

1-4-68

CITY OF BELLEVUE, WASHINGTON

ORIGINAL

RESOLUTION NO. 1391

A RESOLUTION amending and adopting the Comprehensive Plan for the physical development of the City of Bellevue; and amending Resolution No. 761 and Ordinance No. 1136.

WHEREAS Resolution No. 761 adopted the Comprehensive Plan for the physical development of the City of Bellevue, and Ordinance No. 706 re-affirmed and re-adopted said Comprehensive Plan; and

WHEREAS said Resolution and Ordinance (1) direct the Planning Commission to continue to observe the development of the City in relation to the Plan; and (2) direct that, where the development or the absence of development indicates a condition, a problem, a new element, or expansion, unforeseen and not anticipated or appreciated by the Plan, the Planning Commission shall study the subject; and

WHEREAS the Comprehensive Plan has been amended from time to time; and

WHEREAS after due study and deliberation, the Planning Commission has made recommendation of a further amendment of the Plan to the City Council; and

WHEREAS Ch. 144 1967 Ex. Ses. allows comprehensive plans to be both adopted and amended by resolution; now therefore

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

Section 1. Resolution No. 761, and Ordinance Nos. 1136 and 706, and all amendments thereto, which instruments adopted or amended the Comprehensive Plan, and all ordinances and resolutions in conflict with the following, are hereby amended to read as follows:

THE COMPREHENSIVE PLAN

Section I. PURPOSE. To define and establish the policy relating to the development of the community; to indicate the principles and objectives which shall guide the development of precise plans, public and private; to provide for the coordination of the many separate plans which govern the development of the community; to officially adopt a program and guide which will enable the City to attain the objectives set forth in Chapter Nos. 35.13 and 35.63 of the Revised Code of Washington, in the manner provided.

Section II. PARTS. The Comprehensive Plan is composed of two principal parts: the Text, which presents the existing conditions, the problems, the objectives, and the proposed policies, and the Maps, which illustrate the application of the text to the land. Additional supplementary parts developed in the future may include special studies, charts or graphs, additional general maps, localized maps, reports or schedules which when adopted will become a part of the Comprehensive Plan.

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Section III. TEXT. A. History. The City of Bellevue incorporated March 31, 1953 - Population: 5,940; Area: approximately 3,000 acres; Assessed valuation: approximately \$8,000,000. In 1958 - Population: 12,500; Area: 3,700 acres; Assessed valuation: \$17,500,000. In 1966 - Population: 20,600; Area: 7,360 acres; Assessed valuation: \$50,000,000. These statistics indicate in part the growth that has occurred within the city limits and the expansion of these limits in the past 13 years. This degree of growth has not been confined to the city alone, but has occurred in the entire Greater Bellevue area. Adherence to and implementation of the Comprehensive Plan, by both private and public action, has accomplished stability and security in the development of the city.

Section IV. TEXT. B. Studies. The City Council, the Planning Commission, the Park Board, the Library Board, the Citizens Advisory Committee, and many short-term special committees have studied the problems related to the development of Bellevue. These continuing studies and specific studies such as the 1957 Planning Commission reports on the Civic Center and the Bellevue Central Business District, and regional studies such as the Puget Sound Transportation Study, 1960-65, present a relatively clear picture of the city's position in relation to its sphere of influence, and its future. Studies and reports by the Bellevue School District, Water District #68, the Bellevue Sewer District, and many independent reports concerned with specific elements of the area's development have added to the fund of information and to the understanding of the problems and the destiny of the city. The conclusions reached by these studies and reports indicate that Bellevue is a definable community, that it has identifiable characteristics, that the Bellevue C.B.D. is a regional center with two satellite centers in Crossroads and Eastgate, and that the community growth is directly related to the metropolitan Seattle and Puget Sound regional growth.

Section V. TEXT. C. The Goal. Both private and public action designed to achieve the objective will be dependent on current economic, political or social conditions at any given time. The ultimate goals of the Plan are described in the Comprehensive Plan Elements, and illustrated by the maps.

Section VI. TEXT D. Comprehensive Plan Elements. LAND USE

1. Residential Districts

- (a) The bulk of the land area in the City of Bellevue is developed in residential uses, comprising many neighborhoods of varying sizes due to topography, the early road system, or their manner of development. These neighborhoods shall be preserved and improved by creation of regulated districts therefor.

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- (b) One characteristic that is common to almost all the residential neighborhoods is a semi-rural atmosphere. This atmosphere shall be preserved by saving the native trees, retaining the natural topography, encouraging the rehabilitation of areas that have lost this characteristic and maintaining relatively low population density - variable and related to the character of individual neighborhoods.
- (c) Provisions may be made for the development of multifamily residential areas of relatively low density in appropriate locations adjacent and convenient to business and commercial areas. Multifamily neighborhoods may be considered in areas where access facilities are adequate and the character of the land or environment is favorable and where such development will not be materially detrimental to adjacent single-family or other use areas. High density multifamily development shall be encouraged in the business districts.

2. Business and Industrial Districts

- (a) The nonresidential parts of the city and its environs now existing as partially developed Retail Business, Limited Business, Commercial, Controlled Manufacturing, and the buffer districts providing for the blending of passive business uses and residential uses, form contiguous core areas. These use districts shall be preserved and their orderly growth and intensification as contiguous cores shall be regulated in relation to the community need.
- (b) The transition or buffer use districts, such as office and multifamily, shall be used as instruments for containing and defining the core and reducing the intensity of conflict between the core and the single-family neighborhoods, and in circumstances involving localized problems, to prevent blight and encourage stable development. The core uses shall be developed in such a manner that the essence of the original semi-rural atmosphere is retained where possible or purposely recreated by informal landscaping, cooperative internal vehicle and pedestrian circulation, consideration of the relationship of buildings to space, to create the setting which will foster the desired atmosphere.

- 3. Provisions for off-street parking in all Use Districts shall be mandatory.
- 4. Each Use District shall have equal protection from encroachment or infiltration by the incompatible uses of another district.

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Section VII. TEXT. D. Comprehensive Plan Elements. STREET AND ARTERIAL CIRCULATION

1. Streets and Arterials

- (a) A system of traffic-carrying arterial streets is required to provide for vehicular movement within the city, to areas outside the city, to connect to other cities and to the points of interchange on state highways. The degree of development of each arterial will be governed by the traffic load and may vary from a local two-lane neighborhood collector arterial to a four, six, or eight-lane city arterial, through arterials or expressway or double-level viaduct. Continued implementation of the Arterial Plan and coordination with adjoining jurisdictions is an objective of the Plan.

2. Business District Streets

- (a) The Bellevue C. B. D. has been planned and is now materially developed in a street system of major and secondary grids. The major grid encompasses four square-block units with building lines defined to permit eventual 100' wide street rights-of-way. The secondary grid quarters the four-block unit, and building lines are defined to permit eventual 80' wide street rights-of-way. Traffic loads may require double decking of some of these streets in the future, providing direct access to double-decked parking areas. Continued implementation of the C. B. D. grid is an objective of the Plan.
- (b) Traffic circulation and access system for business areas such as Crossroads, Eastgate, and the Highland commercial area will be the subject of study to develop official plans for such areas, tailored to their individual circulation requirements.

3. Residential District Streets

- (a) In the Residential Districts, a loose grid of local circulation streets at about 1/4 mile intervals in each direction will provide for general circulation and connections to arterials. Within the areas formed by the 1/4 mile grid, the streets are for local access to property and need not be designed to provide general traffic circulation.
4. Standards for different classifications of streets will be developed in detail, and the construction of streets shall be related to need as demonstrated by traffic engineering studies.
5. The dedication and complete and permanent construction of streets and drainage and the installation of available utilities shall be required in subdivision and development of land.

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2. Schools

- (a) The Bellevue School District, a unit in the King County Public School system, serves the entire Greater Bellevue area. Coordination of City and School District plans and cooperation with the School District in implementing and administering the plans and programs is an objective.

3. Library

- (a) The construction and maintenance of Library buildings and grounds to house books and personnel contracted for with the King County Library system is the plan for providing this service to the community. Branch library buildings to most adequately serve the public are contemplated when the demand indicates that such additional facilities are needed.

4. Metropolitan Services

- (a) Continued coordination and cooperation with area-wide services such as the Municipality of Metropolitan Seattle (Metro-Trunk Sewerage) is an objective of the City's Plan.
- (b) Participation in the planning and implementation of rapid mass transportation facilities serving Bellevue and the metropolitan area is an expected and intended objective.

Section XI. TEXT. D. Comprehensive Plan Elements. PEDESTRIAN CIRCULATION

1. The pattern of building development in Bellevue Business Districts is relatively open and spacious. The off-street parking requirements result in many buildings being considerably set back from the streets - removed from the street sidewalks. The purpose of the internal pedestrian walkways is to provide safe, convenient and attractive walks that will permit the pedestrian to circulate from store to shop, to office, within blocks, and from block to block, on clearly defined routes. The walks may vary in width and paving pattern, they may turn or curve, use stairs or ramps, include plazas or miniature parks. At the time of development, or material site or building remodeling, each property shall provide for its part of a coordinated, connected, internal and between-block pedestrian walkway system. Such pedestrian walks should remain in private ownership so that adjustment in the location and design of the walk system can easily be made in conjunction with new and more intense development of a property or other related properties.

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Section XII. MAPS. A. Land Use. The attached Land-Use Map illustrates in broad terms the foreseeable development of the City of Bellevue and its environs. The use areas shown, their locations and their relationships, indicate principles which are intended to guide the implementation of this development. The several Planning Supplements amplify and illustrate in more detail the proposed zoning categories and boundaries which guide implementation. Additional unofficial maps at larger scale may be prepared to further illustrate and refine the implementation.

1. Bridle Trails Freeze. The attached Land-Use Map is amended in that the indicated land use thereon of areas of land referred to in Comprehensive Plan Supplement No. 15, copy of which is filed under Clerk's receiving nb. 1189, shall prevail, and shall not be modified or changed prior to November 14, 1972.

Section XIII. MAPS. B. Street and Arterial. The attached Street and Arterial Map illustrates the proposed systems for traffic circulation and is intended as a guide in the dedication, or acquisition or rights-of-way, the development of standards and regulations, and the construction of streets.

Section XIV. MAPS. C. Multilevel Circulation. The attached Multilevel Circulation Plan illustrates the concept of expanding street traffic capacity by building additional levels of access streets, within existing rights-of-way, to provide direct connections to multilevel off-street parking facilities. Street access frontage of private property is doubled. Traffic stop lights at intersections are eliminated on the upper levels.

Section XV. MAPS. D. Parks. The attached Park Map illustrates in principle the objectives of the Park program - neighborhood parks, general-use parks and special-use parks. The map is intended to illustrate the dispersion of park facilities throughout the community and to assist in the implementation steps which will accomplish this goal. The symbols on the map are not intended to precisely locate any future park.

Section XVI. MAPS. E. Boulevards. The attached Boulevard Map illustrates a connected network of major traffic arterials and local collector streets that have the potential of being developed as boulevards of various types as described in the text.

Section XVII. MAPS. F. Pedestrian Circulation. The attached Pedestrian-Circulation Plan illustrates the concept of perimeter street sidewalks and major pedestrian walkways located internally within the large blocks of the Business Districts, and the feeder walks into the Apartment and Residential areas around the perimeter of the Business Districts.

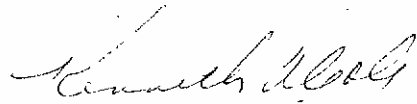
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Section XVIII. IMPLEMENTATION. To accomplish the objectives of this Comprehensive Plan, all ordinances of the City of Bellevue concerned with the development and welfare of the community and its people shall be considered in the light of and related to the principles, objectives, and policy set forth herein.

Section XIX. AMENDMENT. The Planning Commission is charged with the responsibility of continuous observation of the development of the City in relation to the Plan. Where development or the absence of development indicates a condition, a problem, a new element or expansion, unforeseen and not anticipated by the Plan, the Commission shall study the subject, and shall hold a hearing thereon. Notice of the time and place of the hearing shall be published once in a newspaper of general circulation within the City, and shall be posted at six places within the City; provided however, that the newspaper publication may be informal and may refer to the common, rather than to the legal, description of the property. Following the hearing, the Commission may, at a regular meeting, recommend an amendment of the Plan to the Council. The Council shall hold a hearing thereon, giving notice of the time and place by one publication in a newspaper of general circulation within the City, and by posting at six places within the City. Following the hearing, the Council may affirm, modify or disaffirm any recommendation of the Commission. If the Commission declines to take action to recommend changes in the Plan, that decision shall be final, provided however, that any citizen may file a notice of appeal to the Council with the Clerk within 30 days of the Commission's action. Upon receiving notice of appeal, the Council shall set a date for hearing of the subject. Notice of the time and place of the hearing shall be given by one publication in a newspaper of general circulation within the City, by posting at six places within the City, and the Council shall notify the parties it deems most concerned. Following the hearing, the Council may grant, modify, or deny the proposal, and in doing so may affirm, modify or disaffirm any recommendation of the Commission.

PASSED by the City Council on the 2 day of January, 1968, and signed in authentication of its passage this 2 day of January, 1968.

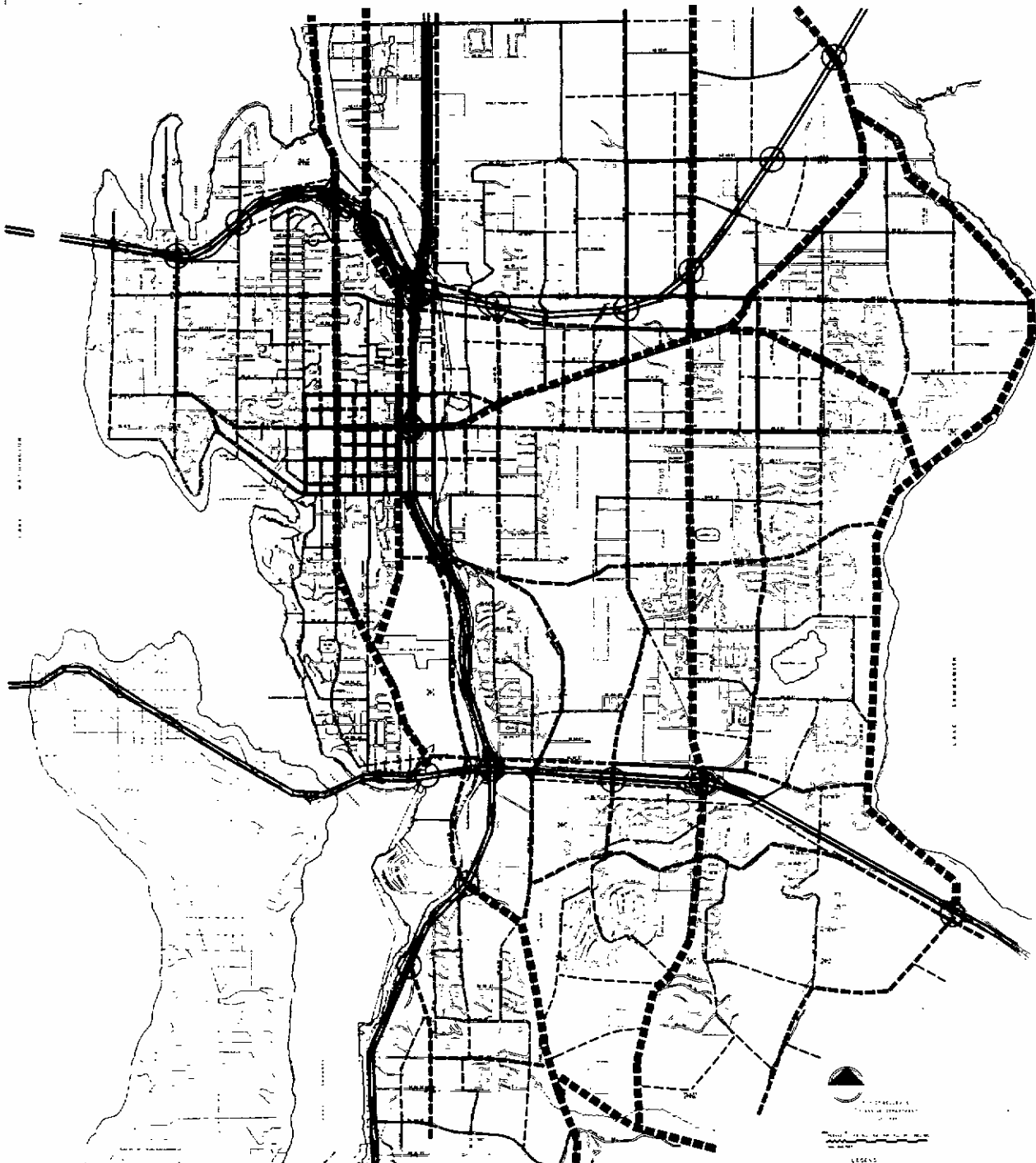
(SEAL)


Kenneth A. Cole
Mayor

Attest:


Patricia K. Weber
City Clerk

FILED NO. 00656
CITY OF BELLEVUE
DATE 1-2-68
CITY CLERK P Weber



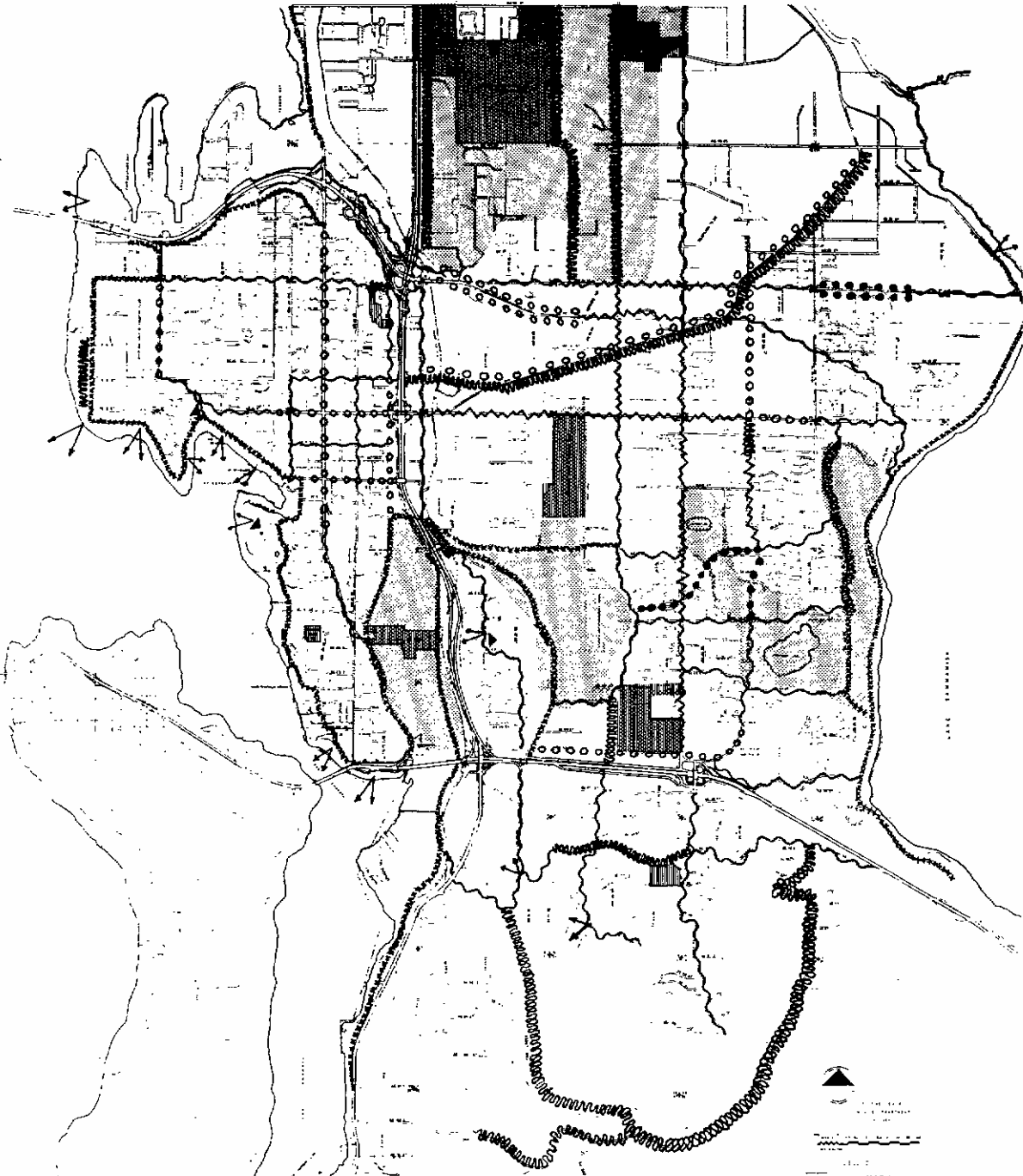
COMPREHENSIVE CIRCULATION PLAN

AN ILLUSTRATION OF THE PRINCIPLES AND OBJECTIVES OF THE TEXT
 On a segment of the greater metropolitan comprehensive plan

- State Highway
- Major Arterial
- Secondary Arterial
- Collector Arterial
- Business Street
- Interchange







LEGEND

- STATE HIGHWAY
- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR ARTERIAL
- BUSINESS STREET
- INTERCHANGE
- LOCAL STREET
- PARKWAY
- TRAIL
- RAILROAD
- AIRWAY
- CANAL
- WATERWAY
- FERRY
- BRIDGE
- TUNNEL
- UNDERPASS
- OVERPASS
- VIADUCT
- ELEVATED ROAD
- DEEP CUT
- SHALLOW CUT
- GRADE
- DRAINAGE
- FLOOD CONTROL
- EROSION CONTROL
- LANDSLIDE CONTROL
- SLOPE STABILIZATION
- SOIL CONSERVATION
- WATERWAY IMPROVEMENT
- NAVIGATION IMPROVEMENT
- FISH AND WILDLIFE HARBOR
- RECREATION
- HISTORIC PRESERVATION
- LANDSCAPE ARCHITECTURE
- PUBLIC UTILITIES
- TELEPHONE
- CABLE
- GAS
- WATER
- SEWER
- RAILROAD
- AIRWAY
- CANAL
- WATERWAY
- FERRY
- BRIDGE
- TUNNEL
- UNDERPASS
- OVERPASS
- VIADUCT
- ELEVATED ROAD
- DEEP CUT
- SHALLOW CUT
- GRADE
- DRAINAGE
- FLOOD CONTROL
- EROSION CONTROL
- LANDSLIDE CONTROL
- SOIL CONSERVATION
- WATERWAY IMPROVEMENT
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- FISH AND WILDLIFE HARBOR
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- PUBLIC UTILITIES
- TELEPHONE
- CABLE
- GAS
- WATER
- SEWER

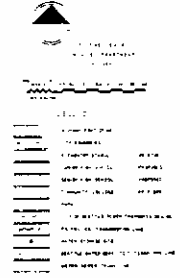


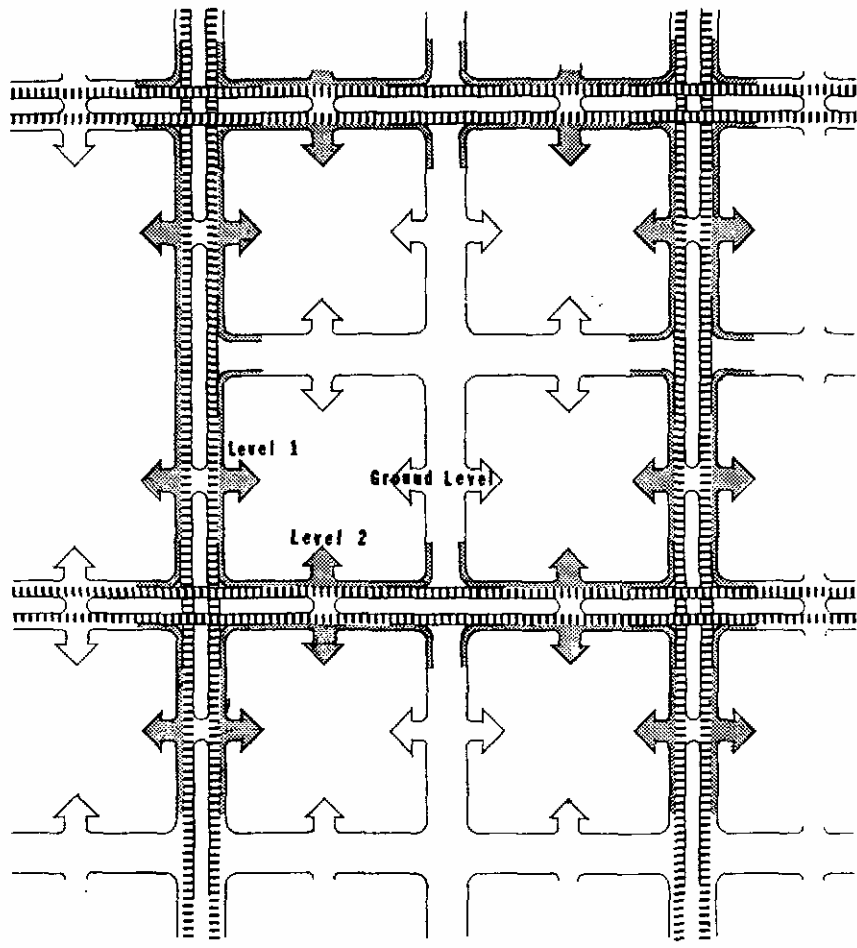
COMPREHENSIVE BOULEVARD PLAN

AN ILLUSTRATION OF THE PRINCIPLES AND OBJECTIVES OF THE TEXT
 One element of the greater Metro-Corpus comprehensive plan

- Scenic (Natural)
- Natural
- Informal : a. Purposeful Design 
 - b. Casual Individual Design 
- Formal : a. Residential 
 - b. Business 
- Points of Interest : a. View 
 - b. Landmark 

Open Area 





COMPREHENSIVE MULTI-LEVEL CIRCULATION PLAN

AN ILLUSTRATION OF THE PRINCIPLES AND OBJECTIVES OF THE TEX
 One element of the greater believe comprehensive plan

Up Level 1
 Up Level 2
 Access