styles, and sizes. The corresponding range of prices provides housing opportunities for a wide economic range of households. Southwest Bellevue's residential areas are generally well maintained and highly desirable. Homeowners are upgrading and expanding their homes as their needs change. Rather than moving from the neighborhood they are investing in its future. The wide range of housing choices yields a diversity of population that the community views as an asset, helping to create a vibrant neighborhood with a mix of new and long-term residents.

Within Southwest Bellevue are several important elements that build a sense of community; the schools, churches, parks, and neighborhood businesses. Southwest Bellevue is home to Enatai Elementary School and Bellevue High School. A second elementary school, Surrey Downs Elementary closed in 1981, yet still provides some community functions through the District Court, child care center, and playfields. Southwest Bellevue's churches serve the residents of the immediate area as well as the larger community. Religious and community events provide many opportunities for residents to come together. The City of Bellevue's parks system in Southwest Bellevue is diverse and unique. From the expansive Mercer Slough Nature Park, to the

tiny Burrows Landing and Chesterfield Beach Parks, public open space is well dispersed and provides a wide range of outdoor recreational opportunities. Long-established neighborhood businesses along Bellevue Way provide a sense of place and continuity for residents in a fast-changing community. Chace's Pancake Corral and the Bellevue Nursery are among the businesses that have for many years contributed to the quality of life of Bellevue residents.

Bellevue Way is the primary gateway to downtown Bellevue from the south. It carries a large volume of traffic between Downtown and I-90 and is well served by transit. High quality, higher density residential development has been built along Bellevue Way, particularly north of the Fire Station #1 at SE 8th Street. Possibly as a consequence of the impacts of heavy traffic on Bellevue Way, some Single-family residences south of the fire station and on the east side of the street have not been as well maintained as in other areas of Southwest Bellevue. Redevelopment to higher density residential uses in this area that has direct access to the east side of Bellevue Way may enhance the visual appearance of the Bellevue Way corridor as well as provide additional housing opportunities. New businesses in existing commercial areas will add to the vitality and interest along the street, and provide goods and services to residents within walking distance of their homes.

While Southwest Bellevue will evolve over time as circumstances change, it will remain a highly desirable area for current and future residents. Planned growth will help protect the characteristics of Southwest Bellevue that residents enjoy coming home to. New, higher density residential development will be restricted to the Bellevue Way corridor, and around Meydenbauer Bay. Within the Single-family residential areas, zoning regulations will preclude more intensive uses of the land and will ensure a stable, familiar land use pattern. Modernization

and expansion of Single-family dwellings is likely to be ongoing as household needs change. Although some change is inevitable, and may in fact be desirable, the wooded, rustic setting that sets Southwest Bellevue apart will continue to enhance the quality of life for Southwest Bellevue residents.

LAND USE

Goals

- To provide for land use patterns and densities which minimize the conflict between zoning and existing land use.
- To protect and maintain the Single-family residential neighborhoods through the application of zoning.
- To maintain a variety of residential areas of different densities and housing types so that a wide range of housing opportunities will be available.
- To preserve the residential land uses at entrances to residential neighborhoods such as Surrey Downs.

POLICIES

S-SW-1. Support the existing land use patterns and densities as shown on the Land Use Plan (~~Figure S-SW.1~~) **Future Land Use Map** with the maintenance of capital facilities and services.

~~**S-SW-2.** Protect single family residential neighborhoods from the adverse impacts of multifamily and commercial development.~~

S-SW-3. Limit expansion of retail service and professional office uses to locations where permitted by this subarea plan.

S-SW-4. Support neighborhood business areas to provide convenient local shopping opportunities.

~~**S-SW-5.** Residential development up to 15 units per acre (R-15) is appropriate on the land designated Multifamily Medium (MF-M) at 1108 and 1110 Bellevue Way S.E.~~

~~**S-SW-6.** Zoning designations of R-2.5 and R-3.5 are appropriate to reflect the existing development density on the land designated Single family Medium on the west side of 104th Avenue SE in the vicinity of S.E. 16th Street.~~

~~**S-SW-7.** Zoning designations of R-2.5 and R-3.5 are appropriate to reflect the existing development density on land designated Single family Medium in the vicinity of S.E. 19th Street, S.E. 20th Street, 104th Avenue S.E., and~~

~~107th Ave S.E.~~

- S-SW-8.** Maintain the borders of the Downtown Bellevue Subarea as established by the 1979 Subarea Plan to prevent the spread of Downtown into adjacent residential neighborhoods.
- S-SW-9.** Retain significant trees adjacent to the Single-family area east of future multifamily development along the east side of Bellevue Way between S.E. 10th Street and S.E. 11th Street.
- ~~**S-SW-10.** Ensure through design review that Single-family access is separated from multifamily parking by a landscaped buffer strip.~~

ENVIRONMENTAL

Goals

- To retain and enhance existing vegetation on steep slopes, within wetland areas, and along stream corridors in order to control erosion, to minimize landslide/earthquake hazard potential, and to protect the natural drainage systems.
- To enhance water quality and floodplain functions of Meydenbauer Creek, Mercer Slough, and other streams and wetlands.

POLICIES

- S-SW-11.** Target streams and wetlands in the Southwest Bellevue Subarea for enhancement through the Stream Team, Neighborhood Enhancement, and other programs.
- S-SW-12.** Provide for continued agricultural uses in the Mercer Slough area.
- S-SW-13.** Retain significant vegetation during the site plan approval and construction process.

PARKS, OPEN SPACE, AND RECREATION

Goals

- To enhance access to existing and planned parks, public

open spaces, public waterfront, and recreation areas.

- To encourage multiple use of schools, churches, and other community facilities.
- To maintain existing agricultural uses in the Mercer Slough.

POLICIES

S-SW-14. Design future development of community facilities and parks to be compatible with the existing development.

S-SW-15. Encourage upkeep and maintenance of school properties by joint school district/user efforts.

S-SW-16. Consider the impacts on nearby neighborhoods when determining uses for schools.

S-SW-17. Acquire public waterfront access along Lake Washington in the Southwest Bellevue Subarea.

S-SW-18. Develop both affordable housing and a mini-park on City-owned land at 10118 SE 6th Street.

TRANSPORTATION

Goals

- To maintain 112th Avenue S.E. and Bellevue Way S.E. as the principal arterials to carry commuter traffic between Downtown and I-90.
- To encourage the aesthetic development of Bellevue Way S.E. as a gateway from I-90 to Main Street (refer to Policy UD-45 in the Comprehensive Plan).
- To encourage consolidated access for properties fronting on Bellevue Way S.E. and 112th Avenue S.E. as redevelopment occurs.

POLICIES

S-SW-19. Provide for the aesthetic development of Bellevue Way S.E. and 112th Avenue S.E. including the provision of sidewalks and bicycle lanes on both sides of the street and landscaping along the entire street so as to provide

the feeling of a continuous boulevard and gateway for Bellevue.

- S-SW-20.** Provide informational signage at appropriate locations to direct traffic away from residential streets.
- S-SW-21.** Link activity areas, parks, and community facilities with trails and bikeways.
- S-SW-22.** Provide a pedestrian/bicycle system using public rights-of-way to link Chism and Killarney Glen Parks and Mercer Slough.
- S-SW-23.** Provide pedestrian and bicycle access from Bellevue Way S.E. to Mercer Slough and its trail system.
- S-SW-24.** Provide path and sidewalk access to Killarney Glen Park from S.E. 16th with development of the parcel north of the park.
- S-SW-25.** Provide for pedestrian and bicycle facilities along Bellevue Way S.E. and 112th Avenue S.E. to enhance nonmotorized access from residential streets to Downtown.
- S-SW-26.** Buffer the pedestrian and/or bicyclist from vehicular traffic on heavily traveled arterials such as Bellevue Way, 112th Avenue S.E., and Main Street.
- S-SW-27.** Removed by Ordinance 6251.
- S-SW-28.** Encourage the development of consolidated access points to minimize conflict with through traffic as properties along the east side of Bellevue Way S.E. redevelop to multifamily residential use.
- S-SW-29.** Obtain exclusive Bellevue Fire Department use of the S.E. 8th Street right-of-way on the east side of Bellevue Way S.E.
- S-SW-30.** Allow for the vacation of the unused right-of-way of 105th Avenue S.E. between S.E. 8th Street and S.E. 10th Street in conjunction with residential development on the adjacent property.
- S-SW-31.** Allow for the vacation of a portion of the unused right-

of-way of S.E. 10th Street east of Bellevue Way S.E. in conjunction with residential development on the adjacent property.

- S-SW-32.** Encourage the construction of a nonmotorized trail connection between Bellevue Way S.E. and 106th Avenue S.E. on the right-of-way of S.E. 10th Street.

URBAN DESIGN

Goals

- To encourage the preservation of the existing residential and arboreal character of Southwest Bellevue.
- To encourage retention and enhancement of historic landmarks.
- To encourage design features such as landscaping, pedestrian amenities, and street furniture at intersections and in areas with excess right-of-way on Bellevue Way S.E. to establish and/or enhance residential character.

POLICIES

- S-SW-33.** Discourage through traffic in residential neighborhoods and provide for vehicular and pedestrian safety at intersections.
- S-SW-34.** Enhance access to parks while minimizing the impact upon existing vegetation in the development and maintenance of pathways and parks.
- S-SW-35.** Preserve significant vegetation in designing and developing nonmotorized transportation facilities.
- S-SW-36.** Encourage the design of new multifamily and commercial development along Bellevue Way to be compatible with the residential setting.
- S-SW-37.** Limit street lighting to those areas necessary for public safety and ensure that the lighting is compatible with the scale and character of the setting.
- S-SW-38.** Maintain the rustic streetscape character in

neighborhoods where it currently exists.

EAST MAIN TRANSIT ORIENTED DEVELOPMENT (TOD) VISION

In 2035, the East Main station area is a vibrant, livable, and memorable transit-oriented neighborhood. Anchored by a variety of housing choices, offices, hotel and supporting commercial services, the East Main neighborhood comfortably spans the change in character from Downtown to the low-density neighborhood west of 112th Ave. SE. East Main's urban design character, expressed by varied building heights, abundant landscaping, an attractive open space system and informal gathering places, reflects its unique character and location.

Small walkable blocks and connected pathways allow people to easily move between the light rail station and destinations in and around the station area. Along 112th Ave. SE, wide sidewalks, ample landscaping and pedestrian oriented development create a safe and attractive environment. Careful management of the transportation system has ensured that mobility and safety is achieved while also protecting the adjacent lower density neighborhoods from negative traffic impacts.

EAST MAIN STATION AREA

Land Use Goal

- **To develop regulations that provide for a compact urban-scale transit-oriented district that optimizes the benefits of the light rail investment and complements existing neighborhoods.**

POLICIES

- S-SW-39.** Establish the East Main Transit Oriented District (EM-TOD) area as a high quality, mixed-use neighborhood, distinct from and complementary to Downtown, providing a graceful transition from Downtown to adjacent residential neighborhoods and an iconic gateway development on Interstate 405. Within this

area:

The area north of SE 6th Street is the primary TOD area and accommodates the greatest amount and intensity of development

The area south of SE 6th Street is a secondary TOD area, with mixed use TOD development at a lower scale development pattern, due to the increased distance from the transit station and environmental constraints

The entire East Main TOD area should maintain a consistent high design quality.

S-SW-40. Promote a mix of housing, office, retail and hotel uses that create a vibrant active center during both daytime and evening hours.

S-SW-41. Ensure that land uses, parking and development patterns optimize transit use and access.

S-SW-42. Emphasize great pedestrian quality through urban design strategies.

S-SW-43. Provide housing for diverse household sizes and income levels consistent with the city's Affordable Housing Strategy.

S-SW-44. Establish a land use incentive system that offers additional floor area in exchange for affordable housing as a top priority and may also include other improvements and amenities that contribute to the public good.

Natural Environment Goal

- To promote environmental sustainability and realize opportunities provided by redevelopment to improve the health of natural features.

POLICIES

S-SW-45. Encourage development adjacent to Sturtevant Creek to enhance the stream corridor and wetlands as an amenity.

S-SW-46. Promote environmentally sensitive design in public and private projects, including the use of natural drainage systems, water conservation measures, and other practices.

Open Space Goal

- To develop regulations that create an attractive and functional open space system that serves the immediate neighborhood and that connects with the larger Bellevue parks and open space system.

POLICIES

S-SW-47. Establish a public or publicly accessible open space system in the station area that incorporates:

1. Abundant landscaping
2. Well-integrated public or publicly accessible plazas, paths, open spaces and other gathering places and
3. A clearly-defined public or publicly accessible pedestrian system that is connected to destinations within and surrounding the station area.

S-SW-48. Corner plazas may be appropriate at certain intersections. Larger open space should be included in this district in locations that are accessible to, and visible from, the light rail station.

Transportation Goal

- To create a complete and connected public transportation system that enhances mobility and protects nearby neighborhoods from spillover traffic impacts.

POLICIES

Pedestrians and Bicycles

S-SW-49. Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.

S-SW-50. Create an active, safe and inviting pedestrian and

bicycle environment in the station area and along 112th Avenue SE.

- S-SW-51.** Establish a clearly-defined public or publicly accessible pedestrian system to the station area and other destinations, such as the Mercer Slough, and other nearby parks and open spaces.
- S-SW-52.** Foster walkability and visual interest by establishing a pattern of small walkable blocks within the station area wherever reasonably feasible.
- S-SW-53.** Allow for pedestrian sky bridge connections from East Main Station across 112th Avenue SE to the transit-oriented development east of 112th Avenue SE.
- S-SW-54.** Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor.

Vehicular Mobility

- S-SW-55.** Create a new north-south street that runs east of, and parallel to, 112th Ave SE and create two new east-west streets to connect 112th Ave SE to 114th Ave SE, as needed.
- S-SW-56.** Develop parking standards that reflect the reduced reliance on vehicular travel in the station area.
- S-SW-57.** Consider use of large, below-grade garages to promote shared and efficient use of parking resources and to limit vehicular congestion in the pedestrian environment.

Urban Design Goal

- **To develop regulations that achieve a distinctive pedestrian-oriented design character and a lively public realm that reflects the unique relationship of the station area to Downtown and the surrounding residential area.**





POLICIES

- S-SW-58.** Allow development to achieve maximum densities envisioned for the station area.
- S-SW-59.** Ensure that development is scaled to serve those who live and work in the station area and adjoining Southwest Bellevue Subarea (West Bellevue) neighborhoods; large retail uses that serve a regional market are not appropriate in this setting. Allow grocery stores, entertainment and retail that serve Bellevue neighborhoods as well as transit.
- S-SW-60.** Minimize the visual intrusion of required parking structures through thoughtful location and design, substantial landscaping, wrapping other uses around structured parking, integration of ground-level retail and pedestrian uses or other measures. Stand-alone parking structures are not appropriate in this setting.
- S-SW-61.** Promote an inviting and safe walking environment through pedestrian-oriented storefronts, housing, abundant green space including trees, gathering places, welcoming building entrances or front stoops, and other measures.
- S-SW-62.** Integrate pedestrian and bicycle access to transit in the design of public and private developments so that form and connectivity of the built environment support non-motorized travel choices.
- S-SW-63.** Provide for the use of high-quality and durable building materials that evoke a sense of permanence.
- S-SW-64.** Ensure a lively public realm by integrating publicly accessible plazas, open spaces and other gathering places with public and private development.
- S-SW-65.** Achieve district design that reinforces the station area's role as a significant downtown gateway from public viewpoints along northbound I-405 and Wilburton hill.
- S-SW-66.** Allow for greatest building heights closest to Downtown and along I-405. Building heights should

transition down towards 112th Avenue SE and the adjacent low-density residential neighborhood.

- S-SW-67.** Consider building placement and the use of building materials to help reduce noise from I-405.
- S-SW-68.** Provide abundant landscaping and amenities along 112th Avenue SE to enhance its pedestrian character.
- S-SW-69.** Support a future corridor design for Main Street that emphasizes safety and aspects of the character of the Old Bellevue district such as wide sidewalks, planter strips, shade trees and lighting.
- S-SW-70.** Preserve sunlight and air circulation through thoughtful siting and spacing of towers.
- S-SW-71.** Include landscaping treatment, building modulation, and other architectural measures in high-rise development to create interest, texture and a sense of human scale.



 Fire Station
 Public School
 Lake
 Bellevue City Limit

EM-TOD	East Main -Transit Oriented Development
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Wilburton/N.E. 8th Street Subarea Plan

Note: The Wilburton/N.E. 8th Street Subarea Plan is undergoing a comprehensive update as part of the Wilburton Vision Implementation Comprehensive Plan Amendment (CPA) and these changes are covered separately. A limited set of CPA policies (S-WI-4 through S-WI-8) needs to be updated separately to reference the Future Land Use Map in Volume 1, as part of the Comprehensive Plan Periodic Update. The policies listed here reflect the new enumeration per the Wilburton Vision Implementation CPA.