



**City of Bellevue
Development Services Department
Land Use Staff Report**

PROPOSAL NAME: Children's Hospital Rezone

PROPOSAL ADDRESS: 1500 116th Ave. NE

PROPOSAL DESCRIPTION: Application to change the zoning on three parcels (approximately 7 acres total) from Office (O) and Light Industry (LI) to Medical Institution District Development Area 3 (MI DA3) in order to facilitate future construction of a new Children's Hospital facility (85,000 square feet) on two parcels. There are no current plans for development for the third parcel.

FILE NUMBER: 08-128428-LQ

APPLICANT: Jeff Giuzio, Seneca Group

DECISION REQUEST: Rezone (Process III)

PLANNER: Carol Saari, Associate Planner *CSaari*

STATE ENVIRONMENTAL POLICY ACT (SEPA): Determination of Non-Significance (DNS)

Michael N. Paine

Michael Paine, Environmental Coordinator

DIRECTOR'S RECOMMENDATION: Approval

Mike Brennan

Mike Brennan, Director
Development Services Department

Notice of Application: August 6, 2008
Notice of Recommendation: October 2, 2008
Deadline for Appeal of DNS: October 16, 2008 at 5 p.m.
Public Hearing Date: October 16, 2008 at 7 p.m.

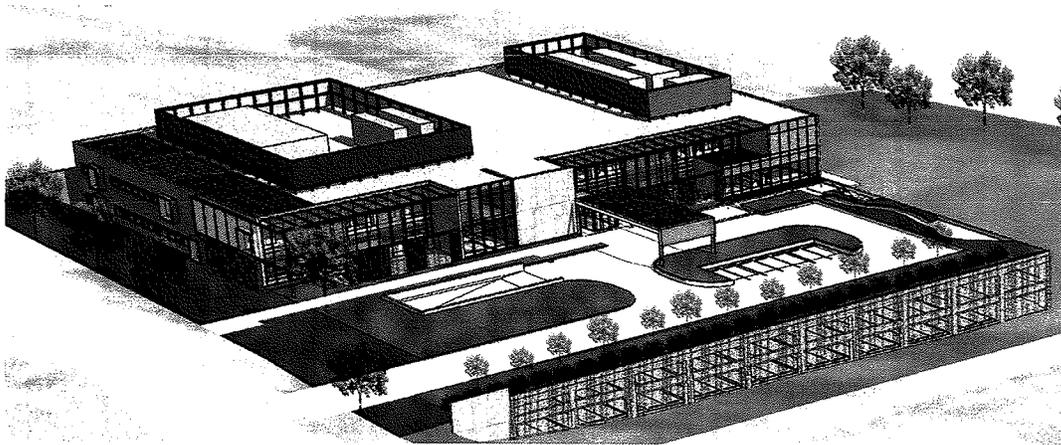
For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision.

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Attachments A: Ordinance No. 5830
B: Ordinance No. 5831

Artist's Rendering of the Proposed Children's Hospital on Parcels 1 and 2 (under separate Design Review approval)



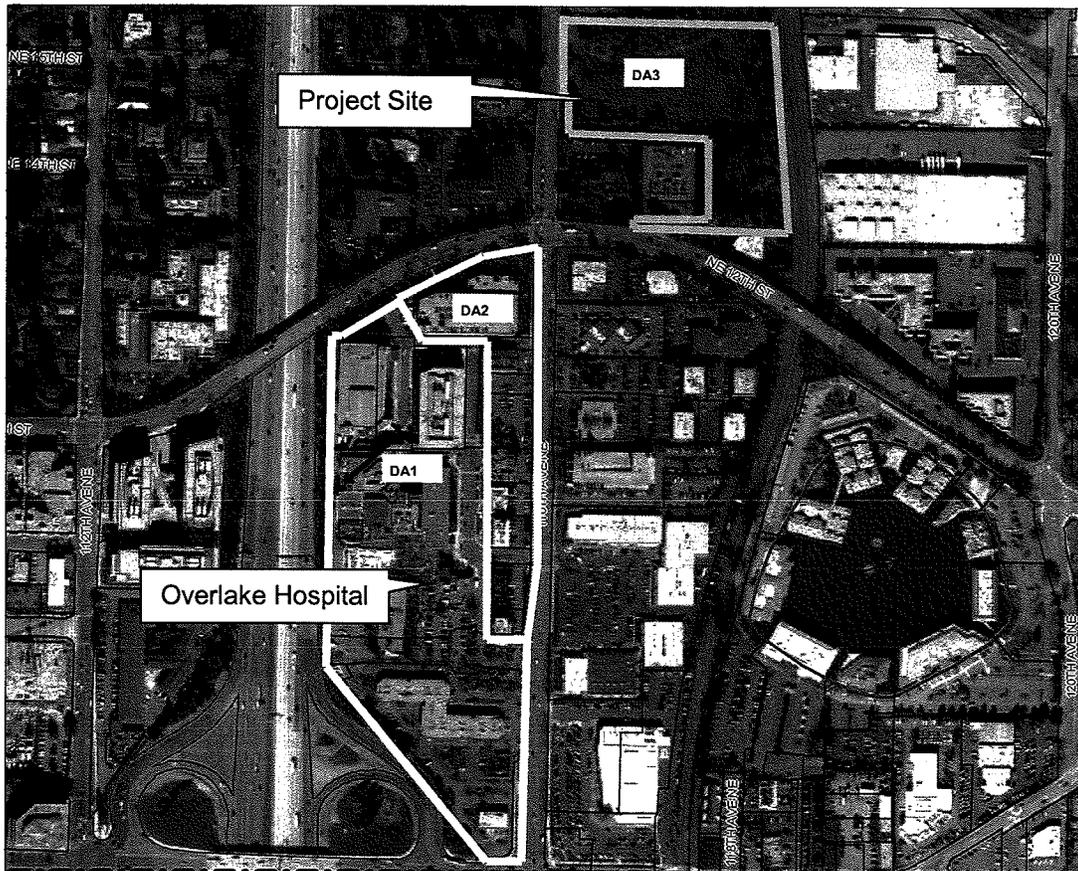
I. PROPOSAL DESCRIPTION

The applicant proposes to rezone three parcels from Office and Light Industry to Medical Institution District Development Area 3 (MI DA3). The site area is approximately 7 acres and is currently vacant. Children's Hospital plans to construct a new 2 story, 85,000 square foot building on the northern two parcels. There are no development plans for the third parcel.

Reason for the Proposal

On August 4, 2008, the City Council approved Comprehensive Plan Amendment Ordinance No. 5830, Attachment A, to update the Bel-Red/Northup Subarea Plan to designate this parcel as Medical Institution. The new plan map designation and proposed rezone is required because the proposed use (Children's Hospital Ambulatory Health Care Center) is not allowed within the current zoning district. Upon approval of the rezone, the applicant can go forward with their construction plans under the new MI DA3 zoning district. The new MI DA3 zoning district has its own set of Land Use Code regulations which were approved by City Council on August 4, 2008 under Ordinance No. 5831, Attachment B.

Vicinity Map



Legend DA1 = Development Area 1, Hospital Center Development Area
DA2 = Development Area 2, Medical Office Perimeter Development Area
DA3 = Development Area 3, Hospital Perimeter Development Area

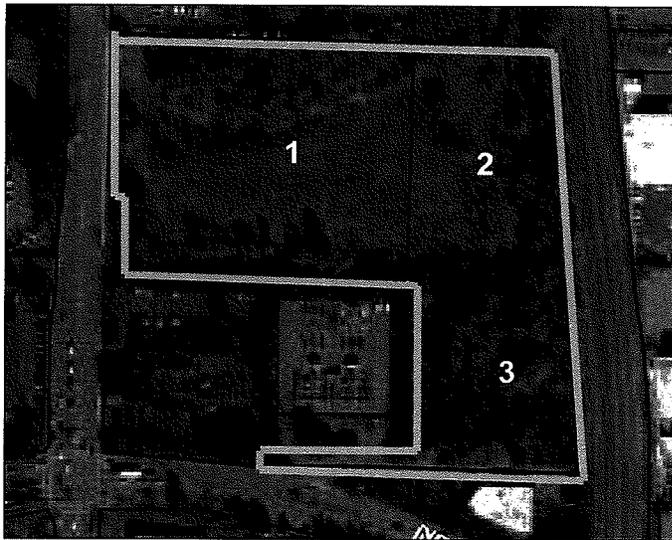
Required Land Use Approvals

Rezoning is a Process III decision (Land Use Code 30.35.300), which are quasi-judicial decisions made by the City Council. Decision criteria and decision criteria compliance are discussed in Section VII of this report. The Hearing Examiner holds a public hearing and takes testimony from the public on the proposal and recommends an action to the City Council. The City Council then makes a final decision based on the record established by the Hearing Examiner.

II. SITE DESCRIPTION, ZONING AND LAND USE CONTEXT

A. Site Description

The rezone area includes three parcels with a total of approximately 7 acres. All three parcels are currently vacant. Parcels 1 and 2 have been re-graded over the years. In the past, this area was used for stockpiling and parking for construction workers at Overlake Hospital. Parcel 3 is vacant and vegetated. There are significant trees (mostly deciduous) along the site perimeter of Parcels 1 and 2 and within the site interior/perimeter of Parcel 3.

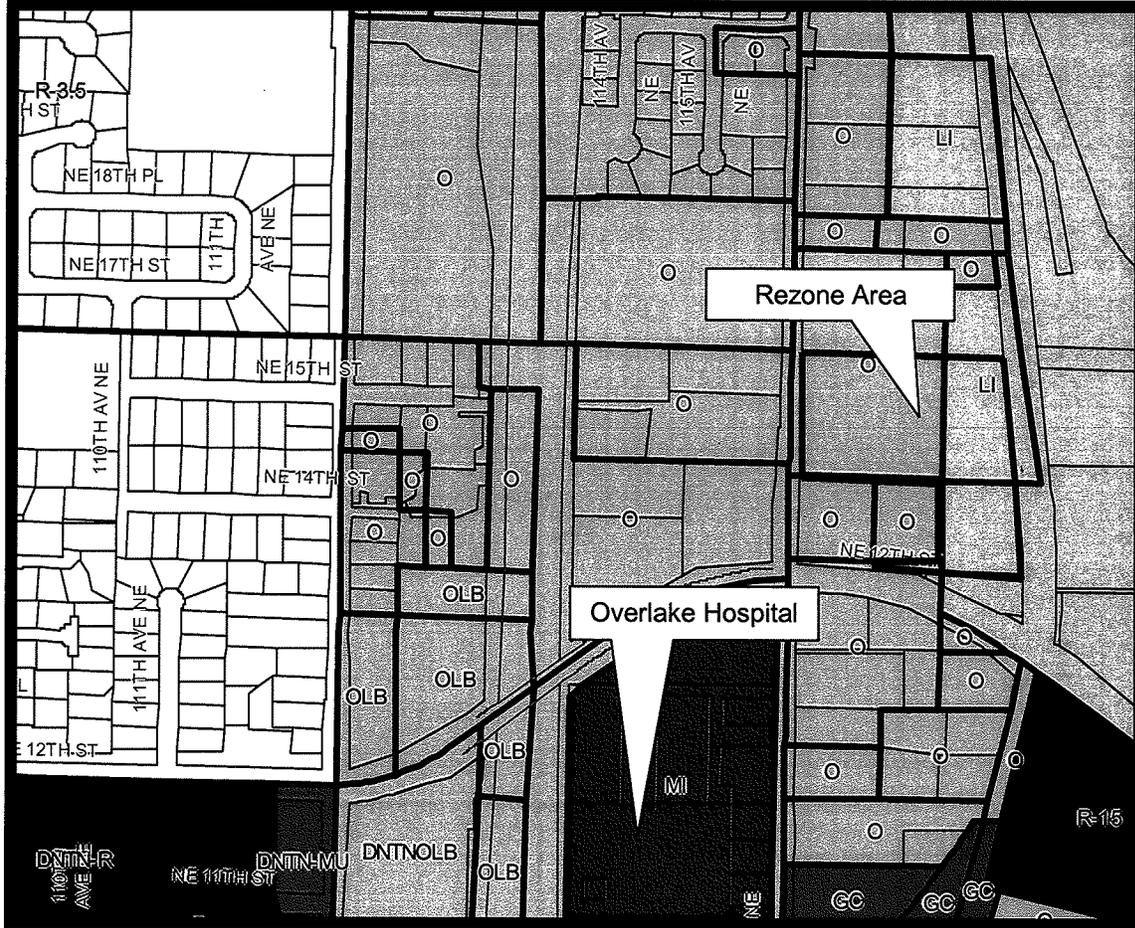


On Parcels 1 and 2, there is a Type III critical wetland and buffer along the eastern property line which will be protected as part of the proposed Children's Hospital development (on the Design Review plan submittal). On Parcel 3, there is a small corner of wetland and buffer which has not been entirely surveyed and mapped. There is a small area of over 40% slopes within Parcel 1. The site drops almost 50 feet from 116th Ave. NE (west) to the railroad right-of-way (east).

B. Context and Zoning

The property is currently zoned Office (O) and Light Industry (LI) and is located approximately ¼ mile north of the Overlake Hospital campus. There are medical offices to the west, north and south. There is a Puget Power substation also to the south. The railroad right-of-way is to the east of the site. Interstate 405 is approximately ½ mile to the west, although the entrance is located south at NE 8th Street.

Existing Zoning Map



Legend:
 MI = Medical Institution
 O = Office
 LI = Light Industry
 OLB = Office Limited Business
 GC = General commercial
 DNTN-OLB = Downtown OLB
 DNTN-MU = Downtown Mixed Use
 DNTN-R = Downtown Residential
 R-15 = Multi-family 15 units/acre
 R-3.5 = Single family 3.5 units/acre

Adjacent Zoning to Rezone Area:
 North: Office, Light Industry
 South: Office, Light Industry
 West: Office
 East: Light Industry

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

General Provisions of the Land Use Code/Zoning Requirements

Children's Hospital was involved in and is in agreement with the provisions of the new Land Use Code Amendment (Ordinance No. 5831) for the Medical Institution District 3 (MI DA3). A copy of this Ordinance is attached, Attachment B. The applicant has submitted the Design Review application and subsequent construction permits based upon the new MI DA3 Land Use Code requirements. In addition, Critical Area issues will conform to Land Use Code requirements, per LUC 20.25.H.

IV. PUBLIC NOTICE AND COMMENT

Application Date:	August 6, 2008
Notice of Application:	August 7, 2008
Public Notice Sign:	August 7, 2008
Public Meeting:	August 26, 2008 at 6:00 p.m. at City Hall
Minimum Comment Period:	August 29, 2008

Notice of Application was published in the City of Bellevue's Weekly Permit Bulletin and the Seattle Times on August 7, 2008. It was mailed to property owners within 500 feet of the project site and a two-sided Public Information Sign was installed on the project site on the same day. A public meeting was held on August 26, 2008. There was one attendee, representing Sound Transit. His main concern was to confirm that an easement would be provided for the future Sound Transit line. The applicant has been working with Sound Transit on this issue. The future Sound Transit easement is shown on the site plan of the Design Review application, outside of required building setbacks. There were two inquires of a general nature. Mr. David Plummer provided a letter with a list of 7 concerns which are noted below with staff response:

1. Children's does not have an approved Certificate of Need (CoN) that would allow Children's to establish a new ambulatory surgery center (ASC) in the City in any location. According to the Washington State Department of Health, no decision is expected on Children's application for a CoN for their proposed ASC until on/after 5 December 2008. Thus, the City should not grant any approvals for Children's applications under the subject file numbers until the Department of Health makes a decision on their CoN application.

Response: The City's decision to rezone a parcel is not tied to a Certificate of Need. The rezone decision is based upon the criteria of LUC 20.30A.140. See Section VII of this staff report. The Certificate of Need application only pertains to the Ambulatory Surgical Center (ASC) of the proposed Children's Bellevue Ambulatory Care Center. This portion makes up less than 25% of the facility. All other pediatric departments (i.e. sleep lab, imaging, sports medicine, orthopedics, pharmacy, ophthalmology) proposed for the new facility are exempt from the Certificate of Need process.

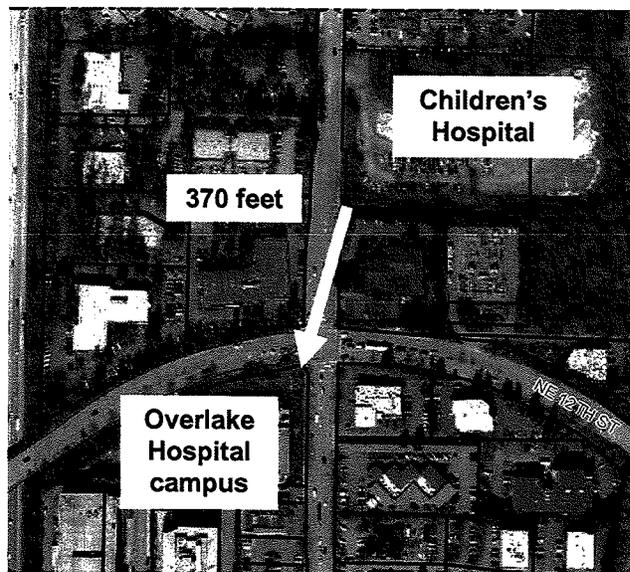
2. Children's Hospital has significantly overstated the need for the proposed ASC facility by basing their projected demand for services on inaccurate population forecast

information for the primary service area of the proposed ASC. The East King County Secondary Health Services Area (the area to be served by the proposed ASC) includes only a part of King County. According to the Washington State Department of Health, this Area includes the population of the areas defined by the USPS zip codes listed in the attached Table 1. There are no current estimated/forecasted population values for the zip-code areas listed in Table 1 for years beyond 2007 available from the Washington State Office of Financial Management (OFM); OFM population forecasts are required to be used to project the need for facilities such as Children's proposed Bellevue-ASC. Thus, there is no credible basis for projecting the need for such a facility in the East King County Secondary Health Services Area.

Response: As stated above in item #1, the City's rezone decision is based upon the criteria of LUC 20.30A.140.

3. Children's Hospital has proposed to locate their ASC in an area that is remote from the other two hospitals in the nearby area (Overlake Medical Center Hospital and Group Health Hospital). By proposing to locate their ASC in the area they have selected, there will be significant detrimental environmental and traffic-congestion impacts imposed on the area. There is ample land area directly east of the Overlake Hospital and Group Health hospital facilities to locate an ASC facility as proposed by Children's Hospital; this location would significantly reduce the environmental and traffic-congestion impacts of locating a new hospital facility in this area.

Response: The Children's Hospital proposed location is only 370 feet from the Overlake Hospital campus (corner to corner), hence we do not consider the Children's Hospital a remote location. Additionally, we do not have code authority to require Children's Hospital to locate directly east of Overlake Hospital.



As discussed in the Comprehensive Plan Amendment documents, the Medical Institution map designation of this site allows the City to foster the vision for the 116th

Ave. NE corridor to become a regionally recognized hub for high quality medical services and a prominent community landmark. The proposed rezone will change the zoning designation of this site to be consistent with the Comprehensive Plan map designation.

Protection of critical areas will be required during the Design Review process, per LUC 20.25H. The transportation analysis is discussed in Section VI, Table 2. The increase in trip generation was contemplated and anticipated as a part of the increase for Traffic Analysis Zone (TAZ) 69, as identified in the *Bel-Red Corridor Project Draft and Final EIS documents*. Site specific traffic impact analysis and mitigation will be required at the specific site development (i.e. Design Review).

4. In recent studies performed by the City of Bellevue as part of the City's Bel-Red Corridor Project, there were no forecasted or planned actions to locate another major medical facility in the location proposed by Children's Hospital.

Response: The City has performed review of the proposed Comprehensive Plan Amendment (CPA) to change the map designation to Medical Institution. The Amendment was reviewed by the Planning Commission and approved by the City Council. As a part of the Amendment process, the City identified their vision for the 116th Ave. NE corridor to become a regionally recognized hub for high quality medical services and a prominent community landmark. Upon approval of the CPA map designation to MI, the proposed rezone to MI DA3 may proceed.

5. There has been no opportunity for the Bellevue citizens to review and evaluate the impacts of locating a new major medical facility in the location proposed by Children's Hospital. In addition, there has been no traffic-impact or environmental impact analyses performed to evaluate the impacts of locating Children's ASC in the location they have selected.

Response: For the Comprehensive Plan Amendment to MI, there were substantial opportunities for public participation, including meetings/public hearings before the Planning Commission and City Council. A public meeting for this rezone was noticed and held August 26, 2008. Mr. Plummer did not attend this rezone public meeting.

Traffic impacts and environmental impacts were considered in the *Bel-Red Corridor Project Draft, Final and Addendum EIS documents*. The TAZ for this area contemplated the traffic generation of this use. Site specific traffic and environmental analysis will be performed at the Design Review stage.

6. In their CoN application to the State Department of Health, Children's Hospital has artificially reduced the land cost of their proposed ASC facility by using the building foot-print to reduce the cost of land for the facility. The more accurate cost of the land for Children's Hospital's proposed ASC is actually, according to Children's CoN filing, approximately \$13,000,000; this value may be used in any cost/financial feasibility analyses performed or evaluated by the Department of Health.

Response: The rezone action is separate from the financial issue.

7. There are no credible life cycle cost estimates for Children's proposed ASC. Further, there are no allowances included in Children's ASC cost estimates for any cost-sharing or development fees that are likely to be imposed by the City of Bellevue as part of any public infrastructure developments that may be required by the City for their Bel-Red Project rezone scheme. The absence of these costs may be considered in the State Department of Health's evaluation of the financial feasibility of Children's proposed ASC.

Response: All development fees will be imposed with the construction permits. The costs considered by the State of Department of Health is a separate issue from the rezone action.

V. TECHNICAL REVIEW

A. Utility Department

The Utilities Department has no concerns with the rezone application.

B. Transportation Department

Transportation-related environmental review will be conducted under specific Design Review applications. See Section VI below for trip generation analysis.

VI. STATE ENVIRONMENTAL POLICY ACT

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of:

- The *2006-2017 Transportation Facilities Plan Final Environmental Impact Statement (TFP EIS)* updated November, 2006;
- The *Bel-Red Corridor Project Draft Environmental Impact Statement (DEIS)* issued January 25, 2007;
- The *Bel-Red Corridor Project Final Environmental Impact Statement (FEIS)* issued July 19, 2007; and
- The *Bel-Red Corridor Project Final Environmental Impact Statement Addendum*, dated July 17, 2008.

These documents are available in the Development Services Records Room, Bellevue City Hall, 450 110th Ave NE.

An Environmental Checklist and Supplemental Sheet for a Nonproject Action have been reviewed and the annotated checklist is available for public viewing in the project file at City Hall. Adverse impacts which are less than significant are usually subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Sec. 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental

review process.

Environmental review for the specific development plan by Children's Hospital will be conducted under the Design Review application. There are no other development plans within the proposed rezone boundary area.

Table 1 identifies the square footage comparison between the existing zoning and the proposed zoning. In addition, the height has increased from a maximum of 30 feet (Office zone) and 45 feet (Light Industry zone) to a maximum of 100 feet; and some setbacks have diminished (front/rear property lines). This results in increased height and bulk of a proposed building under the new zoning. A detailed height and massing/view analysis is provided in the *Bel-Red Corridor Project Final Environmental Impact Statement Addendum*, dated July 17, 2008.

**Land Use Analysis
 Table 1**

Zoning	Total Area Square Footage	Maximum square footage of building comparison purposes (without critical area consideration)	Comments
Office/LI	Parcels 1 & 2 = 222,155 sq ft Parcel 3 = 68,768 sq ft Total = 290,923 sq ft	Parcels 1 & 2 ¹ = 82,197 sq ft (at 0.37 FAR) Parcel 3 = 34,384 sq ft (at 0.5 FAR) Total = 116,581 sq ft	Floor Area Ratio: Sliding scale from 0.37 to 0.5, per LUC 20.20.010, Footnote 8.
MI DA3	290,923 sq ft	290,923 sq ft x 1.0 = Total = 290,923 sq ft	FAR = 1.0
		174,342 sq ft potential increase with the rezone	This increase in square footage was contemplated and anticipated with the adoption of the Comprehensive Plan map designation of MI DA3 and Policy S-BR-42 (adopted August 4, 2008 by City Council).

¹ This analysis assumes that Parcels 1 and 2 will be developed as one project.

Trip Generation Comparison²

1. Under the existing zoning, the most likely type of high trip generation development would be regular office. This analysis of regular office under the existing zoning assumes one office development of 82,197 square feet for the two northern lots and one office development of 34,384 square feet on the southern lot, assuming a Floor Area Ratio with a sliding scale from 0.37 to of 0.5 (see Table 1). Larger office developments have lower trip generation rates per area, due to greater opportunities for ridesharing or use of alternate modes of travel. A rate of 1.8 new trips per 1000 square feet is applied to the larger office development, yielding 148 new PM peak hour trips. A rate of 2.3 new trips per 1000 square feet is applied to the smaller office development, yielding 79 new PM peak hour trips. The total for the existing zoning would be 227 new trips in the PM peak hour.
2. Under the proposed zoning, all three parcels could be developed as medical / dental office with a Floor Area Ratio of 1.0. This would allow total development of 290,923 square feet. Medical / dental office has a trip generation rate of 2.79 new trips per 1000 square feet in the PM peak hour. Applying that rate to the total square footage yields 812 new PM peak hour trips, which would be the maximum expected under the proposed zoning.

This analysis of medical / dental office under the proposed zoning assumes a uniformly high trip generator for all three parcels. This generic medical / dental office land use type is different from the recently proposed Children's Hospital Ambulatory Care Center. The Children's Hospital proposal will include a significant amount of square footage devoted to specialized equipment and services that will accommodate fewer people per area than would be generally found in a medical / dental office. The proposed Children's Hospital Ambulatory Care Center is predicted to generate 133 new PM peak hour trips. If the balance of the rezone property were developed as typical medical / dental office, that would generate 396 new PM peak hour trips. The total trip generation for the three parcels under the new zoning would be 529 new PM peak hour trips, assuming completion of the Children's Hospital Ambulatory Care Center.

² This analysis assumes no deductions for critical areas. Even though some critical areas exist, the exact square footage of such areas for all three parcels has not been completely surveyed and mapped. In any case, a critical area deduction would affect both the old and the new zoning in the same way, so the relative difference between old and new zoning would not change.

**Transportation Analysis
 Table 2**

Zoning	Potential Building Square Footage	PM peak hour trips	Comments
Office/ Light Industry	Parcels 1&2= 222,155 sq ft Parcel 3 = 68,768 sq ft <u>Total</u> = 290,923 sq ft	227 trips	Floor Area Ratio: Sliding scale from 0.37 to 0.5, per LUC 20.20.010, Footnote 8.
MI DA3	290,923 sq ft	529 trips if Children's Hospital is complete and the balance is medical / dental office. 812 trips if all parcels are medical / dental office.	FAR = 1.0
		With the new MI DA3 zoning, it is anticipated that there could be up to 302 additional trips under the Children's Hospital development scenario and 585 additional trips if all parcels were developed as medical / dental office.	This increase in trip generation was contemplated and anticipated as a part of the increase for Traffic Analysis Zone (TAZ) 69, as identified in the <i>Bel-Red Corridor Project Draft and Final EIS documents</i> .

The Transportation Analysis and summary of impacts and mitigation measures for the Bel-Red Corridor Alternatives are noted in the *Bel-Red Corridor Project Draft Environmental Impact Statement (DEIS)* issued January 25, 2007 and the *Bel-Red Corridor Project Final Environmental Impact Statement (FEIS)* issued July 19, 2007.

Site specific traffic impact analysis and required mitigation will be required at specific site development (i.e. Design Review) of these Medical Institution Development Area 3 parcels.

VII. DECISION CRITERIA

The Director may recommend approval, or approve with modifications, an application for a Rezone if the following decision criteria listed in LUC Section 20.30A.140 can be met:

A. The rezone is consistent with the Comprehensive Plan.

The proposed rezone to Medical Institution Development Area 3 is consistent with the Bel-Red/Northup Subarea Plan map designation of Medical Institution (per Ordinance No. 5830).

The following is a summary of relevant Comprehensive Plan policies:

POLICY S-BR-1. Allow uses which provide goods and services for local residents and businesses to locate in commercial areas of the Subarea.

Finding: The proposal is consistent with the above policy. While the proposed site is not within a "commercial area," it will provide local residents a specialized service for children's medical needs within an ambulatory health care center.³ (Note: This Children's Hospital facility is anticipated to draw Eastside residents from Bothell to Renton and from Bellevue to North Bend/Eastern Washington.)

POLICY S-BR-7. Encourage a variety of economic activities by providing appropriate land use designations.

Finding: The proposal is a specialized health care center for children (within an appropriate MI Subarea map designation) and thus will contribute to the variety of economic activities available within the Subarea.

POLICY 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.

Finding: The proposal is consistent with the above policy. Children's Hospital is a major medical institution which will help create the mix of hospital/medical uses in Bellevue's Medical Institution District. Specific building and site development will meet the Land Use Code requirements for the MI DA3 zoning district, including a high quality of design with visual identity, a visually pleasing design and safe pedestrian environment.

POLICY ED-3. Develop and maintain regulations that allow for continued economic growth while respecting the environment and quality of life of city neighborhoods.

Finding: The new Land Use Code Amendment for the MI DA3 zoning district will

³ The definition of an Ambulatory Health Care Center is: A medical institution building which is designed for delivery of a range of health care and high acuity specialty care services and is not licensed as a hospital. (LUC Section 20.50.010)

provide for development potential for this site into a medical facility, while respecting the environmental elements onsite. By providing generous streetside landscaping and a high quality building and site design, the proposal will respect the quality of life within the local neighborhood.

POLICY ED-13. Encourage and promote employment opportunities for all residents, including youth.

Finding: The proposed development, once in operation, will have a workforce of 80-100 employees depending upon time of day and schedules. The proposal will encourage and promote employment opportunities, which could include jobs for youth.

B. The rezone bears a substantial relation to the public health, safety, or welfare.

Finding: The rezone proposal promotes the public health, safety and welfare by providing the opportunity for a new specialized children's medical facility on the Eastside, currently not existing.

C. The rezone is warranted in order to achieve consistency with the Comprehensive Plan or because of a need for additional property in the proposed land use district classification or because the proposed zoning classification is appropriate for reasonable development of the subject property.

Finding: The rezone is warranted to achieve consistency with the Comprehensive Plan, as was recently amended by City Council on August 4, 2008 (per Ordinance No. 5830). The new proposed zoning designation of Medical Institution Development Area 3 (MI DA3) is consistent with the Subarea map designation of Medical Institution (MI). Approval of the rezone will provide consistency between the Comprehensive Plan Subarea Map designation and the zoning designation.

D. The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject property.

Finding: Development under the proposed MI DA3 zoning district is consistent and compatible with the surrounding medical office uses and will further the City's goal of creating a Medical Institution District. This consolidation of MI uses will benefit residents needing multiple health care facilities. It will also benefit patients and doctors if it is medically necessary to relocate patients from one facility to another. The rezone will not be materially detrimental to uses/properties in the immediate vicinity.

E. The rezone has merit and value for the community as a whole.

Finding: Children's Hospital is a major medical institution which will help create a mix of hospital/medical uses in Bellevue's Medical Institution District. This consolidation of MI uses will provide for a variety of services available to residents. The proposed development, once in operation, will increase employment opportunities within the City. The rezone has merit and value for the community as a whole.

VIII. RECOMMENDATION

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, SEPA, and City Code and Standard compliance reviews, the Director does hereby **RECOMMEND APPROVAL** (with no conditions) of the Children's Hospital rezone proposal.

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 20.30I.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 20.30I.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 20.30I.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.

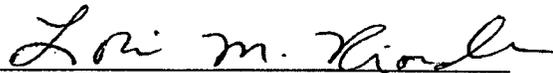
Passed by the City Council this 4th day of August, 2008
and signed in authentication of its passage this 4th day of August,
2008.

(SEAL)



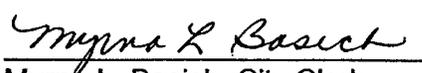
Grant S. Degginger, Mayor

Approved as to form:



Lori M. Riordan, City Attorney

Attest:



Myrna L. Basich, City Clerk

Published August 7, 2008

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.

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.

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.

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]*

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.

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, overland along a railroad right-of-way, scenic road or other route, or any other course for pedestrian or bicycle passage.

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.

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.

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.

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

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.

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

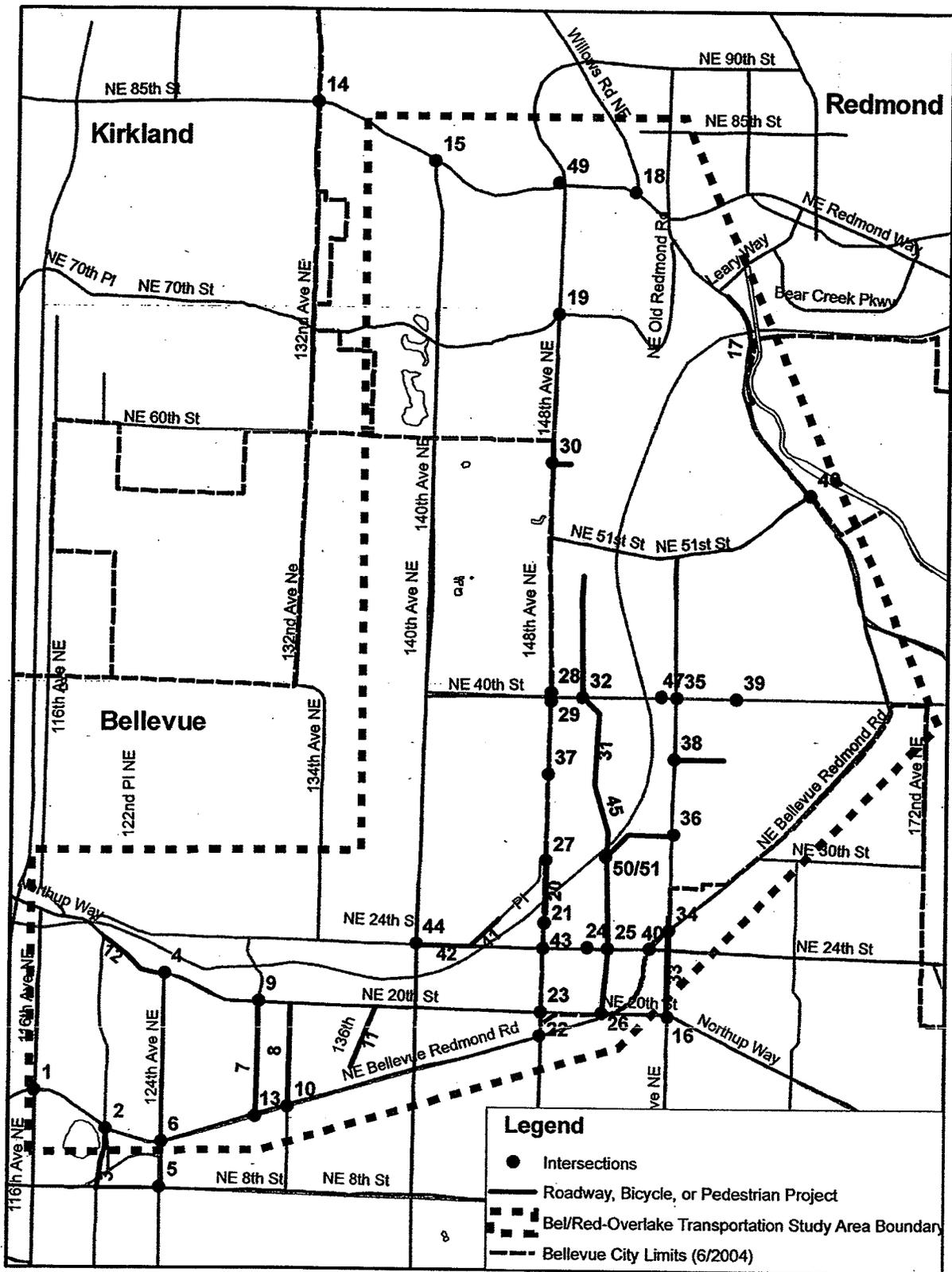
Project Number	Project Location and Description
1	At 116th Avenue NE/NE 12th Street add a northbound right turn lane; and on 116th Ave NE provide 5-lanes between NE 12th Street and the northern property line of the site addressed as 1500 116th Ave NE.
2	At 120th Avenue NE/NE 12th Street: Add a southbound 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 BROTS
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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CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5831

AN ORDINANCE amending the Bellevue Land Use Code to expand the Medical Institution District designation into the Bel-Red Northup Subarea consistent with the language of Comprehensive Plan Policy S-BR-42 and adopting appropriate amendments to the MI District overlay regulations for a newly created MI District Development Area (DA3); amending Sections 20.10.390 and 20.50.034 (M Definitions), and Part 20.25J of the Bellevue Land Use Code.

WHEREAS, City of Bellevue Comprehensive Plan contains Policy S-BR-42 which provides that medical institution district development is appropriate in the southwest corner of the Bel-Red/Northup Subarea; and

WHEREAS, the Land Use Code must be consistent with the policies contained in the Comprehensive Plan; and,

WHEREAS, the Planning Commission held a public hearing on May 28, 2008 with regard to such proposed Comprehensive Plan and Land Use Code amendments; 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 Land Use Code to be consistent with the Comprehensive Plan consistent with the foregoing; now, therefore,

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

Section 1. Section 20.10.390 of the Bellevue Land Use Code is hereby amended as follows:

20.10.390 Medical Institution District (MI)

The Medical Institution (MI) District provides for the location of hospital uses and ancillary uses to the primary hospital use located on the same site or on sites in close proximity. The purpose of the district is to encourage comprehensive long-

term master development planning for the properties designated MI and to allow flexible dimensional standards to facilitate development of major medical institutions and provision of the vital public services offered by these institutions. Specific development areas have been established in order to implement the objectives of the Medical Institution District.

- A. Hospital Center Development Area (DA1). The purpose of the Hospital Center Development Area is to provide an area for the primary hospital and the most intensive ambulatory health care center uses to be located within close proximity. The tallest heights and largest floor plates in the MI district are appropriate in this area. The Hospital Center Development Area is located on the topographically lowest portion of the district adjacent to the freeway where pedestrian orientation is low and heights of the tallest campus structures and largest floor plates are most appropriate. The tallest heights are necessary for the primary hospital towers to accommodate patient bed demand in the region within floor plates that are sized appropriately for patient care delivery. Large floor plates are necessary for hospital diagnostic and treatment uses and ambulatory health care center uses to accommodate adjacencies of multiple operating rooms, interventional radiology rooms and urgent care. The Hospital Center Development Area provides the dimensional flexibility necessary to allow the primary hospital and ambulatory health care center uses to be located in close proximity and benefit from the collocation of complementary uses. Medical office uses may also be appropriate for this area, but do not have the same proximity needs as the ambulatory health care center uses. Gateways on 116th Avenue NE at NE 8th Street and NE 10th Street identify the entry into the district and provide wayfinding cues for identification of individual institutions located within the district.
- B. Medical Office Development Area (DA2). The purpose of the Medical Office Development Area is to provide an area for medical office and hospital-related uses that are less dependent on immediate access to the primary hospital emergency rooms and patient beds. Taller buildings are appropriate in this area. Building mass variations (i.e., stepbacks, floor plate limitations) create transitions to less intense land use districts. Appropriate sidewalk widths, pedestrian-sensitive design and amenities and gateways ensure pedestrian orientation to perimeter sidewalks located on 116th Avenue NE and NE 12th Street. A gateway on 116th Avenue NE at NE 12th Street identifies the entry into the district.
- C. Hospital Perimeter Development Area (DA3). The purpose of the Hospital Perimeter Development Area (DA3) is to provide an area for less intense hospital and ambulatory health care center uses to be located within close proximity to the primary hospital located in the Hospital Center Development Area (DA1). The Hospital Perimeter Development Area is located on a topographically sloping portion of the district adjacent to the Burlington Northern Railroad right of way where parking can be accommodated under the

building and is appropriately separated from pedestrian ways. More modest heights are contemplated for the less intense hospital uses in the Hospital Perimeter Development Area, but floor plates remain sized appropriately for patient care delivery. Large floor plates are necessary for hospital diagnostic and treatment uses and ambulatory health care uses to accommodate adjacencies of multiple operating rooms, interventional radiology rooms and urgent care. The Hospital Perimeter Development Area provides the dimensional flexibility necessary to allow the less intense hospital uses and ambulatory health care center uses to be located in close proximity and benefit from the collocation of complementary uses. Medical office uses may also be appropriate for this area, but do not have the same proximity needs as the ambulatory health care center uses.

Section 2. Part 20.25J of the Bellevue Land Use Code is hereby amended as follows:

Part 20.25J Medical Institution District

20.25J.010 General.

A. Applicability.

This Part 20.25J, Medical Institution (MI) District, contains standards and guidelines that apply to development and activity within the Medical Institution District.

B. Description of Development Areas.

The district is divided into three Development Areas that have been established in order to implement the objectives of the Medical Institution District as follows:

1. Hospital Center Development Area (DA1);
2. Medical Office Development Area (DA2).
3. Hospital Perimeter Development Area (DA3)

The purpose and intent of the Development Areas is described in LUC 20.10.390. The location of the Development Areas is depicted on the map entitled "Medical Institution District Development Areas" following this section.

Medical Institution District Development Areas



Legend

DA1 = Development Area 1, Hospital Center Development Area

DA2 = Development Area 2, Medical Office Development Area

DA3 = Development Area 3, Hospital Perimeter Development Area

20.25J.015 Review required.

A. Master Development Plan.

All multiple building development within a single Medical Institution District Development Area (DA1, DA2 or DA3) shall be governed by Master Development Plans reviewed by the Director pursuant to 20.30V LUC. Where single building development is proposed within a Development Area, standards required to be met at the Master Development Plan stage pursuant to this Part 20.25J shall be fulfilled as a component of the Design Review approval. The design guidelines contained in this Part 20.25J LUC apply in addition to the decision criteria of LUC 20.30V.150.

B. Design Review.

Each structure located within the Medical Institution District, whether or not approved as part of a Master Development Plan, must be reviewed by the Director through Design Review, Part 20.30F LUC. The design guidelines contained in this Part 20.25J LUC apply in addition to the decision criteria of LUC 20.30F.145.

20.25J.020 Permitted uses.

The following chart indicates the permitted land uses within the MI Land Use District and the required review process for each use within each Development Area.

Medical District Land Use Chart

Land Use	Hospital Center and Hospital Perimeter Development Areas (DA1 and DA3) (1)(9)	Medical Office Development Area (DA2) (2)
Services		
Hospital	P	--
Ambulatory health care center (3)	P	--
Professional services: medical clinics and other health care-related services	P	P
Medical-related administrative offices	P	P
Research, development and testing services	S	S
Other administrative offices (non-medically related)	S	S

Childcare and adultcare services	P	P
Social service providers (for profit and nonprofit), including Medic 1 services and other emergency services	P	P
Medical helicopter landing pad (4)	P	P
Personal services: laundry, dry cleaning, barber and beauty shops, shoe repair, massage therapy/health spa (non-medically related) and other services ancillary to a hospital	S	P
Finance and insurance institutions	--	S
Business services, duplicating and blueprinting	--	S
Religious activities	S	S
Transportation and Utilities		
Accessory parking (5)	P	P
Commercial parking	P	P
Wireless facilities (6)	A/P	A/P
Utility facility	A	C
Local utility system	P	P
Regional utility system	A	C
Essential public facilities (7)	A	A
Transit facilities (8)	P	P
Highway and street right-of-way	P	P
Retail		
Eating and drinking establishments	P	P
Health care-related retail (i.e., pharmacy, crutches, etc.)	P	P
Miscellaneous retail trade: drug stores, gift stores, bookstores, news stands, florist, jewelry, clothing, photo supplies, video sales/rental and other retail ancillary to a hospital	S	P
Electrical Utility Facility	A/C 10	A/C 10

P = Permitted
A = Administrative Conditional Use
S = Subordinate Use
-- = Not Permitted

Footnotes:

- (1) See LUC 20.10.390 and 20.50.034 for definition of Medical Institution District Hospital Center Development Area (DA1).
- (2) See LUC 20.10.390 and 20.50.034 for definition of Medical Institution District Medical Office Development Area (DA2).
- (3) See LUC 20.50.010 for definition of ambulatory health care center.
- (4) Medical helicopter landing pad: must be located within 200 feet of the right-of-way of I-405. Permitted only for emergency patient-related helicopter landings. Only one helicopter landing pad is permitted within the Medical Institution District. There may not be refueling tanks, refueling services, storage of helicopters, or any other storage-related activities. The helicopter landing pad must meet Federal Aviation Administration (FAA) requirements and applicable licenses. The helicopter landing pad must also meet City of Bellevue Fire Code requirements and any other applicable City codes and standards. LUC 20.20.450 does not apply within the Medical Institution District.
- (5) Accessory parking is permitted to serve only the uses located within the Medical Institution District pursuant to an approved Master Development Permit and requires approval through the review process required for the primary land use which it serves.
- (6) Wireless facilities must meet the requirements of LUC 20.20.195. Prior Administrative Conditional Use approval is required for freestanding monopole facilities and wireless facilities integrated on existing parking lot light poles and/or adjacent street poles (within the right-of-way) to the campus. Building-mounted wireless facilities are permitted outright. Any ground-mounted equipment must be adequately screened per LUC 20.20.195.
- (7) Refer to LUC 20.20.350 for general requirements applicable to essential public facilities.
- (8) Transit facilities includes transit stops and high-capacity transit stops.
- (9) See LUC 20.10.390 and 20.50.034 for definition of Medical Institution District Hospital Perimeter Development Area (DA3).
- (10) For the definition of Electrical Utility Facility, see LUC 20.50.018 and for reference to applicable development regulations relating to Electrical Utility Facilities see LUC 20.20.255. For new or expanding Electrical Utility Facilities proposed on sensitive sites as described by Figure UT.5a of the Utilities Element of the Comprehensive Plan, the applicant shall obtain conditional use permit approval under Part 20.30B LUC, complete an alternative siting analysis as described in LUC 20.20.255.D, and comply with decision criteria and design

standards set forth in LUC 20.20.255. For expansions of Electrical Utility Facilities not proposed on sensitive sites as described by Figure UT.5a, the applicant shall obtain administrative conditional use permit approval under Part 20.30E LUC and comply with decision criteria and design standards set forth in LUC 20.20.255.

20.25J.030 Dimensional requirements.

Dimensional Requirements in Medical Institution District

Medical Institution (MI) District Development Area	Minimum Setback (1)(2)					Max Bldg. Floor Area per Floor Above 40' Stepback	Max Lot Coverage District-Wide (5)	Building Height (8)	Separation Between Towers Above 40' Stepback	Floor Area Ratio (FAR)
	I-405 Access Ramps/ NE 8th Street	NE 10th Street	116th Ave NE/ NE 12th Street	I-405	Side/Rear					
Hospital Center (DA1)	30'	0' (3)	0'	50' (7)	N/A	N/A	75%	75' 100' (9) 200' (10)	N/A	(12)
Medical Office (DA2)	N/A	30'	0' (4)(6)(8)	N/A	N/A	24,000	75%	60' 140' (11)	40' (11)	(12)
Hospital Perimeter (DA3)	N/A	N/A	0' (4)(6)(8)	N/A	20' (13)(14)	N/A	75%	100' (15)	N/A	1.0

Footnotes:

(1) Minimum setbacks are subject to required landscape development. Refer to LUC 20.25J.060.

(2) Measured from the property line where the Medical Institution District abuts I-405 or the access ramps to I-405. Measured from inside edge of the required sidewalks on 116th Avenue NE, NE 8th Street and NE 12th Street. If existing utilities that cannot be reasonably relocated require the planting of street trees on the property side of the sidewalk as provided for in LUC 20.25J.070A.2.b, four feet is added to the required setback.

(3) Reciprocal maintenance agreements will be required between the City and the property owner of any structure abutting NE 10th Street.

(4) No parking or vehicle access lane is permitted between the required sidewalks on 116th Avenue NE and NE 12th Street and pedestrian entrances and building frontages

located in the Medical Office Development Area and the Hospital Perimeter Development Area.

(5) Exceptions to Lot Coverage.

- a. Underground buildings as defined in LUC 20.50.050 are not structures for the purpose of calculating lot coverage.
 - b. Buildings constructed partially below grade and not higher than 30 inches above average finished grade are not structures for the purpose of calculating lot coverage; provided, that the rooftop of the building shall be landscaped consistent with the planting requirements for the specific use that is proposed for the building roof area and for the Medical Institution District, or shall be development with pedestrian improvements, such as plazas and walkways, as approved by the Director through the Design Review process, Part 20.30F LUC.
- (6) Buildings or portions of buildings that provide a setback of less than 20 feet are required to meet the streetscape design requirements and Urban Frontage Design Guidelines of this Part 20.25J LUC. A minimum setback of 20 feet with required landscape development may be approved by the Director in lieu of required streetscape design and urban frontage.
- (7) If the Medical Institution District property line is modified as a result of expansion associated with widening of I-405 and/or associated access ramps, the setback from I-405 and I-405 access ramps will continue to be measured from the property line established as of the effective date of the Master Development Plan that predated the freeway widening. Development complying with this footnote is conforming as to the I-405 setback and is not subject to the nonconforming provisions of LUC 20.20.560.
- (8) Stepback. A building facade facing 116th Avenue NE or NE 12th Street must incorporate a 10-foot-deep stepback in all floors located 40 feet above 116th Avenue NE or NE 12th Street as measured from the average finished grade of the regulated facade. The Director may allow modifications to the stepback required above 40 feet if the applicant can demonstrate that the resulting design will be more consistent with the design review guidelines of LUC 20.25J.080.
- (9) The maximum building height of an ambulatory health care center is 100 feet.
- (10) The maximum building height of a hospital is 200 feet.
- (11) The maximum building height of a medical office building is 140 feet. A single building is considered a medical office building if more than 75 percent of the gross floor area is devoted to medical clinics and medical-related administrative offices (refer to LUC 20.25J.020).
- (12) Development intensity in the Hospital Center and Medical Office Development Areas is controlled pursuant to 20.25J.040 and FAR limitations do not apply.

- (13) Where the MI District Boundary abuts property outside the MI District other than right-of-way, the minimum setback from the MI District Boundary shall be landscaped pursuant to the following criteria:
- (a) The entire setback (20 feet) shall be planted. No portion may be paved except for vehicular entrance drives;
 - (b) The setback must incorporate a berm having a minimum height of three and one-half feet;
 - (c) The setback shall be planted as follows:
 - (i) Evergreen and deciduous trees, with no more than 30 percent deciduous, a minimum of 10 feet in height, at intervals no greater than 20 feet on center;
 - (ii) Evergreen shrubs, a minimum of two-gallon in size, at a spacing of three feet on center; and
 - (iii) Living ground cover so that the entire remaining area will be covered in three years.
- (14) Intrusions into required setback. A rockery or retaining wall may intrude into the required setback subject to the following conditions:
- (a) The finished height of the rockery or retaining wall (excluding required railings) shall not exceed 30 inches in height as measured from existing or finished grade, whichever is lower, located at the MI District Boundary;
 - (b) The 30 inch height limit must be met at all points along the length of the rockery or retaining wall; and
 - (c) This Note cannot be used to develop a rockery or retaining wall which intrudes into critical areas, critical area buffers, or critical area structure setbacks unless permitted pursuant to Part 20.25H LUC.
- (15) The maximum building height of a hospital or ambulatory health care center is 100 feet as measured from average existing grade.

20.25J.040 Development intensity.

A. Hospital Center and Medical Office Development Areas (DA1 and DA2)

1. Hospital Beds and Maximum Square Footage. The total number of hospital beds permitted in the Medical Institution District is limited to 400. These beds and ancillary uses that support the 400 beds must be accommodated within hospital structure(s) that do not exceed 1,000,000 gross square feet. Modification to this provision can only be processed through an amendment to the Land Use Code.

2. Non-Hospital Medical Institution District Square Footage. The total gross square feet associated with non-hospital Medical Institution District uses may not exceed 1,000,000 gross square feet. Refer to the permitted uses chart in LUC 20.25J.020.

3. The limitation on development intensity may be exceeded on a temporary basis to accommodate development phasing and tenant relocation identified in a Phasing Plan approved through the Master Development Plan.

B. Hospital Perimeter Development Area (DA3). Development intensity in the Hospital Perimeter Development Area is governed by FAR limitations in LUC 20.25J.030.

20.25J.050 Parking, transportation management and commute trip reduction requirements.

A. Parking.

1. The provisions of LUC 20.20.590, except as they conflict with this section, apply to development in the Medical Institution District.
2. Performance Standards for Parking Structures. The Director may approve a proposal for a parking structure through the Design Review process of LUC 20.25J.015.B. The Director may approve the parking structure only if:
 - a. Driveway openings from public rights-of-way are limited and the number of access lanes in each opening are minimized.
 - b. The structure exhibits a horizontal, rather than sloping, building line, as viewed from 116th Ave. NE and NE 12th Street.
 - c. The dimension of the parking structure abutting pedestrian areas is minimized. If parking structure abutting pedestrian areas is necessary for functional reasons, mitigation shall be provided through the addition of planting, modulation, materials variation, artwork or other features that would cover at least 50 percent of the parking structure facade area unless a smaller coverage area is approved through a Master Development Plan or Design Review where Master Development Plan approval is not required.
 - d. The parking structure complies with the requirements of the Design Review Guidelines of LUC 20.25J.080.
 - e. A wall or other screening of sufficient height to screen parked vehicles from views from adjoining rights-of-way and which exhibits a visually pleasing character is provided at all above-ground levels of the structure.
 - f. Safe pedestrian connection between the parking structure and the principal use exists.
 - g. Loading areas are provided for vanpools/carpools.

- h. Vehicle height clearances for structured parking must be at least seven and one-half feet for the entry level to accommodate vanpool parking.
- i. For all uses, no more than 25 percent of the required parking spaces may be designed and constructed in accordance with the dimensions for compact stalls provided in LUC 20.20.590.K.12.

B. Transportation Management Program.

The requirements of BCC 14.60.070 (Transportation Management Program) must be met as part of the Master Development Plan or Design Review where Master Development Plan approval is not required. An alternative TMP may be required by the City and/or proposed by the applicant, whereby a performance standard is designated and program features to attain this performance standard are established. Such program features may include special site design features, annual promotion events, contracted parking enforcement, shuttle services, financial incentives to employees, and a guaranteed ride home program.

C. Commute Trip Reduction.

The requirements of Chapter 14.40 BCC must be met as part of a required Master Development Plan or Design Review where Master Development Plan approval is not required.

20.25J.060 Landscape requirements.

A. The provisions of LUC 20.20.520, except as they conflict with this section, apply to development within the Medical Institution Land Use District. The following landscaping provisions are required:

Street Frontage	Landscaping Requirement (1)
I-405 Access Ramps (2)	Vertical landscape features, terraced planters or a combination of these features must be proposed and approved through the Design Review process to mitigate the mass of building wall adjacent to the access ramps.
I-405 Right-of-Way (2)	20' wide Type II, using minimum 3" caliper deciduous and minimum 10' high coniferous.
NE 8th Street	Gateway location and conceptual design approval required through the Master Development Plan review process. Gateway design detail approval required through the Design Review process.

NE 10th Street east of East Campus Drive	Gateway location and conceptual design approval required through the Master Development Plan review process. Gateway design detail approval required through the Design Review process.
NE 10th Street west of East Campus Drive	Corridor design approval through Transportation Department Corridor Design Planning Study.
NE 12th Street	20' wide Type II, using minimum 3" caliper deciduous and minimum 10' high coniferous. (3)(4)
116th Avenue NE	20' wide Type II, using minimum 3" caliper deciduous and minimum 10' high coniferous. (3)(4)

Footnotes:

(1) The tree retention provisions of LUC 20.20.900 do not apply in the Hospital Center or Medical Office Development Areas (DA1 and DA2).

(2) Required landscaping displaced as a result of expansion associated with widening of I-405 and/or associated access ramps is not subject to the nonconforming provisions of LUC 20.20.560.

(3) Street frontage landscaping will be reviewed through the Design Review process described in 20.25J.015.B and is required only if a minimum 20-foot setback is provided in lieu of streetscape design requirements (LUC 20.25J.070) and Street Frontage Design Guidelines (LUC 20.25J.080.D).

(4) Street frontage landscaping in vicinity of required gateways will be reviewed through the Design Review process described in LUC 20.25J.015.B and must comply with the streetscape design requirements (LUC 20.25J.070) and Street Frontage Design Guidelines (LUC 20.25J.080.D).

B. The Director may approve alternative landscaping requirements in accordance with the criteria in LUC 20.20.520.J.

20.25J.070 Streetscape design requirements.

A. Sidewalks.

1. Minimum Width. The minimum width of sidewalks located on NE 8th Street, NE 12th Street, 116th Avenue NE and NE 10th Street east of East Campus Drive is eight feet plus four feet in which street plantings are to be installed plus six inches of curb along any street.
2. Street Trees and Plantings.

- a. The property owner shall install street trees and plantings, in addition to any landscaping required by LUC 20.25J.060. Appropriate tree species will be determined through the Master Development Plan or Design Review where Master Development Plan approval is not required.
 - b. The area in which street plantings are installed must be located between the street and the sidewalk unless precluded by existing utilities which cannot reasonably be relocated. Required street trees together with shrubbery, groundcover and other approved plantings must be placed in a planter strip along the length of the frontage. The planter strip must be at least four feet wide unless a smaller strip is approved by the Director. Vegetation included in the planter strip shall be urban in character, shall be compatible with other plantings within the property and along the same street, and shall reflect the character of the area in which they are planted.
 - c. Street trees, at least three inches in caliper or as approved by the Director, must be planted at least three feet from the street curb, and a maximum of 25 feet on center, unless upon request of the applicant minor modification of this requirement is approved by the Director, and conforms to the sight distance requirements of BCC 14.60.240. A street tree planting area may also include decorative paving and other plant materials except turf.
 - d. Street trees and plantings shall be irrigated.
3. Corridor Design Planning Study. Sidewalk width and street planting requirements for the segment of NE 10th Street located west of East Campus Drive will be determined through a Corridor Planning Study prepared by the Bellevue Transportation Department.

B. Gateways.

1. Number and Location. Three gateways are required for the Medical Institution District: on 116th Avenue NE at NE 8th Street, NE 10th Street and NE 12th Street. The gateways must be visually and physically accessible from the abutting sidewalk and located at or near grade.
2. Purpose. The gateways on 116th Avenue NE and NE 8th Street and NE 12th Street identify the entry into the district. The gateway on 116th Avenue NE at NE 10th Street identifies the entrance to hospital and ambulatory health care uses that have a presence in the Medical Institution District. All gateways should serve as a focal point and visual landmark.
3. Gateway location, conceptual design and installation phasing will be approved through the Master Development Plan or Design Review where Master Development Plan approval is not required. Gateway design details

will be approved through the Design Review process (refer to LUC 20.25J.080.B for applicable Design Guidelines).

C. Pedestrian Bridges.

1. Where Permitted. Pedestrian bridges over the public right-of-way may be allowed at the following locations:
 - a. One on 116th Avenue NE between NE 10th Street and 12th Street;
 - b. One on 116th Avenue NE between NE 8th Street and 10th Street;
 - c. One on NE 10th Street between 116th Avenue NE and I-405.
2. Location and Design Plan. The City Council shall review any Medical Institution District Pedestrian Bridge Location and Design Plan, and may amend any approved Medical Institution District Pedestrian Bridge Location and Design Plan, using the City Council Design Review process, LUC 20.30F.116.
 - a. Prior to issuance of any permits for a proposed Medical Institution District pedestrian bridge, a Medical Institution District Pedestrian Bridge Location and Design Plan must be submitted to and approved by the City Council.
 - b. A Medical Institution District Pedestrian Bridge Location and Design Plan shall identify the location of the Medical Institution District pedestrian bridge, include a finding by the Council that the proposal satisfies the public benefit test set forth in paragraph C.3 of this section, be consistent with the development standards of paragraphs C.4 and C.5 of this section, and be consistent with the Comprehensive Plan.
 - c. The Director shall ensure that the approved Medical Institution District pedestrian bridge is constructed consistent with the Design Plan. Modification to the location of the Medical Institution District pedestrian bridge or to the articulated public benefits requires approval by the City Council pursuant to this section. Modifications to the design of the crossing that do not modify the location or public benefits and that are consistent with the intent of the Design Plan may be approved by the Director through the process set forth in Part 20.30F LUC.
 - d. The property owners shall record the approved Design Plan with the King County Division of Records and Elections and the Bellevue City Clerk.
3. Public Benefit Process and Criteria. The Council may approve or approve with modifications a proposed Medical Institution District pedestrian bridge

if it finds that the bridge provides a public benefit. For the purposes of this section, a Medical Institution District pedestrian bridge shall be determined to provide a public benefit when it meets all of the following criteria:

- a. The bridge improves pedestrian mobility;
 - b. The bridge provides a safe crossing alternative to the at-grade street crosswalks;
 - c. The bridge will increase the number of people able to cross from one side of the street to another at any one time;
 - d. The bridge improves circulation for employees and/or users of the hospital campus; and
 - e. The bridge functions as part of the public street system, except, if the bridge is used for the transport of patients between hospital buildings or between a hospital building and an ambulatory health care center, the bridge is not required to function as part of the public street system.
4. Development Standards for All Pedestrian Bridges (Including Those Utilized for the Transport of Patients). Each proposed pedestrian bridge must be developed in compliance with the following standards:
- a. The bridge provides a graceful connection between buildings on each side of the street. The bridge may be unenclosed; however, if the bridge is fully enclosed or partially enclosed, the applicant shall demonstrate that it is necessary for weather protection and that 80 percent of the linear feet of the bridge has windows for visual access for bridge users to the streetscape below;
 - b. The bridge may not diverge from a perpendicular angle to the right-of-way by more than 30 degrees;
 - c. The interior width of the bridge, measured from inside face to inside face, shall be no less than 10 feet and no more than 14 feet unless functional need is demonstrated, other applicable decision criteria are met and departure from the width standard is approved through the Master Development Plan review process;
 - d. The bridge shall be located at an upper building level, with a minimum clearance of 16 feet above the grade of the public right-of-way and a maximum clearance of 30 feet from the sidewalk grade unless functional need is demonstrated, other applicable decision criteria are met and departure from the clearance standard is approved through the Master Development Plan review process; and

- e. Impacts on the function of City infrastructure, including but not limited to utilities, lighting, traffic signals, etc., shall be avoided or mitigated. Lighting shall be consistent with public safety standards.
5. Development standards for pedestrian bridges that are not utilized for the transport of patients between hospital buildings or between a hospital and an ambulatory health care center must be developed in compliance with the following standards in addition to the standards in subsection C.4 of this section:
- a. The bridge must be open during hours when the adjoining buildings are open to the public. Signs shall be posted in clear view stating the hours that the pedestrian bridge is open to the public.
 - b. Vertical circulation elements must be designed to indicate the bridge is a clear path for crossing the public right-of-way.
 - c. Directional signage shall identify circulation routes for all users. Signage on the exterior of the bridge, or on the interior of the bridge that is visible from a public sidewalk or street, is not permitted.
 - d. Public Access – Legal Agreement.
 - i. Owners of property that is used for pedestrian bridge circulation and access between the bridge and public sidewalk shall execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of bridge operation.
 - ii. The agreement shall provide that the public right for pedestrian use shall be enforceable by the City of Bellevue, and the City shall have full rights of access for the pedestrian bridge and associated circulation routes for purposes of enforcing the rights of the public under this agreement.
 - iii. Owners of property subject to this legal agreement will maintain the pedestrian access route and may adopt reasonable rules and regulations for the use of this space; provided, that the rules and regulations are not in conflict with the right of pedestrian use and access and consistent with this section.
 - iv. The agreement shall be recorded with the King County Division of Records and Elections and the Bellevue City Clerk.

20.25J.080 Design review guidelines.

In addition to the decision criteria in LUC 20.30F.145, the following criteria apply:

A. General Guidelines.

Each structure and all proposed site development must comply with the approved Master Development Plan, where required. If the application for Design Review contains elements inconsistent with the approved Master Development Plan, the Director may not approve the Design Review until any required Master Development Plan is amended to include those elements.

B. Site Design Guidelines.

1. Develop site improvements and amenities consistent with the phasing approved in a Master Development Plan;
2. Provide visual and functional connections between uses within the District by incorporating areas of vegetation, outdoor spaces and pedestrian connections;
3. Provide outdoor spaces to promote visually pleasing, safe and healing/calming environments for workers, patients and visitors. Solar access to and from the open space areas should be considered and maximized to the extent feasible;
4. Enhance the buildings and site with landscaping which includes living plant material as well as special pavements, trellises, screen wall planters, water, rock features and site furniture;
5. Convey an image of public use and identify each major medical institution within the Medical Institution District as a prominent landmark in the community through the location and configuration of major structures, gateways and landscaping;
6. Functionally relate the structures and site layout, including landscaping, gateways, internal circulation patterns, pedestrian connections, plazas and seating areas and provide physical connections to adjacent site development;
7. Locate vehicle entry points in safe, obvious and convenient locations to promote simple way-finding for new visitors;
8. Provide obvious and inviting pedestrian routes. Design connections to form logical routes from origins to destinations. Use trees and landscaping to provide definition and enclosure for pedestrian connections;
9. Coordinate vehicular and pedestrian access which minimizes interaction and avoids creation of unsafe crossings. Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance or landscaping;

10. Locate vehicle drop-off areas in close proximity to building entries;
11. Gateways and Outdoor Spaces Interior to the Site.
 - a. Design and locate outdoor spaces and gateways as part of a comprehensive system of spaces in the Medical Institution District;
 - b. Design outdoor spaces to be handicapped accessible;
 - c. Design outdoor spaces and gateways to include landscape features, seasonal color planting areas, sculptures and/or water features;
 - d. In designing outdoor spaces and gateways, consider the following:
 - i. Orientation. Orient to sunlight to the maximum extent feasible and provide good physical and visual access to the sidewalk or walkway, so that the space is perceived as an extension of the sidewalk.
 - ii. Dimensions. Size is adequate for seating, planting, etc., but not so large as to appear barren and uninviting.
 - iii. Seating. Provide seating at comfortable height and depth, and appropriate arrangement appropriate for both single and group users.
 - iv. Pavement. Use nonglare, nonslip, and safe surface materials.
 - v. Trees and Planting. Consider provision for shade and sun: Use to create space and define human scale. Provide protection from wind.
 - vi. Amenities. Use pedestrian-scaled lighting, fountains or other water features, litter receptacles and sheltered waiting areas.
 - vii. Physical Access. Ensure ready physical as well as visual access with special attention to elevation differences.
 - viii. Enclosure. Use landscaping or structure to provide a sense of enclosure, while ensuring visual access for safety.
12. Recognize the transportation and recreation uses under consideration for the Burlington Northern Railroad right of way and provide pedestrian and bicycle connections from private development adjacent to the corridor, when appropriate, to preserve the opportunity for future multi-modal transportation access.

C. Building Design Guidelines.

1. Each structure must promote quality design and enhance the coordination of development within the Master Development Plan for multiple building developments. Materials, finishes, and details should be superior in quality;

2. Design roof forms and building massing that create a visual identity for the institution through interesting and unique shapes. In the Medical Office Development Area, buildings above 75 feet should provide a distinctive identity and sculptural effect on the campus skyline by shaping the upper floors through stepbacks and by utilizing distinctive and integrated rooftop appurtenances;
3. Ensure that vegetation, unique architectural forms and materials are the predominant image from the freeway by giving special attention to the structures facing freeway corridors;
4. Avoid blank facades on buildings facing I-405 and associated access ramps. Generally, a blank facade would consist of predominantly windowless areas. If such facades are necessary for functional reasons, they should be mitigated by the addition of planting, modulation, materials variation, artwork or other features;
5. Minimize the visual impacts of parking by integrating parking facilities into the site and with surrounding development;
6. Locate service areas for trash dumpsters, loading docks and mechanical equipment away from public rights-of-way where possible. Screen views of those elements if they cannot be located away from public frontages; and
7. Incorporate weather protection and pedestrian amenities for transit facilities.

D. Street Frontage Design Guidelines Applicable to Medical Office and Hospital Perimeter Development Areas (DA2 and DA3) Sidewalks.

1. Avoid blank facades on buildings located on the perimeter of the Medical Institution District or on buildings that are highly visible from public rights-of-way. Generally, a blank facade would consist of a windowless area that is larger than 1,000 square feet. If such facades are necessary for functional reasons, mitigation shall be provided through addition of planting, modulation, materials variation, artwork or other features that would cover at least 50 percent of the blank facade area unless a smaller coverage area is permitted through a Master Development Plan or Design Review where Master Development Plan approval is not required;
2. Provide ground floor building elements that are accessible and comfortable to pedestrians through use of human-scale design elements, such as recessed entries, entrance canopies, planters, benches, variations in paving materials and lighting features;

3. Provide weather protection through use of sheltered walkways or sidewalks, canopies, multiple building entrances, lobbies and entries of sufficient size and accessibility; and
4. Design entries to be clearly identifiable from the public rights-of-way adjacent to the Medical Institution District.

Section 3. Section 20.50.034 of the Bellevue Land Use Code is hereby amended as follows:

20.50.034 M Definitions

Medical Institution District. The area of the City located generally from I-405 on the west to the Burlington Northern Railroad right of way on the east and from NE 16th Street on the north to NE 8th Street on the south, specifically:

That portion of the East half of the Southeast quarter of Section 29, Township 25 North, Range 5 East, W.M., in King County, Washington, described as follows: Beginning at the Southeast corner of said subdivision; thence Westerly along the South line thereof 156.65 feet; thence Northerly at right angles to the South line of said subdivision a distance of 75.00 feet to an angle point on the Easterly margin of Interstate 405, as shown on Primary State Highway No. 1 (SR 405) Mid Lakes to Kirkland, Right-of-Way Plans, sheets 3 and 15 of 27, dated July 1, 1952; thence Northwesterly and Northerly along said Easterly margin to the centerline of N.E. 12th Street, as shown on N.E. 12th Street Right-of-Way Plans, filed at the City of Bellevue Transportation Department, sheet 3 of 5, dated August 1968; thence Northeasterly along said centerline to the East line of the Southeast quarter of said Section 29; thence Southerly along said East line to the Point of Beginning.

Hospital Center Development Area (DA1): That portion of the East half of the Southeast quarter of Section 29, Township 25 North, Range 5 East, W.M., in King County, Washington, described as follows: Beginning at the Southeast corner of said subdivision; thence North 00°54'18" East along the East line thereof 699.78 feet; thence North 88°04'23" West 190.69 feet; thence North 00°54'18" East 977.28 feet to the South line of Tract G, Overlake Hospital Medical Center Binding Site Plan, as filed under Recording No. 9904011437; thence North 89°05'42" West along said South line to the Southwest corner of said Tract G; thence continuing North 89°05'42" West along the Westerly extension of said South line 16.60 feet; thence North 27°50'09" West to the centerline of N.E. 12th Street, as shown on N.E. 12th Street Right-of-Way Plans, filed at the City of Bellevue Transportation Department, sheet 3 of 5, dated August 1968; thence Southwesterly along said centerline to the Easterly margin of Interstate 405, as shown on Primary State Highway No. 1 (SR 405) Mid Lakes to Kirkland, Right-of-Way Plans, sheets 3 and 15 of 27, dated July 1, 1952; thence Southerly and Southeasterly along said Easterly margin to the intersection of the North margin of N.E. 8th Street; thence Southerly at right angles to the South line of the Southeast quarter of said Section 29 a distance of 75.00 feet to the South line of said Southeast quarter; thence Easterly along said South line 156.65 feet to the Point of Beginning.

Medical Office Development Area (DA2): That portion of the East half of the Southeast quarter of Section 29, Township 25 North, Range 5 East, W.M., in King County, Washington, described as follows: Commencing at the Southeast corner of said subdivision; thence North 00°54'18" East along the East line thereof 699.78 feet to the True Point of Beginning; thence North 88°04'23" West 190.69 feet; thence North 00°54'18" East 977.28 feet to the South line of Tract G, Overlake Hospital Medical Center Binding Site Plan, as filed under Recording No. 9904011437; thence North 89°05'42" West along said South line to the Southwest corner of said Tract G; thence continuing North 89°05'42" West along the Westerly extension of said South line 16.60 feet; thence North 27°50'09" West to the centerline of N.E. 12th Street, as shown on N.E. 12th Street Right-of-Way Plans, filed at the City of Bellevue Transportation Department, sheet 3 of 5, dated August 1968; thence Northeasterly along said centerline to the East line of the Southeast quarter of said Section 29; thence Southerly along said East line to the True Point of Beginning.

Hospital Perimeter Development Area (DA3):

Parcel A: Lots 3 and 4, Bellevue Short Plat No. 78-43 as recorded under Recording Number 7807030722, said short plat being a portion of the northwest quarter of the southwest quarter of Section 28, Township 25 North, Range 5 East, W.M., in King County, Washington; EXCEPT the south 10 feet of Lot 3 of said short plat.

Parcel B: That portion of the south 267.6 feet of the north 634.7 feet of the northwest quarter of the southwest quarter of Section 28, Township 25 North, Range 5 East, W.M., in King County, Washington, lying westerly of the Northern Pacific Railway Right-of-Way; EXCEPT the north 242 feet of the west 450 feet thereof; AND EXCEPT the west 30 feet thereof for 116th Avenue Northeast; AND EXCEPT the south 26.6 feet of the west 250 feet thereof.

Section 4. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance shall be available for public inspection in the office of the City Clerk.

1039-ORD
07/30/08

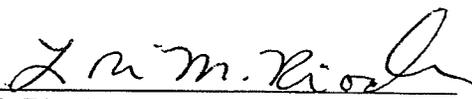
Passed by the City Council this 4th day of August, 2008 and
signed in authentication of its passage this 4th day of August,
2008.

(SEAL)



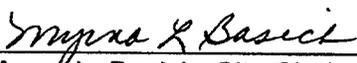
Grant S. Degginger, Mayor

Approved as to form:



Lori M. Riordan, City Attorney

Attest:



Myrna L. Basich, City Clerk

Published August 7, 2008

Bel-Red/Northup Subarea Plan

GOAL:

Encourage a mixture of widely diverse businesses to locate in the subarea.

Discussion: Bel-Red is a very complex area. Historically, as an area which allows opportunities for entrepreneurs to get started, its functions are: 1) to provide a multitude of goods and services to the citizens who live and work in the Greater Bellevue Area; 2) to provide employment; and 3) to contribute to the tax base the City needs to provide its services. Served by two major east-west arterials, freeways, and a rail-line, Bel-Red is an appropriate location for service retail uses as well as bulk retail, wholesale, and light industrial uses.

OVERVIEW

The Bel-Red/Northup Subarea developed as a strong commercial area due to access to freeways, arterials, and a railroad. Early planning and development took advantage of this favorable location by designating districts for light industrial and general commercial businesses.

The zoning also permitted office and retail development. Rapid growth in the office and retail sectors, as well as in the light industrial and general commercial sectors, occurred in the 5-year span between 1975 and 1980. The growth reflected the general economic vitality of the community and resulted in the development of almost 2/3 of the available land.

Since its annexation to the City, Bel-Red has been planned for a variety of uses, ranging from light manufacturing to retail. The Land Use Code in effect at the time of annexation allowed a wide range of uses. However, the revised code adopted in 1978 restricted the allowable uses. But following the adoption of the Subarea Plan in 1980, the Land Use Code was modified to permit more uses in Bel-Red. Even then, the revised code did not allow as many retail uses as had been permitted prior to the 1978 Code.

1988 finds Bel-Red with an employment base of 15,000 and 96 percent of its land developed. Developed floor area is roughly 19 percent retail, 32 percent office, and 49 percent industrial. When compared to the City as a whole, development in Bel-Red represents almost 24 percent of the City's retail square footage, 20 percent of the office development, and 68 percent of its industrial square footage.

The recent redevelopment of properties is worth noting. Redevelopment in Bel-Red has not taken the form of "urban renewal," although in the past few years, some

replacement of older structures has occurred. Redevelopment has come in the form of additions to current structures. In 1986, commercial additions represented 16 percent of the new construction in Bel-Red. In mid-1987, that percentage had grown to 20 percent.

While 18 months of construction data do not necessarily signify the start of a 10- or 15-year trend, the shortage of undeveloped land in the area increases the likelihood that the construction of additions to already existing structures will continue.

Commercial areas evolve from one set of uses to another by responding in large part to the needs of the market. The City recognizes that the evolution of commercial areas is normal and that the City should be flexible in responding to the changing needs of its residents and businesses.

Though largely a commercial area, Bel-Red also includes some residential uses. These are concentrated in Dogwood Park, an older neighborhood built in the late 1950s. This neighborhood is located on the west side of the Subarea, a few blocks north of N.E. 12th along 116th N.E.

Homeowners constructed a questionnaire asking whether the area should remain residential or whether zoning should be allowed to change. Responses were received from owners of 58 of the 59 properties. Seventy-five percent of the owners responding to the rezone question favored a land use other than single-family.

Land Use

POLICIES

POLICY S-BR-1. Allow uses which provide goods and services for local residents and businesses to locate in commercial areas of the Subarea.

POLICY S-BR-2. Retain a significant part of the Subarea for light-industrial uses.

Discussion: Bel-Red is currently the home of many manufacturing and wholesale activities, both large and small. The City wants to retain commercial areas where these businesses can survive and expand.

POLICY S-BR-3. Increase the opportunities for light industrial types of businesses to locate in the area by expanding the secondary street system.

Discussion: If the secondary street system is improved, light industrial uses will be able to find appropriate locations away from the more expensive frontage along the high traffic thoroughfares.

Natural Determinants

POLICIES

POLICY S-BR-4. Establish vegetation and retain and enhance as much of the open channel system as possible along waterways.

POLICY S-BR-5. Endeavor to make the natural features visible and accessible to the public.

Discussion: Even though the Natural Determinants Policies and regulations apply citywide, those who live and work in Bel-Red are particularly interested in maintaining the existing amenities in this largely commercial area.

Economic

POLICIES

POLICY S-BR-6. Allow opportunities for a complementary mix of businesses and maintain a strong economic base.

Discussion: It is important that the City provide a place where small businesses and entrepreneurs can flourish. Historically, Bel-Red has been that place and the City should continue to encourage entrepreneurial activities here.

POLICY S-BR-7. Encourage a variety of economic activities by providing appropriate land use designations.

POLICY S-BR-8. Preserve the bulk of the Light Industrial (LI) and General Commercial (GC) designated area for uses that are not high traffic generators.

POLICY S-BR-9. Maintain areas designated as Light Industrial from further encroachment by retail zoning.

POLICY S-BR-10. Restrict all future expansion of convenience and comparison shopping facilities to Planning Districts B and C as shown on the Land Use Plan (*Figure S-BR.1*). Limit amounts and locations to be consistent with efficient traffic patterns.

POLICY S-BR-11. Maintain areas for offices that are low-rise and oriented towards low-traffic generating uses.

Discussion: Different kinds of office uses are appropriate in different parts of the City. Many businesses do not want to locate in a downtown area. They may want freeway access or to be near certain other businesses. Bel-Red should continue to provide a place for these businesses. Some office uses are appropriate in Light Industrial Districts, but large office complexes such as office parks or large buildings that are only used as offices are not.

Parks and Recreation

POLICIES

POLICY S-BR-12. Consider using public storm drainage retention areas for passive recreation uses.

Discussion: These areas, such as the one near the intersection of Bel-Red Road and 148th Avenue N.E., could be used for walking, but should not be considered for more active sports.

POLICY S-BR-13. Encourage property owners to provide open space and recreational facilities for use by their employees in the Subarea.

Discussion: Bel-Red is already largely developed. Provision for additional open space or recreational facilities will be encouraged as substantial redevelopment occurs.

Circulation

GOAL:

Preserve and maintain public safety.

POLICIES

POLICY S-BR-14. Construct and maintain cityowned streets, sidewalks, paths, trails, and other transportation facilities to preserve and maintain public safety.

POLICY S-BR-15. Implement the recommended improvements for facilities as identified in the Transportation Facility Plans.

POLICY S-BR-16. Consider operational solutions to safety and speed problems before developing major capital projects.

Discussion: Operational solutions are defined as rechannelization, stop signs, speed control, and installing four-way stops. Capital projects include improvements such as new construction, signalization, and road widening.

POLICY S-BR-17. Encourage the City to make nonmotorized interim improvements where major capital projects are not imminent.

Discussion: The provision of interim improvements does not lessen the need for standard improvements that would otherwise be needed. Imminent, in this policy, means that the improvement is not scheduled to occur for ten years.

POLICY S-BR-18. Ensure that public easements remain open for public access.

POLICY S-BR-19. Develop a safe circulation system that accommodates both motorized and nonmotorized users in the planning, design, and implementation of transportation projects.

Discussion: Wide streets create a barrier to pedestrian movement. The needs of pedestrians should be accommodated with the needs of the automobile.

POLICY S-BR-20. Develop meandering sidewalks (within the right-of-way) where needed to preserve existing significant trees.

POLICY S-BR-21. Develop and implement a safe systems plan to provide nonmotorized circulation within superblocks.

POLICY S-BR-22. Develop and implement safe mid-block crossings where appropriate on superblocks.

POLICY S-BR-23. Give appropriate consideration to the special needs of handicapped and disabled persons in planning systems and designing motorized and nonmotorized transportation facilities.

POLICY S-BR-24. Encourage transit, ride-sharing, and other means of sharing trips that have beneficial effects on reducing the demand for improvements to existing roadway facilities.

POLICY S-BR-25. Improve east-west access in the industrial/commercial areas to avoid unnecessary traffic and turns on Bellevue-Redmond Road and Northup Way.

Utilities

POLICIES

POLICY S-BR-26. Maintain fire protection status commensurate with Bel-Red's concentration of industrial and commercial property and employment.

POLICY S-BR-27. Continue intensive public information programs and public monitoring of surface water storage areas and open streams to prevent accidental or deliberate disposal of domestic, industrial, or commercial wastes in the drainage systems.

Discussion: This is a commercial area and is a potential area where problems of waste disposal could occur.

POLICY S-BR-28. Plan for anticipated levels of utilities, streets, and services.

Community Design

POLICIES

POLICY S-BR-29. Encourage landscaping on corridors and entrances to the City.

POLICY S-BR-30. Improve the visual aspects of landscaping and signing. Encourage consolidation of freestanding commercial signs.

POLICY S-BR-31. Design arterial improvements to ensure that landscaping will create a sense of identity and continuity.

Discussion: As with other parts of the City, Bel-Red should have an attractive appearance. Some design standards are appropriate. However, since this area is distinct from Downtown and not trying to establish the same image, the design standards should be distinctive and differ from those of the Downtown.

POLICY S-BR-32. Require new development and encourage existing development to plant and maintain street trees.

Discussion: Current regulations require new development to provide appropriate landscaping. However, the City cannot require existing developers to plant or maintain additional trees. The second part of this policy should be implemented by the private sector.

Planning District Guidelines

An analysis of general land use identified five planning districts for the Bel-Red/Northup Subarea. These are shown on the Land Use Plan (*Figure S-BR.1*). Districts "A," "B," and "C" refer to the interior of the Subarea, moving from west to east. The other districts form the edges.

The Policies and guidelines for the interior districts deal largely with commercial development and improving traffic circulation. The Policies for the edge districts are more concerned with issues of transition and mitigating the effects of nearby commercial development on residential areas.

POLICIES

Planning District A

Land Use

POLICY S-BR-33. Light Industrial uses are appropriate in this district. The Land Use Code should be reviewed to consider a broader range of permitted light industrial uses.

Discussion: It is important to maintain areas in the City for light industrial and other land-extensive uses. Appropriately these types of uses should locate in the Light Industrial area if they generate little traffic and are generally compatible with currently designated light industrial uses.

POLICY S-BR-34. Auto sales, auto rental, and auto leasing uses are not appropriate on the parcels in the Light Industrial District that are along the north side of Bellevue-Redmond Road.

Planning District B

Land Use

POLICY S-BR-35. General commercial designated uses are appropriate in this district.

Planning District C

Land Use

POLICY S-BR-36. Community Business retail uses, parks and open space, and low-intensity office are the appropriate land uses in this district.

Discussion: This area is largely a retail commercial area, with offices and a large park near the Highland Center. It functions primarily as a retail area.

POLICY S-BR-37. Park Department properties near 140th Avenue N.E. around and including Highland Center shall remain in public park ownership and use.

Discussion: This refers to the properties owned by the City surrounding and including the Highland Center. The City is adopting a Public Facilities designation on the Land Use Plan (Figure S-BR.1) and has been directed to create a park zone. Together, these will assure that this area will remain a parkland.

Community Design

POLICY S-BR-38. Encourage the retention of large trees which have grown on both sides of the Bellevue-Redmond Road west of the intersection with 148th Avenue N.E.

Planning District D

Land Use

POLICY S-BR-39. Low-rise offices and recreational facilities are appropriate where already developed along the south side of Bellevue-Redmond Road.

Community Design

POLICY S-BR-40. Encourage the retention of large trees which have grown on both sides of Bellevue-Redmond Road west of the intersection with 148th Avenue N.E.

Planning District E

Land Use

POLICY S-BR-41. Office shall be the appropriate land use in this district.

Discussion: Since the residential neighborhood known as Dogwood Park was last reviewed in 1980, noise and pollution from traffic on the abutting freeways and surface streets have become increasingly intrusive in the lives of the residents.

Neighborhood access is severely restricted during certain hours and is becoming more dangerous as a result of increased traffic. These factors cause the neighborhood to be a much less desirable place to live.

If the transition from a residential neighborhood to an office area takes several years, it is important that the properties which redevelop soonest do not significantly affect the livability of the area for the neighbors who want to remain.

Additionally, the earliest redevelopments should not preclude options for properties which redevelop later.

To prevent this from occurring, the following concepts should be considered during the reclassification period:

- 1. The Landscaping ordinance should be enforced and may be exceeded when necessary.*
- 2. Added safety precautions, such as signage or speed bumps, may be necessary to protect the children who continue to reside in the area.*
- 3. As a condition of redevelopment, a circulation plan which shows internal circulation and connections to 116th could be developed and approved by Public Works prior to issuing building permits for redevelopment. This condition could be added as a concomitant agreement to all reclassifications in this neighborhood.*

Policy 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.

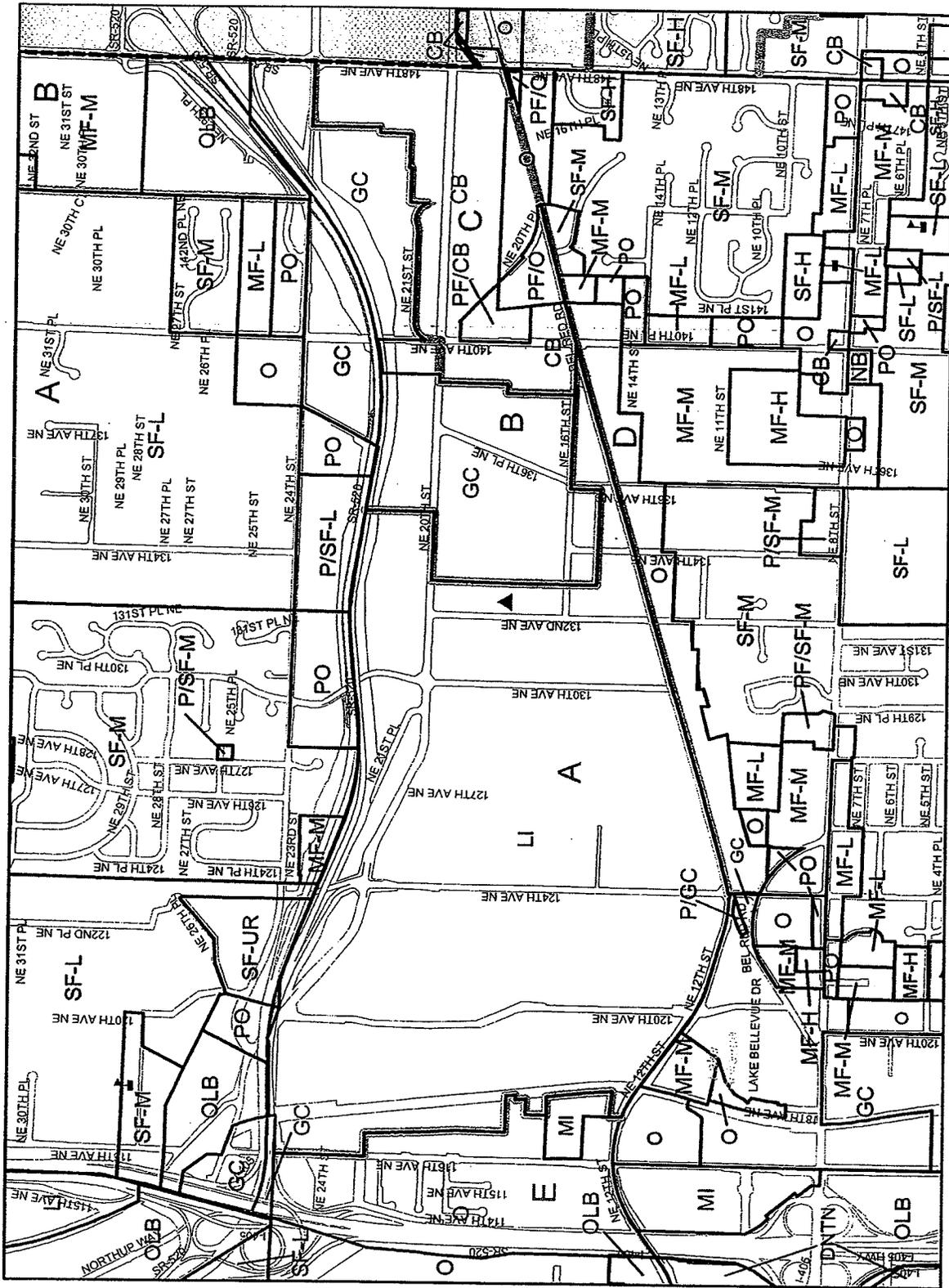


FIGURE S-BR.1
Bel-Red/Northup Land Use Plan

- 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
- ▨ PlanDistrict



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 BROTS
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.

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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.

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.



DEVELOPMENT SERVICES DEPARTMENT
 ENVIRONMENTAL COORDINATOR
 450 110th Ave. NE
 BELLEVUE, WA 98004

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT:	Children's Hospital (Jeff Giuzio, Seneca Group)
LOCATION OF PROPOSAL:	1500 116 th Ave. NE
DESCRIPTION OF PROPOSAL:	Application to change the zoning on three parcels (approximately 7 acres total) from Office (O) and Light Industry (LI) to Medical Institution District Development Area 3 (MI DA3) in order to facilitate future construction of a new Children's Hospital facility (85,000 square feet) on two parcels. There are no current plans for development for the third parcel.

FILE NUMBER: 08-128428-LQ

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Department of Planning & Community Development. This information is available to the public on request.

- There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on October 16, 2008.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

Jeffrey N. Davis
 Environmental Coordinator

October 2, 2008
 Date

OTHERS TO RECEIVE THIS DOCUMENT:
 State Department of Fish and Wildlife
 State Department of Ecology, Shoreline Planner N.W. Region
 Army Corps of Engineers
 Attorney General
 Muckleshoot Indian Tribe

C Sean
9/19/08

City of Bellevue Submittal Requirements	27a
ENVIRONMENTAL CHECKLIST	
4/18/02	
If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call the Permit Center (425-452-6864) between 8 a.m. and 4 p.m. , Monday through Friday (Wednesday, 10 to 4). Our TTY number is 425-452-4636.	
BACKGROUND INFORMATION	
Property Owner: City of Bellevue	
Proponent: Children's Hospital and Regional Medical Center	
Contact Person: Jeff Giuzio, Seneca Group (If different from the owner. All questions and correspondence will be directed to the individual listed.)	
Address: 1191 Second Avenue, Suite 1500 Seattle, WA 98101	
Phone: (206) 628-3150	

RECEIVED
AUG 05 2008
PERMIT PROCESSING



Proposal Title: Rezone at 1500 116th Avenue NE

Proposal Location: The site is located at 1412, 1440 & 1442 116th Avenue NE in Bellevue, King County, Washington. There are three parcels in the site, #282505291, #2825059292, and #2825059015.

The legal description of Parcel #282505291 is as follows:

LOT 3 LESS S 10 FT THOF OF CITY OF BELLEVUE SHORT PLAT #78-43 REC UNDER AF # 7807030722 SD SHORT PLAT DAF SLY 200 FT AS MEAS ALG WLY LN OF THAT POR OF SW 1/4 OF NW 1/4 SEC 28 TWP 28 RNG 5 LY WLY OF NP R/R R/W EXCEPT CO RD & EXCEPT ANY POR LY WITHIN N 2408.68 FT OF NW 1/4 SD SEC ALSO NLY 367.10 FT AS MEAS ALG WLY LN OF POR OF NW 1/4 OF SW 1/4 SEC 28 TWP 25 RNG 5 LY WLY OF NP RR R/W EXCEPT CO RD

The legal description of Parcel #2825059292 is as follows:

LOT 4 CITY OF BELLEVUE SHORT PLAT NO 78-43 REC NO 7807030722 SD SP DAF: SLY 200 FT AS MEAS ALG WLY LN OF PORTION SW QTR OF NW QTR STR 28-25-05 LY WLY OF NP RR R/W LESS CO RD & LESS ANY PORTION LY WITHIN N 2408.68 FT OF NW QTR SD SEC; TGW NLY 367.10 FT AS MEAS ALG WLY LN OF PORTION OF NW QTR OF SW QTR STR 28-25-05 LY WLY OF NP RR R/W LESS CO RD

The legal description of Parcel #2825059015 is as follows:

S 267.6 FT OF N 634.7 FT OF NW 1/4 OF SW 1/4 LY WLY OF N P R/W LESS N 242 FT OF W 450 FT LESS CO LESS S 26.6 FT OF W 250 FT THOF LESS CO RD

Please attach an 8' /2" x 11" vicinity map that accurately locates the proposal site. See Figure 1.

Give an accurate, brief description of the proposal's scope and nature: This proposal is to expand the existing Medical Institution (MI) District regulations to this site. Zoning would change from Office and Light Industrial to a new MI District Development Area (DA-3).

1. **General description:** Proposal to rezone this site from Office and Light Industrial to DA-3.
2. **Acreage of site:** 6.68 acres (290,981 square feet)
3. **Number of dwelling units/buildings to be demolished:** None
4. **Number of dwelling units/buildings to be constructed:** None
5. **Square footage of buildings to be demolished:** None
6. **Square footage of buildings to be constructed:** None
7. **Quantity of earth movement (in cubic yards):** None
8. **Proposed land use:** DA-3, a new zoning classification within the MI District.

9. Design features, including building height, number of stories and proposed exterior materials: N/A

10. Other: N/A

Estimated date of completion of the proposal or timing of phasing:

The proposed rezone would become effective once approved by the Bellevue City Council as a Process ~~IV~~ ^{III} decision.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The requested rezone is intended to allow for the future development of the site as a medical care building.

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Phase II Environmental Site Assessment, Shannon and Wilson Inc., June 2004
- Wetland Delineation Study, The Watershed Company, January 2008
- Phase I Environmental Site Assessment, URS, February 2008
- Limited Phase II Environmental Site Assessment, URS, February 2008

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

List dates applied for and file numbers, if known.

No.

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

Application for Rezone, Supplemental Sheet for Nonproject Action (SEPA).

Please provide one or more of the following exhibits, if applicable to your proposal. (Please check appropriate box(es) for exhibits submitted with your proposal):

- Land Use Reclassification (rezone) Map of existing and proposed zoning
- Preliminary Plat or Planned Unit Development Preliminary plat map
- Clearing & Grading Permit
Plan of existing and proposed grading
Development plans
- Building Permit (or Design Review) Site plan
Clearing & grading plan
- Shoreline Management Permit
Site plan

2006-2007 TFP
draft 11/2006
City
draft/finel
EIS
Bel Red Center
Project
1/25/07,
7/19/07
+ Address
7/17/07

A. ENVIRONMENTAL ELEMENTS

1. EARTH

- a. **General description of the site:** Flat Rolling Hilly Steep slopes Mountains Other:

*Geotech report
by Hart Crowser
dated 7/14/08
in file*

- b. **What is the steepest slope on the site (approximate percent slope)?**

A substantial portion of the site is flat with steep slopes in the northwest portion. The steepest slope on the site is approximately 40+ percent.

- c. **What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

Soils at the site consist of approximately up to 6 feet of brown and gray medium to fine sand with varying trace amounts of gravel and silt fill material. The fill is underlain by native gray to brown silty fine to medium sand which contains organic matter.

- d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

No.

- e. **Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

None

- f. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

Construction of the property under the DA-3 zone, similar to the Office and Light Industrial zones, has the potential to cause erosion.

- g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

The maximum lot coverage allowed in the MI zone district-wide is 75 percent.

- h. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

Required or standard erosion control measures would be applicable with or without the rezone.

BCC 23.76

*To be req'd
upon issuance
of construction
permits.*

2. AIR

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Anticipated to be similar to existing zoning.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

- c. Proposed measures to reduce or control emissions or other impacts to the air, if any:

N/A

3. WATER

- a. Surface

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There is a Category III wetland on the site. It flows into the adjacent drainage ditch east of the site boundary along the adjacent railroad tracks.

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If Yes, please describe and attach available plans.

Unknown.

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Unknown.

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Unknown.

- (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No.

- (6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Wetland to be protected per VUC 20-25A
Wetland report by the watershed Co dated 1/29/08 - on file



None anticipated.

b. Ground

- (1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description.

Unknown.

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None anticipated.

c. Water Runoff (Including storm water)

- (1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff flows easterly across the site to the drainage ditch along the adjacent railroad tracks.

- (2) Could waste materials enter ground or surface waters? If so, generally describe.

None anticipated.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Unknown; will be consistent with City of Bellevue requirements.

*To be req'd upon
issuance of construction
permits.
BCC 24.06*

4. PLANTS

a. Check or circle types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other: black cottonwood, Pacific willow
- evergreen tree: fir, cedar, pine, other: madrone
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other



other types of vegetation: hardhack, Himalayan blackberry, English Holly, Scotch broom, Pacific dewberry

b. What kind and amount of vegetation will be removed or altered?

Unknown.

c. List threatened or endangered species known to be on or near the site.

According to the January 2008 wetland delineation study, the site is not listed to have any threatened, endangered or priority plant species.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Unknown.

To be required upon approval of LD permit. LUC 20.25J, as adopted 8/4/08

5. ANIMALS

a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, songbirds, other:

Mammals: deer, bear, elk, beaver, other:

Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

According to the January 2008 wetland delineation study, the site is not listed to have any threatened, endangered or priority animal species.

c. Is the site part of a migration route? If so, explain.

No.

d. Proposed measures to preserve or enhance wildlife, if any:

N/A

6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.

Energy used would be similar to the types of energy that could be used under the existing zoning.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The rezone would potentially affect use of solar energy by adjacent properties



by increasing the maximum building height from 30-45 feet to 100 feet.

- c. **What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any:**

Unknown.

7. ENVIRONMENTAL HEALTH

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

The Phase II investigation indicated that asphaltic material occurred sporadically in the northern portion of the site. The detection of lube oil-range petroleum hydrocarbons is likely associated with the presence of asphalt.

- (1) **Describe special emergency services that might be required.**

None.

- (2) **Proposed measures to reduce or control environmental health hazards, if any.**

During site development, with or without the rezone, fill soils having appreciable quantities of asphalt material may require alternative disposal sites from "clean" fill soils.

b. Noise

- (1) **What types of noise exist in the area which may affect your project (for example, traffic, equipment, operation, other)?**

A railroad is located along the eastern side of the site.

- (2) **What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example, traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

Noise types and levels would be similar to the noise produced under the existing zoning.

- (3) **Proposed measures to reduce or control noise impacts, if any:**

Unknown.

8. LAND AND SHORELINE USE

- a. **What is the current use of the site and adjacent properties?**

The site is currently a vacant lot. Adjacent properties include medical offices to the north, south, and west, and light industrial to the east across the railroad

Req'd for construction permits per BCC 9.18



tracks.

- b. Has the site been used for agriculture? If so, describe.**

No.

- c. Describe any structures on the site.**

There are no structures on this site.

- d. Will any structures be demolished? If so, what?**

No structures will be demolished.

- e. What is the current zoning classification of the site?**

The western portion of the site is zoned Office, and the eastern third of the site is zoned Light Industrial.

- f. What is the current comprehensive plan designation of the site?**

The current comprehensive plan designation of the site is Office. & LI ✓

- g. If applicable, what is the current shoreline master program designation of the site?**

Not applicable; the site is not within a designated shoreline.

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

Yes, the steep slope onsite is greater than 40 percent and is classified as a critical area. +

Type III wetland

- i. Approximately how many people would reside or work in the completed project?**

Unknown.

- j. Approximately how many people would the completed project displace?**

None.

- k. Proposed measures to avoid or reduce displacement impacts, if any:**

N/A

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

The proposal would be compatible with the surrounding land uses, which are medical offices to the south and north of the site, as well as west of the site across 116th Avenue NE.

Design Review
required per
LIC 20.25J,
as adopted
9/4/08. ✓

9. HOUSING

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

None.

- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

None.

- c. **Proposed measures to reduce or control housing impacts, if any:**

N/A

10. AESTHETICS

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

The tallest height allowed in the DA-3 zone would be 100 feet.

- b. **What views in the immediate vicinity would be altered or obstructed?**

Development of the property may have the potential to impact views of Mt. Rainier from adjacent offices due to increasing the maximum building height from 30-45 feet to 100 feet.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

Unknown.

*Design Review
req'd per
LUC 20.25J*

11. LIGHT AND GLARE

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

It is anticipated that light or glare would be similar to the existing Office zone and potentially less than the Light Industrial zone.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

The proposed zoning change is not anticipated to affect safety.

- c. **What existing off-site sources of light or glare may affect your proposal?**

None.

- c. **Proposed measures to reduce or control light or glare impacts, if any:**

Unknown.

*Show label lights w/
new bldg approval
LUC 20.20.522*



12. RECREATION

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

Bovee Park and Hidden Valley Sports Park are approximately 0.8 mile from the site.

- b. **Would the proposed project displace any existing recreational uses? If so, describe.**

None.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

Unknown.

13. HISTORIC AND CULTURAL PRESERVATION

- a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

No.

- b. **Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.**

None known.

- c. **Proposed measures to reduce or control impacts, if any:**

N/A

14. TRANSPORTATION

- a. **Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The project fronts 116th Avenue NE. NE 12th Street is located to the south of the site.

- b. **Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

The site is served by King County Metro buses #234 and #249 along 116th Avenue NE, and bus #233 along NE 12th Street.

- c. **How many parking spaces would be completed project have? How many would the project eliminate?**

No spaces would be eliminated. Future number of spaces is unknown.

- d. **Will the proposal require any new roads or streets, or improvements to**

existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

No.

Transp. impact mitigation will be req'd at time of Design Review approval

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The site is in immediate vicinity of the railroad. Future use of rail at this site is unknown.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Unknown.

See Transportation Analysis Table 2, page 9 of Phase Staff Report.

g. Proposed measures to reduce or control transportation impacts, if any:

Unknown.

Transp. impact mitigation will be req'd at time of Design Review approval.

15. PUBLIC SERVICES

a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe:

Unknown.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Unknown.

16. UTILITIES

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

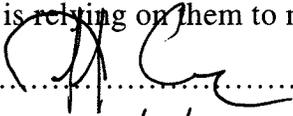
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utilities used would be similar to those used for developments under the existing zoning.



SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature..........

Date Submitted.....8/5/08.....

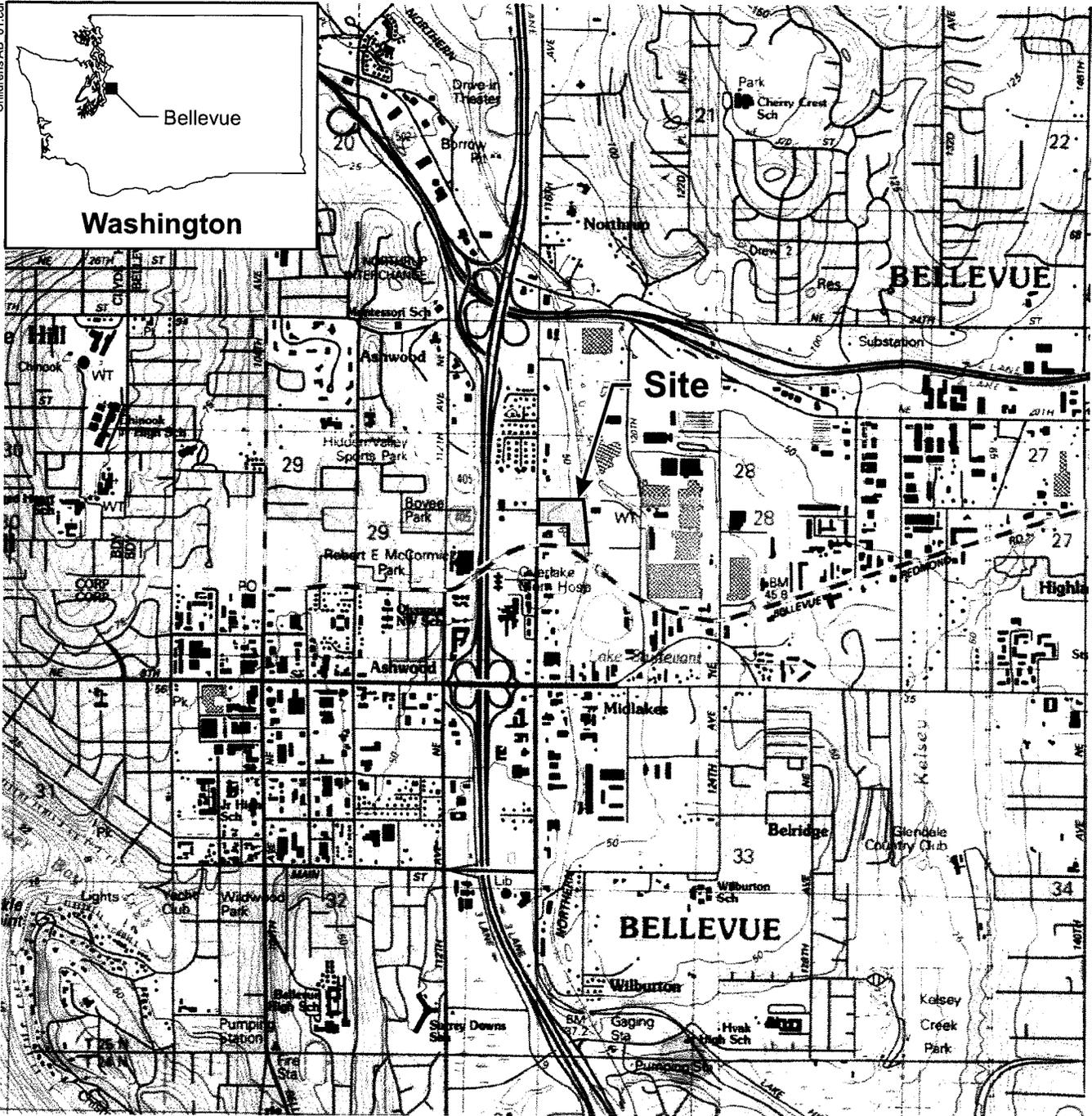


Appendix A

Figures

Figure 1 – Site Location

Figure 2 - Land Use Reclassification Map



SOURCE: USGS 7.5-minute topographic quadrangles, Bellevue North and Bellevue South, Washington, dated 1983 and 1982, respectively



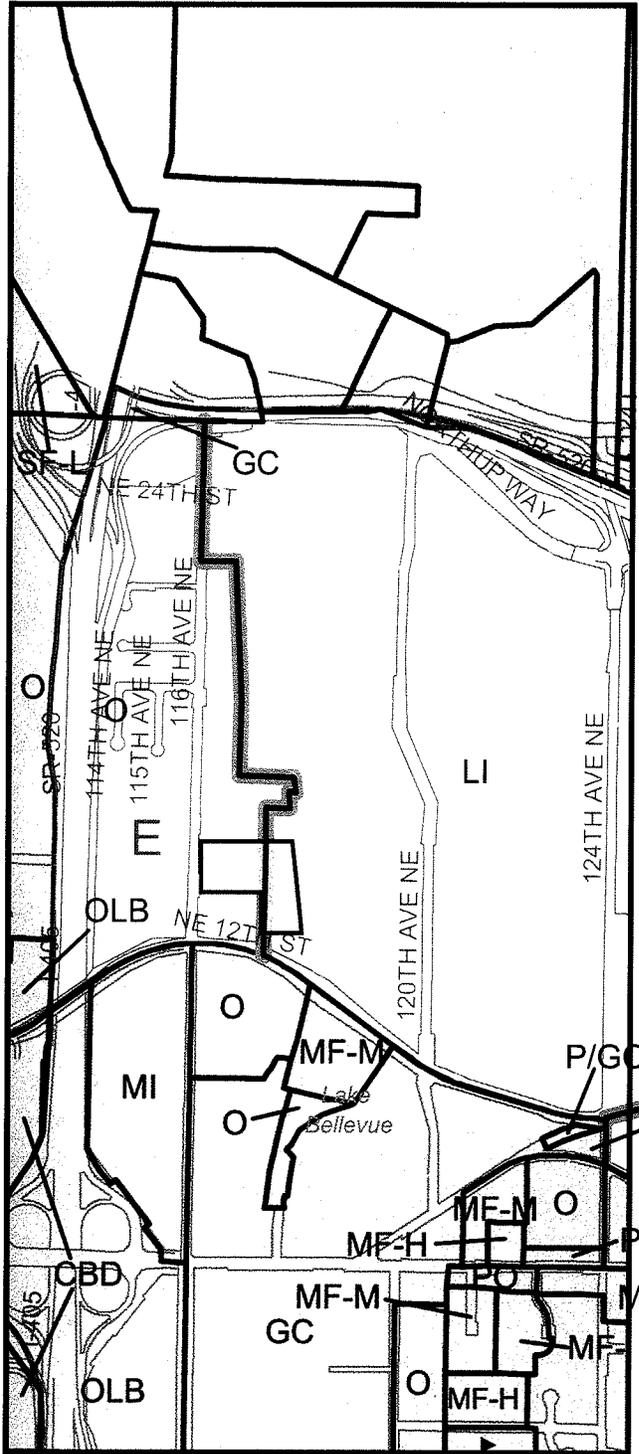
Approximate Scale in Miles

Figure 1
Site Location

Job No.



Rezoned at 1500 116th Avenue NE
Bellevue, Washington



SUPPLEMENTAL SHEET FOR NONPROJECT ACTION
Continuation of the Environmental Checklist

4/18/02

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment (see Environmental Checklist, B. Environmental Elements). When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms. If you have any questions, please contact the Development Services reviewer in the Permit Center (425-452-6864) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Our TTY number is 425-452-4636.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal would not affect these items at a greater intensity than development under the existing zoning.

Proposed measures to avoid or reduce such increases are:

Unknown.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

There is a wetland on the site. The proposal would not affect plants or animals at a greater intensity than development under the existing zoning. There is no fish or marine life on this site.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

N/A

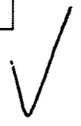
3. How would the proposal be likely to deplete energy or natural resources?

This proposal would not deplete energy or natural resources at a greater intensity or rate than development under the existing zoning

Proposed measures to protect or conserve energy or natural resources are:

Unknown.

Type III wetland to be protected per ULC 20.25H. See wetland report record.



4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection--such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Development of the property regardless of the zoning may affect the Class III wetland on the site.

Proposed measures to protect such resources or to avoid or reduce impacts are:

All requirements and mitigation measures from the City of Bellevue for wetlands would be followed during development.

Wetland to be protected per LUC 70.254.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The site is surrounded on three sides by medical office uses. The proposal to rezone this site to DA-3 would encourage compatible land use.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The area is not within or adjacent to a shoreline. Measures to reduce land use impacts are unknown.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This proposal would not increase these demands at a faster rate than development under the existing zoning.

Proposed measures to reduce or respond to such demand(s) are:

Unknown

For transp. analysis see page 900 Rezoning Staff Report Table 2.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This proposal would not conflict with local, state, or federal laws for the protection of the environment.

The rezoning will be consistent with the Comprehensive Plan map designation for the property.

