

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.

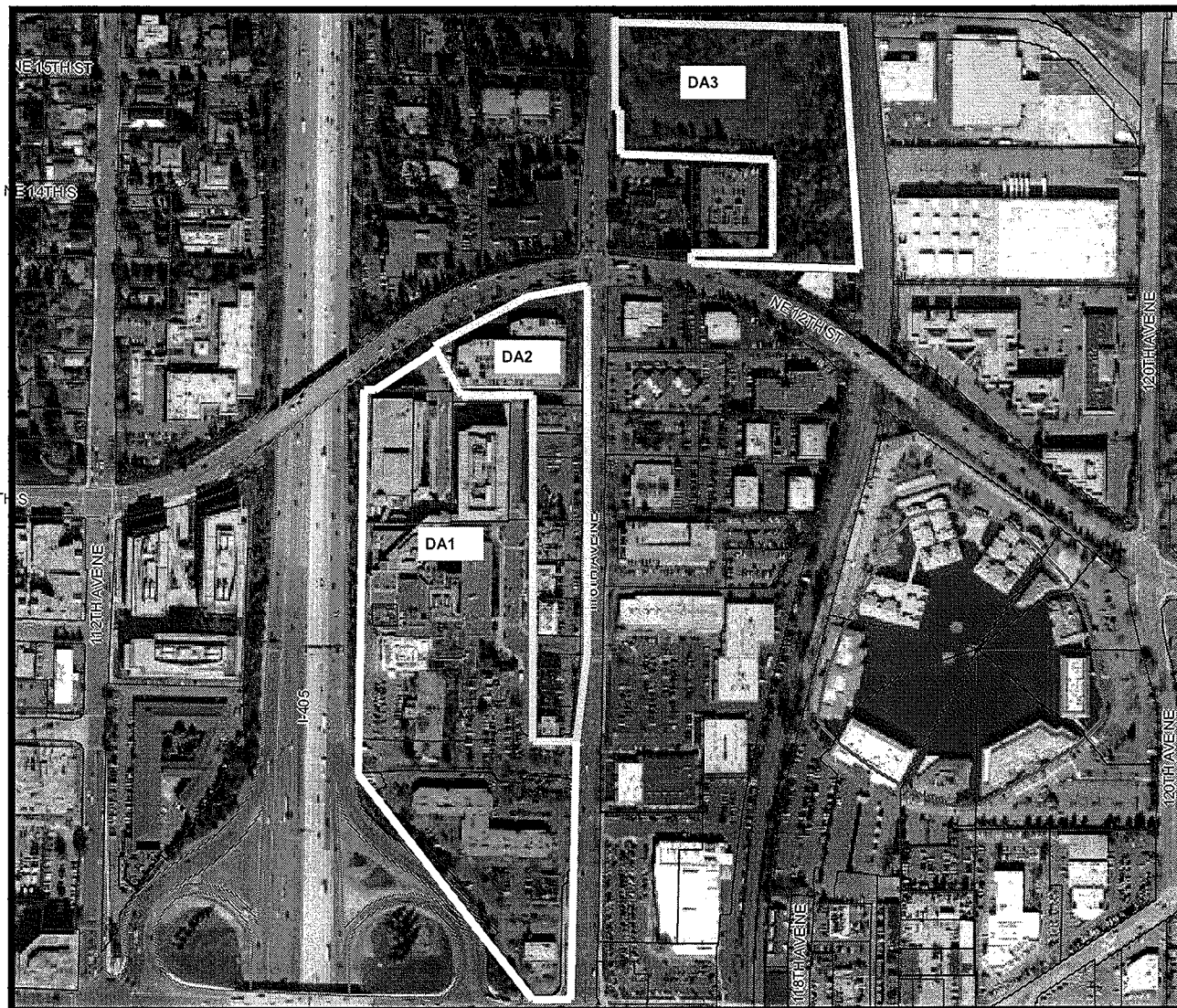
B. Description of Development Areas.

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):

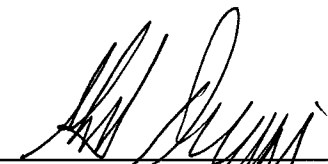
Parcel A: Lots 3 and 4, Bellevue Short Plat No. 78-43 as recorded under Recording Number 7807030722, said short plat being a portion of the northwest quarter of the southwest quarter of Section 28, Township 25 North, Range 5 East, W.M., in King County, Washington; EXCEPT the south 10 feet of Lot 3 of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

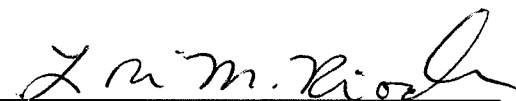
Passed by the City Council this 4th day of August, 2008 and signed in authentication of its passage this 4th day of August, 2008.

(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.

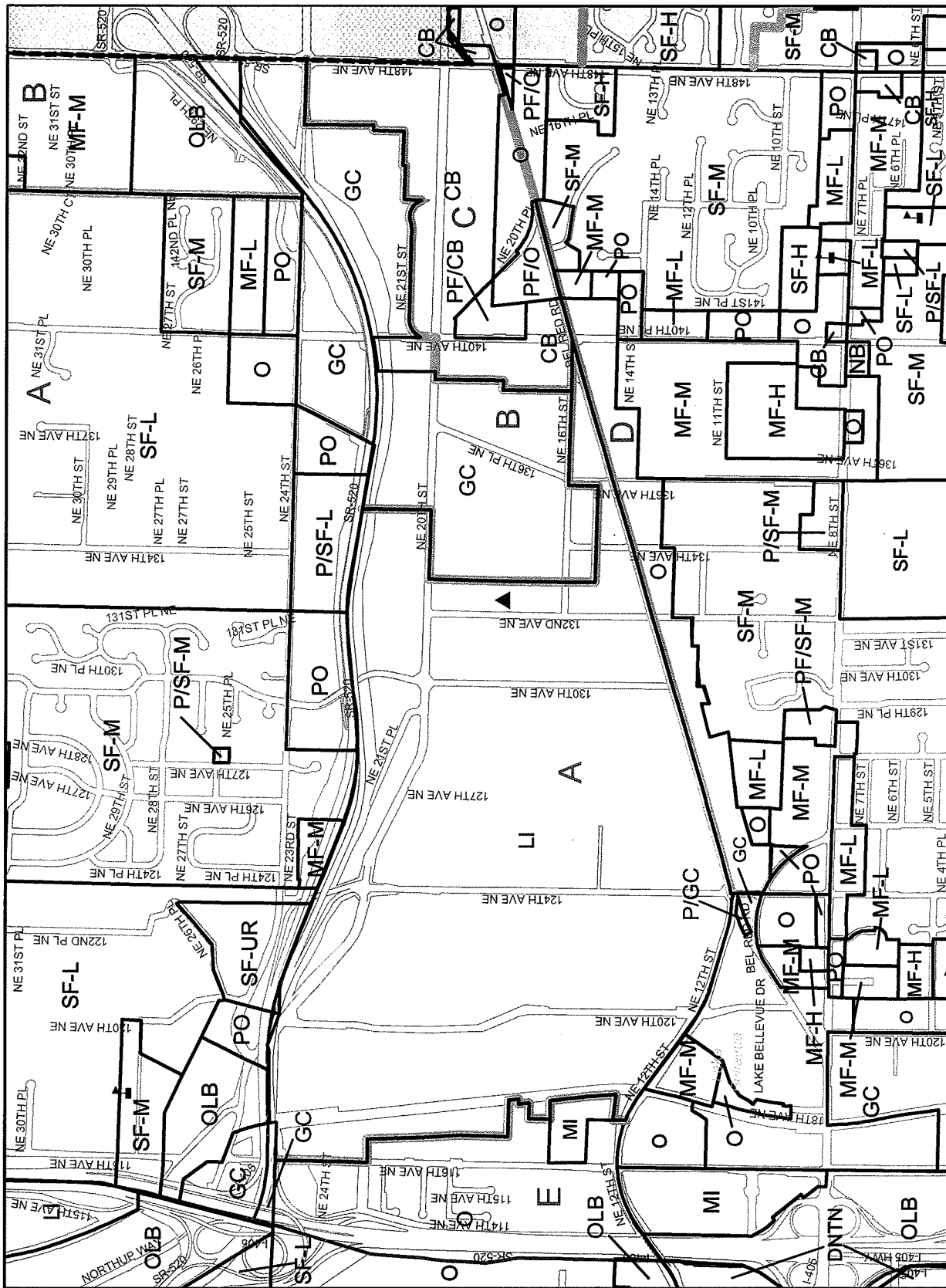
Additionally, the earliest redevelopments should not preclude options for properties which redevelop later.

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/Northrup Land Use Plan**

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

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

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

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

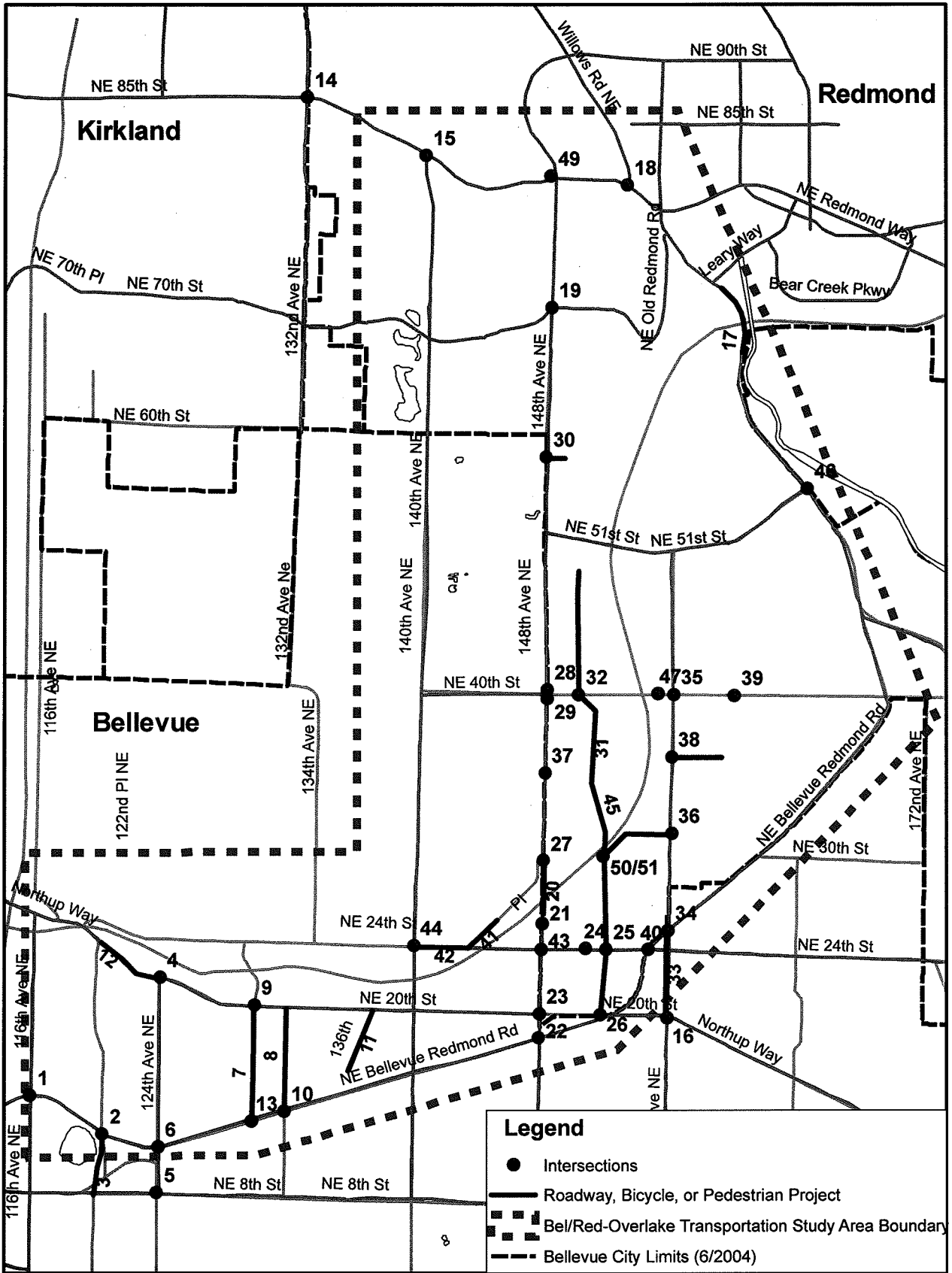
Project Number	Project Location and Description
1	At 116th Avenue NE/NE 12th Street add a northbound right turn lane; and on 116th Ave NE provide 5-lanes between NE 12th Street and the northern property line of the site addressed as 1500 116th Ave NE.
2	At 120th Avenue NE/NE 12th Street: Add a southbound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



Map A
Facilities Project Map List



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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.