

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5830

AN ORDINANCE declaring an emergency to allow adoption of certain amendments to the Comprehensive Plan outside of the 2008 annual amendment process; relating to the Comprehensive Plan of the City of Bellevue, as required and adopted pursuant to the Growth Management Act of 1990, as amended (Chapter 36.70A RCW); adopting Comprehensive Plan Amendments initiated in 2008 to add a new Policy S-BR-42 that defines an area in the Bel-Red/Northup Subarea where a Medical Institution (MI) District designation is appropriate, to modify the Bel-Red/Northup Subarea Plan Map to reflect boundaries of the area described in Policy S-BR-42, and to modify Project Number 1 of the Bel-Red/Overlake Transportation Facilities Plan to include location and description of road way improvements necessary to support development in the expanded MI District.

WHEREAS, the City Council adopted the Comprehensive Plan of the City of Bellevue on December 6, 1993 as required by the Growth Management Act of 1990, as amended; and

WHEREAS, the Growth Management Act requires jurisdictions to act no more than once per year to amend their Comprehensive Plans, except in certain circumstances, including in the event of an emergency; and

WHEREAS, the Wilburton Subarea Plan Policy S-WI-2 designates an area where a MI District designation is appropriate to accommodate hospital and ambulatory health care center uses in that Subarea; and

WHEREAS, it is desirable to expand the MI District designation to the Bel-Red/Northup Subarea to allow expansion of the district across subarea boundaries to accommodate development of an ambulatory health care center for Children's Hospital & Regional Medical Care Center (Children's); and

WHEREAS, the MI District designation has not previously been defined in the Bel-Red/Northup Subarea Plan; and

WHEREAS, Children's provides specialized health care services to patients from the eastside at its current Seattle campus, which is typically at or near capacity for patients and has no capability for accommodating new physicians; and

WHEREAS, given its changing needs, Children's wishes to locate on property that is located in the southwest corner of the Bel-Red/Northup Subarea to better serve the youth population in Bellevue and the broader eastside community; and

WHEREAS, the community would be well served by the proximate location of medical institution uses in along the 116th Ave NE corridor because citizens will benefit from a wider range of health care choices and a significant economic development opportunity that will result in new jobs, induced development surrounding the campus and sales tax revenue; and

WHEREAS, the expansion of the MI District designation is consistent with the recommendation of the Bel-Red Steering Committee that is currently being considered by the Planning Commission and the City Council in support of Bel-Red Corridor Project amendments to the Comprehensive Plan and the Land Use Code; and

WHEREAS, the MI District Comprehensive Plan amendments are consistent with and would otherwise be included in the broader Bel-Red Corridor amendments, but are needed on a more aggressive timeline to ensure Children's Bellevue facility opening in 2010 to provide expanded service to the youth population on the eastside and to comply with its state-granted certificate of need; and

WHEREAS, the City Council declares that an emergency exists requiring the adoption of the proposed amendments outside of the 2008 annual amendment package; and

WHEREAS, the Planning Commission held a public hearing on May 28th, 2008 with regard to the requested amendments; and

WHEREAS, the Planning Commission recommends that the City Council approve such requested amendments based on the decision criteria contained in LUC 20.301.150; and

WHEREAS, the City Council considered the analysis contained in the Planning Commission Transmittal dated July 10, 2008, and finds that the proposed amendments satisfy the decision criteria set forth in LUC Section 20.301.150; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act and the Bellevue Environmental Procedures Code; and

WHEREAS, the City Council desires to amend the Comprehensive Plan and enable site specific rezoning consistent with the foregoing; now, therefore,

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

Section 1. The City Council hereby declares that an emergency exists requiring immediate amendment of the Comprehensive Plan to allow the siting and development of health care facilities focused on specialized health care services for Bellevue and eastside youth.

Section 2. A new Policy S-BR-42 is hereby adopted as follows:

S-BR-42 Provide for major medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the Burlington Northern Railroad right of way.

Discussion: Sites in this area that are proposed to include medical institution uses are appropriate to be rezoned Medical Institution. Special dimensional standards are appropriate to accommodate the needs of major medical institutions and related uses, provided those facilities provide a high quality of design that recognizes this area as a prominent community landmark. Building and site design should create a visual identity for those facilities that contribute to the streetscape, are compatible with adjacent and nearby neighborhoods, and are sensitive to views from the freeway and views of the skyline. Design should also create a visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.

Section 3. The Bel-Red/Northrup Subarea Plan Map of the Comprehensive Plan is amended as set forth in attached Figure S-BR.1.

Section 4. The Project Location and Description of Project Number 1 identified in the Bel-Red/Overlake Transportation Facilities Plan (Figure 1) is hereby amended as follows:

- 1 At 116th Avenue NE/NE 12th Street add a northbound right turn lane; and on 116th Ave NE provide 5-lanes between NE 12th Street and the northern property line of the site addressed as 1500 116th Ave NE.

Section 5. The glossary definition of Medical Institution (MI) is hereby amended as follows:

Medical Institution (MI) – A land use designation that provides for the location of hospital uses and ancillary uses to the primary hospital use located in the same District. The purpose of the district is to encourage master development planning, allow flexible dimensional standards to facilitate development for major medical institutions, and promote high quality urban design that is pedestrian- and transit-friendly and compatible with nearby neighborhoods.

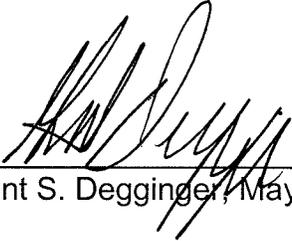
Section 6. The City Council finds that these amendments to the Comprehensive Plan have met the Comprehensive Plan Amendment Decision

Criteria contained in LUC 20.301.150; that the amendments are consistent with the Comprehensive Plan and other goals and policies of the City; that the amendments address circumstances that have changed since the last time the relevant map or text was considered; that the amendments address the interests and changed needs of the entire City as identified in its long-range planning and policy documents; that under the amendments, the subject property is suitable for development in general conformance with adjacent land use and with zoning standards under the potential zoning classification for the MI District; and that the proposed amendments demonstrate a public benefit and enhance the public health, safety and welfare of the City.

Section 7. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance and the Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

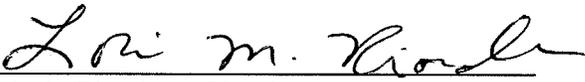
Passed by the City Council this 4th day of August, 2008
and signed in authentication of its passage this 4th day of August,
2008.

(SEAL)



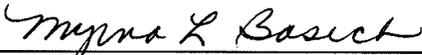
Grant S. Degginger, Mayor

Approved as to form:



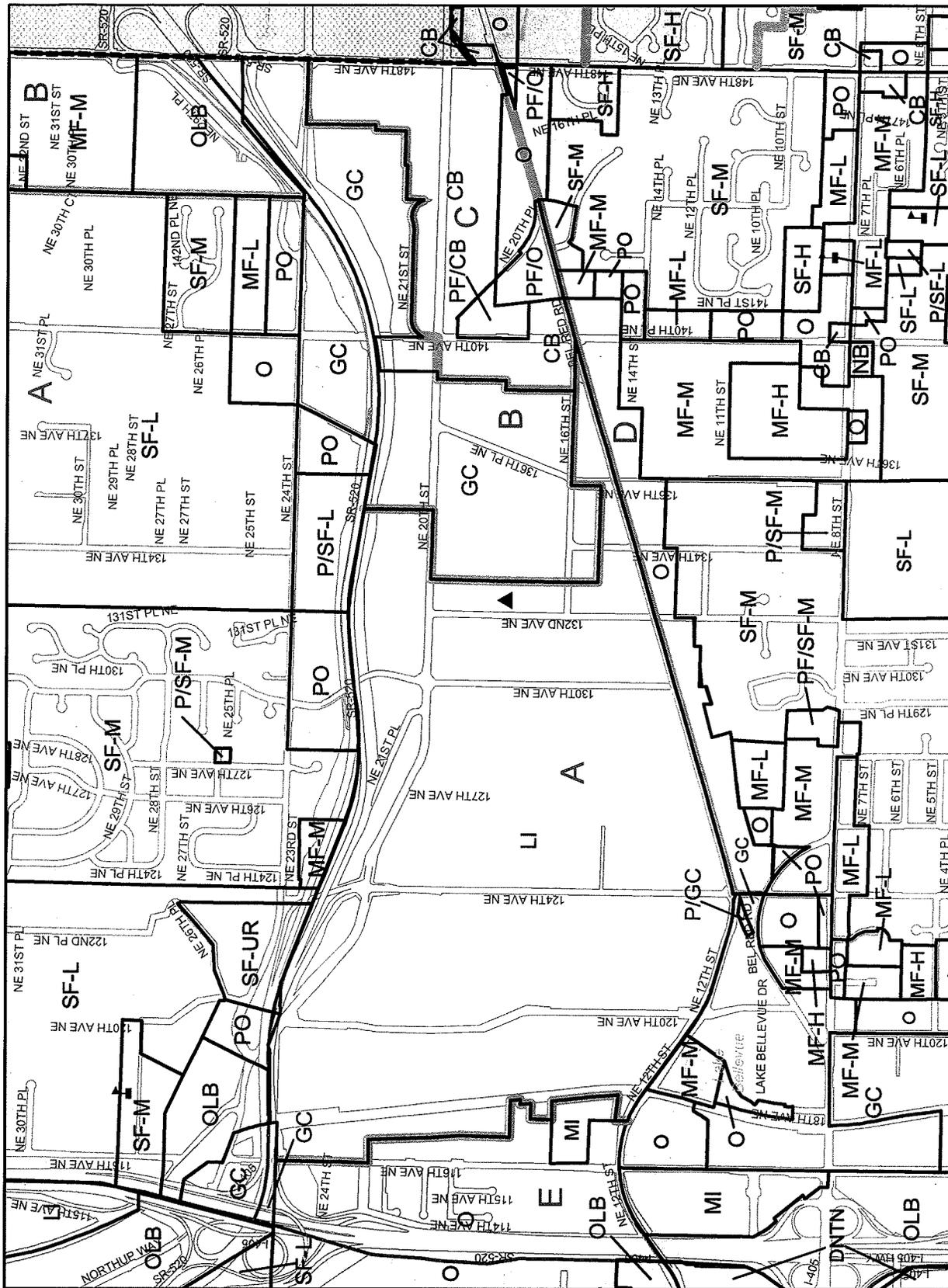
Lori M. Riordan, City Attorney

Attest:



Myrna L. Basich, City Clerk

Published August 7, 2008



**FIGURE S-BR.1
Bel-Red/Northrup Land Use Plan**

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

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

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

- ▲ Fire Stations
- ▣ Public Schools
- ▬ Bellevue City Limits (6/2004)
- ▭ PCD.ComPlan2
- Lakes
- ▨ Plan District



Glossary

All definitions for the Shoreline Management Program Element are listed at the end of the glossary.

Accessory Dwelling Unit — A subordinate dwelling unit incorporated within a single family structure. The unit may not be subdivided or otherwise segregated in ownership from the primary residence structure.

Active Recreation Facilities (Parks) — Facilities for structured or unstructured outdoor and indoor recreation activities such as sports fields, play areas, golf courses, marinas, waterfront, swimming pools, skating rinks, outdoor theaters, gyms, meeting space, or game rooms.

Activity Areas — Areas defined in the Countywide Planning Policies as locations that contain a moderate concentration of commercial land uses and some adjacent higher density residential areas. These areas are distinguishable from community or neighborhood commercial areas by their larger size and their function as a significant focal point for the community.

Adaptive Management — A formal process allowing an agency to review its policies, management practices, projects, regulations and programs through a process of rigorous, science-based evaluation of those actions, and modify its practices if such review indicates that the intended objectives are not being met.

Affordable Housing — Housing which is affordable to a family that earns up to 80 percent of the area median income, adjusted for family size.

Anadromous Fisheries — Fish that spawn in fresh water, migrate to salt water to grow and mature, then return to fresh water to spawn, and (most species) die.

A Regional Coalition for Housing (ARCH) — A regional group formed by King County and the cities of Redmond, Kirkland, and Bellevue to preserve and increase the supply of housing for low and moderate income families on the Eastside.

Armored Stream Bank — The bank of a stream that has been artificially stabilized with the use of materials that are not naturally occurring on the site, such as concrete, lumber, or stacked boulders.

Bank Stabilization — An action taken to control the rate of erosion along the bank of a stream or a shoreline. Typical methods of bank stabilization include placement of large woody debris, rounded or angular rock, soil, geotextile fabric, and planting of native woody vegetation.

Best Available Science (BAS) — Current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process as defined by WAC 365-195-900 through 925, now or as hereafter amended.

Bicycle Facilities — A general term referring to improvements that accommodate or encourage bicycling. Some examples include bicycle parking facilities, bike racks, bicycle route mapping, and bicycle route development. Also a general term to describe a bike lane, bike path, or shared roadway/wide shoulder.

Bicycle Route — Any route (Type A, B, C, or D) specifically designated for bicycle travel, whether exclusively for bicyclists or to be shared with other transportation modes.

Type A — Separated Multi-Use Path: A portion of a public or private roadway dedicated to the use of bicyclists and pedestrians, and separated from motorized vehicular traffic by open space, landscaped area, or barrier.

Type B — Bicycle Lane: A portion of a public roadway designated by striping and pavement markings for the preferential or exclusive use of bicyclists (5 feet wide with curb and gutter; 4 feet wide without curb and gutter). Refer to City of Bellevue bicycle design standards.

Type C — Shared Roadway/Wide Shoulder or Shoulder Bikeway: Key links in the bicycle system, generally unmarked. These streets will usually have wider curb lanes (14-foot minimum) and should provide for bicycle access. These links are identified on the bicycle system maps and bicycle project lists that will provide more details on street design and specifications.

Type D — Other Bicycle Streets: Any roadway without a designated bicycle lane but which may be legally used by bicyclists.

Bicycle System Map — In the Pedestrian and Bicycle Transportation Plan, depicts a plan for a complete network of bicycle routes serving the entire community and compatible with regional and interjurisdictional needs.

Bioengineering — The use of living plants in combination with non-living plants and inorganic materials in the reconstruction, stabilization and introduction of morphological and vegetative features particularly in streams or along shorelines.

Certified (backyard wildlife) — Programs offered by state and national organizations to acknowledge and support private property owner efforts to conserve and improve wildlife habitat. Certified habitats include landscaping for wildlife-friendly environments that offer food, water, cover and places to raise offspring.

CBD — Central Business District — (See Downtown)

CHAS — Comprehensive Housing Affordability Strategy — A document that provides an inventory and analysis of existing and projected housing needs and outlines strategies for achieving a balance between the two.

Capital Investment Program Plan (CIP) — Bellevue's six-year financing and implementation plan for Capital Facilities Element policies and other functional plans.

Capital project/improvement — Major construction, acquisition or renovation activities that add value to a government's fixed assets or which significantly increase the useful life of such assets.

Clustering (Development) — A development design technique that places buildings on the part of a site that is least sensitive to impacts from development while preserving the natural features and functions on the remainder of the site.

Community — The combined interests of the city, its residents, commercial interests, and other local parties who may be affected by the city's actions.

Community Business — A retail land use designation that provides for the sale of convenience and comparison goods and services to the community. (*Amended by Resolution 5778, 5/2/94; not effective within the jurisdiction of the East Bellevue Community Council.*)

Community Business — A retail land use designation that provides for the sale of convenience and comparison goods and services to the community for direct consumption and not for resale. (*Effective within the jurisdiction of the East Bellevue Community Council only.*)

Commute Trip — A trip from a worker's home to a worksite with a regularly scheduled arrival time of 6:00 a.m. to 9:00 a.m. inclusive on weekdays.

Commute Trip Reduction Act — State legislation enacted in 1991 and incorporated into the Washington Clean Air Act. The law establishes goals for the reduction of commute trip vehicle miles by the employees of large employers.

Complexes — An aggregation or group of related and/or interconnected structures planned for single or mixed uses (e.g. industrial complex, office complex, school complex, hospital complex, cultural complex).

Countywide Planning Policies — A growth management policy plan required by the state Growth Management Act (GMA) that promotes regional cooperation and specifies the roles and responsibilities of cities and the county.

Critical Areas — Areas required to be protected under the Growth Management Act, RCW 36.70A, including the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Critical Areas Overlay District — An area that includes designated critical areas together with adjacent land, within which special provisions apply to protect and restore the natural environment. The Critical Area Overlay District is comprised of a the critical area and a buffer area immediately adjacent to the critical area.

Critical Areas Study — A special study conducted in association with a proposed project in a Critical Area Overlay District to determine the long term effects of the project on the habitat features on or near the subject site, and to determine a range of development options to protect the environment equal to or better than the prescriptive regulations.

Daylighting (stream) — An action to excavate and restore a piped stream channel.

Development — All structures and other modifications of the natural landscape above or below ground or water. Please note that a different definition of “Development” exists for implementation of the provisions of the Shoreline Management Act within the Shoreline Overlay District.

Developed Environment — Artificially created fixed elements, such as buildings, structures, and surfaces, that together create the physical character of the area.

Downtown — Bellevue’s Urban Center, also known as the CBD, where regional retail, commercial, and service activities are focused. The Downtown also provides a location for high-density, residential development.

Eastside — A geographic area that includes the King County communities east of Seattle.

Ecosystem — The interacting and dynamic community of living organisms and the physical environment in a defined geographic area.

Environment — All external conditions and influences affecting the life, development, and ultimately, the survival of an organism.

Environmental Stewardship — The responsibility to make land use decisions with proper regard for protecting and enhancing the environment.

Equestrian Overlay Area— A designated area of the city intended to preserve an existing equestrian community. An Equestrian Overlay Area lends support for maintaining an equestrian supportive environment. It provides a framework for making land use and capital investment decisions regarding the type and location of transportation or trail facilities, or the location of arterial crossings leading to regional facilities, consistent with existing subarea and comprehensive plan land use policies. An Equestrian Overlay Area encourages the ability to safely circulate within equestrian neighborhoods, access to regional/community trails or equestrian facilities, and signage to alert residents, newcomers, and travelers to the community's character. Additionally, an Equestrian Overlay Area seeks to promote community, encourage environmentally sound horse keeping, and sustain the area's historical character.

Equestrian System — A network of horse trails serving portions of the community and compatible with regional and interjurisdictional needs.

Fault — A fracture or fracture zone along which there has been displacement of the sides relative to one another parallel to the fracture.

Fish Passage Barrier — An artificial structure in a stream channel such as a culvert or a dam, or a natural feature such as a waterfall, that precludes the upstream or downstream movement of fish.

Floodplain — The land area susceptible to being inundated by a flood having a 1 percent chance of occurring in any given year, also referred to as a 100-year floodplain and frequently flooded areas.

Floor Area Ratio (FAR) — The gross floor area of all buildings on a lot divided by the lot area, expressed most often as a decimal. For example, 0.50 indicates that the floor area of a building equals 50 percent of the total lot area.

Hydrology — Scientific study of the properties, distribution and effects of water on the Earth's surface, in the soil and underlying rocks, and in the atmosphere.

High-occupancy Vehicle (HOV) — A vehicle containing two or more occupants including carpools, vanpools, and transit vehicles.

High-capacity Transit (HCT) — A system of transportation services, operating principally on exclusive right-of-ways, which provides substantially higher levels of passenger capacity, speed, and service.

Habitat — The environment in which a population or individual lives and includes not only the place where a species is found but also the particular characteristics of the place that make it well suited to meet the life cycle needs of that species.

Growth Management Act (GMA) — State legislation enacted in 1990, and amended in 1991, requiring counties and cities to create cooperative regional strategies to manage growth and to adopt comprehensive plans and regulations that will implement these strategies.

Greenway — An open space connector linking parks, natural reserves, cultural features, or historic sites with each other and with populated areas. A greenway may be established along a natural corridor such as stream or ridgeline, on undeveloped land through neighborhoods, overlaid along a railroad right-of-way, scenic road or other route, or any other course for pedestrian or bicycle passage.

Green Building — A general term that encompasses a wide range of innovative building construction and site development techniques that are intended to reduce adverse environmental impacts and improve long term sustainability relative to traditional construction.

General Commercial (GC) District — A land use designation that provides for the location of a wide variety of business activities that provide goods and services to other businesses and the general public. [Amended Ord. 5433]

Glacial Till — Unsorted and unstratified sediment deposited by a glacier, typically comprised of pebbles, sand and clay, and compacted by the weight of the glacier.

Functions and Values — Functions are the ecological things that critical areas do and can include biochemical, hydrological and food web and habitat processes at a variety of temporal and spatial scales. The economic or social roles provided by critical areas are also functions. Values are societal perceptions regarding the goods and services provided by critical areas.

Impervious Surface — A hard surface that prevents or slows the infiltration of water into the soil.

Incentives (Non-Regulatory) — Provisions offered by the city to encourage a private property owner to conduct voluntary critical area improvement projects.

Incentives (Regulatory) — Regulatory relief or options offered by the city to reduce the adverse economic impact to a property owner from complying with regulations intended to protect the functions and values of critical areas.

Infill — Sites within developed areas that have been bypassed and now can be “filled in.”

In-Kind Mitigation — A replacement of the lost functions and values of critical areas with characteristics and functions that closely approximate those adversely impacted by development or redevelopment.

Invasive Weed — Plant species that become easily established in disturbed conditions, that reproduce readily and that often take over a site to the exclusion of indigenous species.

Large Woody Debris (LWD) — Tree branches, stumps, and logs that fall naturally into streams or are strategically placed in them to improve or restore the functions and values of the stream segment . Most naturally occurring LWD in streams is derived from trees growing in the riparian corridor.

Level of Service (LOS) — The term used to denote different operating conditions that occur at a given intersection when accommodating various volumes of traffic. LOS is represented on a scale ranging from LOS A, which represents free flowing conditions, to LOS F, which represents jammed conditions.

Light Industrial (LI) — A land use designation that provides for the location of a broad array of activities, including manufacturing, wholesale trade, and distribution activities. Offices are discouraged unless they support the primary functions of the LI district. Sales of goods and services subordinate to permitted activities and low traffic-generating uses that sell bulky or large scale items are appropriate. Auto sales and rentals are appropriate only in certain locations.

Liquefaction — A phenomenon that is caused by earthquake shaking, whereby saturated soils — typically sandy soils — can lose their strength and structure, becoming liquid-like. The liquefied soil may flow and the ground may crack and move causing damage to surface structures and underground utilities.

Low Impact Development — An approach to land development and stormwater management that reduces adverse impacts while accommodating growth. Key principles include protecting native soils and vegetation and minimizing and managing stormwater at the source.

Low-income Housing — Housing which is affordable to a family that earns less than 50 percent of the area median income, adjusted for family size.

Low-rise Building — A structure that contains no more than four stories, except in buffer areas where such structures contain no more than two stories.

Major Pedestrian Corridor — An alignment which is primarily for exclusive pedestrian use in the vicinity of NE 6th Street between 102nd Avenue NE and 110th Avenue NE in the Downtown. Pedestrian-oriented frontage, plazas, street arcades, and other amenities are to be located along the corridor.

Medical Institution (MI) — A land use designation that provides for the location of hospital uses and ancillary uses to the primary hospital use located in the same district. The purpose of the district is to encourage master development planning, allow flexible dimensional standards to facilitate development for major medical institutions, and promote high quality urban design that is pedestrian- and transit-friendly and compatible with nearby neighborhoods.

Metro — Municipality of Metropolitan Seattle — A regional governmental entity with responsibility for waste water treatment and public transportation. In January 1994, Metro became a department of King County government, the Department of Metropolitan Services (DMS).

Mitigation — Methods used to compensate for adverse impacts to critical areas.

Moderate-income Housing — Housing which is affordable to a family that earns between 50 percent and 80 percent of the area median income, adjusted for family size.

Multifamily High-density (MF-H) — A residential land use designation allowing up to 30 dwelling units per acre.

Multifamily Low-density (MF-L) — A residential land use designation allowing up to 10 dwelling units per acre.

Multifamily Medium-density (MF-M) — A residential land use designation allowing from 11 to 20 dwelling units per acre.

Multimodal Transportation — Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling, and ridesharing.

Natural Determinants – Existing topography, geology, soils, hydrology, water quality, climate, air quality, noise, vegetation, wildlife, marine life, and natural resources recognized as important in determining the types and forms of development permissible.

Neighborhood Business (NB) — A retail land use designation that provides for the sale of convenience goods and personal services for the day-to-day needs of the immediate neighborhood. These sites may also accommodate a limited amount of administrative office space, provided the office use does not interfere with the site's primary neighborhood serving function.

Nonmotorized Transportation — Transportation modes that do not require motors. These modes commonly include pedestrian travel and bicycle travel, and may also include jogging, skateboarding, horseback riding, and rollerblading.

Noxious Weed — Plants that are not indigenous to the area, that grow unchecked by natural predators and that generally out-compete indigenous species for moisture and nutrients.

Office — A land use designation that provides for the location of business, financial, administrative and professional services.

Discussion: A low intensity office is an office building or office portion of a building with a floor area ratio (FAR) of 0.5 or less and where the following sliding scale is used: At 0.5 FAR, no office building or portion of a building may exceed 50,000 square feet of gross floor area; at 0.3 FAR, 100,000 square feet; at 0.1 FAR, 150,000 square feet.

To provide significant permanent open space and to allow a shift of development potential, office intensity of no more than .5 is allowed on properties designated OLB-OS. In this district, the sliding FAR scale does not apply.

A medium intensity office is a building of at least 0.5 FAR but not exceeding 3.0 FAR. A high intensity office is a building of at least 3.0 FAR.

Medium and high intensity offices are only located in the Downtown with the following exceptions: The 1993 Factoria annexation agreement created special circumstances for development in Factoria from 1993-2000 to permit office buildings of higher intensities; and office limit for FAR for the area north of Factoria Mall can be increased up to 0.75 consistent with Ordinance 5799 and Policy S_FA_30.1.

Office, Limited Business (OLB) — A land use designation that provides areas for integrated complexes made up of office, hotels, or motels. Subordinate uses such as eating establishments and retail sales are also permitted.

Office, Limited Business – Open Space — A land use designation that provides for significant amounts of open space and for offices, hotels, or motels, and other uses permitted in the Office, Limited Business district, except for residential uses. The OLB-OS properties are developed as a cohesive site with unified building design. The open space area is reserved for public use and access and may include active and passive recreational uses. OLB-OS properties are at least 25 acres in size with at least forty percent of the total site reserved as a contiguous open space area.

Open Space (Parks) — Public land for active and/or passive recreational uses. Includes parkland, wildlife corridors, natural areas, and greenways. May also include school lands and private land permanently reserved as undeveloped.

Outwash — Deposits from glacial meltwater streams, consisting mostly of sand and gravel, but also including cobbles and boulders.

Passive Recreation (Parks) — Outdoor recreation which does not require significant facilities, such as walking, picnicking, viewing, and environmental education activities.

Pedestrian Crossing — Locations identified on the Pedestrian System Plan Map for further study to determine if, and what type of, improved pedestrian crossing can be built.

Pedestrian System Plan Map — In the Pedestrian and Bicycle Transportation Plan, depicts a complete network of sidewalks, access, and recreation paths serving the entire community and compatible with regional and inter-jurisdictional needs. Pedestrian facility categories include the following:

Sidewalks — The portion of a roadway designed for preferential or exclusive use by pedestrians. Sidewalks are usually constructed of concrete and are typically grade separated vertically and set back horizontally from the roadway.

Multipurpose Path — A medium width path (6 to 10 feet) surfaced with compacted gravel, asphalt, or wooden boardwalk.

Paved Path — A medium width path (6 to 10 feet) surfaced with concrete or asphalt used primarily as a transportation facility. These are often built alongside streets as a temporary walking facility, or separated from the street.

Limited Purpose Path — A narrow width path (2 to 6 feet) surfaced with wooden boardwalk, gravel, wood chips, or dirt used primarily as a recreation facility, including equestrian system trails.

Pedestrian-friendly Design — Physical development characteristics that promote pedestrian activity and may be incorporated into private development and right-of-ways.

Personal Services — Services involving the care of a person or of a person's apparel, such as laundry and dry cleaning services, beauty shops, barber shops, shoe repair shops, and tailors.

Piped Stream — A segment of a stream that flows under property through a pipe, as opposed to a culvert which is a conduit that carries drainage water under a driveway, roadway, railroad, pedestrian walk, or public way.

Planned Community — Development that has a coordinated design and layout of residential, neighborhood commercial, and public uses.

Planned Unit Development (PUD) — A development permit that allows more flexibility in site development than a standard subdivision. A PUD may contain features such as variety in the type, design, and arrangement of structures; a mix of land uses; conservation of natural land features; and efficient use of open space. Such a development for residential purposes only may be referred to as a PRUD.

Prescriptive Regulations — Land Use Code regulations.

Professional Office (PO) — A land use designation that provides for the location of facilities for low intensity business, financial, administrative, and professional services with exterior designs that are compatible with surrounding residential development.

Programmatic Critical Areas Study — A critical areas study conducted for an area larger than a single site.

Protection Zone — The area within the Critical Areas Overlay District that includes the designated critical area plus a buffer area where natural features and functions are retained or restored, and where development is generally prohibited.

Public Facilities (PF) — Facilities which serve the general public or provide public benefit, such as streets, roads, highways, sidewalks, bicycle facilities, street and road lighting systems, traffic signals, domestic water systems, sanitary sewer systems, storm water conveyance systems, park and recreational facilities, schools, libraries, fire stations and other city facilities. Public facilities are fixed assets.

Region — An area which in its largest sense generally includes King, Pierce, Snohomish, and Kitsap Counties. It may also be limited to a smaller area. If so, this is

generally noted in the context of the policy.

Restore — To reestablish ecological processes, structures, functions and biotic and abiotic linkages that lead to the recovery of an ecosystem that has been degraded, damaged or destroyed. Restoration, as used in the Comprehensive Plan, does not mandate a return to pre-development conditions.

Ridesharing — Travel by more than one person in privately- or publicly-owned vehicles, including carpools and vanpools.

Riparian — Land area adjacent to a body of water that is influenced by the presence of water and that directly influences the aquatic ecosystem by providing shade, fine or large woody debris, nutrients, organic and inorganic debris, terrestrial insects, or wildlife habitat.

Salmonid — A member of the fish family *salmonidae*, which includes salmon, trout, dolly varden, char and white fish.

Seismic Seiche — The oscillation of an enclosed body of water caused by seismic motion or large landslide displacement.

Semi-public — Those portions of private development which connect with public spaces and are used incidentally by the public.

Sensitive Area — See Critical Area.

Significant Tree — A tree that has attained proportions as defined in the Land Use Code, for which protections from cutting may apply.

Single-family High-density (SF-H) — A residential land use designation allowing up to 5 dwelling units per acre.

Single-family Low-density (SF-L) — A residential land use designation allowing up to 1.8 dwelling units per acre.

Single-family Medium-density (SF-M) — A residential designation allowing up to 3.5 dwelling units per acre.

Single-family Urban Residential (SF-UR) — A residential land use designation allowing up to 7.5 dwelling units per acre.

Single-occupant Vehicle (SOV) — A vehicle containing one occupant.

Sphere of Influence Boundary — A line outside the city's existing southern and eastern boundaries to which the city may eventually expand through annexation. This line is also called the Potential Annexation Area (PAA) boundary.

Steep Slopes — Hillsides with a slope of 15 percent grade or more.

Stormwater — Precipitation that does not infiltrate into the soil, or evaporate, but flows over the surface into a pipe or directly to surface water.

Streetscape — The design and appearance of streets, sidewalks, and the frontage of bordering development including landscaping, street furniture, signs, etc.

Subarea — A geographic subdivision of the city with its own character and development focus.

Superblock — Typical 600-foot block established by the Downtown street grid.

Sustainable — A dynamic environment in which an ecosystem and its inhabitants are in ecological balance with the flow of resources needed to support them.

Sustainable Building — A structure that incorporates design and materials elements that contribute to reduced environmental impact and long-term cost savings.

Sustainable Urban Environment — The long-term relationship between the built and natural environment through which the community can meet its current needs and those of future generations.

Sustainable Urban Habitat — see Sustainable Urban Environment

Thrust Fault — A fault with a low angle of inclination in which the upper block moves upward over the underlying block.

Transition Area — An area in which special design standards are required for higher intensity uses located close to lower intensity uses. These standards are intended to protect the lower intensity uses from the effects of higher intensity uses.

Transit-supportive Design — Physical development characteristics that encourage transit use.

Urban Center — Small, dense, clearly defined geographic areas within designated cities where there will be high levels of residential density and employment intensity.

Village — A contained community that includes single family and multifamily housing along with commercial and office uses serving local needs. Mixed-use structures and developments are encouraged but not mandatory.

Watershed — A drainage basin defined by topographic divides from which precipitation and irrigation water flows to a stream or river.

Wetlands — Areas citywide where saturation with water is the dominant factor determining the nature of soil development and types of plant and animal communities living in the soil and on its surface. Most wetlands share two common features: soil that is at least periodically saturated with or covered by water, and soil that supports a prevalence of plants and animals typically adapted for life in saturated soil conditions. *(See Bellevue's Land Use Code for current regulatory definition.)*

Shoreline Management Program Element Definitions

Boat Launching Facility — A facility used for launching boats by auto or hand including ramps and other devices, along with adequate parking and maneuvering space.

Breakwater — Protective structure usually built offshore for the purpose of protecting the shoreline or harbor areas from wave action.

Bulkhead — A wall or embankment used for holding back earth.

Dredging — Removal of earth from the bottom of a body of water usually for the purpose of deepening a navigational channel or obtaining bottom materials.

Enclosed Overwater Structure — A structure extending on or over the surface of the water which has one or more walls with or without a roof.

Facilities in Common — Facilities jointly used by a specific group of property owners.

Groin — A barrier-type structure extending from the backshore into the water across the beach. The purpose of a groin is to interrupt sediment movement along the shore.

Inland Shoreline Areas — Shoreline areas other than Lake Washington and Lake Sammamish and their associated wetlands which include all other wetlands, smaller lakes, and streams covered by the Shorelines Management Act.

Jetty — An artificial barrier used to change the natural littoral drift to protect inlet entrances from clogging by excessive sediment.

Landfill — Creation or maintenance of beach or creation of dry upland area by the deposition of sand, soil, gravel, or other materials into shoreline areas.

Marina — A facility providing for the rental or public use of moorages for pleasure craft and which may include accessory facilities such as sales, rentals, and servicing of these craft.

Moorage — Any device or structure used to secure a vessel for temporary anchorage, but which is not attached to the vessel (such as a pier or buoy).

Pier — A general term including docks and similar structures consisting of a fixed or floating platform extending from the shore over the water.

Public Access — A means of physical approach to and along the shoreline available to the general public. Public access may also include visual approach (views).

Shoreline — The water, submerged lands, and uplands of Lake Washington, Lake Sammamish, and Phantom Lake as well as the wetland areas associated with these lakes.

Shoreline Activity — Activities include, but are not limited to, fishing, swimming, boating, dredging, fish spawning, and wildlife nesting. Not all activities necessarily require a shoreline location.

Shoreline Development — A use consisting of the construction or exterior alteration of structures, dredging, drilling, dumping, filling, removal of any sand, gravel or minerals, bulkheading, driving of piling, placing of obstructions, or any other project of a permanent or temporary nature on the shoreline.

Shoreline Use — The commitment of land or water surface to a given purpose or activity. Examples of shoreline uses include, but are not limited to, residential units, parks, marinas, open space, office buildings, ports, restaurants, wildlife preserves, factories, or even non-use. Not all uses, however, are necessarily reasonable or appropriate for a shoreline location.

Shoreline Wetlands — Land extending landward to 200 feet in all directions as measured on a horizontal plane from ordinary high water mark, and all marshes, bogs, swamps, floodways, deltas, and floodplains designated by the Department of Ecology as wetland areas.

Water-dependent — A use or portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of these uses may include marinas that provide moorage, access, fuel, boat repair, and boat launch facilities.

Water-enjoyment Uses — A recreational or similar use facilitating the general public's access to the shoreline as a primary characteristic of the use; or, a use that provides and assures for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use through the use's location, design, and operation. These uses may include public access, parks (with waterfront access), and scientific/ecological reserves.

Water-related — A use or portion of a use which is not intrinsically dependent on a waterfront location but whose operation cannot occur economically without a shoreline location. Some examples of these uses are support facilities for swimming and boating activities.

Bel-Red/Overlake Transportation Facility Plan

PREFERRED VISION STATEMENTS

The vision statements describe the transportation system of the Study Area in the year 2010/2012 to show how the Bellevue – Redmond – Overlake Transportation Study (BROTS) Update and the BROTS North-South Corridor Study help achieve Bellevue and Redmond goals.

This vision for the future of the Study Area guides transportation analysis and the development of the facilities plan.

General

- A. The Bel-Red/Overlake area is recognized as a vibrant commercial and residential area with a mix of activities and uses.
- B. Alternatives to single occupant vehicles are very popular, including bicycles, carpools, electric mini-cars and transit shuttles.
- C. Congestion is used as a method to accomplish goals in some areas by encouraging walking, bicycling and busing, rather than driving alone.
- D. Mobility management is practiced as described in the Transportation Element.
- E. The BROTS vision meets or exceeds mode split targets in the Comprehensive Plan.

Regional Facilities

- A. Peak commute trips are effectively drawn to and from the regional system without adverse effects to the neighborhoods.
- B. SR-520, an important component of our regional transportation system, is enhanced by means that may include grade separation to ensure its efficiency.
- C. A transit system is well developed with urban service levels. The system provides access to rapid transit and other regional facilities. High frequencies and wide coverage are provided. Facilities support efficient transit circulation through residential and commercial neighborhoods.

Residential Neighborhoods

- A. Transportation facilities in neighborhoods provide excellent pedestrian access. This includes pedestrian facilities that are separated by grade. The transportation facilities add to the attractiveness of neighborhoods.

- B. Neighborhoods are protected from adverse traffic by using various traffic calming techniques and design elements to discourage cut-through traffic. These elements include, but are not limited to: road narrowing, speed control devices, stop signs and traffic circles.
- C. Residents have good access to transit services and facilities and essential services such as shopping, schools, hospitals, etc.
- D. Neighborhoods are designed such that non-local traffic is impeded from entering into residential areas.

Business and Commercial Neighborhoods

- A. Effective transportation demand measures are used to reduce automobile trips including parking management and pricing techniques, encouraging flex-scheduling, and flexible work days for employees. Many employees use telecommuting.
- B. Retail and commercial areas have a good arterial network. This includes a workable grid with connections over SR-520.
- C. Retail traffic circulates efficiently through the commercial neighborhoods. Good local access to businesses is provided.
- D. A well-developed pedestrian facility network is in place that includes wide sidewalks and attractive landscaping. The network also provides a safe environment for pedestrians.
- E. A well-developed bicycle facility network is constructed for both commuting and recreational purposes. The network also provides a safe environment for bicyclists.

Funding for Transportation Facilities

- A. As a regional employment center, federal, state and local resources are devoted to this area in order to support the area's activities which bring major benefits to the region.
- B. Economic development is an important means for funding transportation improvements.

POLICIES

POLICY 1. Provide over the long term an area wide multi-modal transportation system accommodating all forms of travel. This includes but is not limited to automobiles, HOV lanes, transit and transit shuttles, pedestrians and bicycles. Cross-reference Policies S-BR-24 and S-BT-32.

POLICY 2. Provide adequate and timely funding to ensure the implementation of transportation facilities identified in this Plan. In addition, funding should be consistent with the level and timing of development. This policy recognizes the critical linkages among development, facilities, and funding. Cross-reference Policy TR-107.

POLICY 3. Implement the projects included in this Plan in addition to the 18 baseline projects currently funded in the Bellevue and Redmond Capital Investment Programs. (These projects were carefully screened to minimize adverse impacts to residential neighborhoods. Projects considered to have many adverse neighborhood impacts were deleted).

POLICY 4. Design projects to maintain reasonable circulation within residential neighborhoods while discouraging cut-through traffic in those neighborhoods. This policy reinforces transportation conditions as a major determinant of neighborhood quality of life. Cross-reference Policies TR-48, TR-113, TR-116, and S-CR-31 and S-NE-5.

POLICY 5. Decide the location of a new interchange on SR-520 after the Bel-Red Improved Access Study is completed.

POLICY 6. Implement most of this Plan's projects as groups to achieve level of service concurrency. Complete projects by 2010 for Bellevue and 2012 for Redmond, to allow non-residential capacity in the Redmond Overlake area, not to exceed 15.4 million square feet.

POLICY 7. Make every effort to secure stable and adequate funding. However, if existing sources prove inadequate, give further consideration using the following funding guidelines:

1. Users of facilities should pay costs;
2. New growth should pay for additional facilities associated with that growth.

POLICY 8. Actively work with WSDOT and other jurisdictions to examine expansion of SR-520, I-405, and SR-520 Access. The cities should work together and with other interests to promote construction of capacity improvements on SR-520 and I-405 as soon as possible.

POLICY 9. Improve the transit system serving the Bel-Red/Overlake area. The cities of Redmond and Bellevue shall:

1. Continue to work with King County Metro and Sound Transit to enhance and modify transit services;

2. Evaluate each proposed roadway improvement for, and take advantage of, opportunities to increase the speed and reliability of transit;
3. Provide transit signal priority and/or HOV queue bypass on all of the priority [level one] transit corridors for priority movements, and to and from transit hubs;
4. Provide pedestrian access within one-quarter mile of transit priority corridors; and
5. Consider prioritizing roadway projects which increase the speed and reliability of transit on transit priority corridors.

POLICY 10. Improve the pedestrian and bicycle systems serving the Bel-Red/Overlake area by funding and implementing projects identified in each city's pedestrian and bicycle transportation plans. Cross-reference Policy TR-77, TR-78.

POLICY 11. Develop an interlocal agreement between Bellevue and Redmond implementing the policies and facilities in this Plan. The agreement shall include funding, and the relationship between the two cities for constructing facilities, and mechanisms by which the cities will comment on and monitor development activity. Cross-reference Policies TR-9, S-BR-24, and S-BT-32.

POLICY 12. Continue cooperative planning to address transportation problems and to capitalize on economic development opportunities for Bellevue and Redmond. The two cities should work together to implement jointly agreed upon plans and strategies. Cross-reference Policies TR-9 and TR-36.

Table 1 Bel-Red/Overlake Transportation Facility Plan

Transportation Project List
See Map A for Project Locations

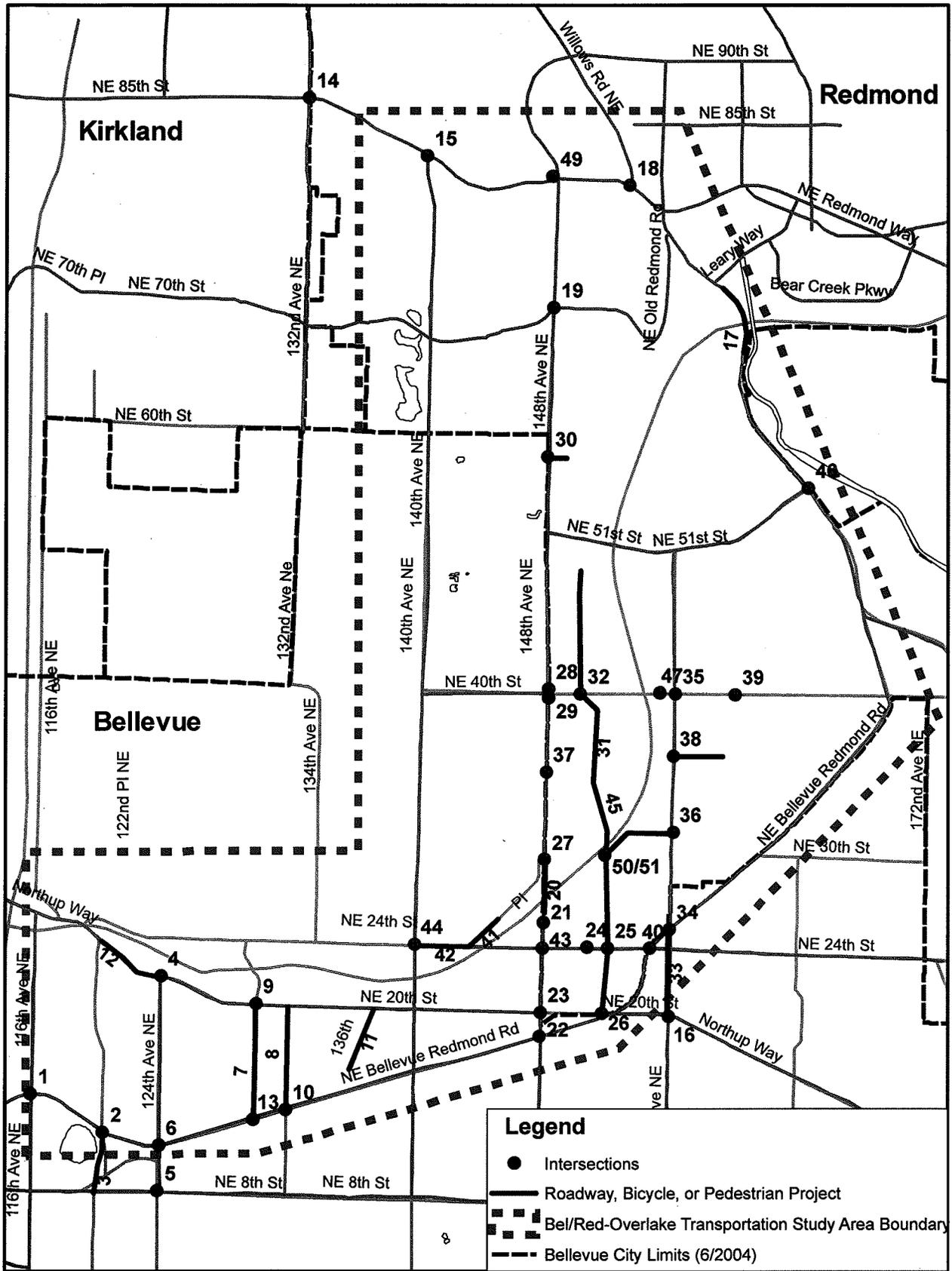
Project Number	Project Location and Description
1	At 116th Avenue NE/NE 12th Street add a northbound right turn lane; and on 116th Ave NE provide 5-lanes between NE 12th Street and the northern property line of the site addressed as 1500 116th Ave NE.
2	At 120th Avenue NE/NE 12th Street: Add a southbound right turn lane.
3	Extend 120th Avenue NE from NE 8th Street to Old Bel-Red Road and widen 120th Avenue NE to three lanes between Old Bel-Red Road and NE 12th Street.
4	At 124th Avenue NE/Northup Way: Add northbound right turn, eastbound right turn, and eastbound through lanes and convert the westbound right turn lane to westbound right turn/through lane.
5	At 124th Avenue NE/NE 8th Street: Add a northbound right turn lane. Traffic Operations will assess for warrants as needed for additional turn lanes.
6	At 124th Avenue NE/Bel-Red Road: Add a southbound right turn lane.
7	Widen 130th Avenue NE to three lanes between Bel-Red Road and NE 20th Street.
8	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.
9	At 130th Avenue NE/NE 20th Street: Add southbound right turn and westbound right turn lanes.
10	At 132nd Avenue NE/Bel-Red Road: Add southbound right turn lane.
11	Upgrade 136th Place NE to 2-lane urban standards between NE 16th and NE 20th Streets.
12	Add a second eastbound lane to Northup Way between 120th and 124th Avenues NE.
13	At 130th Avenue NE/Bel-Red Road: Add a second southbound right turn lane and a westbound right turn lane.
14	At 132nd Avenue NE/Redmond Way: Add a westbound right turn lane.
15	At 140th Avenue NE/Redmond Way: Add an eastbound right turn lane and a second northbound left turn lane.
16	At 156th Avenue NE/NE 20th Street: Add second northbound left turn lane and a second eastbound through lane. Extend the eastbound through lane 800 feet (plus transition) east of 156th Avenue NE.
17	Construct a new 4-lane connector between Town Center and West Lake Sammamish Parkway NE. Provide a signal on West Lake Sammamish Parkway NE.

- 18 At Willows Road/Redmond Way: Convert southbound lanes to provide left turn and left/thru/right turn lanes, and add a westbound right turn lane.
- 19 At 148th Avenue NE/Old Redmond Road: Improve the eastbound right turn lane by increasing the length and by channelization.
- 20 On 148th Avenue NE: Add a northbound through lane between the SR-520 eastbound off ramp and the SR-520 westbound on ramp. Modify channelization and signals.
- 21 148th Avenue NE at SR-520 Eastbound to Southbound Ramp. Streamline the southbound lanes on 148th Avenue to reduce friction and improve the southbound flow. This project must be coordinated with the planned BROTS project 68.0 to widen 148th Avenue NE over SR-520 for an additional northbound lane between loop ramps.
- 22 At 148th Avenue NE/Bel-Red Road: Add eastbound right turn and second westbound left turn lanes.
- 23 At 148th Avenue NE/NE 20th Street: Add 2nd westbound left turn and second eastbound left turn lanes.
- 24 At 151st Place NE/NE 24th Street: Add a westbound right turn lane
- 25 At 152nd Avenue NE/NE 24th Street: Add northbound and southbound approach lanes. Make northbound lanes left/thru/thru-right. Make southbound lanes left/thru/right
- 26 At Bel-Red Road/NE 20th Street: Add a southbound right turn lane and convert westbound lanes to provide left/left-thru/thru-right lanes.
- 27 At 148th Avenue NE/NE 29th Place: Add southbound through and second westbound left turn lanes. Channelize for westbound right turn yield. Convert eastbound right turn lane to shared right turn/left turn lane.
- 28 At 148th Avenue NE/NE 40th Street: Add second southbound left turn and northbound right turn lanes.
- 29 At 148th Avenue NE/NE 40th Street: Add a second westbound right turn lane.
- 30 At 148th Avenue NE/NE 56th Street: Add northbound right turn lane.
- 31 On 150th Avenue NE between NE 36th and NE 40th Streets: Construct a two-lane collector and realign the north end to form a four-leg intersection at NE 40th Street.
- 32 At 150th Avenue NE/NE 40th Street: Add northbound right turn lane
- 33 On 156th Avenue NE, between Bel-Red Road and NE 20th Street: Add a third southbound through lane. Require additional study on this project before it is funded; involve adjacent business and property owners in the study.
- 34 At 156th Avenue NE/Bel-Red Road: Add a southbound right turn lane.
- 35 At 156th Avenue NE/NE 40th Street: Add northbound right turn and second southbound left turn lanes.
- 36 At 156th Avenue NE/NE 31st Street: Add a southbound right turn lane.

- 37 At 148th Avenue NE/NE 36th Street: Add a second southbound left turn lane and a second westbound left turn lane.
- 38 At 156th Avenue NE/NE 36th Street: Add an eastbound right turn lane and a second westbound right turn lane.
- 39 At 159th Avenue NE/NE 40th Street: Revise lanes to provide northbound left turn and shared northbound left turn/right turn lanes.
- 40 At Bel-Red Road/NE 24th Street: Add southbound right turn lane and a northbound left turn lane. Provide protected phasing for northbound left turns. Prohibit southbound left turns.
- 41 Extend NE 29th Place as a 2/3-lane road between NE 24th Street and 145th Avenue NE. Provide a traffic signal at NE 24th Street. Provide two southbound right turn lanes at NE 24th Street. Prohibit southbound left turns at NE 24th Street.
- 42 Widen NE 24th Street to four lanes from east of NE 29th Place to 140th Avenue NE. Provide two westbound lanes, one eastbound lane, and a two-way left turn lane.
- 43 NE 24th Street /148th Avenue NE. Widen NE 24th Street for a second westbound left-turn lane and lengthen the westbound right turn lane on NE 24th Street. In addition, widen NE 24th Street to allow for wide curb lanes for bicycles.
- 44 At 140th Avenue NE/NE 24th Street: Add second westbound left turn lane
- 45 Extend 152nd Avenue NE over SR-520 to the intersection of 150th Avenue NE/NE 36th Street. Provide connection from overcrossing to NE 31st Street east of SR-520.
- 46 At West Lake Sammamish Parkway NE/NE 51st Street: Convert the eastbound lanes to provide left turn and shared left turn/right turn lanes. Add a northbound through lane for 500 feet south of NE 51st Street and convert the southbound lanes to provide through and thru/right turn lanes. Widen West Lake Sammamish Parkway NE by one lane for 500 feet south of NE 51st Street (plus transition).
- 47 At SR-520 Eastbound Ramps/NE 40th Street: Add a second eastbound right turn lane.
- 48 148th Ave NE between Bel-Red Rd and NE 29th Place: Complete a multi-modal improvement study.
- 49 At 148th Ave NE/Redmond Way: add second eastbound and westbound left-turn lane

**Longer Term Recommended Improvements from the 2003 BROT
North-South Corridor Study – for implementation beyond 2012**

- 50** 152nd Avenue Extension over SR-520. Extend 152nd Avenue to the north and follow the eastern edge of SR-520, crossing over SR-520 at NE 36th Street. Continue westward, and link with 150th Avenue NE to the north.
- 51** Eastbound Slip Ramp to 152nd Avenue. Provide eastbound slip ramp from SR-520 to 152nd Avenue. The ramp would traverse east, and tunnel under 148th Avenue NE and continue toward 152nd Avenue NE in the vicinity of the Overlake Park and Ride/Transit Center.



Map A
Facilities Project Map List



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