

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6634

AN ORDINANCE adopting the Northeast Bellevue Neighborhood Area Plan Comprehensive Plan Amendment (21-100173-AC) pursuant to the Growth Management Act, Chapter 36.70A RCW, and Chapter 35A.63 RCW; providing for severability; and establishing an effective date.

WHEREAS, the City Council adopted the Comprehensive Plan of the City of Bellevue on December 6, 1993 as subsequently amended, as required by the Growth Management Act, Chapter 36.70A RCW, and pursuant to Chapter 35A.63 RCW; and

WHEREAS, the Growth Management Act authorizes the City to, among other things, amend the Comprehensive Plan on an annual basis; and

WHEREAS, the City Council initiated a proposal to amend the Comprehensive Plan's Volume 2 Northeast Bellevue Subarea Plan with an updated Neighborhood Area Plan; and

WHEREAS, the proposal to amend the Comprehensive Plan's Volume 2 Northeast Bellevue Subarea Plan with an updated Neighborhood Area Plan was considered concurrently with the 2021 annual Comprehensive Plan amendments; and

WHEREAS, after providing legally-required notice, the Planning Commission held public meetings and public hearings on the proposed amendments to the Comprehensive Plan and has recommended approval to the City Council; and

WHEREAS, the City Council has considered and discussed the proposed annual amendments to the Comprehensive Plan; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act, Chapter 43.21C RCW, and the City Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code; and

WHEREAS, the City Council desires to amend the Comprehensive Plan consistent with the foregoing; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City Council's recommended amendments to the Comprehensive Plan's Volume 2 Northeast Bellevue Neighborhood Area Plan and associated Subarea Plan maps, which are set forth in Attachment A to this Ordinance, are hereby adopted.

Section 2. The City Council finds that the 2021 Northeast Bellevue Neighborhood Area Plan CPA has met the Comprehensive Plan amendment decision criteria contained in Part 20.30I of the Land Use Code (LUC); that the amendment is consistent with the Comprehensive Plan and other goals and policies of the City; that the amendment addresses the interests and changed needs of the entire City as identified in its long-range planning and policy documents; that the amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was considered; that if the proposed amendment is a site-specific amendment, then the subject property is suitable for development in general conformance with adjacent land use, the surrounding development pattern, and with zoning standards under the potential zoning classifications; and that the proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City.

Section 3. The City Council finds that public notice was provided for all 2021 amendments to the Comprehensive Plan as required by LUC 20.35.400 for Process IV amendments to the Comprehensive Plan.

Section 4. The Comprehensive Plan adopted pursuant to Chapter 35A.63 RCW, to the same extent and in the same respect as the Comprehensive Plan required by the Growth Management Act, is amended consistent with Section 1 of this Ordinance.

Section 5. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this Ordinance.

Section 6. This Ordinance shall take effect and be in force five (5) days after its passage and legal publication. This Ordinance and the Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

Passed by the City Council this _____ day of _____, 2021
and signed in authentication of its passage this _____ day of _____,
2021.

(SEAL)

Lynne Robinson, Mayor

Approved as to form:
Kathryn L. Gerla, City Attorney

Matthew McFarland, Assistant City Attorney

Attest:

Charmaine Arredondo, City Clerk

Published _____

Attachment A

Northeast Bellevue Neighborhood Area Plan and associated Subarea Plans Amendments

NORTHEAST BELLEVUE →



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.

CITY OF BELLEVUE COMPREHENSIVE PLAN - NORTHEAST BELLEVUE - PAGE 1

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

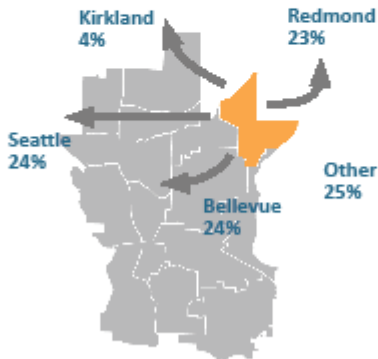
Residents made their own vision statements as an exercise during a community meeting. Here are a few:

- ▶ 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*



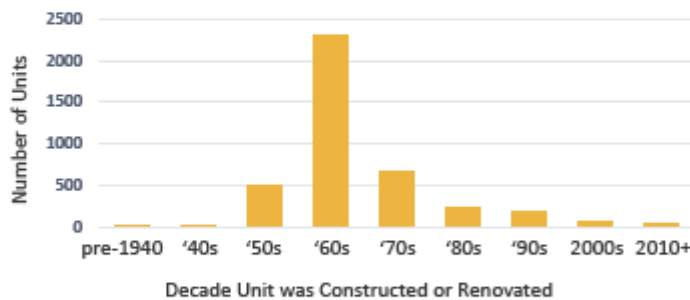
Residents of Northeast Bellevue commute to other areas for work on a daily basis. While about a quarter stay within the City of Bellevue, the rest commute to other cities in the area.

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*

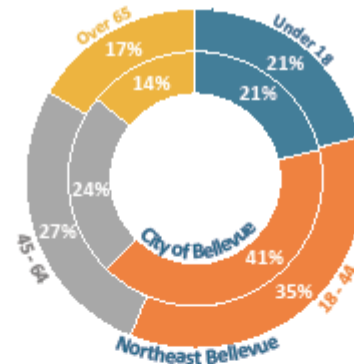
Population	10,986
Number of Households	3,846
Average Household Size	2.86
Number of Multifamily Units	190
Number of Single Family Units	4,053
Vacancy Rate	5.1%
Units Occupied by Owner	82%
Residents Born Outside the US	32%
Residents Speaking a Non-English Language at Home	33%
Population with any Disability	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

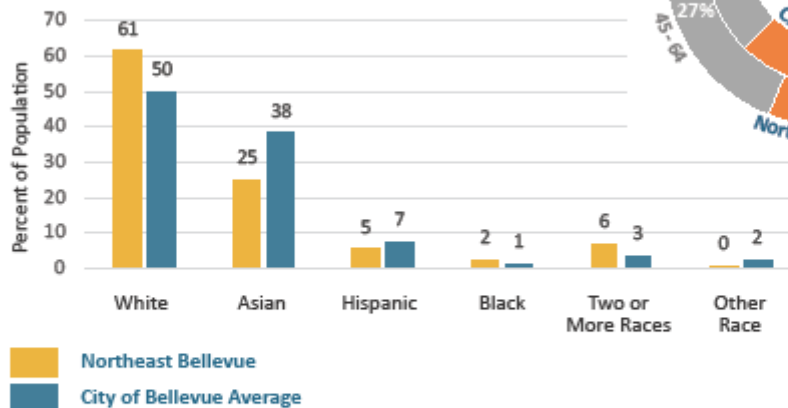
33% of residents speak a non-English language at home. These are the most common of those languages.

- ▶ 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.



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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.

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.

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





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."



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. The policies below seek to expand opportunities for strengthening community connections 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.

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-20. Explore introducing a mix of new housing typologies such as detached accessory dwelling units, duplexes and triplexes to allow options for a range of households.
- S-NE-21. Ensure new housing typologies in single-family areas maintain adequate separation from adjacent properties to reduce potential impacts to neighbors.
- S-NE-22. 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.
- S-NE-23. Build awareness of programs that support and enable older adults to stay in their home as they age.

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





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.



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-24. Design and prioritize street improvements to encourage safe travel behaviors, especially where arterials intersect one another.
- S-NE-25. Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity.
- S-NE-26. Employ traffic calming measures to reduce vehicular travel speeds along residential streets and discourage cut-through traffic.
- S-NE-27. Maintain and improve the existing transportation system to ensure safety and connectivity for users of all modes.

S-NE-28. 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-29. 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.

S-NE-30. Provide separation between motorized vehicles, pedestrians, and bicyclists, as feasible, reasonable, and appropriate to the neighborhood context to improve safety.

S-NE-31. Explore opportunities to create/extend bicycle routes to local and regional major bicycle facilities.

S-NE-32. 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-33. Discourage blocking sidewalks with moveable obstructions that represent a barrier for pedestrians and people with disabilities.

S-NE-34. Involve affected neighborhoods in the planning and design of transportation system improvements.

S-NE-35. Monitor traffic volumes on residential streets and establish appropriate traffic control measures with residents' input.

S-NE-36. Minimize new vehicular access points along major arterials to facilitate efficient traffic movement.

To expand convenient access to employment, goods and services.

S-NE-37. Prioritize improvements to bicycle and pedestrian facilities that connect residential areas with adjacent commercial shopping and job centers.





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-38. Increase opportunities for pedestrians to safely cross arterials to enhance connections between neighborhoods.
- S-NE-39. Coordinate with Bellevue School District to minimize spillover parking impacts on adjacent residential areas.
- S-NE-40. 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.

Environment Goals and Policies

To preserve and enhance the tree canopy in Northeast Bellevue.

- S-NE-41. 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-42. Support citywide efforts to introduce or amend requirements for tree preservation to support the City’s tree canopy goal.
- S-NE-43. Pursue opportunities for increasing tree canopy through planting of new trees on public and private property throughout Northeast Bellevue.
- S-NE-44. 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-45. Encourage natural stormwater best management practices and the reduction of water pollution.
- S-NE-46. 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-47. Ensure all people have safe and convenient access to parks and open space in Northeast Bellevue.



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!”



S-NE-48. In collaboration with residents and community organizations, identify and address gaps in recreational programming for, and between, residents of all ages.

S-NE-49. 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-50. Support park enhancements in Northeast Bellevue that encourage social interactions between diverse ages, abilities, and cultures.

S-NE-51. Coordinate with Bellevue School District and other organizations to expand opportunities for community gathering throughout the year.



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).

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).

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 ~~five~~ 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 A

POLICY S-CR-59. Single family, medium density residential development is appropriate in the northeastern portion of District A as a compatible land use with the existing Sherwood Forest residential neighborhood to the southeast.

POLICY S-CR-59. Allow office uses in the southwest portion of District A as shown on the Land Use Plan (Figure S-CR-1).

POLICY S-CR-60. Multifamily development is not allowed within District A. Existing multifamily uses within District A can be converted to senior citizen housing, senior congregate care housing, assisted living and nursing homes.

POLICY S-CR-61. Retail uses are not allowed in District A.

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).

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-66. Office use as a conditional use is appropriate for the property east of 156th Avenue NE between Northrup Way and NE 24th Street (commonly known as Unigard).

Discussion: This area should be developed under a conditional use permit with attention given to retaining large stands of trees, views through the site from adjacent streets, and the open character of the site.

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).

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).

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).

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).

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).

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.

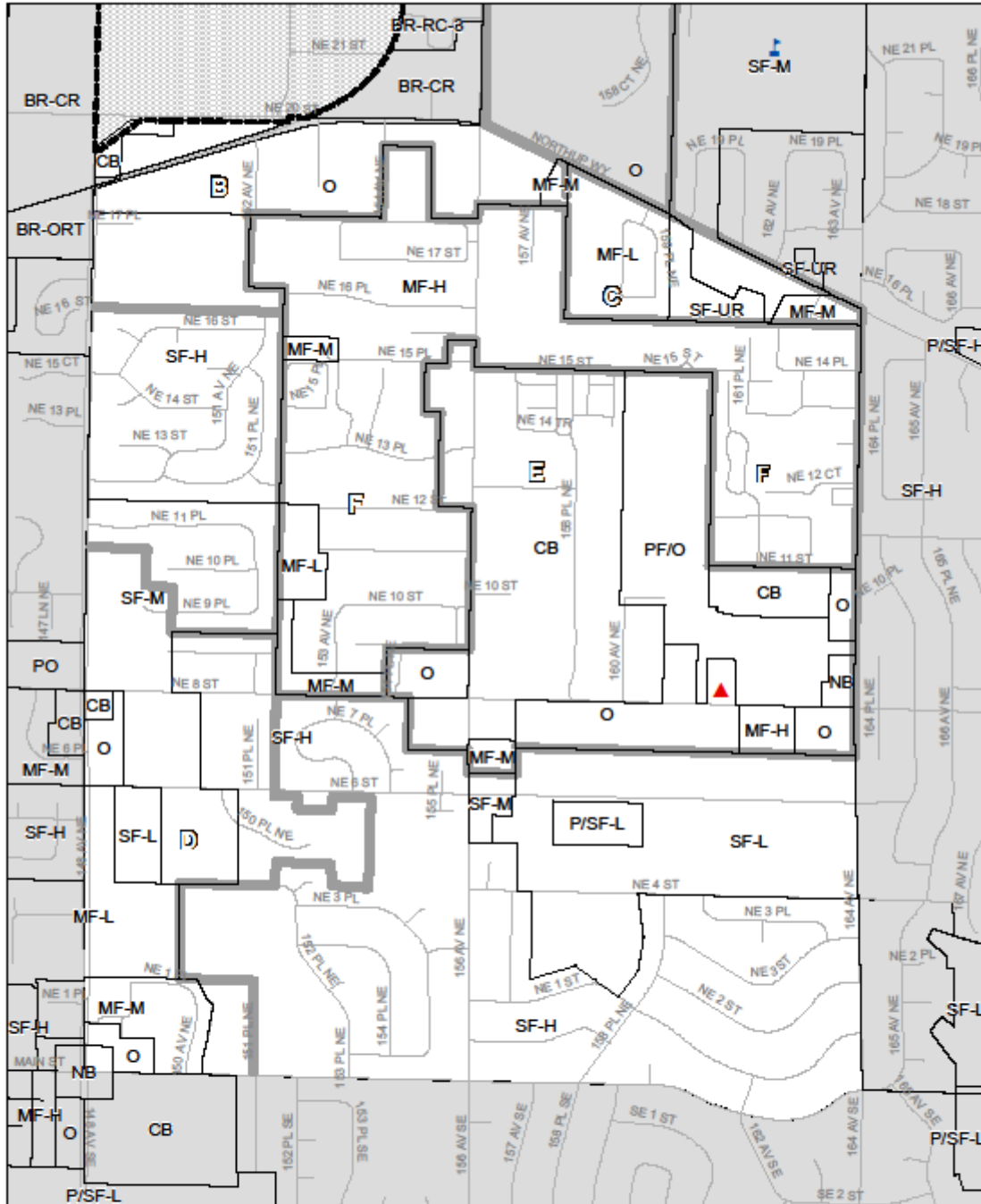


























FIGURE S-CR.1
Crossroads Land Use Plan

- | | | |
|---|--|--|
|  |  Fire Stations |  |
|  Public Schools |  Bellevue City Limits |  Comprehensive Plan |
|  Single Family |  Professional Office |  Lakes |
|  Multi Family |  Office |  Planning Districts |
|  Low Density |  Office, Limited Business | |
|  Medium Density |  Office, Open Space | |
|  High Density |  Neighborhood Business | |
|  Urban Residential |  Community Business | |
| |  General Commercial | |
| |  Light Industrial | |
| |  Public Facility | |
| |  Park | |

This plan has been updated to reflect the new Crossroads boundaries

Proposed Updated Southeast Bellevue
Land Use Map November 22, 2021

Attachment E

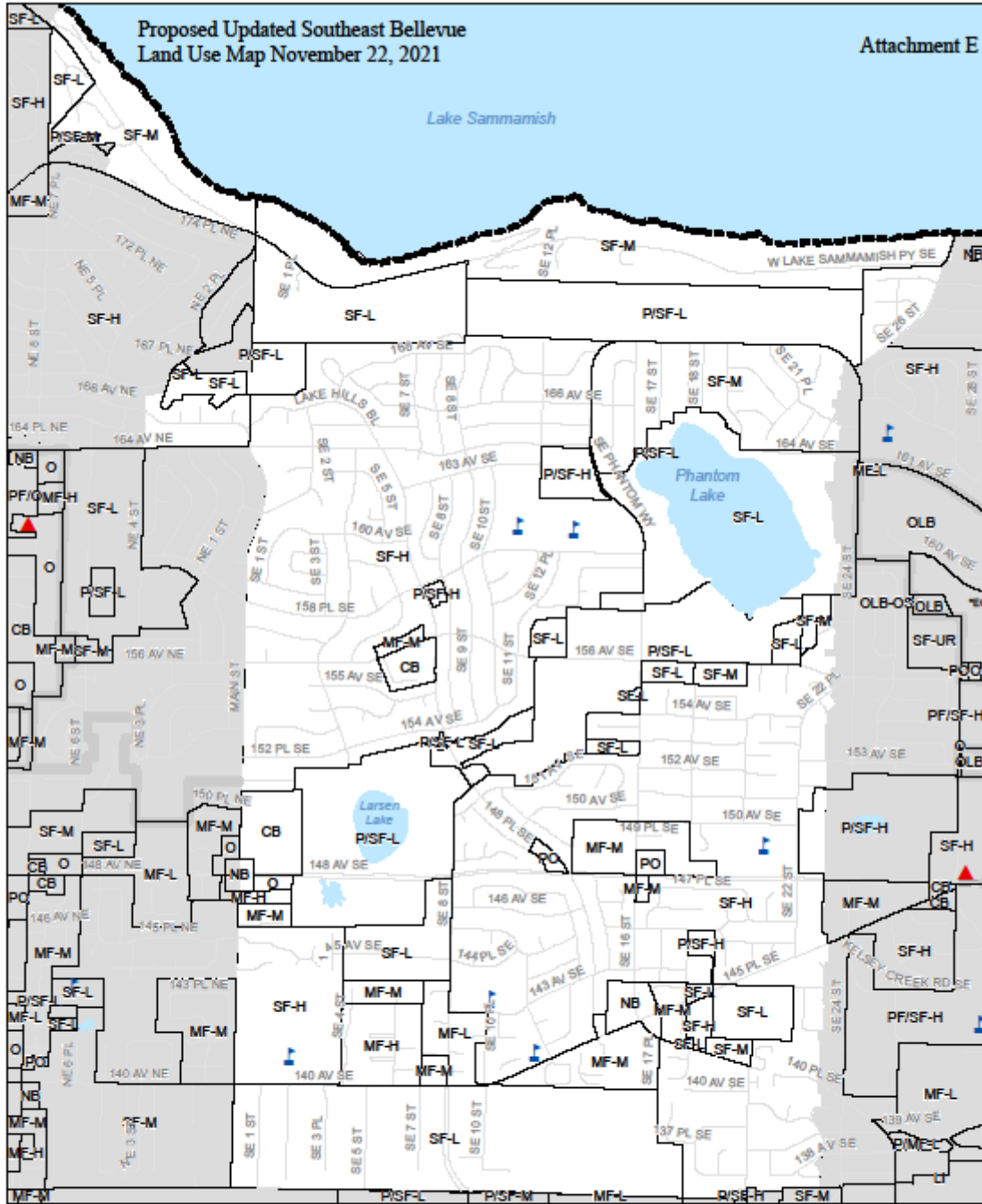


FIGURE S-SE.1
Southeast Bellevue Land Use Plan

<ul style="list-style-type: none"> SF Single Family MF Multi Family -L Low Density -M Medium Density -H High Density -UR Urban Residential 	<ul style="list-style-type: none"> PO Professional Office O Office OLB Office, Limited Business OLB-OS Office, Open Space NB Neighborhood Business CB Community Business 	<ul style="list-style-type: none"> GC General Commercial LI Light Industrial PF Public Facility P Park 	<ul style="list-style-type: none"> ▲ Fire Stations ♣ Public Schools ▬ Bellevue City Limits ■ Lakes ■ Planning Districts
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