

Northeast Bellevue Subarea Plan

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

GOAL:

To protect and enhance the residential quality of the area and the supporting community facilities and services.

OBJECTIVES

1. Maintaining established residential densities, single family character, and control of the design and quality of new development, including remodeling of existing structures and property, to complement and improve the residential character of the area.
2. A completed system of supporting facilities such as the storm drainage system, transit shelters and service, street roadway sections, sidewalks, trails and walkways, and bicycle lanes or paths.
3. Well-maintained public and private property.
4. A vehicular traffic circulation system with the least possible impact on the Subarea.

INTENT

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

POLICIES

POLICY S-NE-1. Enhance or improve the existing residential character through landscaping, building orientation, and building design for all new development and improvements.

POLICY S-NE-2. Encourage exterior improvements when needed as part of all home improvement grant requests within the Subarea.

POLICY S-NE-3. Encourage the maintenance of private and public properties through self-help programs and city and community cooperation.

POLICY S-NE-4. Provide monies in the city budget, CIP, and through cooperation with other agencies to complete and improve the storm drainage system, transit shelters, trail, sidewalk and bicycle facilities, and intersection and street roadway improvements.

POLICY S-NE-5. Minimize through traffic in existing or new residential areas by encouraging it to use the principal arterials and collector arterial system, except 164th Avenue north of Northup Way and south of N.E. 8th Street, using traffic diverters and other selected traffic engineering measures.

DISCUSSION

Development in the Subarea commenced in the 1920s and 1930s with platting and partial development of the land along Lake Sammamish. Some of the road network was established as county roads prior to and during this period. The majority of development occurred on the plateau area above Lake Sammamish in the early 1950s and 1960s. This area is similar to surrounding development, such as Lake Hills, Ardmore, and Sherwood Forest. The development of these plats provided for water, sewer, curbs, and in some cases sidewalks. Storm drainage in the Subarea consists of a combination of closed pipe system running to the steep slope area above point on to Lake Sammamish. Most of the recent development in the Subarea is occurring along the steep slope area between Lake Sammamish Parkway and the upper plateau. The potential for future development is limited to 55 acres, 35 acres of which is currently platted.

Several of the subdivisions in the Subarea, particularly those in the upper plateau, include private residential recreation facilities such as tennis courts, a golf course, and community recreation facilities. Four public parks totaling 50 acres are in the Subarea. Ivanhoe Park on Northup Way is currently the only improved public park.

The primary shopping facilities are to the west in Crossroads and Downtown Bellevue. The employment destination of residents from Northeast Bellevue is about 40 percent in Bellevue, 18 percent on the Eastside, 27 percent in Seattle and 15 percent distributed elsewhere throughout the region (Everett, Tacoma, Kent, etc.).

The majority of the single family housing, now 20 to 30 years old, is well maintained. A visual survey of exterior appearance in 1981 found 2.2 percent in need of minor improvements and painting.

Protection of Lake Sammamish Steep Slope Area

GOAL:

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

OBJECTIVE

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

INTENT

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

POLICIES

POLICY S-NE-6. Retain the very severe slope areas as undisturbed open space so as to control erosion and landslide potential and to protect the natural drainage system.

POLICY S-NE-7. Limit clearing and grading on new developments to the minimum necessary for access, utilities, and building sites.

POLICY S-NE-8. Retain natural vegetation during and after development to minimize potential erosion and as a significant design feature of the area.

POLICY S-NE-9. Retain open stream drainage with adequate natural vegetation corridors in areas with low risk of erosion, flooding, and siltation so as to retain the natural character along the Lake Sammamish steep slope area.

DISCUSSION

The area between the plateau area and Lake Sammamish has steep slopes between 15 percent and 40 percent and very severe slopes above 40 percent. Grades of slopes average between 25 percent to 35 percent. The area with steep slopes extends from north of the Subarea at approximately N.E. 26th southerly to Interstate 90.

There are a variety of underlying geologic types in this area resulting from scouring and deposits of advancing and retreating glaciers. Soils are predominately Everett series, which are subject to erosion and land slide potential. Slope, geology, and soils in combination affect slope stability.

Erosion and land slide potential increases when clearing, grading, and excavation occur; the area becomes saturated with water from heavy rainfall; or seismic activity occurs. A combination of these events would intensify potential hazards and problems. Development practices which increase soil moisture content, concentrate erosion, remove stabilizing vegetation, or create steep slopes may also increase the risk of erosion and landslides.

The existing storm water runoff system, particularly in the upland area, discharges storm water directly to the steep slope areas and has resulted in severe erosion and property damage in several locations. Some improvements have been made to control drainage by culverting under Lake Sammamish Boulevard and developing additional enclosed drainage facilities. Proposals in the City's Capital Improvement Program for additional storm drainage facilities are programmed within the next few years.

The steep slope areas are currently restricted to a Single family – medium density category, a density less than was allowed by King County in most of the area prior to annexation. The city's Storm Drainage Utility Regulations and other city regulations are intended to reduce impacts of development on steep slopes by design of storm water facilities, regulation of clearing and grading, and limitations on building density. The goals and policies of this subarea plan should be implemented through strict adherence to city standards and regulations for development on steep slopes to minimize erosion, reduce land slide potential, flooding, and property damage.

While the majority of the area is currently platted, there is some opportunity for development of additional residences and potential for subdivision of existing properties. Approximately eight acres south of Hideaway Valley near Main Street is currently undeveloped.

Parks and Recreation

GOAL:

To ensure that all residents have access to local parks, recreation centers, and to a waterfront park.

OBJECTIVE

To provide a system of well maintained parks and appropriate recreation centers and programs, including special use parks, including a waterfront park which takes advantage of unique local features for all residents, especially older residents and children.

INTENT

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

POLICIES

POLICY S-NE-10. Emphasize maintenance in the Subarea parks through the cooperation of the city Parks and Community Services Department and residents of the area.

POLICY S-NE-11. Develop a long-range plan for acquisition of needed parks and recreation facilities in the Subarea when updating the Parks and Recreation Plan.

POLICY S-NE-12. Encourage the city and neighborhoods to cooperate in locating, acquiring where necessary, and developing sites for small parks to serve the needs of small children and the elderly in areas without access to local parks.

DISCUSSION

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

Private recreation facilities were initially established as part of plats, such as the Tam O'Shanter Golf Course and tennis facility and facilities at Hideaway Valley Planned Residential Unit Development (PRUD) and Braemar. These facilities, while limited to serving members, account for a substantial portion of recreation services in the area. Waterfront properties on Lake Sammamish have access to the recreational assets of the lake.

Use of four school district facilities in the Subarea, and Interlake High School adjacent to the Subarea, provide for major organized recreation activities serving the area. These facilities are made available through cooperation between the school district, the Parks and Community Services Department, and other recreation groups.

City-owned facilities include the Ivanhoe Park on Northup Way which is developed and serves as a neighborhood park and recreation use. Other public parks include Tam O'Shanter, Ardmore and Keeney which are currently not developed. These sites were acquired in the 1970s after the area was substantially developed and platted. The southwesterly portion of the Subarea, which was platted and developed in the 1950s as part of Lake Hills and Lochmoor, does not contain a convenient local park. There are no community-scale parks within the Subarea.

Facilities on Lake Sammamish are limited to Idlewood Park at approximately N.E. 36th, north of the Subarea. Waterfront properties on Lake Sammamish within the Subarea are platted and developed. This limits the acquisition of sites for public waterfront parks in the Subarea.

Vehicular Circulation

GOAL:

To enhance the safe and efficient use of the street hierarchy in the Subareas primarily for automobiles and secondarily for public transit.

OBJECTIVE

A safe and functional transportation system which:

1. Retains local streets and collector arterials for residential traffic use;
2. Maximizes efficient use of arterials; and
3. Provides a safe and convenient transit for those desiring or needing the service.

INTENT

The intent of the Subarea Plan is to ensure ease of access by residents of the Subarea to shopping and employment and to limit traffic through the Subarea that may result from development of the Evergreen Highlands area to the north.

POLICIES

POLICY S-NE-13. Utilize effective traffic engineering measures which would discourage through-traffic use of residential streets in the Subarea. When the through traffic traveling on 164th Avenue N.E. and N.E. 30th Street between Bellevue-Redmond Road and N.E. 24th Street reaches 15 percent of the total traffic traveling on those streets, the City of Bellevue will work with the Sherwood Forest Community in the design and construction of a traffic diverter or other mitigating measures to discourage through traffic and will fund up to \$20,000 of its construction.

POLICY S-NE-14. Limit access to Bellevue-Redmond Road to those points which enhance traffic safety and minimize disruptions to circulation.

POLICY S-NE-15. Transportation improvements to Bellevue-Redmond Road should include measures to prevent direct vehicular access to N.E. 30th Street from Redmond's Advanced Technology Center in Overlake.

POLICY S-NE-16. The design of any connection onto Bellevue-Redmond Road shall be prepared in collaboration with the Sherwood Forest neighborhood. To minimize pass-through trips, any connection onto Bellevue-Redmond Road not otherwise affected by these policies shall be designed and constructed to prevent traffic from entering N.E. 30th Street and flowing to 164th Ave N.E.

POLICY S-NE-17. Keep a permanent greenbelt along Bellevue-Redmond Road in Redmond's Advanced Technology Center.

POLICY S-NE-18. Design streets to improve safety, regulate speeds appropriate to the area, and provide emergency vehicle access on both public and private streets.

POLICY S-NE-19. Provide separate Metro bus loading on arterial streets where appropriate. Include consideration of Metro bus loading lanes as part of all proposed street improvements.

POLICY S-NE-20. Encourage Metro to increase transit service as demand and need is shown, including shelters where needed.

DISCUSSION

The primary means of transportation by residents of the Subarea is the automobile. Transit service is limited to service provided on Northup Way, N.E. 8th Street loop and on N.E. 24th Street.

The circulation system within the Subarea is comprised of local access streets, collector arterials, and minor arterials. The general circulation pattern serving the area is directed to the west (N.E. 30th, N.E. 24th, Northup Way and N.E. 8th Street). North/south circulation from Redmond to I-90 is provided along Lake Sammamish Parkway. 173rd Avenue connects Northup Way and N.E. 24th. 164th Avenue connects with N.E. 30th and Bellevue-Redmond Road on the north and continues southerly through the Southeast Bellevue Subarea. Northup Way is the primary access to Lake Sammamish Parkway.

Intersection problems within the Subarea are at Northup Way and Lake Sammamish Parkway and at N.E. 8th and 173rd Avenue N.E.. These problems are due to sight distance and the angle of the intersections.

Primary arterials serving the Subarea are to the north and west of the Subarea. They are Bellevue-Redmond Road, Northup Way, 148th Avenue N.E., and SR-520. The residents of the Subarea are dependent on this system to provide access to their shopping and employment centers. Access to SR-520 going both north to Redmond and west to I-405, Bellevue and Seattle is at the 148th Avenue interchange and the N.E. 51st Street interchange. Access to the N.E. 51st Street interchange is indirect from the Subarea.

The potential traffic increase from development proposed in, and adjacent to, the Subarea would be about 5 percent. The potential increase is primarily due to research and office development in the Evergreen Highlands area to the north. Development of this area will potentially generate 35,000 to 45,000 trips per day, some of which may cause additional traffic in and near the Subarea.

The City of Bellevue's 1982 Long-range Transportation System Planning Study projected that the arterials serving the Subarea would deteriorate to unacceptable service levels between 1990 and 1995 unless significant improvements were made. These arterials are Bellevue-Redmond Road, N.E. 24th Street and 156th Avenue N.E.. The city has taken steps to alleviate these problems by widening roadways and constructing sidewalks on N.E. 24th Street between Bellevue-Redmond Road and 156th Avenue N.E. and on 156th Avenue N.E. between N.E. 8th and N.E. 24th Streets as part of the city's 1983 Capital Improvement Investment Program. Similar improvements are scheduled for Northup Way between Bellevue-Redmond Road and 156th Avenue N.E.

Also, the Transportation Element of the Comprehensive Plan includes policies to mitigate traffic congestion and impacts on residential neighborhoods from new development.

The Transportation Element also provides for a review and adjustment of the city's land use vision to maintain the established levels of service.

Nonmotorized Circulation System

GOAL:

To establish a safe nonmotorized circulation system along arterial streets and connecting commercial centers, community facilities, parks, and schools.

OBJECTIVE

To have developed bike routes and walking trails which accommodate the needs of commuters as well as recreational needs of families and children, as shown in the 1979 Comprehensive Nonmotorized Transportation Plan.

INTENT

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

POLICIES

POLICY S-NE-21. Complete the bicycle and pedestrian system in the 1979 Comprehensive Nonmotorized Transportation Plan which reflects the Subarea's needs.

POLICY S-NE-22. Develop hard-surfaced walkways along all arterials which are separated, whenever possible, from the traveling lanes.

DISCUSSION

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

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

The Need for Maintenance of Private and Public Properties

GOAL:

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

OBJECTIVE

A high standard of maintenance for all private property and public facilities including streets, parks, utilities, and general landscaping within the Subarea.

INTENT

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

POLICIES

POLICY S-NE-23. Encourage the maintenance of public property and facilities through adequate budgeting and public cooperation.

POLICY S-NE 24. Encourage maintenance of residences and private properties by private and joint private and public efforts.

DISCUSSION

The development of the Subarea occurred primarily in the 1950s and 1960s. As a newly developed area, the need for general maintenance was not present. With the aging of structures and facilities, general maintenance is becoming an increasing concern for area residents.

A survey of the appearance of housing in the area found about 2.2 percent of housing units in need of some form of maintenance. Although this number does not indicate general deterioration of the area, it is an indication that isolated problems are emerging. Concern has been expressed by area residents over maintenance in the area of yards and fences backing up to the arterial or through street system.

The growth of vegetation in the area has created instances of site obstruction and related safety problems and encroachment on walkways. Some of the existing park sites in the Subarea have also been identified as needing minor clearing and pruning to be consistent with the neighborhood character.

Parking of an excess number of vehicles on the street and in yards, and the storage of materials visible to the surrounding area were also identified as maintenance problems requiring public action.

Maintenance of residential structures has not been identified as a significant issue in either the Housing Study (1981), the Subarea Study, or through Home Repair Program requests.

Additional Policies Affecting the Subarea

GOAL:

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

OBJECTIVE

Consideration of subarea concerns in all decisions related to the following policies and implementation guidelines in this section.

INTENT

The intent of this section of the Plan is to relate the goals, objectives, and policies of the Subarea Plan to citywide decision making on issues affecting the Subarea. The Subarea is dependent upon the larger community for access to goods, services and employment centers, control of development in the vicinity, and the provision of improvements within the Subarea.

POLICIES

POLICY S-NE-25. Establish priorities for spending in the Subarea which reflect the residents' preferences with regard to items such as street improvements, walkways, and services.

POLICY S-NE-26. Provide adequate monies in the city's annual budget for maintenance of streets, parks, and other facilities in the area.

POLICY S-NE-27. Ensure that budget decisions affecting the Subarea give priority to consideration of fiscal and tax impacts on residents.

POLICY S-NE-28. Upgrade arterials adjacent to the Subarea to facilitate access to freeways for Subarea residents.

POLICY S-NE-29. Encourage development of adjacent residential areas in Redmond and King County as areas which will enhance the character of the Subarea.

POLICY S-NE-30. Ensure maintenance of clean air, free from pollution resulting from increased use of wood, coal, paper, and coke for residential heating.

DISCUSSION

The improvements suggested within the Subarea are directly related to the city's budgeting and Capital Improvement Program. The projects identified are evaluated with other needs throughout the city and given priorities. The priority given to projects within the Subarea will generally dictate the time frame for accomplishment.

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

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

Housing maintenance and maintenance of private property is primarily an individual effort. The city has encouraged housing and property maintenance by sponsoring community clean-up programs. Also, the city offers a home repair program for low and moderate income homeowners. The development of much of the area in the 1950's may indicate that as the structures become older, a larger proportion will be in need of major repair.

Surrounding development is primarily single family residential. Development in Redmond and King County to the north, Sherwood Forest to the west, and Lake Hills to the south is consistent with development in the Subarea. The Crossroads Subarea to the west of the Subarea between N.E. 8th and Northup Way has a mix of retail and multifamily development. To the northwest in the Evergreen Highlands area, a major research and development complex is being proposed.

Improvement of the arterial system north and west of the Subarea directly affects the Subarea. N.E. 24th Street, Northup Way, and N.E. 8th Street provide access to the freeways and primary arterial system, the Bellevue-Redmond Road and 148th

Avenue. The intersections of these streets with 148th Avenue and Bellevue-Redmond Road are currently experiencing congestion. The current level of service in the vicinity of 148th and N.E. 24th area is very low. The 1982 Long-range Transportation System Planning Study indicates without improvements by 1990 to 1995, many intersections in this vicinity will have a LOS-F, which is inadequate by city standards.

The air quality in the Subarea is affected by automobile traffic and increased use of coal and wood for heating in recent years. In general, air quality is a regional issue and dependent on actions on that scale. No monitoring stations are available in this area to specifically identify the extent of the problem or changes in air quality.

Land Use Plan Map

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

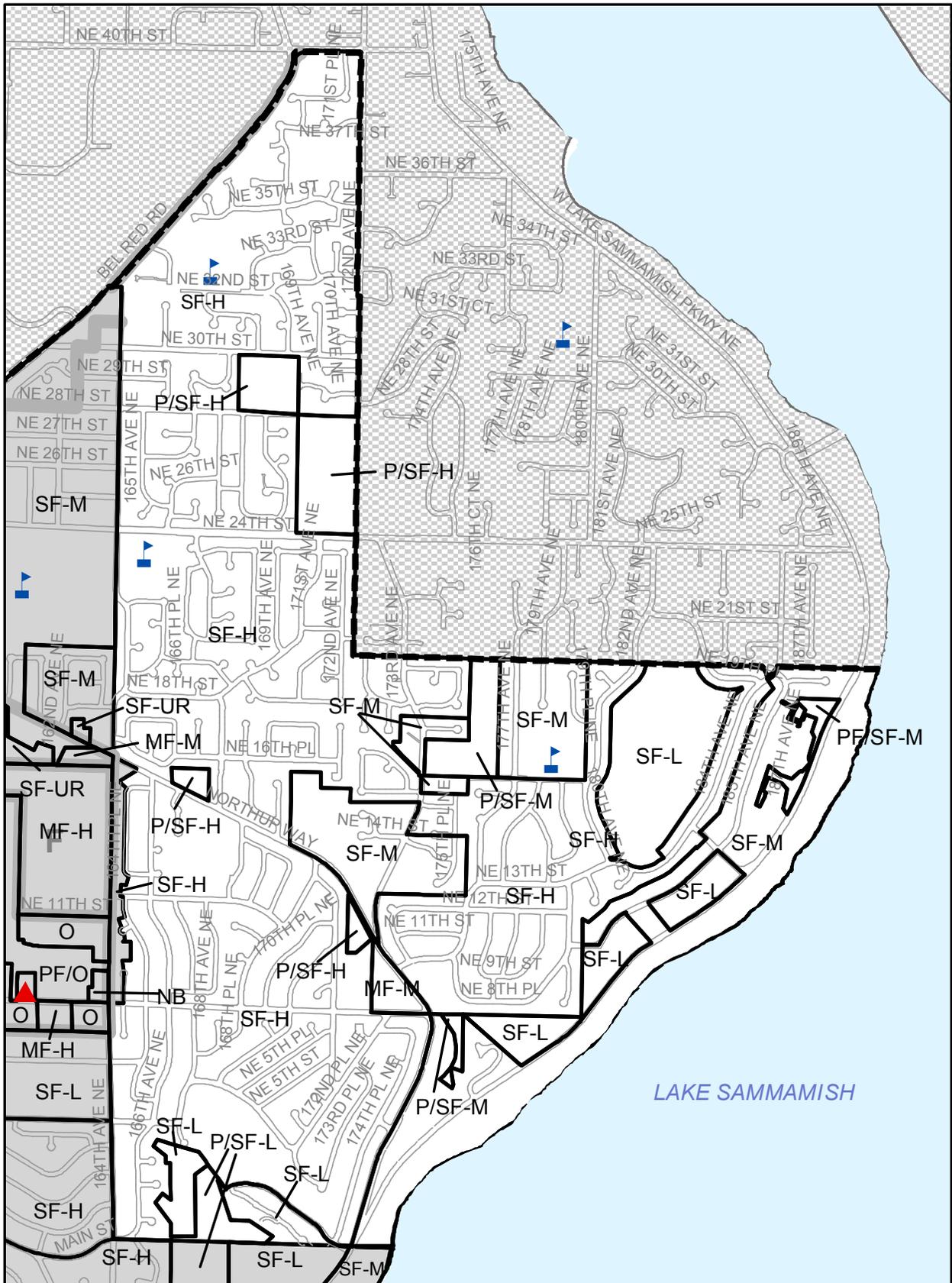


FIGURE S-NE.1
Northeast Bellevue Land Use Plan

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

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

- GC General Commercial
- LI Light Industrial
- PF Public Facility
- P Park

- Fire Stations
- Public Schools
- Planning Districts
- Bellevue City Limits (6/2005)
- Lakes

