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CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 2225

AN ORDINANCE reclassifying properties located generally on the SE and SW quadrants of I-90 and 150th Ave. S.E. in the City of Bellevue upon application of Barry J. Hawes.

WHEREAS, an application for reclassification of the parcels hereinafter described was duly filed with the appropriate City officials; and

WHEREAS, a public hearing was held thereon before the Planning Commission upon notice to all interested persons; and

WHEREAS, the Planning Commission has recommended approval of said reclassification of the properties located generally at the SE and SW quadrants of I-90 and 150th Ave. S.E. in the City of Bellevue from B-N to B-1 based upon findings that the proposed development is in keeping with the objectives of the Comprehensive Plan and that there is merit and value in the proposed development for the community as a whole; and

WHEREAS, the City Council has determined that the public use and interest will be served by reclassifying said parcels; and

WHEREAS, the City has complied with the requirements of the State Environmental Policy Act and the City Environmental Procedures Ordinance; now, therefore

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

Section 1. The recommendation of the Planning Commission is hereby affirmed and adopted.

Section 2. The use classification of the following described parcels is changed from B-N to B-1:

That portion of Tract "A" in the Plat of Eastgate Addition Division B, recorded in Volume 52 of Plats, pages 13 through 18 in records of King County, Washington, described as follows: Commencing at 150th N.B. Station 0 + 00 as shown on Washington State Highway Department Map Sheet 5 of 25 Sheets dated June 12, 1969 and revised February 16, 1973 and titled "SR 90, MP 7.71 to MP 11.73 Richards Road to Lake Sammamish" on file in the office of the Director of Highways at Olympia, Washington; thence N 0° 00' 57" E 61.00 feet; thence S 89° 59' 03" E 23.00 feet to the Point of Beginning on the easterly margin of 150th N.B.; thence N 0° 00' 57" E along said margin 192.88 feet; thence N 0° 41' 04" E 61.41 feet; thence N 89°

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30'00" E 134.00 feet; thence N 0° 30' 00" W 120.50 feet to the southerly margin of FR 8; thence along said margin the following courses and distances, S 85° 43' 18" E 143.76 feet; S 89° 59' 03" E 100.00 feet; N 87° 58' 37" E 140.53 feet to the beginning of a curve to the left with a radius of 410.00 feet; thence easterly along said curve through a central angle of 24° 48' 15" an arc distance of 177.50 feet to Station FR 8 16+ 91.96, said point hereinafter referred to as POINT "A"; thence N 24° 47' 18" W 30.00 feet to intersect the arc of a curve at a point from which the center lies N 24° 47' 18" W 380.00 feet; thence northeasterly along said curve to the left through a central angle of 11° 26' 38" an arc distance of 75.90 feet to a point of tangency; thence N 53° 11' 14" E 108.13 feet to Station FR 8 18+70 on the southerly margin of the proposed condemnation by the State of Washington of a portion of Parcel 7-07124, of which this property is a part, as shown on said map Sheet 5 of 25 Sheets; thence N 65° 20' 56" E along said southerly highway margin 150.24 feet; thence N 86° 38' 29" E 101.77 feet; thence S 0° 30' 00" E 135.71 feet; thence N 89° 30' 00" E 3.80 feet; thence S 0° 30' 00" E 317.27 feet to the southerly boundary of said Tract "A"; thence along the southerly boundary of Tract "A" the following courses and distances; N 88° 38' 15" W 162.80 feet, due South 58.50 feet to the beginning of a curve to the right with a radius of 20.00 feet; thence southerly and westerly along said curve through a central angle of 90° 00' 00" an arc distance of 31.42 feet to a point of tangency; thence due West 500.00 feet to the beginning of a curve to the left with a radius of 301.48 feet; thence southwesterly along said curve through a central angle of 35° 40' 26" an arc distance of 187.71 feet to a point of reverse curvature and the beginning of a curve to the right with a radius of 221.48 feet; thence westerly along said curve through a central angle of 35° 40' 26" an arc distance of 137.90 feet to a point of tangency; thence due West 69.28 feet to the beginning of a curve to the right having a radius of 20.00 feet; thence westerly along said curve through a central angle of 7° 33' 12" an arc distance of 2.64 feet; thence leaving said southerly boundary of said Tract "A", N 37° 59' 27" W 24.80 feet along the easterly margin of 150th N.B. to the Point of Beginning.

TOGETHER WITH that portion of Tract "A" in the Plat of Eastgate Addition Division B, according to plat recorded in Volume 52 of Plats, pages 13 through 18, in King County, Washington, and the north 200 feet of the northeast 1/4 of the southwest 1/4 of the southwest 1/4 and a portion of the southwest 1/4 of the northeast 1/4 of the southwest 1/4 of Section 11, Township 24 North, Range 5 East, W.M., lying northerly of the north line of the FR 8 Line Frontage Road and southerly of the south margin of the FR 8-E Line, said FR 8 Line and FR 8-E Line being fully shown in

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Washington State Highway Department map sheet 5 of 25 sheets dated June 12, 1969, and revised January 14, 1971, and titled "Right of Way and Limited Access Plan, SR 90, Richards Road to Lake Sammamish" on file in the office of the Director of Highways at Olympia, Washington;

LESS the following described parcel: Commencing at the point of intersection of the FR 8-E Line Survey with the FR 8 Line Survey as shown on Washington State Highway Department Right of Way Map SR 90 MP 7.71 to MP 11.73 Richards Road to Lake Sammamish, sheet 5 of 25 sheets, latest revision date August 9, 1971, said point being engineer's station FR 8 13 + 91.96; thence south  $89^{\circ}59'03''$  east along said FR 8 Line 148.48 feet to station FR 8 15 + 40.44 P.C.; thence easterly along a 350 foot radius curve to the left 173.41 feet (through an angle of  $28^{\circ}23'15''$ ); thence north  $28^{\circ}22'18''$  west along a radial 30.00 feet to the northwesterly margin of said FR 8 Line right of way and the true point of beginning; thence north  $24^{\circ}47'18''$  west 21.57 feet; thence north  $8^{\circ}49'50''$  west 192.52 feet to a point on the southeasterly margin of said FR 8-E Line right of way, said point being on a 350 foot radius curve concave to the southeast, a radial at said point bearing south  $32^{\circ}24'26''$  east; thence northeasterly along said curve and margin 149.98 feet; thence south  $11^{\circ}26'50''$  east 169.40 feet to said northwesterly margin of the FR 8 Line right of way; thence south  $53^{\circ}46'04''$  west along said northwesterly margin 121.10 feet to a point of curvature of a 320 foot radius curve to the right; thence along said curve and margin 43.90 feet to the true point of beginning.

This reclassification from B-N to B-1 is conditioned on full compliance by the owners of said properties and their heirs, assigns, grantees, or successors in interest, with the terms and conditions of those certain concomitant zoning agreements executed by Eastgate Shopping Center Investment Company, a limited partnership, Schuck's Auto Supply, Inc., Eastgate Investment Corporation, and Back Bay Investment Fund of Boston, Inc., copies of which

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have been given Clerk's Receiving Nos. 3592, 3593, 3594, 3595, and which are adopted by reference into this ordinance as fully set forth herein.

Section 3. This ordinance shall take effect and be in force five days after its passage, approval and legal publication.

PASSED by the City Council this 23 day of February, 1976, and signed in authentication of its passage this 23 day of February, 1976.

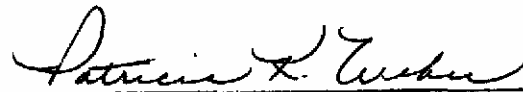
(SEAL)

  
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M. F. Vanik, Mayor

Approved as to form:

  
\_\_\_\_\_  
Lee Kraft, City Attorney

Attest:

  
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Patricia K. Weber, City Clerk

Published March 4, 1976