

Rezone Application Narrative

Description of Proposal and Design Intent

This proposed rezone from Office (O) to R-30 zoning is for the following two parcels:

Parcel No. 342505-9103, street address is 13635 NE 8th Street

Parcel No. 342505-9246, street address is 13655 NE 8th Street

(the “Property”). The proposed rezone from Office (O) to Multifamily (R-30) is referred to herein as the “Rezone Application” or the “Application.” The two parcels comprise 40,570 square feet in area or 0.93 acres. The western parcel (342505-9103) has a two-story 8,000 square foot building that has offices on the first floor and residential uses on the second floor. The eastern parcel (342505-9246) has a one-story, 3,600 square foot building that is in office use. The two parcels are developed with parking and landscaping on the remainder of the property. The Property’s Comprehensive Plan designation was amended in 2020 from Office (O) to Multifamily-High (“MF-H”) under Ordinance No. 6560. This Application to rezone the Property to Multifamily R-30 would align the Property’s zoning with its recently changed Comprehensive Plan designation, and will be more consistent with surrounding Multifamily R-30 zoning as shown in the image further below.

Since there is no specific development proposal associated with this Rezone Application, an analysis of Design Review and other project-specific information is not applicable. The applicant submitted a SEPA checklist for the Comprehensive Plan Amendment (approved under ordinance 6560) incorporated herein by reference. The Application meets all of the rezone decision criteria as provided in LUC 20.30A.140 as described below.

Rezone Decision Criteria

A. The rezone is consistent with the Comprehensive Plan.

As previously noted, the Property’s Comprehensive Plan designation was amended under Ordinance No. 6560 from Office (O) to Multifamily-High (MF-H). The proposed rezone will change the current Office (O) zoning to Multifamily R-30 and bring the Property’s zoning into conformance with the new Comprehensive Plan designation.

The Application is consistent with the following City of Bellevue’s Comprehensive Plan policies and goals:

LAND USE GOAL

To develop and maintain a land use pattern that protects natural systems and retains trees and open space; maintains and strengthens the vitality, quality and character of Bellevue’s neighborhoods; and focuses development activity in Downtown and other commercial and residential centers.

Policy LU-6 Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.

Policy LU-15 Provide, through land use regulation, the potential for a broad range of housing choices to meet the changing needs of the community.

Policy LU-16 Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

HOUSING GOAL To maintain the vitality and stability of single family, multifamily and mixed-use neighborhoods, and promote a variety of housing opportunities to meet the needs of all members of the community.

Policy HO-11 Encourage housing opportunities in mixed residential/commercial settings throughout the city.

ENVIRONMENT Ensure that planning efforts, infrastructure investments, and municipal operations proactively manage natural resources to meet the needs of future generations while maintaining the integrity, stability and beauty of natural systems.

Policy EN-6. Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.

The Application furthers the above goals by creating the opportunity for added multifamily, transit-oriented development along NE 8th Street. The NE 8th Street corridor provides a mix of residential and commercial uses that are served by a range of transportation opportunities. Given the extensive multifamily development in the area, the Application would not interfere with the existing neighborhood character. The additional housing will contribute to the Comprehensive Plan's anticipated 15,800 housing units needed by 2035. The Application presents the opportunity to provide diverse housing options near transit. It will address housing goals while also reducing private vehicle trips and greenhouse gas emissions.

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

The proposed rezone bears a substantial relation to the public health, safety and welfare by providing additional zoned capacity for housing along a key transit corridor in

an emerging node of MF-H residential uses. The proposed rezone will support the City's land use and transportation goals to invest in NE 8th as a multi-modal corridor. This has environmental benefits that result from reduction in vehicle miles traveled and increases in multi-modal housing options that reduce the reliance on SOV and provide for walkable communities.

The proposed rezone will also reduce transportation impacts from the higher impact office use and be more compatible with the adjacent residential zoning. Please see the attached preliminary traffic analysis from Transpo Group concluding that residential uses would produce fewer peak AM and PM vehicle trips than office.

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

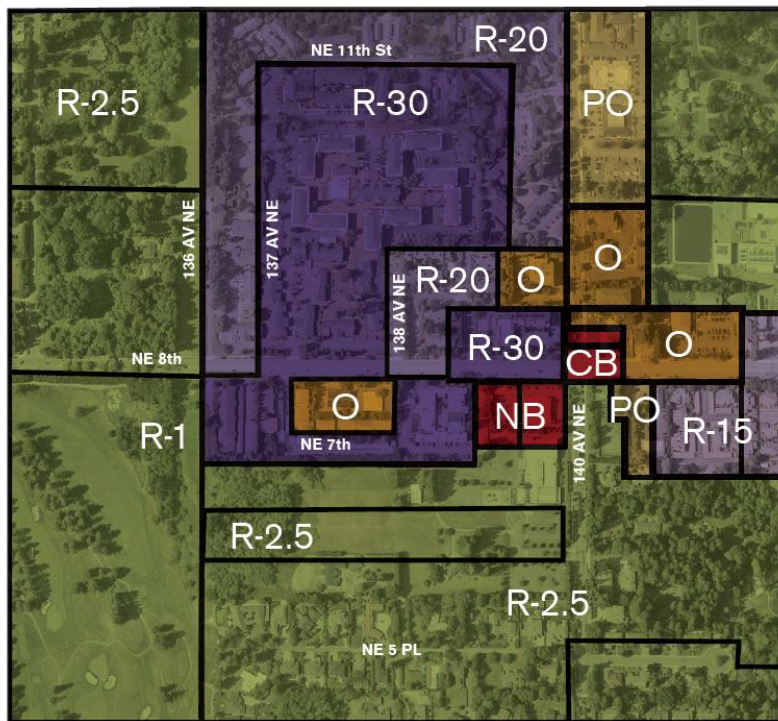
The proposed rezone from Office (O) zoning to Multifamily R-30, aligning the Property's zoning with the Comprehensive Plan (Ordinance No. 6560). The predominant land use in the vicinity of the two parcels is multifamily residential and additional housing capacity is a stated goal of the city. The Application's consistency with the Comprehensive Plan is addressed in detail above. The proposed rezone will ensure consistency between the MF-H land use designation and the implementing zoning.

The proposed zoning application is also appropriate for reasonable development of the Property. We have not prepared any conceptual designs for redevelopment; however, the R-30 zoning would allow for a maximum of 28 residential units on the Property.

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

The proposed rezone matches the densities and uses of the immediately surrounding developed parcels, which increases compatibility. The proposed rezone from the current Office (O) zoning to Multifamily R-30 zoning will be more compatible with the Multifamily R-30 zoned properties directly adjacent to the two parcels. The property directly north, across NE 8th Street is also zoned Multifamily R-30 as shown in zoning map provided below:

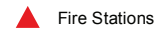
Consistency with Surrounding Zoning



The proposed rezone will eliminate the need for the Transition Area Design District requirements on the two parcels under the current zoning. The existence of this overlay on the two parcels supports the incompatible nature of the current Office (O) zoning. The proposed rezone will reduce transportation impacts in the immediate vicinity and provide more use in high-capacity transit modes on NE 8th Street.

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

The proposed rezone addresses the interests and changed needs of the entire city because the land use (growth) strategy seeks to enhance the health and vitality of existing neighborhoods, while providing for commercial uses and development that serves community needs. The neighborhood is already served by commercial uses clustered around the intersection of NE 8th Street and 140th Avenue NE, among other areas in close vicinity to the Property. As an “island” of office uses surrounded by higher density residential uses, the tenants of the two existing buildings on the Property sometimes struggled with visibility and the synergy that comes from being in a concentrated area. The proposed rezone is adaptive to changing economic conditions by ensuring the city has the land use and building types that it needs to meet changing markets. While no specific development project is currently proposed, allowing for future multifamily on the Property would reduce transportation impacts and promote greater land use compatibility in the general vicinity. It would also provide the city with additional multifamily options near transit on NE 8th Street, a major corridor connecting to Downtown.

 $^{15}\text{R-15}$ density limit

Public Schools

Planning Districts

- Bellevue City Limi

Lakes

GC	General Commercial
LI	Light Industrial
PF	Public Facility
P	Park

MEMORANDUM

Date:	October 26, 2020	TG:	1.20021.00
To:	TC Wu, NE 8th Street Partners, LLC		
From:	Michael Swenson, PE, PTOE & Maris Fry, P.E. – Transpo Group		
Subject:	NE 8th Street Comprehensive Plan Amendment Trip Generation Analysis		

This memorandum summarizes the trip generation comparison conducted for the proposed comprehensive plan amendment for the following parcels:

- **13635 NE 8th Street – Parcel No. 342505-9103**
- **13655 NE 8th Street – Parcel No. 342505-9246**

Project Description

The subject parcels are located along NE 8th Street, just east of 136th Place NE in the Crossroads neighborhood. The site is comprised of two existing office buildings (13635/13655 NE 8th Street). The current land use designation allows up to 21,000 sf of office uses. The proposed comprehensive plan amendment would revise the land use designation to R-30 (Multifamily Residential). Under this land use designation, the site could accommodate up to 28 residential units. The site location is shown in Figure 1.

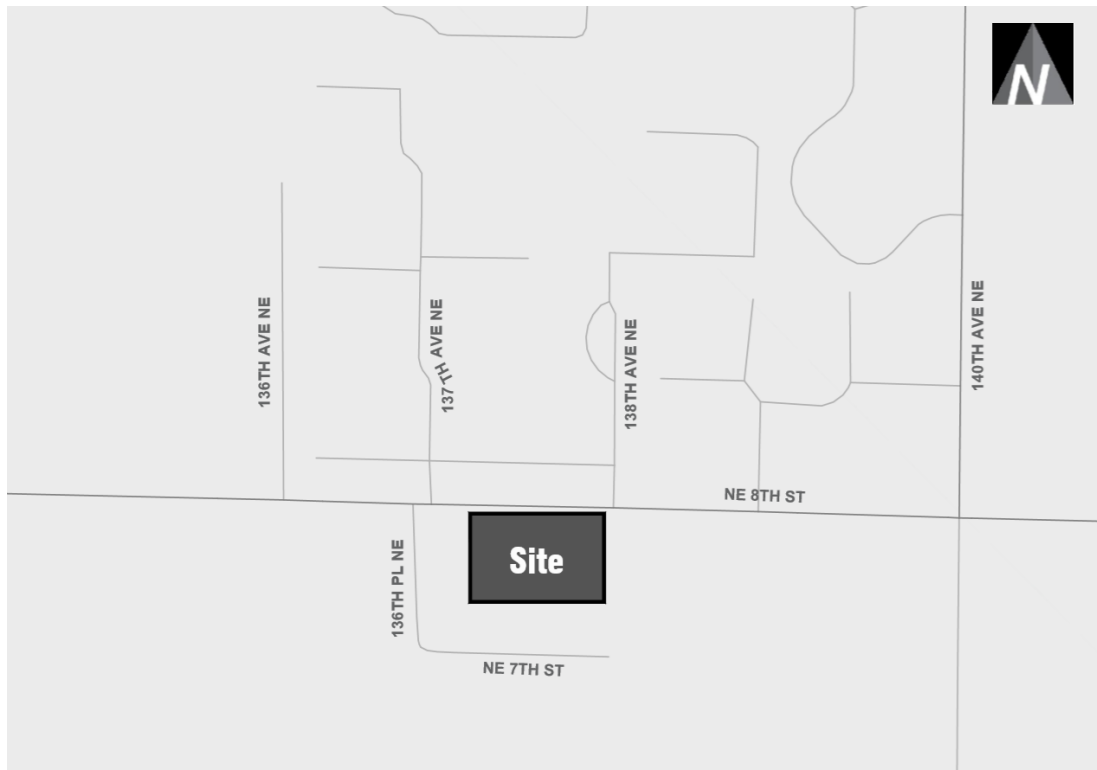


Figure 1. Site Vicinity

Trip Generation

PM peak hour trip generation for the existing and proposed land use designation was estimated based on current trip rates from the *Transportation Impact Fee Rates & Trip Rates* by the City of Bellevue, effective 1/1/2020. AM peak hour and weekday trip generation was estimated based on trip rates from *Trip Generation*, 10th Edition, Institute of Transportation Engineers (ITE). The inbound percentage for all trip generation estimates was referenced from the *Trip Generation Handbook*, 10th Edition.

Land Use #710 (General Office Building) was applied to the office use and Land Use #221 (Multi-Family Mid Rise) was applied to the residential use. Table 1 below summarizes the estimated trip generation comparison for a maximum development under the existing land use designation as well as the maximum development under the proposed residential land use designation. Any future project specific application would be subject to additional transportation related review under the Bellevue Municipal Code.

Table 1. Trip Generation Comparison

Land Use	Size	Rate	In %	Inbound	Outbound	Total Trips
Current Land Use Designation						
Office (LU #710)						
Daily	21,000 sf	9.74 / 1,000 sf	50%	103	102	205
AM Peak Hour	21,000 sf	1.16 / 1,000 sf	86%	21	3	24
PM Peak Hour	21,000 sf	1.04 / 1,000 sf	16%	4	18	22
Mid-Rise Residential (LU #221)						
Daily	2 du	5.44 / du	50%	5	6	11
AM Peak Hour	2 du	0.36 / du	26%	0	1	1
PM Peak Hour	2 du	0.44 / du	61%	1	0	1
Total						
Daily				108	108	216
AM Peak Hour				21	4	25
PM Peak Hour				5	18	23
Proposed Land Use Designation						
Mid-Rise Residential (LU #221)						
Daily	28 du	5.44 / du	50%	76	76	152
AM Peak Hour	28 du	0.36 / du	26%	3	7	10
PM Peak Hour	28 du	0.44 / du	61%	7	5	12
Difference in Trip Generation						
Daily				-32	-32	-64
AM Peak Hour				-18	3	-15
PM Peak Hour				2	-13	-11

Note: sf = square feet; du = dwelling units

As shown in Table 1, a residential land use designation would yield 15 fewer trips during the AM peak hour, 11 fewer trips during the PM peak hour, and 64 fewer daily trips as compared to the existing uses.

Key Findings

- The site is currently designated as office and is proposed to be designated as multifamily residential.
- A residential land use designation would yield fewer AM peak hour trips, PM peak hour trips, and daily trips than the existing office land use designation.