

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5358

AN ORDINANCE 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 2008 amendments to the Comprehensive Plan known as the Bel-Red CPA: amending the Bel-Red/Northrup Subarea Plan by replacing it with a new Bel-Red Subarea Plan with new text, policies, maps and project lists; amending the boundaries of the Crossroads and Wilburton/NE 8th Street Subareas to align with the new Bel-Red Subarea; amending the Transportation Element to add a new mobility management policy related to the BNSF corridor, and to modify the Mobility Management Areas and the Level of Service standards in Figure TR.1 and Table TR.1 respectively for consistency with the new Bel-Red Subarea Plan; adding new definitions to the Glossary; and establishing an effective date.

WHEREAS, on August 1, 2005, the City Council initiated the Bel-Red Corridor Project, for purposes of addressing the economic presence of this aging economic area and reexamining land use in the corridor in light of economic challenges facing Bellevue in the years ahead as identified in the 2004 Update of the Comprehensive Plan; and

WHEREAS, the City Council established major goals and objectives for Bel-Red in order to work with the community to plan and manage change rather than accommodate the inevitable change in a haphazard, piecemeal way; and

WHEREAS, these goals included identifying a preferred long-term land use vision for the Bel-Red corridor that provides clear and deliberate direction for the area's future; enhances the economic vitality of this area and of the larger city, complements Downtown Bellevue and other employment centers in the city; strongly integrates land use and transportation systems in an environmentally sustainable manner; devises a multi-modal transportation system for the area that accommodates future growth, enhances overall mobility, and mitigates impacts on adjoining areas; evaluates the impact and opportunities presented by Sound Transit's East Link light rail system through the area on both land use and transportation, and identifies a preferred light rail route and station locations through this corridor in order to coordinate future route and station decisions with Sound Transit; identifies community and neighborhood amenities that will complement the preferred land use vision for the area and serve the broader

community; and protects adjoining areas from impacts of land use and transportation changes in the study area; and

WHEREAS, Sound Transit's proposed East Link light rail system has provided an opportunity for the City to re-think the relationship between land use and transportation in the Bel-Red area; and

WHEREAS, the City has engaged in a multi-year planning process for the Bel-Red area that has included the work of the Bel-Red Steering Committee, the Planning Commission and other City boards and commissions. This work resulted in an extensive update to the Bel-Red/Northup Subarea Plan, to be known as the Bel-Red Subarea Plan (Plan) and associated amendments to support the vision developed in the Plan; and

WHEREAS, the City Council envisions Bel-Red in 2030 as an area that is unique within the city, where thriving businesses will be adjacent to, and sometimes mixed with, livable neighborhoods, all served by a multi-modal transportation system that connects the area to the greater city and region; that the area will also be distinguished by environmental and community amenities serving residents and employees in the area, as well as residents from surrounding neighborhoods and the entire city; and that the area will transition gracefully over time, with existing businesses being accommodated while new types of development occur as conditions warrant; and

WHEREAS, the Plan is consistent with Bellevue's community and economic development strategy to pursue redevelopment and reinvestment in older commercial areas of the city; and

WHEREAS, the Plan supports and is supported by a light rail route between downtown Bellevue and Overlake, traversing the Bel-Red Subarea on an alignment along approximately NE 15th/16th Street, with stations at planned development nodes; and

WHEREAS, the Plan includes a concentration of the majority of growth in the Bel-Red Subarea into a series of mixed-use, pedestrian-friendly and transit-oriented development nodes around the anticipated light rail transit stations; and

WHEREAS, in November, 2008, the voters of the three-county Sound Transit district approved Proposition 1, which includes funding for Sound Transit's East Link light rail light line through the Bel-Red Subarea, connecting that area with downtown Bellevue (and Mercer Island and Seattle) to the west and with the Overlake Area of Redmond to the northeast; and

WHEREAS, Sound Transit is now implementing Proposition 1 and is preparing to issue a Final Environmental Impact Statement studying the potential

alignments and stations of the East Link, including the alignments and stations in the Bel-Red Subarea; and

WHEREAS, the Plan identifies necessary transportation projects and supports actions to preserve necessary rights-of-way for the transportation projects identified in the Plan; and

WHEREAS, the Planning Commission held a public hearing on May 28, 2008, with regard to the Bel-Red CPA; and

WHEREAS, on July 23, 2008, the Planning Commission recommended that the City Council approve such proposed amendments; and

WHEREAS, the City Council has considered the Bel-Red CPA concurrently with the other 2008 Comprehensive Plan amendments; and

WHEREAS, the City Council finds that the Bel-Red CPA satisfies the decision criteria established in Part 20.30(I) of the Land Use Code; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act (Chapter 43.21C RCW) and the City Environmental Procedures Code (Chapter 22.02 BCC), including preparation of the Draft Environmental Impact Statement dated January 25, 2007, the Final Environmental Impact Statement dated July 19, 2007, and an Addendum dated February 12, 2009; now, therefore,

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

Section 1. The Bel-Red/Northup Subarea Plan contained in the City of Bellevue's Comprehensive Plan is hereby renamed the Bel-Red Subarea Plan and amended as set forth in Attachment D1 and by this reference fully incorporated herein.

Section 2. The Crossroads and Wilburton/NE 8th Street Subarea Plan maps as contained in the City of Bellevue's Comprehensive Plan are hereby amended as set forth in Attachments D2 and D3 and by this reference fully incorporated herein.

Section 3. The Transportation Element of the City of Bellevue's Comprehensive Plan is hereby amended by the addition of a new Policy TR-34.1 as follows:

POLICY TR-34.1. Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public

and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.

Section 4. Transportation Element Figure TR.1 of the Comprehensive Plan, "Mobility Management Areas," is hereby amended as set forth in Attachment D4.

Section 5. Transportation Element Table TR.1 of the Comprehensive Plan, "Area Mobility Targets," is hereby amended as set forth in Attachment D5.

Section 6. The Glossary of the City of Bellevue's Comprehensive Plan is hereby amended by the addition of new definitions as follows:

Bel-Red – A series of land use designations applicable to the Bel-Red Subarea that provide for the location of office, residential, commercial, and existing uses. The Bel-Red designations include:

Bel-Red Commercial/Residential (BR-CR)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail, office and service uses, with an emphasis on retail and service uses. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.

Bel-Red General Commercial (BR-GC)

A land use designation in the Bel-Red Subarea that provides for a wide variety of business activities that provide goods and services to other businesses and the general public.

Bel-Red Medical Office (BR-MO)

A land use designation in the Bel-Red Subarea that provides for office uses, with an emphasis on medical office.

Bel-Red Medical Office Node (BR-MO-1)

A land use designation in the Bel-Red Subarea that provides for medium intensity office uses within the core of a nodal area, with an emphasis on medical office. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Office/Residential (BR-OR)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use.

Bel-Red Office/Residential Node 1 (BR-OR-1)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses within the core of a nodal area, with office as the predominant use. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Office/Residential Node 2 (BR-OR-2)

A land use designation in the Bel-Red Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.

Bel-Red Office/Residential Transition (BR-ORT)

A land use designation in the Bel-Red Subarea that provides for low-intensity office and uses and low density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties.

Bel-Red Residential (BR-R)

A land use designation in the Bel-Red Subarea that provides for residential uses. Limited retail and service uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

Bel-Red Residential/Commercial Node 1 (BR-RC-1)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services in this nodal area, with an emphasis on housing. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Bel-Red Residential/Commercial Node 2 (BR-RC-2)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail and services. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.

Bel-Red Residential/Commercial Node 3 (BR-RC-3)

A land use designation in the Bel-Red Subarea that provides for a mix of housing, retail, and services, with an emphasis on housing. The district is located within a node but in close proximity to mature, stable neighborhoods, and is thus appropriate for transitional heights.

Section 7. The Glossary definition of "office" in the City of Bellevue's Comprehensive Plan is hereby amended as follows:

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

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 0.5 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~~4.0 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. Medium intensity office is also permitted in the Bel-Red Subarea, where extensive area-wide land use and transportation planning has shown how medium intensity office uses can be accommodated, while helping to create the transit-supportive form envisioned by the Bel-Red Subarea Plan.

Section 8. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance, the Bel-Red Subarea Plan, the Transportation Element, the Glossary, and the city's Comprehensive Plan shall be available for public inspection in the office of the City Clerk.


Passed by the City Council this 17th day of February 2009, and signed in authentication of its passage this 17th day of Feb, 2009.

(SEAL)



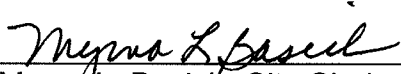
Grant S. Degginger, Mayor

Approved as to form:
Lori M. Riordan, City Attorney



Mary Kate Berens, Deputy City Attorney

Attest:



Myrna L. Basich, City Clerk

Published: 2/20/09

