

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]*

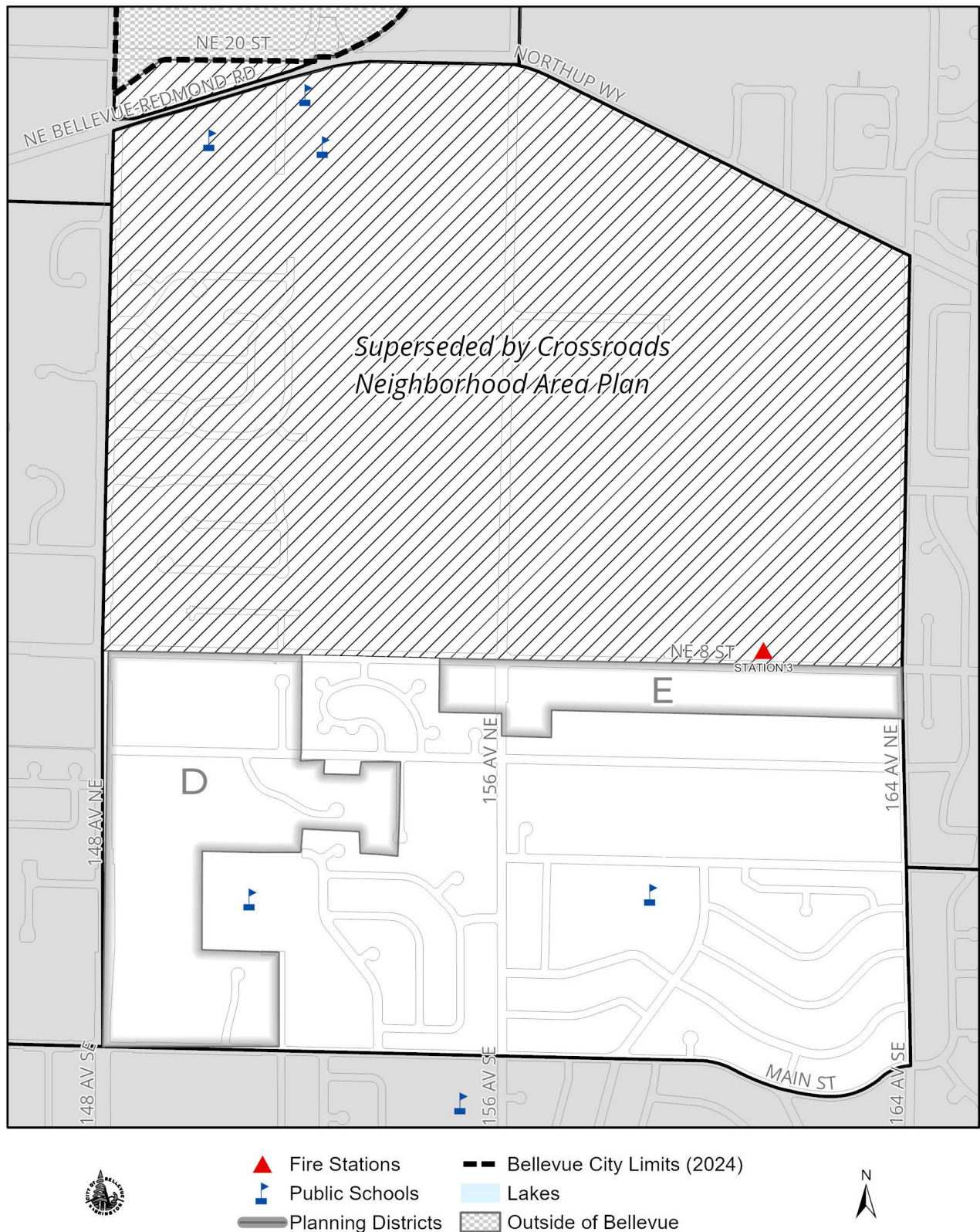
POLICY S-CR-80. *[Repealed, Ordinance 6811]*

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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