

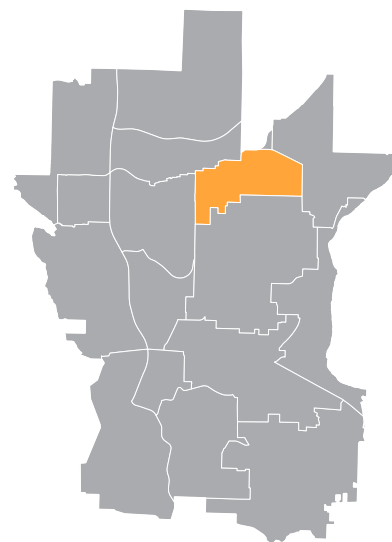


Crossroads

VISION

Crossroads is a complete, urban neighborhood with convenient access to a variety of destinations that fosters diversity and embraces its natural qualities.

The future of Crossroads is built around its continued evolution as a vibrant and welcoming neighborhood area surrounded by quiet, green spaces providing opportunities for recreation and to connect with nature in a dense, urban setting. As Crossroads continues to grow and evolve, the community is building a more sustainable and climate resilient future. Crossroads is a neighborhood area of diverse and connected smaller neighborhoods providing a wide range of housing options, with many choices in ranges of affordability and for all ages. Each neighborhood has safe and easy access to a range of services, restaurants, community gathering spaces, and entertainment options available in nearby commercial and mixed-use centers. These centers of economic and social activity have a clear



RELATIONSHIP TO VOLUME 1 OF THE COMPREHENSIVE PLAN

The Crossroads Neighborhood Area Plan contains policy direction consistent with the citywide policies in Volume 1 but with details specific to the Crossroads context. Some of the features that give Crossroads its unique character are the diversity of its community and its role as a key urban center of countywide importance planned for additional residential and commercial growth with walkable access to retail, services and transit.

identity and provide affordable opportunities for small and starting businesses. Public spaces like parks, streets, trails and art reflect the community's diversity, create a sense of belonging and can be found throughout Crossroads. Residents, workers and visitors can move through the neighborhood area with ease, enjoying safe and comfortable connections to destinations in Crossroads, other parts of Bellevue and the wider region. The policies in this plan support Crossroads' continued evolution and growth to achieve its vision.

COMMUNITY CONTEXT

The Crossroads neighborhood area serves as a business and residential center for east Bellevue and beyond. The neighborhood area is roughly bound by Wilburton to the west, BelRed and neighboring Redmond to the north, Northeast Bellevue to the east and northeast, and Lake Hills to the south.

HISTORY AND CONTINUED EVOLUTION

Capital Facilities Today and Tomorrow

Crossroads was once comprised of dense forest that was then logged and homesteaded by white settlers starting in the 1870s. The earliest settlers logged large tracts of timber on land purchased from the government. By the end of the nineteenth century, the only substantive development in the Crossroads area were sparse homesteads and the dirt roads connecting these to the mines to the southwest near Newcastle. Progressive logging and clearing prompted agricultural development, and farming became the predominant land use in the 1950s.

Starting in the 1950s, Crossroads' rural landscape started to change with the substantial influx of people moving to the Eastside. Housing developments in and around Crossroads were

NEIGHBORHOOD AREA PLANNING

Planning for the 16 neighborhood areas in Bellevue is directed by three policies in the Neighborhoods element (NH-17, NH-18, NH-19) of Volume 1.

- NH-17. Use the neighborhood area planning process to implement citywide policies adopted within the comprehensive plan.
- NH-18. Periodically update neighborhood area plans consistent with the planning boundaries shown in Map N-1. For any given site, the 2014 subarea plan policies remain in effect until and unless they have been superseded by new planning area boundaries and policies.
- NH-19. Use the neighborhood area planning process to equitably engage local communities to define neighborhood area specific values and policies.

built during the 1950s and early 1960s, such as Chevy Chase. The names of developments built during that time reflect the area's historically forested character, as evidenced by words like Forest, Ranches, Park and Creek. From then on and throughout the 1970s, significant residential growth led to increasing demand for neighborhood retail and services. Crossroads' continued growth also prompted the development of a new shopping center, now known as the Crossroads Shopping Center, which fully opened in 1964.

In later years, consistent regional employment growth led to the development of new multifamily housing developments and office buildings in Crossroads. As the name indicates, Crossroads is a community and transportation hub in Bellevue that has a high population density which is often referred to as a "city within a city". Crossroads



has been designated as a Mixed Use Center in Bellevue’s Comprehensive Plan since 2015, in line with King County Countywide Planning policies, and is an area of significant regional transit investments, connected pedestrian and bicycle facilities, and planned densities supportive of transit-oriented development. Crossroads is also Bellevue’s most diverse neighborhood area in a city that is one of the most diverse in King County. Crossroads has long been known for its diverse community and as an area of the city with a larger proportion of households that speak a language other than English at home and communities of color. The demographics of the Crossroads community continue to change, for instance, as the percentage of foreign-born residents has grown since 2000.

COMMUNITY PROFILE

Population	13,725
Households	5,800
Neighborhood Area Geographic Size (acres)...	1,016
Countywide Center Geographic Size (acres)...	427
Countywide Growth Center Jobs *	3,857

Homeowner Status

Own.....	29%
Rent.....	71%

Age & Disability

Under 18	23%
18-34	28%
35-44.....	18%
45-64.....	18%
Over 65	13%
Persons with a disability	8%

Race & Language

White.....	26%
Asian	52%
Hispanic/Latine.....	16%
Black.....	2%
All Other	4%
Speaks a language other than English.....	64%

Commuting

Drive alone to work.....	43%
Carpool, transit, bike, walk, other to work.....	23%
No car in household.....	13%

Source: US Census Bureau. 2019-2023 American Community Survey 5-Year Estimates

*Source: US Census Bureau. 2022 LEHD (Longitudinal Employer-Household Dynamics) Origin-Destination Employment Statistics (LODES)

NEIGHBORHOOD CONDITIONS AND BUILT FORM

Since the start of the century, Crossroads has experienced growth of its residential population and as an employment center and is planned for continued housing and commercial growth with walkable access to retail and services. The neighborhood area consists of a mix of business districts as well as single-family, multi-family and mixed-use residential neighborhoods with most of Crossroads residents living in multifamily housing. Retail, restaurants, business services and office space are mostly located near key intersections and in the area around the Crossroads Shopping Center and Crossroads Park.

Crossroads has a street network characterized by widely spaced arterial streets that provide connections for vehicular traffic, bicyclists and pedestrians. Arterials run both east-west and north-south, bounding large blocks with limited internal street networks and connectivity within. Crossroads is served by the RapidRide B line, running between the downtowns of Bellevue and Redmond via Overlake. With the opening of East Link light rail service 2024, Crossroads is now in proximity to light rail stations in BelRed and neighboring Redmond.

NEIGHBORHOOD CHALLENGES AND OPPORTUNITIES

Promoting Diversity and Community Gathering Places

Community members value Crossroads' convenience and diversity. Diverse community organizations and spaces distinguish the Crossroads neighborhood area, including faith-based communities, language schools and cultural centers. People appreciate that it is easy to access services and amenities within the neighborhood as well as Downtown and nearby neighborhoods. Crossroads Shopping Center provides a gathering space with many locally owned restaurants, live



music and a variety of community events. At the shopping center, the City of Bellevue operates Mini City Hall – a one-stop-shop extending services into Crossroads and surrounding neighborhoods – in collaboration with community partners. Aside from its variety of retail stores, restaurants and community services, people enjoy the shopping center as an important community gathering space, providing opportunities to come together and socialize without necessarily having to spend money. The community would like to see more indoor community gathering spaces available to them in Crossroads and expressed a desire for more play and creativity in the neighborhood's public spaces.

Diverse Housing Options and Business Districts

From a citywide perspective, Crossroads is home to diverse housing options within a range of affordability levels with most of Crossroads residents living in multifamily housing. With an important presence of public, subsidized,





and naturally occurring affordable housing, Crossroads' housing supply provides attainable options for a variety of residents of all ages. The city plans for additional housing supply and a diversity of housing in Crossroads, as a focal point of growth in Bellevue and within the region, while preserving existing affordable housing within the neighborhood area.

Crossroads has several distinct business districts including small shopping centers providing local access to retail and services and Crossroads Shopping Center as a key cultural and entertainment hub. Planning for improved pedestrian and bicycle connections and additional residential development can allow these centers to better serve the surrounding area as a gathering space for the community. Crossroads is home to many small and family-owned businesses contributing to its liveliness and unique character. To grow a thriving and diverse local economy, there is an opportunity to support these small businesses and the commercial districts they are located in.

Connectivity Challenges and Transit Access

People shared concerns about the pedestrian and bicyclist experience on Crossroads' arterials as these roads are often busy with vehicular traffic and lack the necessary infrastructure to walk and bike safely and comfortably. Making biking and

walking safer and easier and improving transit access is necessary to provide a well-connected network to neighborhoods and businesses. Creating through-block pedestrian connections and improved wayfinding are seen as important opportunities to improve connectivity and navigation in Crossroads for all. The opening of East Link light rail service and Crossroads' proximity to two stations provides an opportunity to improve the community's access to the frequent transit network.

Enhancing the Environment and Building Resilience

The opportunities that places like Crossroads Park, neighborhood schools and natural areas provide to gather, play, learn and connect with nature are important within Crossroads' urban landscape. Trails provide an opportunity to exercise in a pleasant, natural setting and allow the community to access parks, open spaces and other key destinations close to home. There is an opportunity to increase access to existing and new parks and trails, especially in currently underserved areas.

Crossroads is home to communities with an increased vulnerability to environmental and climate impacts which is exacerbated by its built environment, such as a lower urban tree canopy coverage and significant impervious surfaces.

In response, environmental sustainability in Crossroads can be increased by providing more shade and reducing stormwater runoff. The community's climate resilience can be further improved by adapting public spaces and buildings to climate impacts.

AN URBAN DESIGN FRAMEWORK FOR CROSSROADS

An urban design framework visualizes design strategies and provides policy guidance on how to improve public spaces within Crossroads to achieve the vision. The framework builds from what community identified as opportunities and challenges for accessing and using public spaces within the neighborhood today.

Enhancing Neighborhood Connectivity

Crossroads' most traveled streets are its arterials, which connect to many different destinations inside and outside the neighborhood area and support high volumes of vehicular traffic. Community members identified having few access points in and out of their neighborhoods, large block sizes with few opportunities to cross arterials, and lack of safe and convenient access to bus stops and nearby light rail stations in BelRed and neighboring Redmond as presenting challenges to getting around the neighborhood.

An urban design framework for enhancing neighborhood connectivity in Crossroads entails potential design strategies as illustrated conceptually by the following concept map and supported by neighborhood area plan policies:

- More pedestrian and cycling through-connections between sub-neighborhoods and larger commercial areas to provide safe and convenient access to schools, parks, and other community destinations.
- Enhanced access to transit options including light rail, allowing community members to access opportunities and services across the city and region.

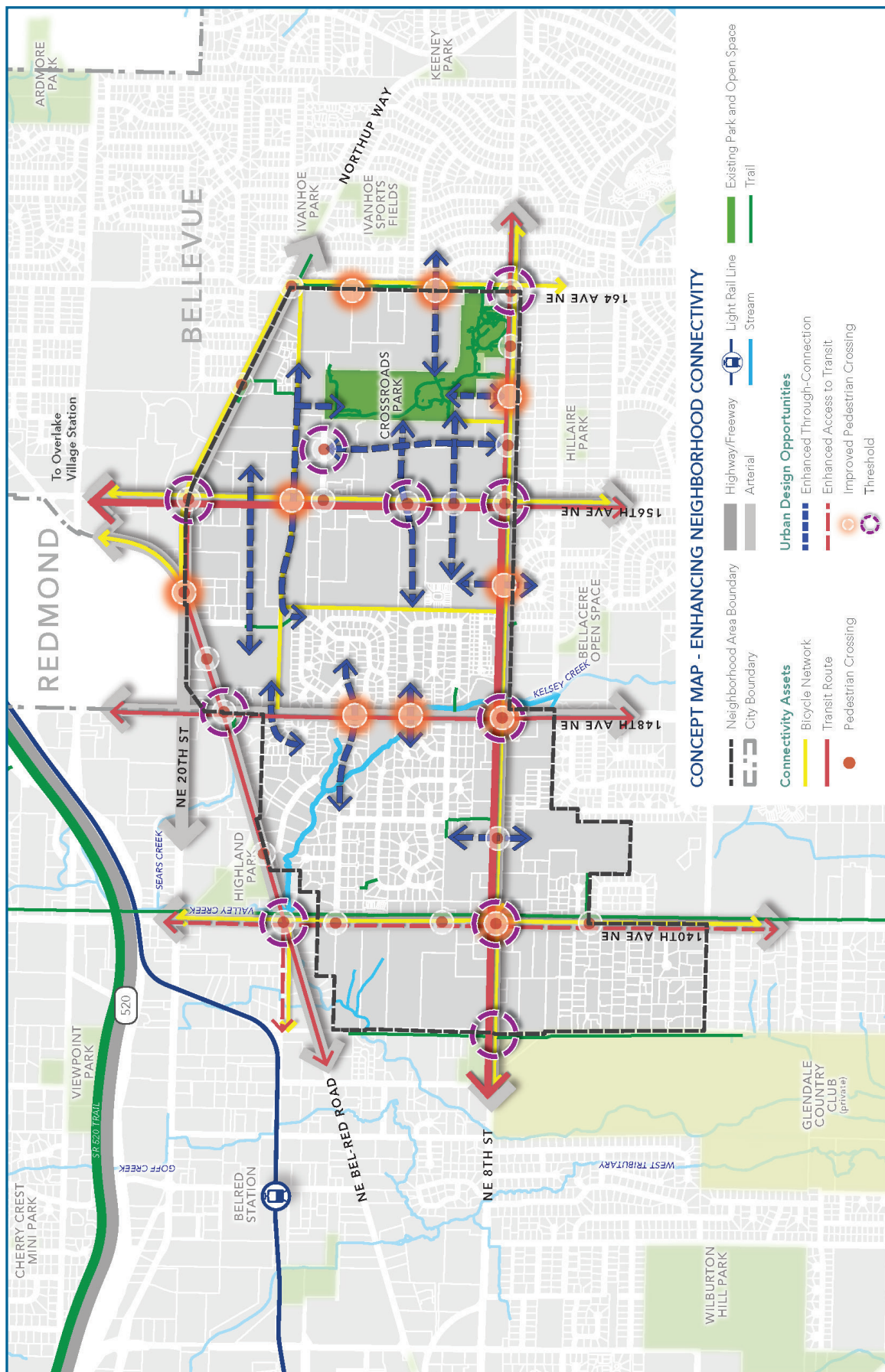
URBAN DESIGN AND PUBLIC SPACES

Urban design is the practice of planning and designing the physical environment of a community. Within a neighborhood area plan, urban design can improve the design and function of public spaces, including community gathering spaces, parks, plazas, streets, trails, natural areas and public art. Rather than focusing on the design of a specific place, urban design considers how experiencing different public spaces throughout a neighborhood provides for enhanced gathering and social interactions, a more attractive public realm, improved neighborhood connectivity, and a clear neighborhood identity.

- Improved pedestrian crossings on arterials, such as 148th Avenue NE and NE 8th Street, that provide frequent and high-visibility opportunities for pedestrians to cross the street.
- Enhanced thresholds into Crossroads and at important civic and cultural locations, using wayfinding and other safety improvements to help community members navigate to their intended destination. Thresholds represent the starting point of an experience or place.



Figure S-CX-1: Concept Map - Enhancing Neighborhood Connectivity



Enhancing Neighborhood Gathering Spaces

Crossroads has some recognizable gathering spaces today, including Crossroads Shopping Center, Crossroads Park, Crossroads Community Center, the Bellevue Aquatic Center, and several neighborhood schools. The community has noted challenges accessing these places by travel modes other than driving. The community also expressed a need for more of these types of parks and open space opportunities throughout the neighborhood.

An urban design framework for enhancing neighborhood gathering spaces in Crossroads entails potential design strategies as illustrated conceptually by the following concept map and supported by neighborhood area plan policies:

- Strengthening the role of **Neighborhood Centers** as places for community to gather and access goods and services.
- **Community partnerships** with organizations, business owners, property owners, and faith-based communities to develop their existing spaces as third places
- **Potential new neighborhood-scale parks** to increase the community's access to open space and recreation, especially in areas of Crossroads not well-served today

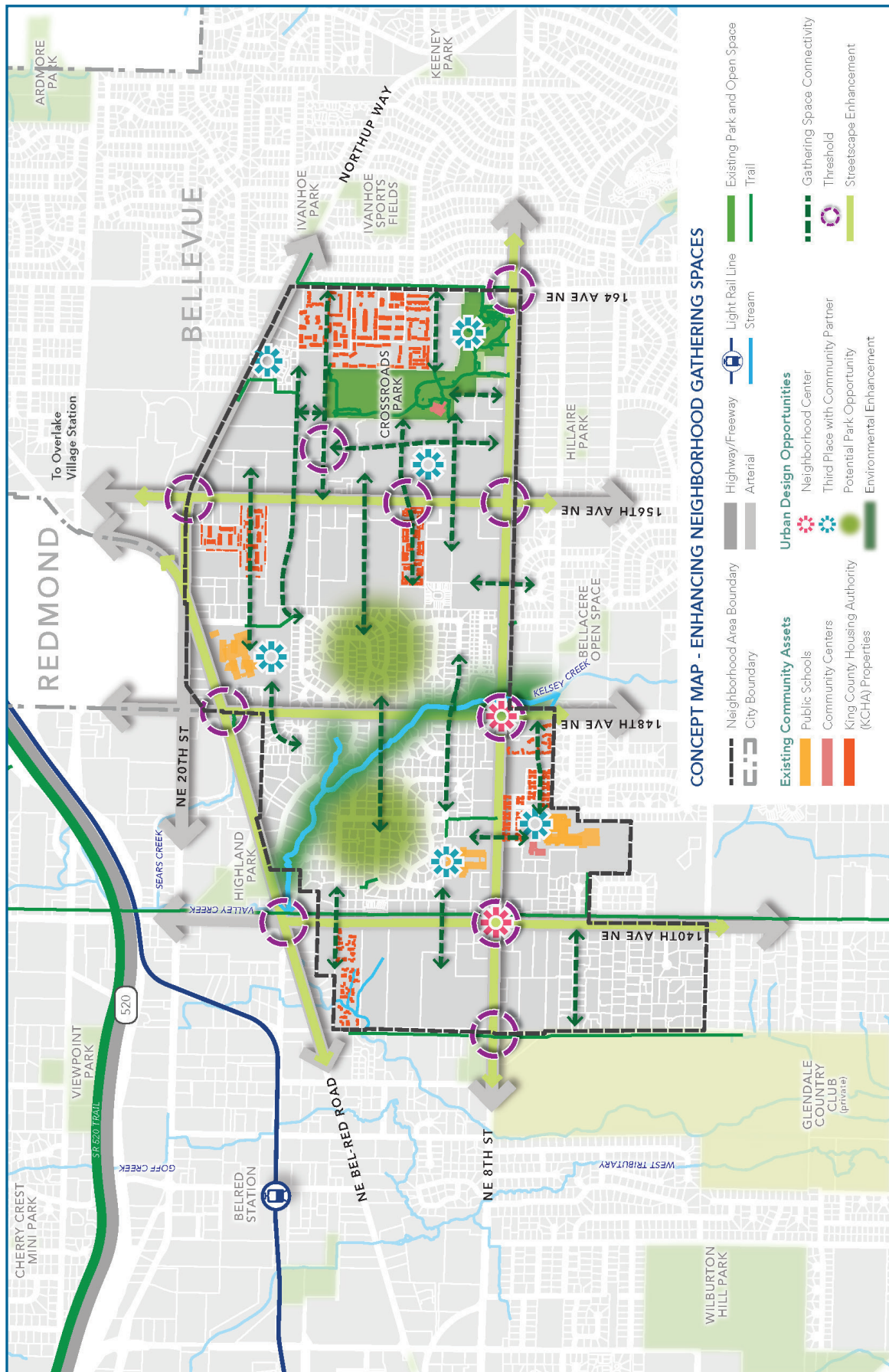
THIRD PLACES

Third places are places that people go to when they are neither home nor at work that are seen as spaces to provide connection and build community. They can occur informally in any public or privately-owned place as long as it is known to the community as a safe and welcoming space.

- **Environmental enhancements** that improve the aesthetic and functional qualities of natural features, such as Kelsey Creek
- New and enhanced pedestrian corridors that provide **better connectivity between and into neighborhood gathering spaces**
- Enhanced **thresholds** into Crossroads and civic and cultural locations, using art and other creative elements to reflect the unique identity of those who live, work, and play there. Thresholds represent the starting point of an experience or place.
- **Streetscape enhancements** to make arterials, such as NE 8th Street and 156th Avenue NE, attractive, safe, and comfortable corridors for people to walk and bike to gathering spaces throughout Crossroads



Figure S-CX-2: Concept Map - Enhancing Neighborhood Gathering Spaces



NEIGHBORHOOD POLICY SUMMARY

The Crossroads neighborhood area plan policies are organized into the following subsections:

Neighborhood Identity

A neighborhood's identity is reflected in the unique aspects of both its built and natural environment. Crossroads' diverse community and range of sub-neighborhoods, wide range of housing options, and variety of small businesses are key components contributing to its unique identity. Public spaces, such as parks, plazas, trails, natural areas and streets, and their design and appearance can help enhance and articulate the distinct artistic, cultural and natural qualities of Crossroads. Concept maps visualize opportunities and provide policy guidance for improving public spaces in Crossroads. Placemaking is a strategy to create quality public spaces that strengthen community connections and includes activation. Activation is about transforming public spaces into lively places that reflect the community's diversity and bringing people together in a welcoming way through events, public art, and temporary installations.



Mixed Use Center & Neighborhood Centers

Crossroads is an important center with housing, jobs, shopping and recreational opportunities that serve the local community and the wider region. Bellevue supports Crossroads' central location, variety of housing options and easy access to a range of amenities and services, such as government services, community centers, parks and shopping. King County recognizes Crossroads as a countywide growth center. Important components of Bellevue's

NEIGHBORHOOD CENTERS IN CROSSROADS

Neighborhood Centers are commercial and mixed-use developments located in areas that are otherwise primarily residential. These centers provide goods and services to local residents and serve as important focal points and gathering spaces for the community. Both existing Neighborhood Centers (see Map LU-2 in the Land Use element) in Crossroads are centered around intersections of key corridors.

- 140th & 8th Commercial
- 148th & 8th Commercial

MIXED USE CENTER IN CROSSROADS

Crossroads is one of six areas in Bellevue designated as Mixed Use Center, which are centers of economic and social activity anchored by major transportation hubs. At the heart of Mixed-Use Centers are Countywide Centers (see Map LU-3 in the Land Use element) designated by King County. Countywide centers serve important roles as places for concentrating jobs, housing, shopping and recreational opportunities. These are often smaller downtown, high-capacity transit station areas or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Roughly the eastern half of the Crossroads neighborhood area is designated as a Countywide Center.

growth strategy, as outlined in the Comprehensive Plan's Land Use element, are directing most of the city's growth to its Mixed Use Centers and supporting the health and vitality of residential areas by planning for Neighborhood Centers.

Community Gathering Spaces

Community gathering spaces are indoor and outdoor public spaces that foster a sense of belonging and serve as the heart of the neighborhood, for example, through community events and social interactions. The city's policies promote indoor and outdoor community gathering spaces throughout the neighborhood area providing opportunities to socialize and connect. Community gathering spaces can occur in any public or privately-owned place, and the policies support the City working with a variety of partners. Concept maps illustrate conceptual urban design opportunities to enhance and better connect to community gathering spaces in Crossroads and making it easier for people to connect with their community.



Mobility and Access

The city's policies ensure improved access to a range of mobility options, providing convenient connections throughout Crossroads and to points beyond, for example, through enhanced access to nearby light rail service. The City promotes the provision of wayfinding and signage to make Crossroads easier to navigate and more accessible to all. Reflective of the existing street network in Crossroads, policies focus on improving pedestrian connections along arterial streets as well as providing off-street connections. Concept maps provide guidance on how to better connect community members to destinations, such as community gathering spaces, within and near Crossroads.

Environment

As Crossroads continues to grow and evolve, the City embraces efforts to increase resilience to climate impacts and protect and enhance its environment. The plan's policies focus on improved access to the neighborhood's green spaces for recreation and increased environmental sustainability. One of the most defining natural features in the Crossroads neighborhood area is Kelsey Creek. Trails, streams, wetlands and natural areas all play an important role as public spaces to connect people to nature. Adapting affordable housing and public spaces to become more resilient makes the Crossroads community less vulnerable to climate change.

GOAL & POLICIES

Crossroads' vision is built out by elements, each with related opportunities and challenges, centered around strengthening the neighborhood area's unique identity and community gathering places as Bellevue prepares and plans for its well-managed growth. These opportunities and challenges inform both goals and associated policies and those focused on preserving the area's strengths and community assets.

Neighborhood Identity

Goal: Value and enhance Crossroads' distinct qualities as a diverse, vibrant and inclusive urban neighborhood with convenient access to a variety of destinations such as businesses, public spaces, and services.

- S-CX-1.** Recognize and affirm diverse heritages, histories and cultures within the Crossroads community through public art, activation and placemaking, especially efforts around play and storytelling.
- S-CX-2.** Explore the identification of locations and thresholds that are significant to the community and contribute to the neighborhood's identity.
- S-CX-3.** Integrate accessible signage and wayfinding into streetscapes and public spaces that use multiple languages and are culturally relevant to enhance accessibility and neighborhood identity.
- S-CX-4.** Provide aesthetic and landscaping enhancements on key corridors, including NE 8th Street, 140th Avenue NE, 148th Avenue NE, 156th Avenue NE and NE Bel-Red Road, so they become visually attractive, safe and comfortable corridors to and through the area.
- S-CX-5.** Provide for pedestrian amenities, including seating, lighting and trash receptacles, to promote a high-quality, attractive and safe pedestrian environment.
- S-CX-6.** Connect Crossroads Park with the surrounding commercial and residential areas through a safe, active and functional pedestrian environment that is integrated with the architecture, landscaping and signage of the surrounding land uses.
- S-CX-7.** Support the creation of a unique and well-defined identity of Crossroads' business districts through placemaking and activation.
- S-CX-8.** Explore the creation of a district-based organization for businesses in Crossroads to reinforce the economic vitality of the area.
- S-CX-9.** Encourage the retention of small businesses in Crossroads, including through increased access to affordable commercial space.
- S-CX-10.** Support the creation of both permanent and temporary spaces where small or emerging food businesses and vendors can develop and flourish.
- S-CX-11.** Support efforts to maintain both subsidized and naturally occurring affordable housing and work to preserve it as permanent income-restricted housing.
- S-CX-12.** Support the development of housing options for older adults and ensure nearby public places are accessible, safe and welcoming to support older adults meeting their basic needs and their ongoing involvement in the community.

Mixed Use Center & Neighborhood Centers

Goal: Support the development and enhancement of compact, livable and walkable mixed use areas in Crossroads recognizing their multiple roles in both the local community and wider region.

- S-CX-13.** Establish and sustain Crossroads' designation as a Countywide Center (see Map LU-3 of the Land Use Element) as a focal point for local and county planning and investment to support a concentration of jobs, housing, shopping, mobility options and recreational opportunities.
- S-CX-14.** Support development of a compact, livable and walkable mixed use center in Crossroads as an area planned for employment growth, expanded housing options and increased affordability.
- S-CX-15.** Encourage investment to expand housing affordability and stability while providing amenities for the community.
- S-CX-16.** Enhance existing Neighborhood Centers (see Map LU-2 of the Land Use Element) designed to serve neighborhoods, recognizing their multiple roles: serving residents' needs, acting as community gathering places and helping to establish neighborhood identity.
- S-CX-17.** Encourage a mix of residential, retail and service uses in Neighborhood Centers to promote easy pedestrian access, support local cultural assets and enhance the livability and vibrancy of the neighborhood.
- S-CX-18.** Encourage and enhance arts and cultural opportunities within Neighborhood Centers.

Community Gathering Places

Goal: Provide a variety of welcoming community gathering places throughout Crossroads to strengthen community connections.

- S-CX-19.** Acquire parcels suitable for parks, with emphasis on neighborhood parks, where such parcels can have active transportation access, especially west of 152nd Avenue NE.
- S-CX-20.** Partner with community-based organizations, faith-based organizations and private partners to create accessible, affordable and welcoming community gathering places, especially indoors.
- S-CX-21.** Continue to work with private partners to foster Crossroads Shopping Center's role as a community gathering place reflective of neighborhood identity and the community's cultural diversity.
- S-CX-22.** Collaborate with the Bellevue School District to strengthen school sites' function in Crossroads as safe and welcoming community gathering places.

Mobility and Access

Goal: Improve active transportation access and expand mobility options so that everyone has a safe and comfortable experience moving through Crossroads and to points beyond.

- S-CX-23.** Design city streets, shared use paths and trails recognizing the mobility needs of people of all ages and abilities.

- S-CX-24.** Expand mobility options and encourage the use of transit and active transportation to improve the quality of the travel experience for all users.
- S-CX-25.** Improve pedestrian network facilities including for access to frequent transit network stops and to nearby light rail stations, including through coordination with Redmond, consistent with the Mobility Implementation Plan.
- S-CX-26.** Improve bicycle network facilities including for access to frequent transit network stops and to nearby light rail stations, including through coordination with Redmond, consistent with the Mobility Implementation Plan.
- S-CX-27.** Improve the opportunities for pedestrians to safely cross arterials at signalized intersections, especially in Neighborhood Centers, and at designated mid-block locations, consistent with the Mobility Implementation Plan.
- S-CX-28.** Obtain pedestrian connections within superblocks.
- S-CX-29.** Provide signage and wayfinding to direct individuals to transit and to off-street active transportation facilities to promote and facilitate their use.
- S-CX-30.** Work with transit service providers to enhance transit passenger amenities at bus stops and stations.
- S-CX-31.** Address speeding and other traffic safety concerns through traffic calming measures that adhere to Vision Zero and Complete Streets principles.

Environment

Goal: Build a healthy and resilient community that embraces Crossroads' natural qualities using an equity lens.

- S-CX-32.** Increase awareness and access to natural areas, especially the Kelsey Creek Basin, for their enjoyment by the community as a public amenity.
- S-CX-33.** Increase tree canopy, using native and climate-adaptive species where feasible, in areas with lower tree canopy, especially Crossroads' commercial and mixed-use areas.
- S-CX-34.** Adapt public spaces to reduce vulnerability to extreme heat and extreme precipitation through increased tree canopy, climate resilience measures, and low impact development techniques.
- S-CX-35.** Collaborate with diverse partners on the provision of climate-friendly affordable housing that minimizes energy and resource use and that is adaptable to a changing climate, including heat, flooding, air pollution and wildfire events.
- S-CX-36.** Work with community-based organizations to develop community-serving facilities augmented to support community members and coordinate resource distribution and services before, during and after a hazard event.
- S-CX-37.** Support efforts to provide electric vehicle charging infrastructure in commercial areas and existing multifamily residential developments to advance equitable access.

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 Future Land Use Map (Volume 1, Map LU-1).

POLICY S-CR-2. *[Repealed, Ordinance 6811]*

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 Future Land Use Map (Volume 1, Map LU-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. *[Repealed, Ordinance 6811]*

Discussion: [Repealed, Ordinance XXXX]

Housing

POLICIES

POLICY S-CR-10. *[Repealed, Ordinance 6811]*

POLICY S-CR-11. *[Repealed, Ordinance 6811]*

POLICY S-CR-12. *[Repealed, Ordinance 6811]*

POLICY S-CR-13. *[Repealed, Ordinance XXXX]*

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. *[Repealed, Ordinance XXXX]*

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

POLICY S-CR-17. *[Repealed, Ordinance XXXX]*

POLICY S-CR-18. *[Repealed, Ordinance XXXX]*

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

POLICY S-CR-20. *[Repealed, Ordinance XXXX]*

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. *[Repealed, Ordinance XXXX]*

POLICY S-CR-37. *[Repealed, Ordinance XXXX]*

POLICY S-CR-38. *[Repealed, Ordinance XXXX]*

POLICY S-CR-39. *[Repealed, Ordinance XXXX]*

POLICY S-CR-40. *[Repealed, Ordinance XXXX]*

POLICY S-CR-41. *[Repealed, Ordinance XXXX]*

POLICY S-CR-42. *[Repealed, Ordinance XXXX]*

POLICY S-CR-43. *[Repealed, Ordinance XXXX]*

POLICY S-CR-44. *[Repealed, Ordinance XXXX]*

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. *[Repealed, Ordinance XXXX]*

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. [Repealed, Ordinance XXXX]

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 Crossroads Planning Districts map (Figure S-CR.1).

POLICIES

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

District B

POLICY S-CR-62. *[Repealed, Ordinance XXXX]*

POLICY S-CR-63. *[Repealed, Ordinance 6811]*

POLICY S-CR-64. *[Repealed, Ordinance 6811]*

POLICY S-CR-65. *[Repealed, Ordinance XXXX]*

Policy S-CR-66 has been deleted.

POLICY S-CR-67. *[Repealed, Ordinance XXXX]*

District C

POLICY S-CR-68. *[Repealed, Ordinance 6811]*

POLICY S-CR-69. *[Repealed, Ordinance 6811]*

District D

POLICY S-CR-70. *[Repealed, Ordinance 6811]*

POLICY S-CR-71. *[Repealed, Ordinance 6811]*

POLICY S-CR-72. *[Repealed, Ordinance 6811]*

POLICY S-CR-73. *[Repealed, Ordinance 6811]*

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

POLICY S-CR-79. *[Repealed, Ordinance 6811]*

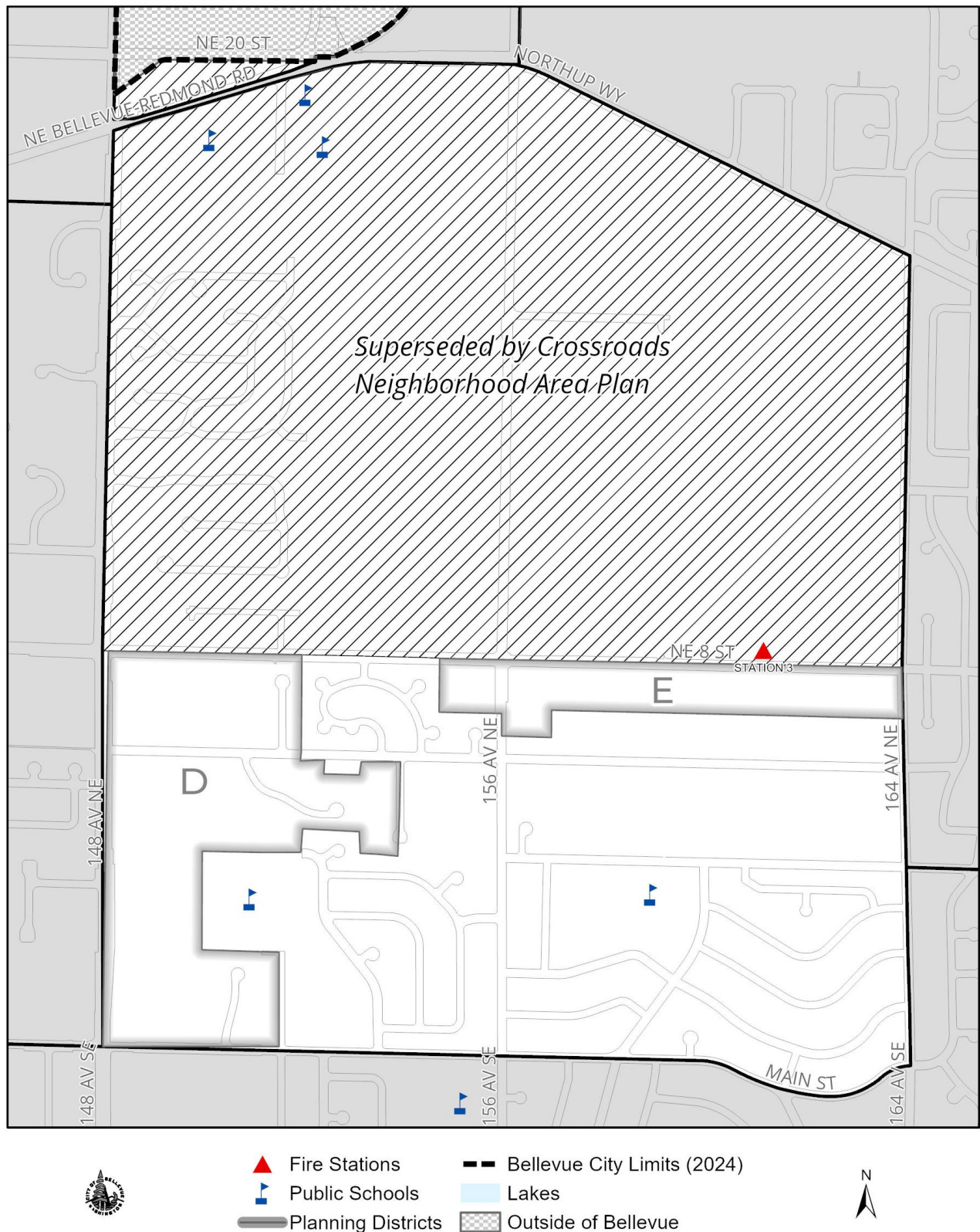
POLICY S-CR-80. *[Repealed, Ordinance 6811]*

POLICY S-CR-81. *[Repealed, Ordinance XXXX]*

District F

POLICY S-CR-82. *[Repealed, Ordinance XXXX]*

Figure S-CR.1 Crossroads Planning Districts



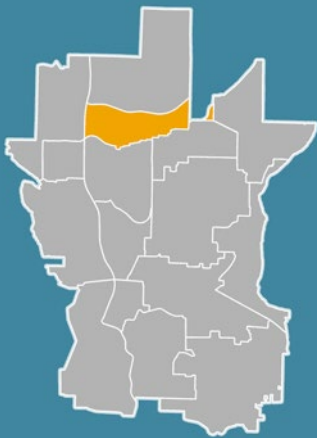
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BELRED

WHAT YOU WILL FIND IN THIS PLAN

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



GOAL

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

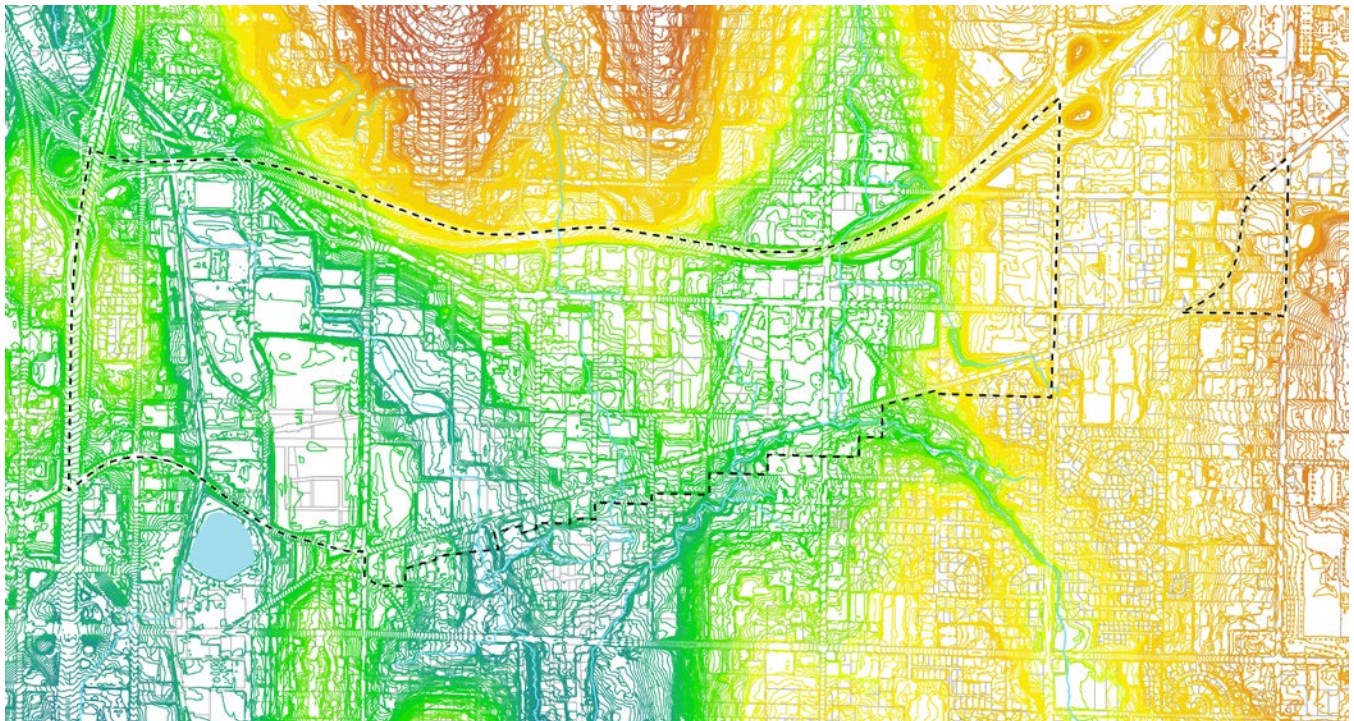
OVERVIEW

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

THE NATURAL ENVIRONMENT

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

BelRed Topography



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



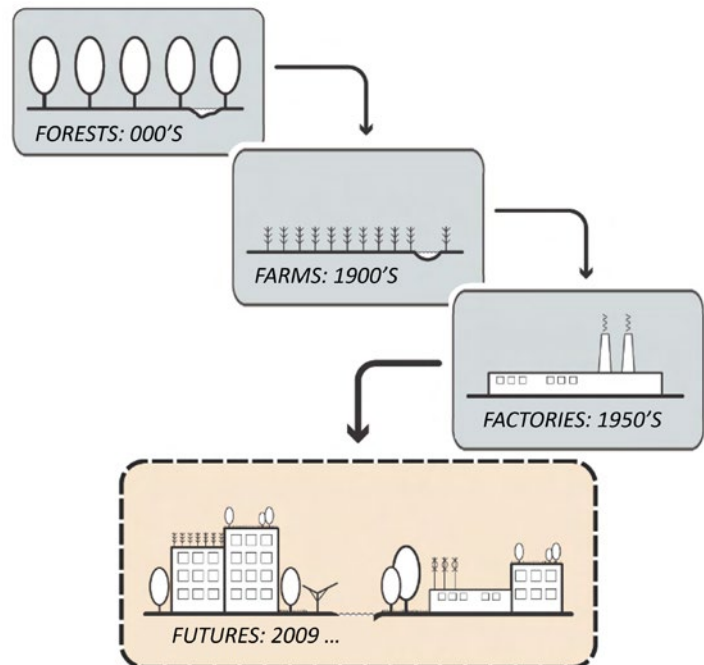
THE BUILT ENVIRONMENT

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



TRANSFORMATIONS

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





Strawberry pickers on the Takeshita farm in Bellevue, 1933.



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

Photos courtesy of the Eastside Heritage Center

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

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

When the City of Bellevue incorporated and began to grow in the 1950s and 1960s, manufacturing, warehousing, transportation, and other low-density light industrial and commercial services emerged in BelRed. Development paved over farmland, channelized and piped streams underground and transformed BelRed into a light industrial area. Early industries included the Safeway bakery and distribution center and the Coca Cola bottling plant. King County Metro's East and Bellevue bus bases followed in the late 1970s and early 1980s.

BelRed remained a light industrial area through the turn of the century. However, during the 1990s, industrial uses in BelRed declined as several large employers moved out or reduced their operations. Between 1995 and 2004, employment in BelRed dropped by more than 5%, while it increased by 20% citywide. Artists and educational

services, including the Pacific Northwest Ballet School, moved into the area, taking advantage of the relatively low-cost large spaces. PNB first expanded to the Eastside in 1986, opening two studios at BelRed's 124th Plaza before relocating to their current location at 136th Place NE.

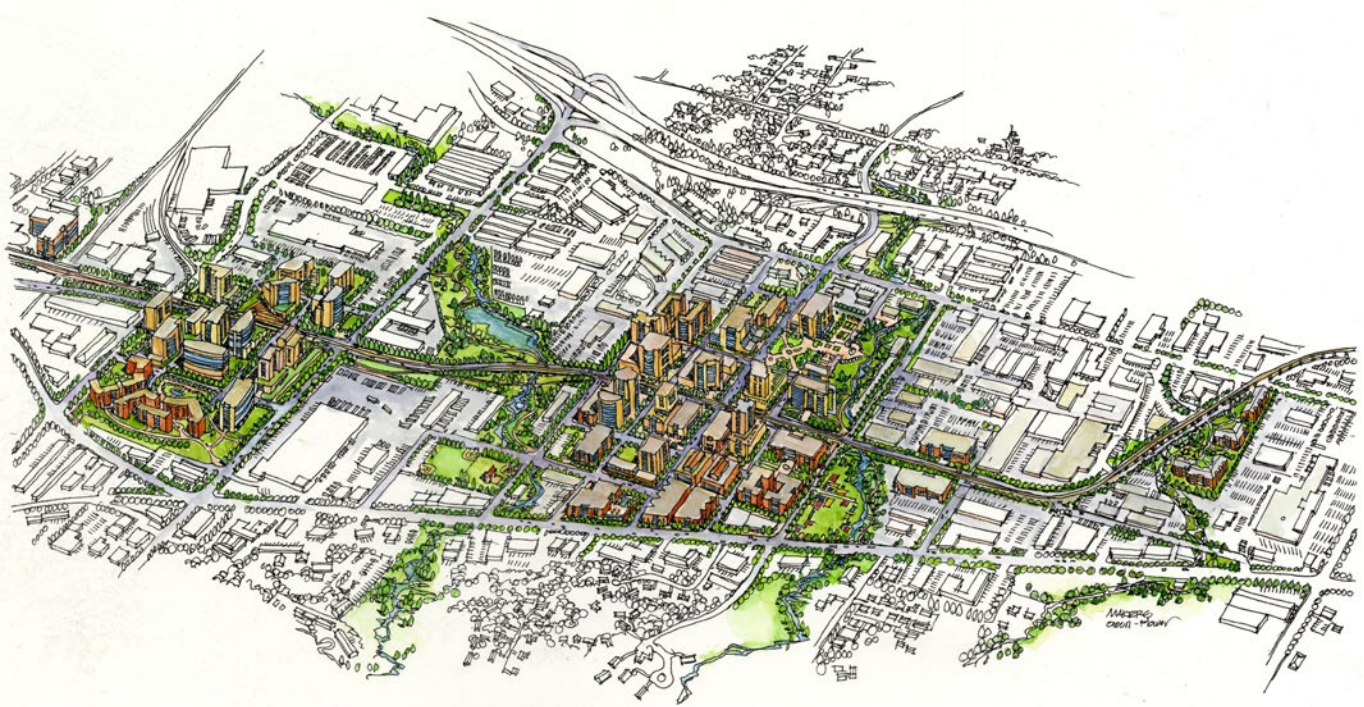
Meanwhile, areas east and west of BelRed transformed dramatically. Downtown Bellevue to the west grew into a dynamic high-rise employment and residential center, connected across I-405 to a major multiple-institution medical district. To the east, Redmond's Overlake Village became a prominent high-tech employment center.

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

This subarea plan informs a range of actions by both public and private entities. It establishes a vision and overall policy framework to convey the city's intention for the future of BelRed, creating a sense of the area's potential and helping inspire forward-thinking decisions by multiple actors. The plan will be implemented through a combination of development regulations and incentives, capital investments and other public and private strategies.



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



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

BELRED SUBAREA VISION

The BelRed corridor in 2044 will be an area that is unique within the City of Bellevue and the entire Puget Sound region. It will be an area where thriving businesses will be adjacent to, and sometimes mixed with, livable neighborhoods, all served by a multimodal transportation system that connects the area to the greater city and region. The area will also be distinguished by environmental and community amenities that will serve residents and employees in the area, as well as residents from surrounding neighborhoods and the entire city. The area will transition gracefully over time, with existing businesses finding new ways to thrive while new types of development occur as conditions warrant.

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

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





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

GENERAL

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

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

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

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



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



LAND USE

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

This Subarea Plan provides an opportunity to re-cast BelRed’s land use into a more sustainable, pedestrian-friendly and transit-oriented form, while accommodating existing uses and minimizing impacts on nearby neighborhoods. The intent is for BelRed to be a model of responsible growth with a land use pattern and urban form that promotes a healthy environment, community and economy.

The plan relies on a “nodal” development pattern, which concentrates future development near light rail stations. High development intensities allow for safe and convenient access to a variety of goods and services and support high levels of pedestrian activity and multiple transportation choices. Focusing development in nodes encourages growth to occur in places where transportation facilities can support development efficiently. However, buildings, both inside and outside of nodes, that are larger and taller than what the base zoning allows, will require participation in an incentive system that provides for a range of public amenities.

BelRed is a large subarea, with the potential for a number of distinct neighborhoods. These include the “development nodes” located around light rail stations, as well as the neighborhoods in between station area nodes. The intent of this plan is to capitalize on the various land use patterns within BelRed to break down the large expanse of the subarea and create a series of neighborhoods, each with its own distinct character and sense of place.

DEVELOPMENT NODES

The nodal land use pattern concentrates development in the vicinity of light rail stations, generally within a quarter to one half mile radius. Development nodes are located around the Wilburton Station, the Spring District Station, the BelRed Station and the Overlake Village Station. These nodes will be mixed-use in nature, have a high-level of pedestrian connectivity and multiple amenities. Development at the center of the nodes near the light rail stations can reach high height and intensity through participation in an amenity incentive system.

ENVIRONMENTALLY SUSTAINABLE PLACES

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





SOCIALLY EQUITABLE PLACES

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

ECONOMICALLY VIBRANT PLACES

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

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

S-BR-10. Accommodate existing light industrial uses that were legally established as of the date of this plan's adoption, by allowing for their continued operation, expansion including site expansion outside of nodes and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-established, with the exception that light industrial uses of limited size are appropriate outside transit nodes and stand-alone residential areas.

S-BR-11. Accommodate the continued operation of existing, and allow new, service uses that are compatible with planned future land uses. Accommodate existing service uses that are less compatible with residential and higher intensity, mixed-use development, but preclude the new establishment of these types of service uses in transit nodes and in stand-alone residential areas.

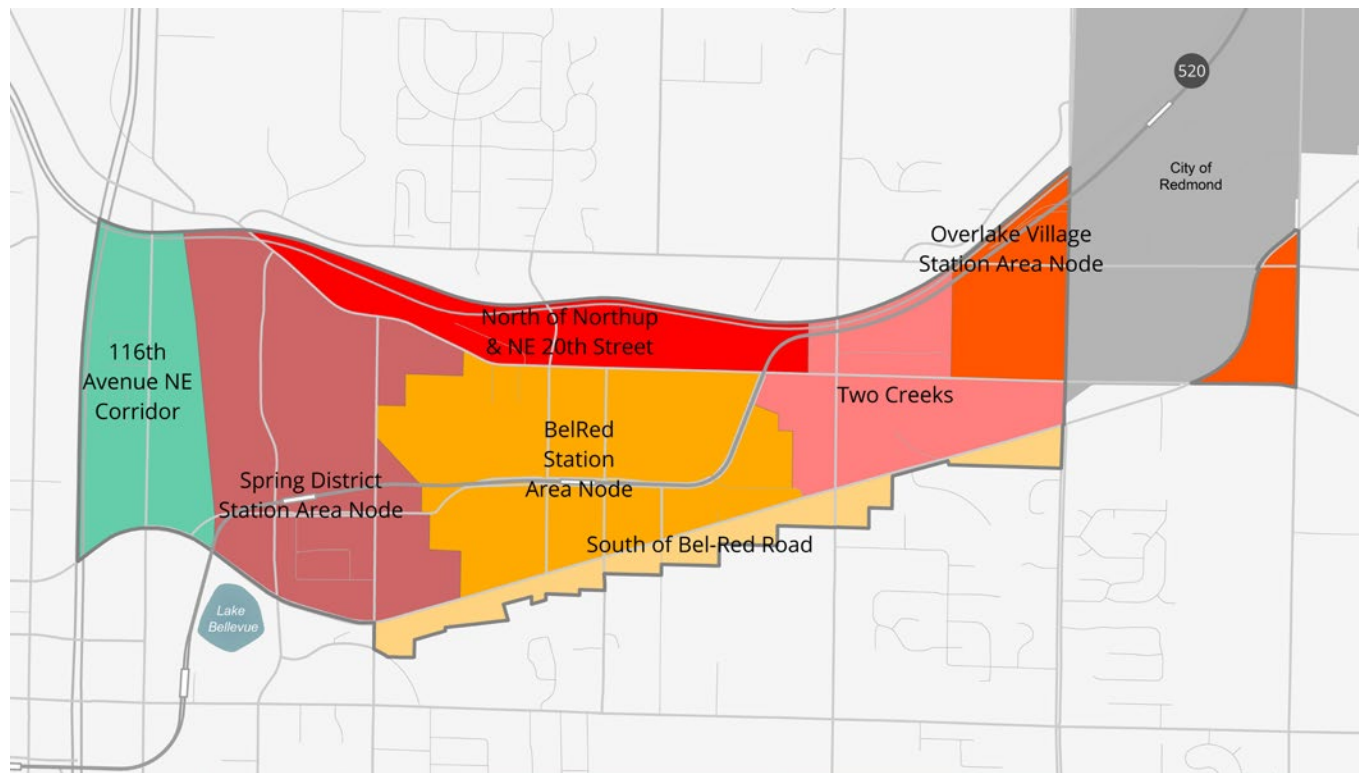
NODES AND NEIGHBORHOOD DISTRICTS

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

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



Neighborhood Districts





116TH AVENUE NE

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

SPRING DISTRICT STATION AREA NODE

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

BELRED STATION AREA NODE

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

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

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

OVERLAKE VILLAGE STATION AREA NODE

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

S-BR-29. Provide for high-rise residential mixed-use development between NE 20th and NE 22nd streets west of 148th Avenue NE and north of NE 22nd Street/Place along 156th Avenue NE.

S-BR-30. Provide for a mix of mid-rise residential and retail uses south of NE 22nd Street/Place along 156th Avenue NE.

NORTH OF NORTHUP WAY & NE 20TH STREET

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

SOUTH OF BEL-RED ROAD

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

S-BR-33. Provide for mid-rise residential commercial mixed-use development within one-half mile of the Spring District station.

TWO CREEKS AREA

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

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





URBAN DESIGN

Goal: To achieve a pedestrian-friendly, transit- and trail-oriented built environment that promotes interconnected, human scale and welcoming places, evokes nature and creativity, and produces a dynamic public realm that encourages social interaction.

Past development of the BelRed subarea did not allow for strong attention to the field of urban design. Development was loosely guided and rather discontinuous, with little attention to architectural form, connectivity, and the public realm. By contrast, transformation of BelRed into the dynamic mixed use place envisioned by this Plan will require a great deal of attention to high quality and sensitive urban design.

For new mixed use neighborhoods to successfully attract residents, employees and visitors, the design of the built environment will need to be pedestrian-friendly, integrated with transit and mobility options, and include deliberate “place-making”. Building and site design and materials will need to reflect the vision for the Subarea and provide quality and permanence.

The urban design process is also an opportunity to integrate environmental components with new development, where trees, water features and open space not only improve aesthetics, but also work to enhance the function of the natural environment, such as helping to manage stormwater flows.

SENSE OF PLACE

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

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

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

S-BR-38. Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate BelRed from Downtown, and enhance the architectural variety of the area. Provide administrative flexibility to deviate from building standards to achieve these goals.

S-BR-39. Reinforce the area's sense of place and Northwest provenance by encouraging innovative building and site design, construction techniques and materials that reflect the local historic context of the area while emphasizing its emerging urban character.

S-BR-40. Reinforce BelRed's unique identity and characteristics through the use of gateways, neighborhood thresholds and public art.

S-BR-41. Use vibrant color as a feature in the Arts District Intensive Area, such as in murals, furnishings, architectural details, lighting, and other features, to highlight and distinguish the area as a creative and artistic hub.

PEDESTRIAN EXPERIENCE

S-BR-42. Design and develop a street environment that promotes streets as key urban places designed to be sensitive to their context and to provide an interesting and sensorially rich pedestrian experience for people of all ages and abilities.

S-BR-43. Integrate safe and convenient active transportation access to the Eastrail within adjacent development.

S-BR-44. Promote a safe, comfortable, integrated, and vibrant pedestrian experience.



Mural by Lina Cholewinski of Overall Creative



Illustration by John Owen.



ENVIRONMENT

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

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

STREAM CORRIDOR RESTORATION

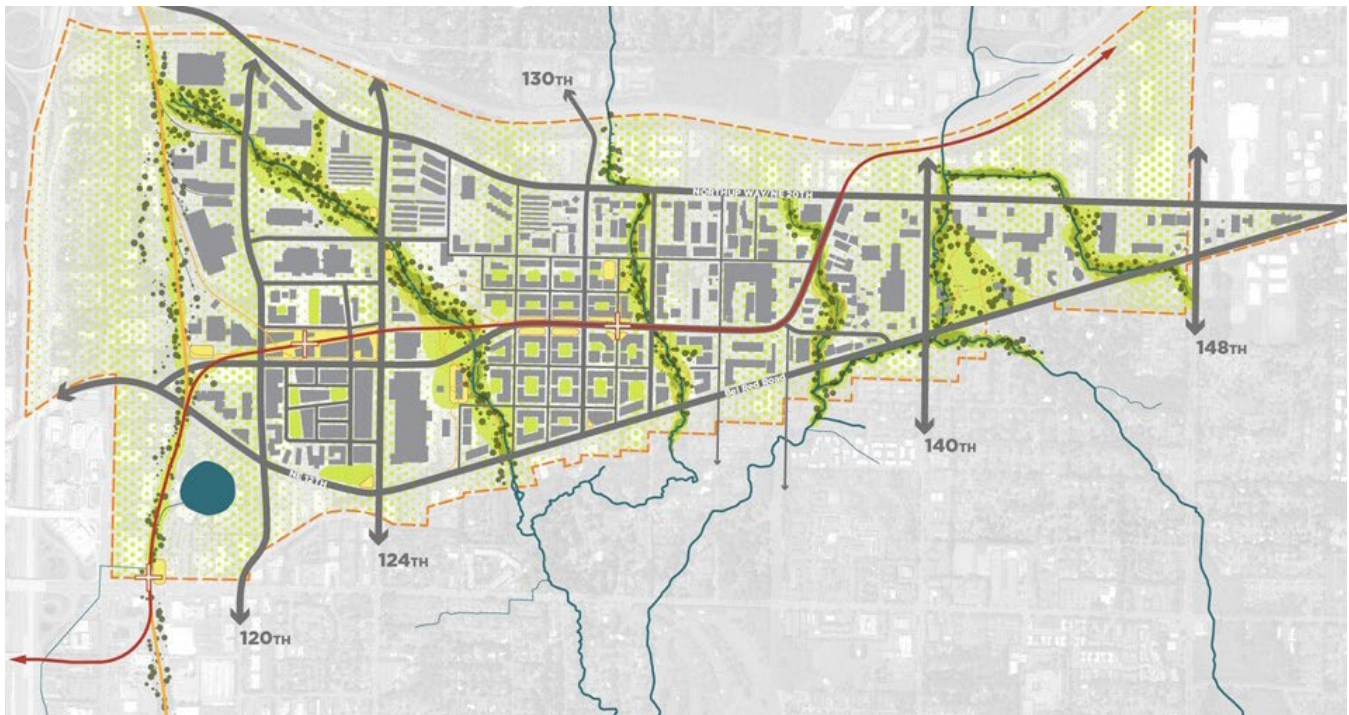
With a predominance of industrial and commercial uses in the subarea, natural areas in BelRed are not obvious to the casual observer. Nonetheless, a number of streams and natural areas exist and provide opportunities to restore natural systems and substantially enhance the area's character. Surface water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

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

BelRed's six streams are a major part of the area's natural legacy. Rehabilitation of the streams will bear multiple benefits for the environment, for BelRed properties where nearby streams can become a significant area amenity and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation and potential trail access where easements are available.

This plan encourages removing fish passage barriers, daylighting piped stream segments and restoring riparian habitat to transform BelRed's streams into community and environmental amenities. Restoring a width of 50 to 100 feet of natural streamside vegetation and incorporating a public trail network will enhance fish and





wildlife habitat, improve water quality, increase open space and neighborhood buffering, link local and regional trails, encourage social gathering and result in other lasting benefits. Beautiful and vibrant stream corridors will encourage the community and new development to refocus on the streams as integral natural treasures in an urban environment.

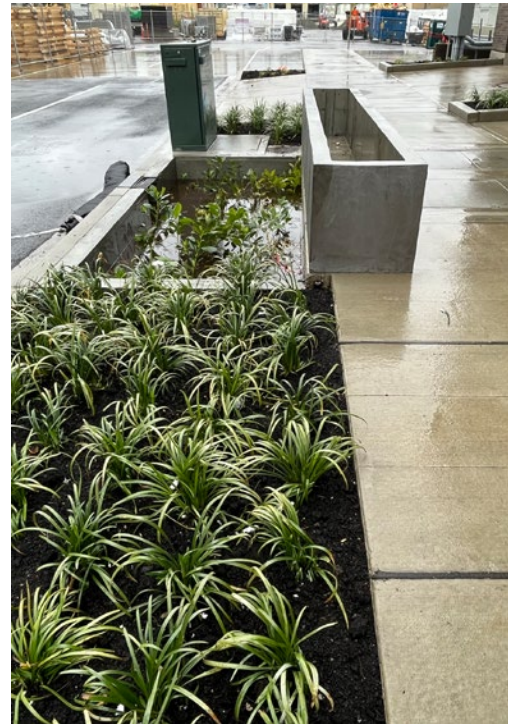
Integrating public parks and stream corridors with public spaces in private development will provide a seamless connection of natural resources, education, art, neighborhoods, commerce and aesthetics. Based on parcel size and initial redevelopment interests, the West Tributary and Goff Creek corridors are anticipated to be early opportunities for enhancement, though rehabilitation opportunities have been identified for Valley and Sears Creeks as well. Achieving this vision will require wider riparian corridors than currently exist, plus acquiring and developing “opportunity areas” where elements of the parks and transportation systems interface with the streams.

NATURAL DRAINAGE PRACTICES

Private-sector redevelopment, transportation projects and new parks all present opportunities for incorporating “green infrastructure.” In particular, natural drainage practices, sometimes referred to as low-impact development, manage rainwater runoff in a manner that allows it to infiltrate the soil on site, or even to be used on-site rather than running off into nearby streams. As redevelopment occurs, innovative techniques that go above and beyond flow control and water quality treatment requirements will be encouraged.

Natural drainage practices include features such as rain gardens, pervious pavement, vegetated roofs, amended soils and rain recycling. In many cases they are more cost effective, environmentally sound, and aesthetically pleasing than traditional stormwater treatment and storage measures. Although specific natural drainage practices may not be feasible in all settings, such as on sites constrained by poorly permeable soils, opportunities for improving stormwater management can typically be identified. These practices do not remove the need for conventional detention to handle large storm events, but they may reduce the needed size of these facilities. A variety and increasing number of stormwater management options are available. A customized approach may be needed for individual sites to attain the environmental and visual amenities identified in the vision for the BelRed area.

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





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

PARKS AND OPEN SPACE

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

BelRed’s legacy of light industrial and commercial uses have left little in the way of existing parks and open space with the notable exception of Highland Park and Community Center. As the area evolves, a comprehensive and connected system of parks, open space, and trails will be needed to provide for the recreation and enjoyment of residents, employees and visitors to new BelRed neighborhoods.

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

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

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



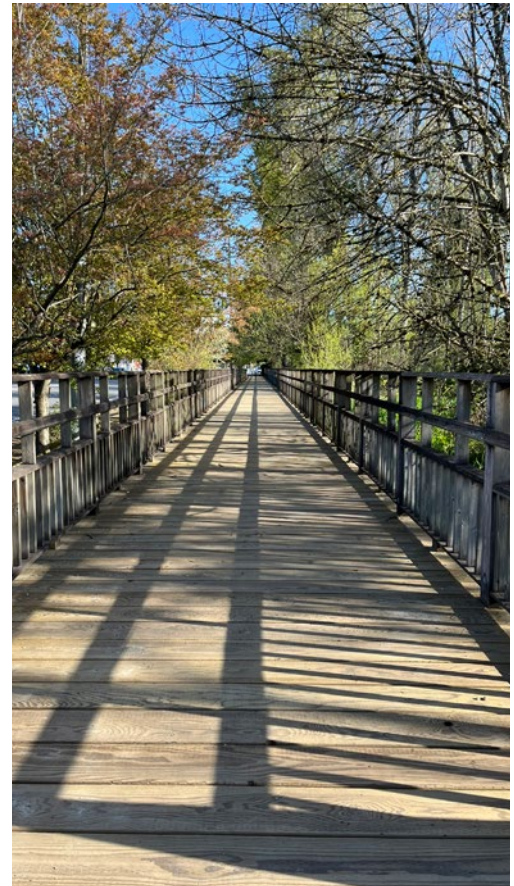


space may also be integrated with transportation facilities and in rights-of-way to accommodate linear park functions, neighborhood connectivity and green stormwater infrastructure. A comprehensive trail system on and off roads will connect between stream corridors and parks in BelRed to regional trails,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

In addition to a range of community-oriented park, open space and trail opportunities, BelRed may be a suitable location for a potential major recreation facility that would meet an identified citywide need for both indoor and outdoor recreation. If this citywide facility were to locate in BelRed, it could also serve as part of a community park for the new neighborhoods in this area.

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

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





HOUSING

Goal: To accommodate people at all stages of life by meeting the housing needs of all household types, sizes and incomes wanting to live in BelRed.

Housing policy has many linkages to sustainability with economic, social, and environmental dimensions. Having an ample and diverse supply of housing near job centers will strengthen Bellevue's economic competitiveness and provide access to opportunities for people of all incomes and abilities advancing social equity. Housing near jobs, services and light rail will also reduce transportation trip lengths and allow for a higher share of trips by transit, bicycling and walking, thereby reducing energy consumption and air emissions. By creating the capacity for thousands of new housing units in BelRed, the plan provides opportunities to strengthen Bellevue's economy, advance social equity and minimize environmental impacts of growth and development.

New urban residential neighborhoods will require an array of public and private investments in open space and other amenities to create high-quality, livable places. Providing for affordable and workforce housing will also be necessary to ensure equitable development.

Housing affordability is a citywide issue and is considered through a comprehensive strategy of which BelRed is a part. This plan creates the potential for thousands of new housing units, and provides opportunities not found in other parts of the city to create entirely new residential and mixed-use neighborhoods in close proximity to jobs, services and transit. It is critical to evaluate an approach to housing affordability upfront, at the time this new development potential is being created, or the opportunity for a coherent strategy may be lost. This plan establishes a multi-faceted strategy to address housing creation and housing affordability through a mix of land use designations, development regulations and incentives, direct public investments, and other public and private approaches.

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





Reflexology path designed by GGN Architects.

ARTS, CULTURE AND CREATIVITY

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

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

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

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

ORGANIZATION

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

VISIBILITY

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

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

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

CREATIVE SPACE

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



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



Daisy Wall at the Sparc Apartments.

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

COMMUNITY CONNECTION

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



Mural by Tori Shao



Photo credit: King County Parks

TRANSPORTATION

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

To support the BelRed land use vision, this plan calls for improvements to the transportation system that will provide better active transportation, transit and vehicular transportation connections within the subarea and to other parts of the city and region. Access to light rail is key within the BelRed Station Area nodes.



Transportation improvements will occur consistent with this plan's emphasis on sustainability and on making BelRed a highly livable place. Providing mobility options is a key strategy for reducing vehicle trips. Efforts to promote transit service and encourage ride-sharing, walking and bicycling will further pursue this end. Designing transportation projects as "green infrastructure" i.e., to incorporate open space, place-making elements, and environmental design such as natural drainage practices, is another element of this plan's focus on sustainability.

OVERALL TRANSPORTATION POLICIES

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

STREETS

BelRed subarea street network policies support arterial improvements including the NE Spring Boulevard multimodal corridor, plus new local streets to connect uses and enhance the aesthetics and function of BelRed in a grid system with small walkable blocks.

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

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

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

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

ACTIVE TRANSPORTATION NETWORKS

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

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





other stream corridors, and incorporating the regional Eastrail corridor.

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

TRANSIT

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

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

TRANSPORTATION DEMAND MANAGEMENT

The plan supports a mix and intensity of land uses that allows for fewer and shorter trips, and promotes a complete, connected, and accessible multimodal transportation system, making more trips convenient for transit and active transportation options.

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

IMPLEMENTATION

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

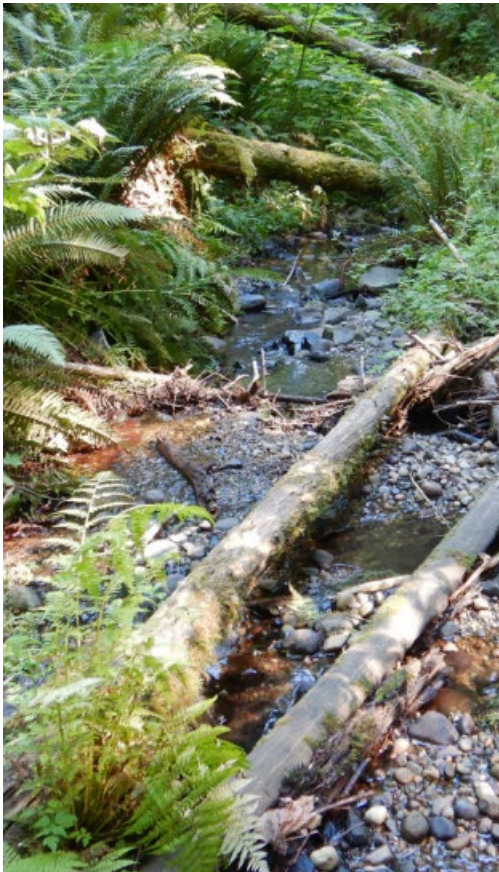
The BelRed Subarea Plan articulates an ambitious vision that calls for a substantial departure from the area's past. In addition to sweeping land use changes in portions of the area, the plan calls for very significant investments in transportation, parks, and environmental improvements. Many of these investments will need to come from properties undergoing redevelopment. Some of this will occur as redevelopment brings sites up to newer land use and urban design standards. Some will occur with land use incentives, allowing greater building intensities or height in exchange for development contributions to infrastructure and amenities. A city funding strategy will likely also play a role, by utilizing both existing revenue sources and new financing tools.

The transformation will not happen overnight, but rather will likely unfold over a number of decades. Successful implementation will require a coordinated strategy, with ongoing commitment, a full array of tools, and dedication over time.

S-BR-92. Implement the BelRed Subarea Plan through a combination of development regulations and incentives, capital investments and other public and private strategies.

S-BR-93. Provide for the costs of public infrastructure and amenities needed to support BelRed development and identified as specific projects in this Plan by establishing a financing strategy to be borne by various parties based on their relative shares of impacts and benefits. Cause developing properties to contribute the principal share of needed public improvements, to the extent they are the primary beneficiary of such improvements. Implement existing and new financial tools as needed to carry out this strategy.





- S-BR-94.** Allow for private development to voluntarily advance the building of public infrastructure improvements to enable land use to proceed in sync with the availability of needed infrastructure. Such investment may be repaid in part by latecomer agreements or similar device.
- S-BR-95.** Require the dedication and improvement of local streets at the time of development to enable implementation of frontage improvements and a local street pattern that provides for vehicle access and loading and improved transportation connectivity including safe and convenient pedestrian crossings.
- S-BR-96.** Encourage master-planned developments and other processes that better coordinate and integrate this subarea plan's objectives rather than individual development of small parcels. Consider mandatory use of master-planned development approval for large sites to facilitate site planning for vehicle access and pedestrian needs.
- S-BR-97.** Monitor and assess the implementation of the BelRed Subarea Plan and make adjustments to ensure success in providing affordable housing, parks and open space, a mix of uses and other aspects of the BelRed vision. A review of the implementation of the BelRed Subarea Plan should occur approximately five years after the plan's initial 2009 adoption and periodically thereafter.
- S-BR-98.** Develop rehabilitation and restoration plans for the West Tributary, Goff Creek, Unnamed Creek and Valley/ Sears Creek riparian corridors to facilitate partnerships and coordinated strategies for improving water quality, flow control and wildlife habitat as well as for providing increased access and exposure to nature, aesthetic enhancements and noise attenuation.

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

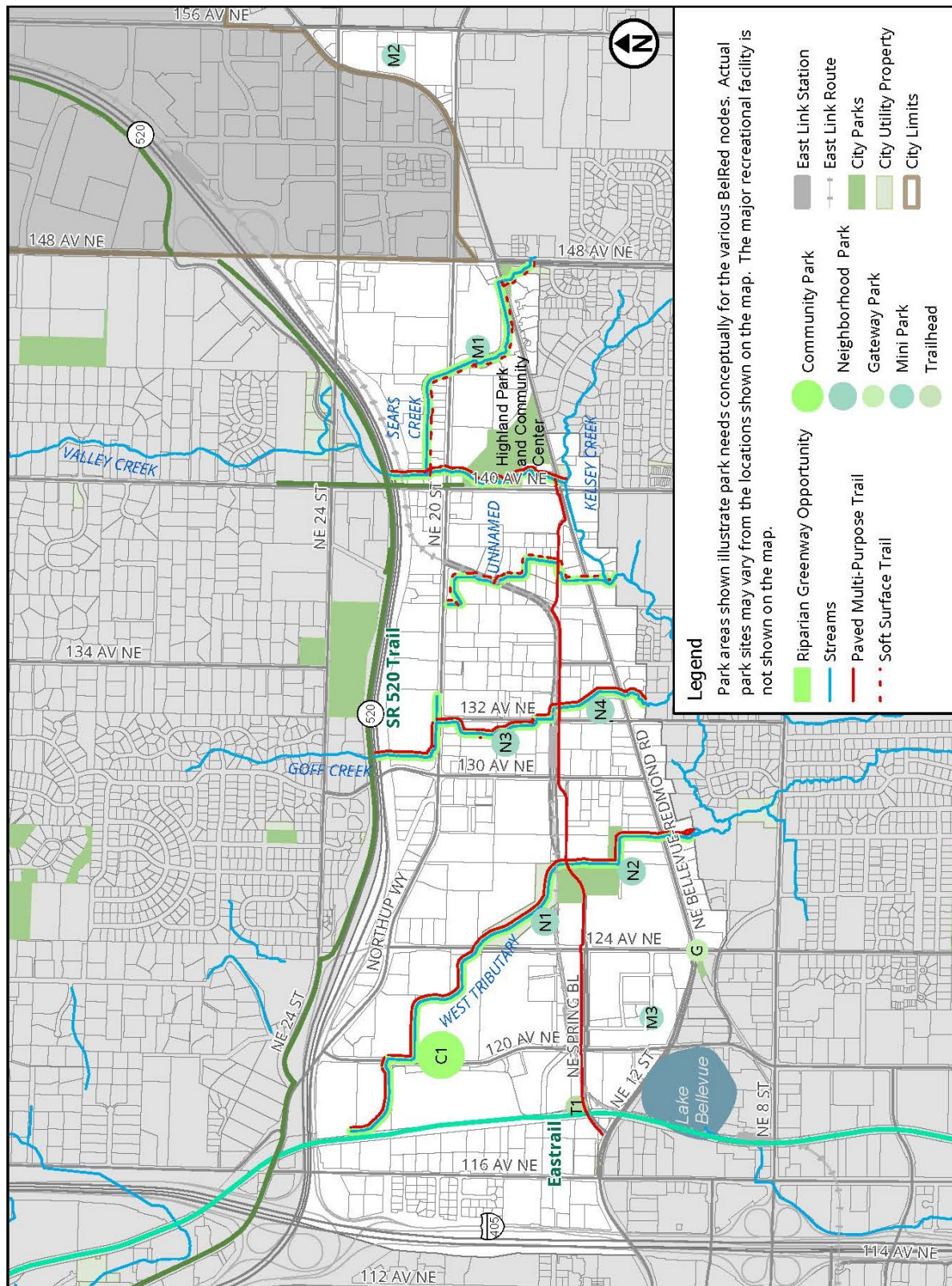


FIGURE S-BR-2. BELRED ARTS DISTRICT INTENSIVE AREA MAP

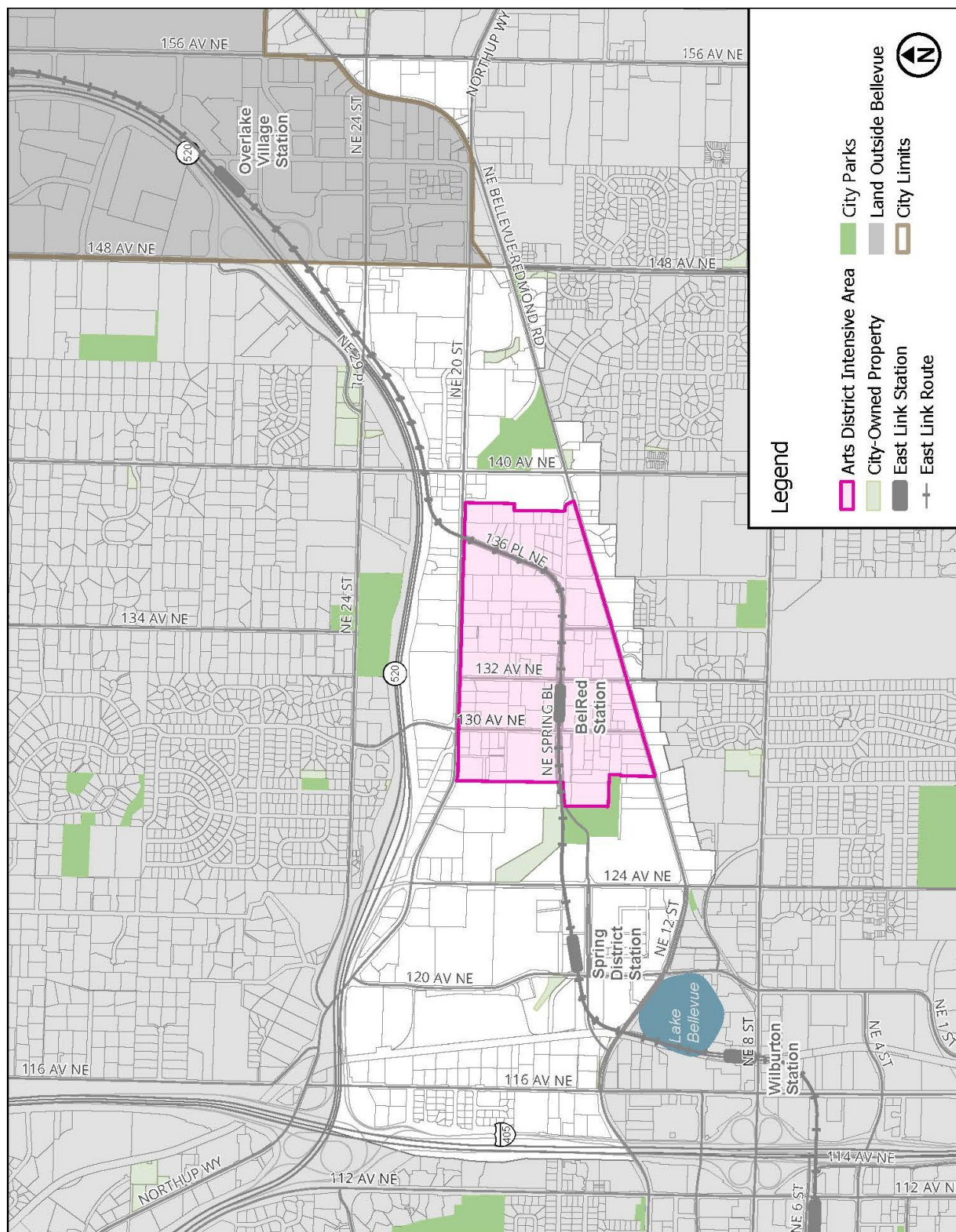


TABLE 1. BELRED PARKS AND OPEN SPACE PROJECT LIST

ID	Preliminary Descriptions of Park Improvements	Acres
N-1	Neighborhood Park – Along West Tributary, adjacent to NE Spring Boulevard. Integrates major trail systems and regional detention with neighborhood park facilities. Includes 1 acre remnant transportation acquisition.	7
N-2	Neighborhood Park – Along West Tributary, adjacent to Bel-Red Road. Integrates major trail and neighborhood park facilities. Includes 3-acre Neighborhood Park and 1-acre riparian corridor.	4
N-3	Neighborhood Park – Along Goff Creek, north of NE Spring Boulevard between 130th Avenue NE and 132nd Avenue NE. Integrates approximately 1-acre urban plaza along pedestrian oriented retail street with 3-acre neighborhood park and trail facilities along 1-acre riparian corridor.	5
N-4	Neighborhood Park – Along Goff Creek, between Bel-Red Road and NE Spring Boulevard. Integrates trail system along riparian corridor with neighborhood park facilities. Includes 3-acre park and 1-acre riparian corridor.	4
G	Gateway Park – Near the intersection of 124 Avenue NE and Bel-Red Road. Integrates mini park facilities and potential art component near major road intersection to serve as a gateway to BelRed.	1
T-1	Trail Head – Located at the Eastrail corridor and Spring Boulevard. Integrates a trail head with mini park facilities at the crossing of the two major multipurpose trails.	1
M-1	Mini Park – Along Sears Creek west of 148th Avenue NE, between Bel-Red Road and NE Spring Boulevard. Integrates trail system and riparian corridor with mini park facilities.	1
M-2	Mini Park – Centrally located between Bel-Red Road, 156th Avenue NE, and NE 20th Street. Incorporates mini park facilities to serve node.	1
M-3	Mini Park – Located between 120th Avenue NE and 124th Avenue NE and south of NE Spring Boulevard. Provides park facilities to serve residential and commercial mixed use development.	1
C-1	Community Park – Along West Tributary adjacent to 120th Avenue NE. Incorporates trailhead and trail system along West Tributary with community park facilities. Includes 10+ acre acquisition through purchase for community park facilities, with potential for 7-acre open space dedication by adjacent owner.	17
NA	Major Indoor Recreation Facility – 150,000 square feet – Components could include sports, health and fitness facilities and major aquatic center, together with companion outdoor sports facilities. Location not shown on map.	10

TABLE 2 BELRED RIPARIAN CORRIDOR AND TRAIL PROJECT LIST

Project	Description of Environmental and Trail Improvements	Size/Length
R-1	West Tributary Restore 100-foot wide native plant riparian corridor on each side of the West Tributary from the Eastrail right of way to Bel-Red Road with a paved ped-bike path (10 feet minimum) on one side of the stream. Improve fish passage and rehabilitate in-stream habitat.	6350 lf stream 27 acre riparian corridor
R-2	Goff Creek Develop a 50-foot wide native plant and social amenity riparian corridor on each side, integrating natural drainage practices, 8-foot minimum paved boardwalk trail, art and place-making features as part of redevelopment north of NE Spring Boulevard. Realign and daylight Goff Creek with additional floodplain storm water capacity. Restore fish passage.	4200 lf 1.5 acre
R-3	Unnamed Creek Restore a 50-foot average width native plant and social amenity riparian corridor on each side. Integrate natural drainage practices, soft surface pathway, art and place-making features in corridor. Restore fish passage.	2000 lf 12 acre
R-4	Valley Creek Restore a 100-foot average width native plant riparian corridor on each side between Highland Community Park and State Route 520. Include paved multi-use trail/boardwalk on one side.	500 lf 3 acre
R-5	Sears Creek Restore a 50-foot average width native plant riparian corridor along each side of Sears Creek. Rehabilitate salmon habitat, channel capacity, restore riparian functions and provide soft surface pedestrian pathway. Daylight piped area of stream.	1300 lf 8.5 acre



WILBURTON/N.E. 8TH STREET

WHAT YOU WILL FIND IN THIS PLAN

The community Overview, Goals, and Policies for Wilburton/N.E. 8th Street including the 2024 update adding the Vision, Goals, and Policies for the Wilburton Transit-Oriented Development (TOD) area.

The Subarea Plan was recently updated to address policies pertaining to the Wilburton TOD area. Updates to the full Subarea Plan will be addressed as part of the neighborhood area planning process.

GOAL

- To distinguish residential, recreational, open space, commercial, and mixed-use areas from one another.
- To protect and enhance natural systems and open spaces.
- To improve active transportation connections, transit accessibility, and attractiveness of commercial and mixed-use areas for community members.
- To support higher-density mixed use development in the Wilburton Transit-Oriented Development (TOD) area that complements Downtown, provides new housing and job opportunities, and provides convenient access to transit, amenities, and services for the adjacent neighborhoods.
- To provide for a transition in scale and use between the Wilburton TOD area and adjacent residential areas.

OVERVIEW

The settlement history of Wilburton dates to the turn of the 20th century when farms, a logging mill, a railroad and a commercial area near 116th and N.E. 8th Street were established. The construction of the Wilburton trestle over Mercer Slough brought workers into Wilburton by rail, including Japanese farmers who bought property in Wilburton for agricultural production. While logging and milling declined with the lowering of Lake Washington in 1916, the area prospered through the 1930s for the growing, packing, and distributing of agricultural goods. After the attack on Pearl Harbor during World War II, the Japanese population was moved to internment camps, forcing Japanese farmers in Wilburton to sell their crops and lands. Following World War II, many Japanese families who settled in the area did not return.

With the openings of the floating bridges across Lake Washington in 1940 and 1963, there was rapid growth of homes during the 1950s and 1960s in the area. In the 1950s, several car dealerships and inns moved into Wilburton along 116th Avenue NE, referred to as Auto Row today. Construction of the Overlake Hospital began in the late 1950s. Wilburton was annexed to the City between 1964 and 1967.

Today the Wilburton/N.E. 8th Street Subarea is centrally located in Bellevue. Access to I-405 and the Downtown makes the Subarea a desirable place to live and work. Jobs, stores, schools, and community parks are convenient and accessible. Combined, these amenities have greatly enhanced the quality of life for community members.

The Wilburton/N.E. 8th Street Subarea encompasses approximately 1,600 acres. Its boundaries are generally Interstate-405 to the west, Bel-Red Road to the north, 148th Avenue N.E. to the east, and the Lake Hills Connector to the south. Within the subarea

is an approximately 300 acre mixed-use Wilburton Transit-Oriented Development (TOD) area, the boundaries generally being Interstate-405 to the west, N.E. 12th Street to the north, Lake Hills Connector to the south, and 124th Avenue N.E. and 118th Avenue S.E. to the east. Large areas of single-family residences make up the remainder of the Subarea. Multifamily development is most prevalent along the N.E. 8th Street corridor, along 118th Avenue S.E. and 122nd Avenue N.E. and west of 140th north of N.E. 8th Street. Recreational open space includes the Glendale Golf Course, Kelsey Creek Park, and Wilburton Hill Park.

Today, the Interstate-405 business corridor, Lake Bellevue area, and the N.E. 8th Street corridor is home to Overlake Medical Center, Kaiser Permanente Bellevue Medical Center, Auto Row, and a variety of retail uses. Many of the retail areas are anticipated for redevelopment as they evolve from older suburban commercial strips to emerging urban, mixed-use areas that take advantage of proximity to light rail and public infrastructure investments including the Eastrail corridor and the Grand Connection. The area east of approximately 120th Avenue features large, lower-density residential neighborhoods, some with large lots that may provide opportunities to subdivide and add new housing.

Based on 2017-2021 5-Year American Community Survey (ACS) Estimates and 2020 Longitudinal Employer-Household Dynamics (LODES) data from the Census Bureau, about 11,300 people live, and approximately 18,500 people work, in the Wilburton/N.E. 8th Street Subarea. There are about 1,320 units of single-family housing and 3,410 units of multifamily housing. Wilburton Hill Park provides over 100 acres of open space, sports fields, and a botanical garden.

Limiting impacts from increased development and traffic, enhancing existing retail and mixed-use areas, and establishing clear transitions between differing land uses are the Subarea's major issues.

LAND USE

POLICIES

- S-WI-1.** Distinguish between residential, non-residential, and mixed-use areas through appropriate measures that limit impacts of more intensive uses.
- S-WI-2.** Encourage developers of property located on the south side of N.E. 8th Street between 124th and 126th Avenues N.E., the adjacent single-family neighbors, and city staff to harmoniously resolve landscape screening issues in the Transition Area buffer.
- S-WI-3.** A Multifamily Low-density designation is appropriate for the area north of the Lake Hills Connector, south of Wilburton Hill Park, and east of the Wilburton Addition as shown on the Future Land Use Map (Volume 1, Map LU-1). No access should be permitted from east of the site.
- S-WI-4.** The Wilburton Addition area along both sides of S.E. 4th and 5th Streets and east of 118th Avenue S.E. is appropriate for Multifamily Medium-density uses in accordance with the Future Land Use Map (Volume 1, Map LU-1). Proposed development should be subject to design review to encourage preservation of significant views from the adjacent park land and to encourage structures which are similar in design, height, and bulk to structures along the western portion of 118th Avenue S.E..

Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.
- S-WI-5.** The Galeno property adjacent to and north of Main Street at 124th Avenue N.E. is appropriate for Single-family Medium-density in accordance with the Future Land Use Map (Volume 1, Map LU-1). Traffic impacts associated with development of this property should be mitigated by the developers.

- S-WI-6.** The WISC (Wilburton Instructional Service Center) property at Main Street and 124th Avenue is appropriate for Single-family High- density use in accordance with the Future Land Use Map (Volume 1, Map LU-1). Traffic impacts associated with future development of the area should be mitigated by the developer.
- S-WI-7.** The City-owned land (exclusive of the West Slope area) between 118th Avenue S.E., Main Street, 128th Avenue S.E. and approximately S.E. 5th Street is appropriate for park uses and should be designated public facility/park in accordance with the Future Land Use Map (Volume 1, Map LU-1). Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.
- S-WI-8.** The land east of 118th Avenue S.E. commonly referred to as the “West Slope” is appropriate for Multifamily Medium-density uses in accordance with the Future Land Use Map (Volume 1, Map LU-1). A child care center for not less than 40 children should be developed adjacent to the multifamily use. Design of this center should be complementary to the multifamily use. Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization. Development should be subject to design review to encourage the preservation of significant views westward from the park and to encourage development that is similar in design, height, and bulk to structures along the western portion of 118th Avenue S.E.. Development of the site should include trail easements from the adjacent park land to 118th Avenue S.E.. Location of these easements should be designated by the Parks Department.

NATURAL DETERMINANTS

POLICIES

- S-WI-9.** Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.
- S-WI-10.** Prevent development from intruding into the floodplain of Kelsey Creek.
- S-WI-11.** Development should not interfere with Lake Bellevue as a drainage storage area identified in the City's Storm Drainage Plan.

RESIDENTIAL DEVELOPMENT

POLICIES

- S-WI-12.** Enhance the cohesiveness of established single-family and multifamily residential areas.

Discussion: Neighborhood cohesiveness can be enhanced by: improving nonmotorized systems along streets and between properties, siting neighborhood identification signs, and encouraging community clubs, facilities, and centers.

- S-WI-13.** Encourage multifamily development to provide adequate play areas and other amenities for families.
- S-WI-14.** The impacts of traffic and the building scale of non-residential uses (such as churches and schools) located in residential areas should be considered during development review.

Discussion: The visual impression of the size (height and bulk) of these buildings should be compatible with the development in the surrounding neighborhood.

CIRCULATION

POLICIES

- S-WI-15.** No extension of 124th Avenue south of Main Street should be permitted.

- S-WI-16.** Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.

Discussion: The neighborhoods that lie between Kelsey Creek Park and the commercial development along 120th Avenue N.E. are concerned about traffic growth on their residential streets due to: the development of Kelsey Creek and Wilburton Parks, cutthrough traffic generated by commercial developments, and traffic avoiding I-405.

- S-WI-17.** Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.
- S-WI-18.** Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.
- S-WI-19.** Where capital projects are not imminent, encourage the City to make interim improvements for nonmotorized transportation.

PARKS, RECREATION, AND OPEN SPACE

POLICIES

- S-WI-20.** Retain the parks in the Subarea and ensure that they remain park facilities (including Wilburton Hill and Kelsey Creek Parks).
- S-WI-21.** Retain and develop open spaces for a variety of purposes.
- Discussion:* In addition to recreation, both active and passive, parks serve to preserve views, define neighborhoods, and provide relief from pavement and development.
- S-WI-22.** The City strongly encourages the continuation of the golf course use at the Glendale Golf Course.
- S-WI-23.** Prepare designs for proposed parks with the participation of the community affected and served.

- S-WI-24.** Support the enhancement of the Lake-to-Lake Trail and Greenway through Wilburton, with improvements along the Main Street Corridor and connections to multimodal facilities on the Eastrail, 116th Avenue NE, and 120th Avenue NE.
- S-WI-25.** The City should consider acquisition of surplus school district sites which might be appropriate for park and recreation uses.
- S-WI-26.** Encourage development of the Highland-Glendale site, located on the northeast corner of N.E. 8th Street and 134th Avenue N.E., as a park facility.
- S-WI-27.** Support implementation of the Wilburton Hill Park Master Plan, including neighborhood park elements.

COMMUNITY DESIGN

POLICIES

- S-WI-28.** Retain, reveal, and enhance public views of prominent land forms, vegetation, watersheds, drainage ways, Downtown and significant panoramas in the Subarea.
- S-WI-29.** Improve the appearance of public streets by completing the sidewalk system and adding pedestrian amenities such as benches, bus shelters, public art, and landscape barriers where appropriate.
- S-WI-30.** Develop street tree plans for arterial streets and non-residential areas. Investigate ways to encourage property owners to implement the City's street tree plan.
- S-WI-31.** Encourage the undergrounding of utility distribution lines in developed areas and require the undergrounding of utility distribution lines in new developments when practical.
- S-WI-32.** Utilities should be provided to serve the present and future needs of the Subarea in a way that enhances the visual quality of the community (where practical).

WILBURTON TRANSIT-ORIENTED DEVELOPMENT (TOD) AREA VISION

The Wilburton Transit-Oriented Development (TOD) area is Bellevue's next urban, trail- and transit-oriented mixed-use community. Anchored by Downtown Bellevue to the west, BelRed to the north, and residential neighborhoods and large city parks to the east, the Wilburton TOD area serves a diverse and growing population by providing excellent access to housing, transit, parks, retail, neighborhood services, and employment.

Land use changes in the Wilburton TOD area are supported by light rail, the development of the Eastrail corridor as an active linear park and regional trail, and the Grand Connection as defining entrances into the community. A pedestrian-oriented district is achieved through a fine-grained network of multimodal connections, street-level amenities, community gathering spaces, and higher-density building types that transition toward adjacent residential areas. The creation of a sustainable district within the Wilburton TOD area supports the implementation of bold sustainability strategies enhancing the resilience, livability, and quality of life of current and future generations.

Within this larger TOD area, the area between Interstate-405, NE 8th Street, the Eastrail corridor, and NE 4th Street is the primary TOD area, centered along the Grand Connection and its intersection with the Eastrail. This area accommodates the greatest amount and intensity of development, with a mix of housing, employment, services, and retail accessible from Wilburton Station, the Eastrail, and the Grand Connection. Development along the 116th Avenue corridor and NE 8th Street corridor accommodates mixed-use high-rise development while the east and southeast edges of the TOD area see buildings transitioning from high-rise to mid-rise scale toward adjacent residential areas and city parks.

Distinct identity points include the historic revitalized Wilburton Trestle gateway into the Wilburton TOD area; the Grand Connection between I-405 and the Eastrail corridor; and Lake Bellevue, which can be revealed and enhanced as a unique public amenity through future redevelopment.

LAND USE

Goal: To develop a land use pattern that leverages investments in light rail, the Eastrail corridor, and the Grand Connection.

POLICIES

- S-WI-33.** Allow for the tallest buildings along Interstate-405 and around the Grand Connection, transitioning down in height toward the east.
- S-WI-34.** Provide for mixed-use development with convenient access to transit, jobs, daily necessities, services, and activities consistent with the Future Land Use Map.
- S-WI-35.** Provide for ground floor uses and publicly accessible open spaces that support an engaging pedestrian experience.
- S-WI-36.** Use appropriate vehicle and bicycle parking supply and requirements to reflect trail and transit proximity and access, and local access needs.
- S-WI-37.** Develop compact, mixed-use site and neighborhood configurations that support through-block and active transportation access to transit, the Eastrail corridor, the Grand Connection, and adjacent developments.

ECONOMIC DEVELOPMENT

Goal: To enable existing and new businesses to thrive and contribute toward vibrant places and corridors.

POLICIES

- S-WI-38.** Accommodate the continued operation of existing service and commercial uses and allow new service and commercial businesses that are compatible with planned land uses.

- S-WI-39.** Increase access to affordable commercial space for small-scale retailers, emphasizing trail-oriented retail along the Eastrail corridor and the Grand Connection.
- S-WI-40.** Provide flexibility toward developing building floorplates that support a diverse business mix within higher density development.
- S-WI-41.** Promote uses that create third place for people to gather, connect, and build community.

ENVIRONMENT

Goal: To lead innovations in environmental sustainability that enhances the area's natural features and contributes toward the city's climate goals.

POLICIES

- S-WI-42.** Support the development of an environmentally resilient neighborhood through a sustainable district framework, code updates, and public-private partnerships.
- S-WI-43.** Support strategies for net-zero and net-positive development, including renewable energy, net-zero carbon emissions, and net-zero waste.
- S-WI-44.** Support and pursue partnerships toward the development of a district energy system.
- S-WI-45.** Incentivize opportunities to pilot low-carbon building design principles toward the reduction of embodied carbon and greenhouse gas emissions throughout the project life cycle, with the intent to implement additional projects.
- S-WI-46.** Promote and implement sustainable mobility through integrated transportation and land use planning, increased access to low carbon transportation options, and innovative technologies.

S-WI-47. Incentivize improvements that enhance the aesthetic and functional qualities of natural features, such as Sturtevant Creek, Lake Bellevue, and the wetland at 116th Avenue NE and Main Street.

S-WI-48. Incentivize opportunities through the development process to expand green stormwater infrastructure, tree canopy, and landscaping that enhances ecological functions and urban wildlife habitat connectivity.

HOUSING

Goal: To expand diverse housing across unit types and affordability levels.

POLICIES

S-WI-49. Cultivate mixed-income communities that integrate market rate development with subsidized affordable housing through regulatory and incentive approaches.

S-WI-50. Increase opportunities for a range of residential unit types, including for seniors and families, that are close to and/or integrated with neighborhood amenities and services.

S-WI-51. Provide for housing that supports a workforce representing a broad spectrum of professions and income levels being able to live in proximity to where they work.

S-WI-52. Provide for housing units and amenity spaces that are directly accessible at ground level.

PARKS, RECREATION, AND OPEN SPACE

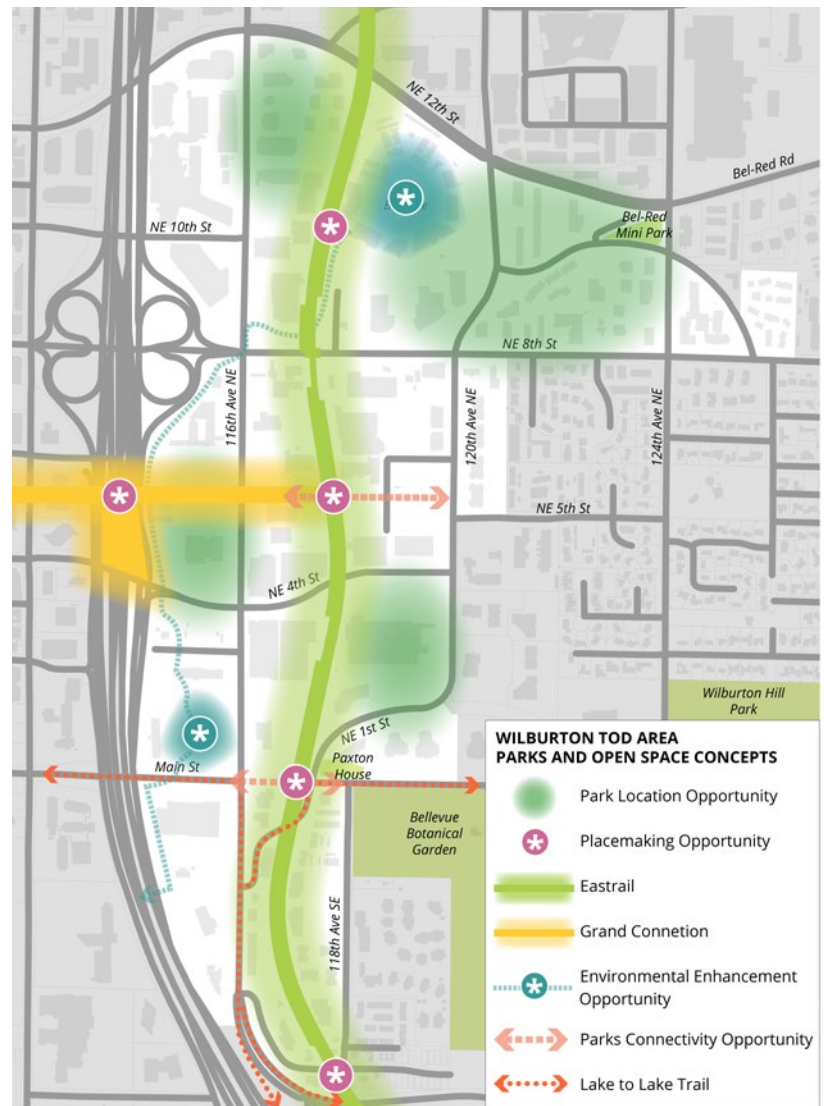
Goal: To provide for a variety of public community recreation and gathering spaces that will serve a growing community.

POLICIES

S-WI-53. Acquire land or rights to develop a network of neighborhood parks of various sizes to serve the needs of the Wilburton TOD area and complement the citywide parks and open space system.

- S-WI-54.** Seek, through the development process, small-scale facilities, such as neighborhood parks, plazas, active recreation facilities, and natural features as public amenities to increase community access to open space opportunities.
- S-WI-55.** Provide a system of active transportation connections that links park facilities, including Bellevue Botanical Gardens and Wilburton Hill Park, with other parks and points of interest, including transit, employment, and medical facilities.
- S-WI-56.** Enhance active transportation and through-block connections with landscaping and amenities to serve as linear open spaces.
- S-WI-57.** Enhance Lake Bellevue to become a unique public amenity.
- S-WI-58.** Provide for centrally located public space as part of the Grand Connection between and including the I-405 lid park and the Grand Connection intersection with the Eastrail.
- S-WI-59.** Require and/or incentivize public access and open space opportunities linking the Grand Connection to 120th Avenue NE and residential neighborhoods east of 120th Avenue NE.
- S-WI-60.** Collaborate with King County, Sound Transit, and adjacent property owners to develop the Eastrail corridor into a linear park, including recreational and natural features within and adjacent to the corridor.
- S-WI-61.** Pursue strategic land acquisitions around the Eastrail corridor, the Grand Connection, north end of Wilburton Trestle, and Lake Bellevue to expand connection, public access, and activation opportunities.

Concept for Wilburton TOD area parks and open space network. Park areas are shown conceptually to illustrate park needs for the area.



TRANSPORTATION

Goal: To create a safe, walkable, bikeable, and transit-rich urban neighborhood.

POLICIES

- S-WI-62.** Redesign and develop the 116th Avenue NE corridor to include planned bicycle facilities, sidewalks, and landscaping.
- S-WI-63.** Incorporate an integrated system of local access and active transportation facilities to support the intended transit-oriented and trail-oriented land use pattern.
- S-WI-64.** Require publicly accessible internal access corridors to facilitate mobility and livability through development review.
- S-WI-65.** Work with developers to provide vehicle access onto their site via internal access corridors rather than along arterial streets.
- S-WI-66.** Design and implement a wayfinding program within the neighborhood and along the Grand Connection to the benefit of active transportation and transit users.
- S-WI-67.** Coordinate with WSDOT to improve the NE 4th Street I-405 overpass to provide safer and more comfortable active transportation connections.
- S-WI-68.** Coordinate with WSDOT to support the planned extension of NE 6th Street to 116th Avenue NE for high occupancy vehicle (HOV), high occupancy toll (HOT), and transit access to I-405.
- S-WI-69.** Provide for emergency and maintenance vehicular access to the Eastrail.
- S-WI-70.** Secure abundant active transportation access to the Eastrail and along/adjacent to the Eastrail through development review.

- S-WI-71.** Collaborate with King County to incorporate trail paving and safety-related design treatments within the Eastrail corridor.
- S-WI-72.** Use transportation facility design guidelines and standards that support the intended land use pattern, ensure safety and accessibility for all users, and advance an efficient development review process.

URBAN DESIGN

Goal: To achieve an inviting, pedestrian-oriented experience reflected in future streetscapes, buildings, trails, and open spaces.

POLICIES

- S-WI-73.** Use distinctive gateway features at key entry points into the area that create a sense of arrival from Wilburton Station, the Eastrail, the Grand Connection, and major corridors into the neighborhood.
- S-WI-74.** Allow flexibility for buildings to provide for activation along the building's frontage zone.
- S-WI-75.** Provide aesthetic and landscaping enhancements on City Boulevards, including 116th Avenue NE, NE 8th Street, and 120th Avenue NE (see Map UD-1 of the Urban Design & The Arts Element) so they become visually attractive, safe, and comfortable corridors to and through the area.
- S-WI-76.** Use design guidelines and standards that promote a high-quality, attractive, and safe pedestrian environment with ample access to sunlight, air, and weather protection.
- S-WI-77.** Support a wide range of active uses and gathering spaces, prioritizing these opportunities fronting the Eastrail corridor and the Grand Connection.
- S-WI-78.** Integrate unique and easily understandable wayfinding into streetscapes and public spaces to enhance neighborhood identity.
- S-WI-79.** Require buildings to be developed in a manner that

provides direct connections to the Grand Connection.

- S-WI-80.** Use design guidelines and standards for development within and adjacent to the Eastrail corridor that consider unique characteristics, topography, and different user groups along the corridor.
- S-WI-81.** Allow adjacent developments to provide upper-story or podium connections to the Eastrail where there is significant elevation difference between the Eastrail corridor and adjacent properties.
- S-WI-82.** Maximize usable Eastrail corridor space for programmable area accessible to the public and allow for integration with adjacent development where there is public benefit.
- S-WI-83.** Ensure that spaces and amenities developed within the Eastrail corridor are designed to be clearly public and foster a sense of welcoming to all.

ARTS AND CULTURE

Goal: To connect people to arts and multicultural opportunities within the Wilburton TOD area and throughout the city.

POLICIES

- S-WI-84.** Recognize Wilburton's diverse histories and heritages, while elevating contributions of historically marginalized or underserved communities in the area, through placemaking and activation.
- S-WI-85.** Coordinate with Sound Transit on activation opportunities for underutilized space beneath the light rail guideway that is consistent with transit safety and operations.
- S-WI-86.** Pursue partnerships for the development and activation of indoor and outdoor facilities for arts and cultural activities, prioritizing these opportunities along the Eastrail corridor and the Grand Connection.

IMPLEMENTATION

Goal: To develop tools that are effective in attracting and sustaining investment and deliver equitable public benefit.

POLICIES

- S-WI-87.** Use land use code tools that enable development contributions toward public benefit, including affordable and family-sized housing units, open space, and community and cultural spaces.
- S-WI-88.** Use existing and new financial tools to support the construction and maintenance costs of public infrastructure and amenities needed to support the Wilburton TOD area vision.
- S-WI-89.** Pursue opportunities to preserve and expand city-owned land for public use using a combination of strategic acquisitions, incentives, and development requirements.
- S-WI-90.** Coordinate with public and private development so that planned infrastructure, amenities, and uses are provided efficiently and integrated with the surrounding environment.
- S-WI-91.** Coordinate with state and regional agencies on the planning and provision of city desired amenities, including the Eastrail and the Grand Connection.