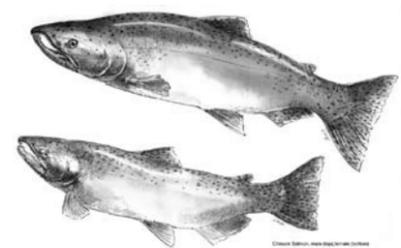


B E L L E V U E It's Your City

SEPTEMBER 2005
INSIDE THIS ISSUE



City launches Bel-Red corridor study. Page 3



Teaming up to save region's salmon. Page 5



New City Hall art explores city's past, future. Page 6,7



Annual lake to lake walk. Page 15

Planning Commission to finalize changes to critical areas regulations

The Bellevue Planning Commission in September is expected to finalize its recommendations for new regulations to protect environmentally sensitive areas such as shorelines, streams, steep slopes and wetlands.

The proposed changes represent the first major revisions since 1987 to the city's land use code regulating critical areas. The changes recommended by the Commission will be forwarded to the City Council for a vote.

City planners said the proposed changes, which would go into effect in December if approved by the City Council, will allow the city to continue its tradition of environmental stewardship while complying with state law, which calls for periodic updates to the regulations.

Even though the proposed regulations are expected to significantly improve protection of critical areas, the overwhelming majority of Bellevue property owners will not be impacted.

"Even if you have a critical area on your property, the proposed changes probably will not impact you unless you are planning major changes to your structure or landscaping," said Kate Berens, legal planner for the city's Department of Planning and Community Development.

"Even where changes are proposed for existing development, the increased flexibility provided under the proposed changes creates advantages for property owners that are not present in today's code," Berens added.

Highlights of the proposed changes include:

- Updated rules for docks and bulkheads to minimize impacts to near-shore lake environments.



The proposed rules would make the city's wetland's typing system consistent with the state and neighboring cities.

- Increased buffers adjacent to lakes, streams, and wetlands and at the bottom of certain slopes.
- Changes to the city's stream and wetland typing systems to make them consistent with systems already adopted by neighboring cities and the state. Wetlands are typed, or classified, depending on the benefits they provide to the environment, and on the water quality and flood carrying capacity they provide.
- City-wide limits on the amount of pavement and other impervious surfaces allowed on a site. This rule would apply to all Bellevue property owners, regardless of whether the property is in a critical area.
- Improved flexibility in applying critical areas standards on a site-specific basis.

The proposed rules were drafted after numerous public meetings. They are geared towards Bellevue and providing a balanced approach to regulating critical areas.

"The proposed rules were written specifically for our city's needs and reflect the fact we are an urban center and cannot turn back the clock to predevelopment times," Berens said.

"It's also important to note the city's history of environmental protection has contributed immensely to high-quality neighborhoods where natural areas are juxtaposed with development. These proposed revisions will allow us to continue this unique and important tradition."

Following are some frequently asked questions about the proposed changes. For more detailed information, refer to the city's webpage or contact Berens at mkberens@ci.bellevue.wa.us.

Q. Why is the city revising its critical areas regulations?

A. There are two reasons:

First, under the state's Growth Management Act, cities are required to periodically review and update rules for critical areas to reflect the best technical information available.

Second, the City of Bellevue and its residents have a long tradition of environmental stewardship which, in turn, has contributed significantly to the city's quality of life. The current rules have not been examined for nearly 20 years, and improved knowledge and technology shows we can now design development that further minimizes impacts on critical areas in ways that weren't anticipated then.

continued on page 4



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Council Corner



Parks created by city and residents one piece at a time

By Claudia Balducci

Like so many of us, I've chosen to live in Bellevue because of all the things that make it such a special place: our distinct neighborhoods, excellent schools, vibrant economy and fellow residents who care about their city and take the time to get involved in city life.

Then, of course, there are our parks.

The full scope of our parks is truly impressive. The more than 2,000 acres of open space and undeveloped land and 80 developed parks are our common space for play, sports, family and neighborhood gatherings, and other public events. They are our sanctuaries for quiet relaxation and the enjoyment of our beautiful natural environment. Our park system offers everything from traditional recreational and community facilities to nature areas and trails that snake alongside picturesque creeks, forests and meadows.

Judging from a recent poll, many of you also believe our parks and open spaces are major reasons why our quality of life is so high here. It's easy to see why we like to call ourselves: "Bellevue...a City in a Park."

So how did our wonderful parks come about? The wide-ranging park system that we all enjoy today was put together piece by piece, over many years, with steadfast community support from periodic voter initiatives that helped finance the acquisition, development and expansion of parks.

Since incorporating in 1953, Bellevue citizens have approved eight separate initiatives that have allowed the city to acquire the necessary building blocks to slowly and surely put in place the parks we enjoy today.

Take, for example, Kelsey Creek Park. Beginning with just a couple of acres purchased in the 1950s, Kelsey Creek has grown into a 120-acre park that today hosts 100,000 visits a year and 60,000 registrations for various programs ranging from day camps to farm education and animal care instruction.

There are many examples of the city building parks one piece at a time as resources became available:

- Our Downtown Park was started in 1983 when the city acquired a parcel of property. Four years later, Phase One was completed thanks to the hard work and dedication of a non-profit, citizens committee that spearheaded a fundraising drive. Phase Two, funded by a 1988 bond issue, was completed in 1990, giving the city what is today a premiere, 19-acre urban park that serves as a centerpiece for the city. In all, it took 10 separate property acquisitions to create the park.
- The Mercer Slough Nature Park, the largest peat bog environment in the Puget Sound region, was pieced together beginning in the 1950s through the far-sighted efforts of Bellevue citizens and others living outside the city. With tremendous local community support, and assistance from state and federal agencies as well as local bond issues, the Mercer Slough Nature Park has evolved into 320 acres. It has become a national standard for urban parks with marshlands and upland forests serving as the backdrop for agricultural, recreational and educational activities.
- Lewis Creek Park is the product of 15 years of collaboration by city officials and citizens. Our newest park, it opened in July with more than 1,000 people on hand. Working with citizens to create a master plan for the park that included both active recreational amenities and environmental preservation, we've managed to create a wonderful park to add to our first-class parks network.
- Bellevue is home to 49 neighborhood parks that contribute immensely to our way of life, enhancing our sense of community and providing a place to play, picnic, catch up with friends or just hang out. A great example is Evergreen Park in my own neighborhood, a popular place for families.

These are but a few examples of how the city has slowly built a unique and unparalleled network of parks backed by strong citizen support and a commitment to both recreation and environmental stewardship. But the last time we passed a bond issue was in 1988, and it will soon expire. It's time to determine how we re-commit ourselves to our parks.

Bellevue will continue to grow and evolve, and so too must our park system if we are to ensure those who come after us experience a prosperous community unequalled for its quality of life – a City in a Park.

Metro Route 245 provides Bellevue connections

Need a quick, convenient way to travel north to south through the city? Consider King County Metro Transit Route 245.

Route 245 provides great connections inside the city, traveling from Factoria, Eastgate, Lake Hills, Crossroads, Overlake, and then on to North Redmond and Kirkland. Monday through Saturday, buses arrive every 30 minutes until at least 9 p.m. From the Crossroads Mall bus stop, Route 245 can take riders to Bellevue Community College (15 minutes); Group Health Hospital (9 minutes); Factoria Mall (20 minutes); Overlake Transit Center (14 minutes); and Downtown Kirkland (23 minutes).

The 245 also links to express service to Seattle, Northgate, Redmond, and the University District. Or, ride the bus to the Overlake Transit Center or Eastgate Park-and-Ride to connect with a VanShare van, which can travel directly to your workplace.

With about 30,000 daily bus passenger trips within the Bellevue City limits, transit is an important way for people to get to, from and around the city. The City of Bellevue collaborates with the region's transit providers to improve bus service and facilities benefiting residents and businesses.

For questions about Metro service, call 206-553-3000 or visit Metro Online at <http://transit.metrokc.gov>.

New program to encourage walking, carpooling to school

Bellevue's Transportation Department this fall will launch a new school-based pilot program to increase the number of children who walk, ride their bike, take a bus, or carpool to school. These transportation alternatives give children an opportunity to be more physically active, to practice safe pedestrian and bicyclist skills, and to learn more about their neighborhoods while reducing traffic congestion near elementary schools.

In the 2005 – 2006 school year, the program, called "Pedbee's Pathfinder Club," will focus on five elementary schools: Clyde Hill, Enatai, Newport Heights, Phantom Lake and Sherwood Forest. The City of Bellevue is working with the staff and PTSA at each school, as well as the school district, to develop customized programs to improve traffic at each school. Other elementary schools will be invited to participate in the 2006 – 2007 school year.

The city hopes the pilot program will contribute to meeting the transportation needs of schools, parents, children and neighborhoods alike. For more information about this program, please contact Francine Johnson, Transportation Outreach Coordinator, at 425-452-6967.

Dodgeball comes to Bellevue

Sparked by the recent major motion picture, "Dodgeball," the sport has gained in popularity all over the country. In Bellevue, dodgeball will be offered as an adult league beginning this fall.

The game's concept is simple: get your opponents out by tagging them with a dodgeball, or catching one thrown at you by an opponent. Seven games make up a match and are typically played in about one hour. Matches will take place at area gyms in the evening.

League registration will begin in August with matches beginning in September. The cost for the fall league will be \$100 per team, and the season will consist of seven matches. Registration forms and information are available by calling Bellevue Parks & Community Services at 425-452-4479 or on the city's web site at www.cityofbellevue.org/parks.

See *It's Your City* on



Every Tuesday and Wednesday at 7:30 p.m.
and every Friday at 9:30 p.m.

or see previous editions on the web.
Go to cityofbellevue.org and click on "city videos."

Effort to shape Bel-Red Corridor future underway

Faced with changes in land use patterns and declining employment in the Bel-Red Corridor, the city has launched a major effort to shape the area's future.

The City Council in August gave planners approval to develop a new direction and identity for the area that builds on its existing strengths, increases business activity, protects and enhances adjacent residential neighborhoods, and capitalizes on potential new transit modes.

The effort will be led by the departments of Planning and Community Development and Transportation, with major involvement by businesses and residents. A citizen steering committee will be appointed by the Council, and numerous community meetings and other opportunities for public participation will occur.

The planning effort is expected to take place through early 2007, with frequent progress reports made available to the public.

"We need the community's help to plan for the future of the Bel-Red Corridor now while we have a chance to shape its outcome," said Matt Terry, director of the city's Planning and Community development Department. "If we wait, we will see piecemeal change that is unlikely to result in attractive places to live and work."

With about 20 percent of the city's total employment, the Bel-Red area has long been one of the city's major business areas, dominated by stores and offices, warehouses and distribution facilities including the Coca Cola bottling plant. About half of the area, which has about 1,100 business locations, is zoned for light industrial use.

But in recent years, as the city's downtown and other commercial areas have thrived, the Bel-Red area has faltered, with big employers either moving out or greatly reducing operations. Safeway has shifted most of its distribution operations out of the area and announced plans to sell about half of the 75 acres it owns, while the King County Journal moved the bulk of its operations from the Bel-Red Corridor to Kent.

As land uses in the area have shifted, employment also has declined. Recent data indicates that between 1995 and 2003, employment in Bellevue as a whole increased by 18 percent, but dropped six percent in the Bel-Red Corridor. Over 20,000 people are presently employed in the Bel-Red Corridor.

City officials said given these trends, it is important the city begin working now with businesses and residents to determine future land uses in the corridor, as well as the area's role in the city's overall growth and economic development.

Moreover, Sound Transit is in the early stages of evaluating High Capacity Transit (HCT) modes such as light rail or bus rapid transit that would cross Lake Washington into downtown Bellevue and then eventually run east through Overlake and the Bel-Red Corridor and into Redmond.

Such a transit line could carry more than 15,000 passengers per day between Downtown Bellevue and Redmond Overlake, offering a fast, reliable travel option in a very congested corridor and opening up new options for different types of development, city officials said.

"It's a prime time to embark on the Bel-Red effort," said Goran Sparrman, director of the city's Transportation Department. "We know the Bel-Red area needs transportation improvements, and not just to carry



An aerial photo of the Bel-Red Corridor, with the Safeway distribution center in the foreground. The company has moved some of its operations from the site, and currently plans to sell about half of the 75 acres it owns in the corridor. Photo by Ron Parker, Associated Earth Sciences.

more cars. Along with HCT, we need to look at improving bike routes, bus routes and sidewalks, too."

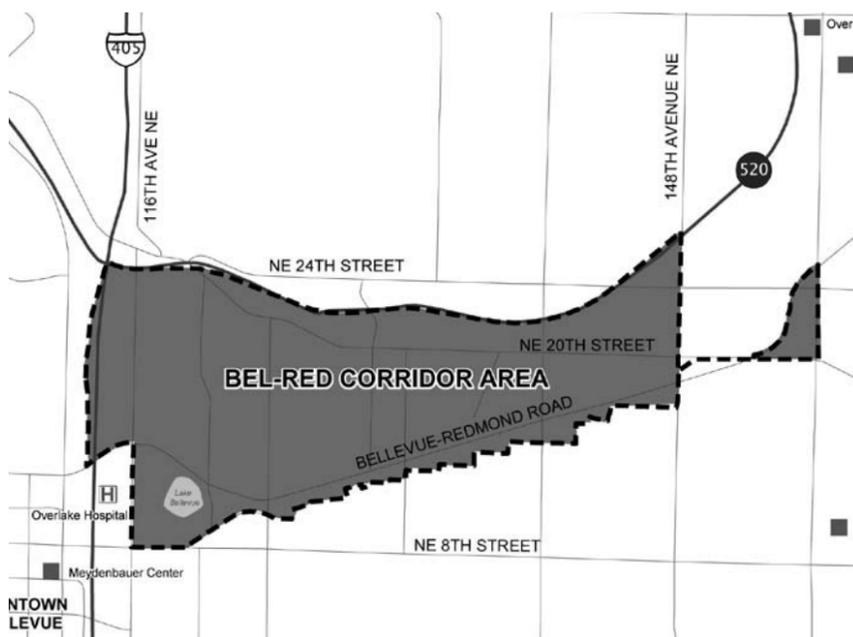
When complete, the plan will include recommendations for land use changes and related infrastructure (such as utilities, streets and parks), a preferred route for HCT with station locations, identification of needed amenities, and financial strategies to put the plan into action.

The city expects to work closely with Sound Transit and the City of Redmond, and develop an extensive plan to keep the public involved and informed. In addition to the citizens steering committee and planned community meetings, the city will develop a Bel-Red Corridor website, newsletters and other communications tools.

"The city can either stand by, or help guide what happens," said Dan Stroh, the city's Planning Director. "Bellevue has a history of working with the community to plan and manage change, and that is what we hope occurs here."

For a complete list of the Bel-Red Corridor planning principles adopted by the City Council, see page eight of the PDF document on the Web: http://www.cityofbellevue.org/citygov/CityCouncil/pdf/PA_08012005_2a_SS.pdf.

For additional information, e-mail BelRed@ci.bellevue.wa.us or contact Kevin O'Neill at 425-452-4064.



The Bel-Red Corridor stretches between State Route 520 and Bel-Red Road, extending from Interstate 405 to the city's border with Redmond at 148th Avenue Northeast.



More than 1,000 residents joined Bellevue City Councilmembers for the grand opening of Lewis Creek Park in South Bellevue. Bellevue City Councilmembers uncover the Park Dedication Plaque: From l to r: Conrad Lee, Mayor Connie Marshall, Don Davidson, John Chelminiak, Grant Degginger. The park offers a visitor center, extensive trail system, play areas, and sportsfields. Eighty per cent of the 56-acre park remains in its natural condition.



Q. What is considered a critical area?

A. Streams, wetlands, floodplains, landslide areas, steep slopes and shorelines are examples. In addition, most critical areas also have protective buffers and structure setbacks in which development and other types of disturbances are limited.

Q. If I don't have a critical area on my property, or don't live adjacent to one, can I ignore the regulations?

A. Not entirely.

One of the proposed regulations would be applicable citywide. It would limit the amount of surface area that could be covered with impervious material regardless of where your property is located. Impervious surfaces are surfaces such as concrete or asphalt that interfere with rainfall soaking into the ground, resulting in impacts to streams, wetlands and floodplains.

For a home in an area zoned for single-family dwellings, the proposed maximum area that could be covered with an impervious surface would be 50 percent. You could exceed this limit if you used alternatives such as pavers that allow some rainfall to penetrate the ground.

Q. Can you give some examples of types of structures not included in this impervious surface limitation?

A. Some examples would be rockeries and retaining walls; shoreline stabilization measures; decks and platforms with gaps measuring 1/8th inch or greater between boards (as long as the surface underneath is pervious); fences and arbors with lattice; and stepping stones.

Q. So what happens if part of my house or yard lies within a critical area buffer?

A. The new regulations will impact you only if you are making changes to the improvements on your property that would expand a structure or improvement into a critical area or critical area buffer. Under the proposed regulations, the critical area buffer will be established around the footprint of an existing primary residential structure. Even if part of your yard or accessory structure lies in a critical buffer area, you can continue to maintain those areas as you presently do.

Q. What if I own a home on property where there is a critical area and want to tear it down and rebuild?

A. An existing home may be rebuilt in the same footprint.

Q. What if I want to expand the home outside the existing footprint?

A. Homes can be expanded, but the extent of the expansion is dependent on the home's location in relationship to the new critical area buffer. If the proposed expansion is outside the new critical area buffer, no special rules apply.

Q. Is an expansion allowed within the critical area buffer?

A. You must first demonstrate the expansion cannot be located outside the buffer area. The new regulations would allow limited expansion into a buffer area if no feasible alternative exists—considering the intended function of the expansion and existing utilities, structural elements and other portions of the existing structure integral to the expansion.

Q. What about repairs to a structure due to fire or other unforeseen circumstances?

A. The structure may be rebuilt in the same location.



Construction of new docks, or major repairs to existing ones, would be impacted under the new critical areas rules being proposed.

Q. What if I live next to a shoreline?

A. The city has regulated sites along shorelines in some fashion since 1975. The new regulations could impact you in new ways; however, this would be the case only if you are making changes to the improvements on your property.

Q. Can buffers and setbacks be modified?

A. In some circumstances, yes. The new regulations were designed to allow for site-specific flexibility under a process referred to as the "critical areas report." The critical areas report is a mechanism designed to allow the property owner to modify some of the standard regulations, if the resulting development provides at least as much protection of critical area functions and values as would result from application of the standard regulations.

Q. What if I want to repair my dock?

A. Repairs are permitted. However, significant repairs may require the owner to lessen the dock's impact on the shoreline. In such a case, the rules would allow the property owner a choice among multiple options, designed to ensure that no additional state or federal permits are required as a result of the work.

Q. Can you build a new dock?

A. Yes, new docks are allowed on shorelines. Construction of new docks does require a permit from both the state Department of Fish and Wildlife and the federal Army Corps of Engineers. The city's own proposed standards are aligned with those required by those agencies. The proposed standards may be modified through a critical areas report for docks that do not meet the state and federal guidelines.

Q. Can I repair my bulkhead?

A. Yes, minor repairs or improvements to an existing bulkheads are allowed. Ongoing maintenance that prevents failure of any part of the bulkhead also is allowed.

A repair that is proposed after a significant portion of the bulkhead has been structurally compromised is not a minor repair.

Q. What if I want to build a new bulkhead?

A. New bulkheads are discouraged because they can harm the shoreline. An approach that combines vegetation, rocks, logs and other material is preferred where feasible because it provides environmental protection and enhancement. More traditional bulkheads constructed from concrete and rock may be permitted if it is demonstrated other materials cannot be used due to site conditions.



Existing retaining walls, such as this one adjacent to a steep slope and other landscape features, could be retained under the proposed rules.

City works to save salmon

A key milestone in saving Puget Sound Chinook salmon was reached in July when Bellevue and other local jurisdictions presented a regional salmon recovery plan to the federal government.

The long-term plan was put together by a coalition called Shared Strategy made up of individual local plans from 14 different watersheds in Puget Sound.

"The regional plan is innovative in that it's made up of many local plans—involving the work of cities, counties, farmers, tribes, developers and environmentalists," said Councilmember Don Davidson, chair of the local Watershed Forum, which represents 27 local jurisdictions who worked on local plans. "It goes beyond our efforts to save salmon. It's about our quality of life here in Bellevue and the greater Puget Sound—a plan that will help us balance a healthy environment with a healthy economy."

"Since local people helped develop the plan, instead of the federal government handing down a plan of what we should do, we believe there is more assurance that it will be implemented."

In addition to creating a partnership between local governments and state and federal agencies for salmon recovery, the plan also calls for state and federal governments to provide funding, develop streamlined permits for habitat restoration actions, and support science and monitoring elements of the plan. Measures for saving salmon focus on preserving, protecting, and restoring habitat, with action plans specific to each individual watershed.

Bellevue is in the central portion of the Greater Lake Washington watershed—home to Chinook salmon, as well as sockeye, coho, and cutthroat trout species. Each fall through early spring, salmon make the journey from the Pacific Ocean back to spawn in the streams of their birth. Eggs are hatched, and the salmon fry eventually travel back to the ocean. For salmon to be successful in completing their life cycle, they need healthy habitat, such as clean, cool water, riparian or streamside vegetation, loose gravel to protect eggs, and stable stream channels.

Since 1999, when Chinook salmon were listed as threatened under the Endangered Species Act, Bellevue has taken steps to improve salmon habitat, including repairing culverts for easier fish passage, restoring wetlands and stream channels, implementing fish-friendly road maintenance operations, and enhancing erosion control practices.

"Bellevue has been making progress in improving fish habitat, and citizens are doing their part to conserve water and keep pollution out of our streams," said Brad Miyake, Utilities Director. "But salmon are found throughout the region, and streams and lakes do not end where a city's limits end. Salmon recovery needs to be on a larger, regional level, and Shared Strategy can make that happen."

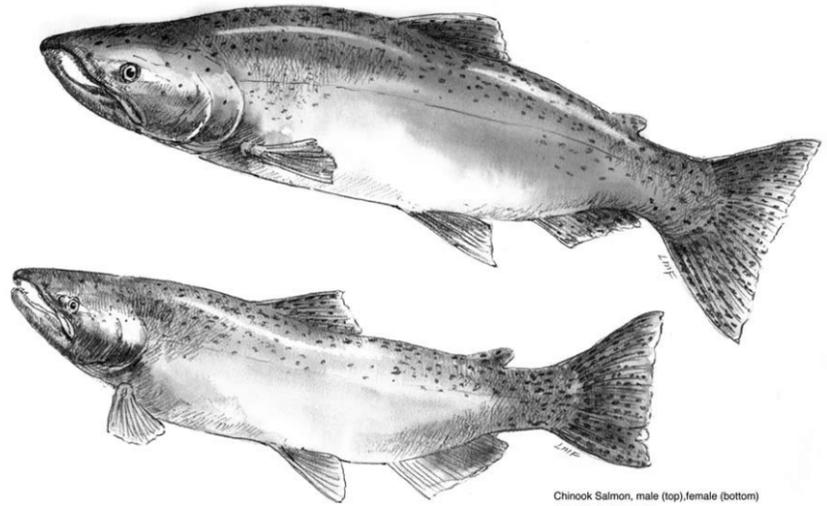
If the plan is accepted by the National Marine Fisheries Service, it will be released for public view and comments in September and could become a regional blueprint for saving Chinook beginning in June of 2006.

"If we are to restore the salmon in Puget Sound, we must dedicate today to change the way we live to accommodate the salmon," said

William Ruckelshaus, former EPA administrator. "If we do this, salmon and people will be better off."

To view the plan and learn more about Shared Strategy, please visit <http://www.sharedsalmonstrategy.org/index.htm>

For ways you can help prevent water pollution, visit <http://www.cityofbellevue.org/page.asp?view=2068>



Chinook Salmon, male (top), female (bottom)
Linda M. Feltner, artist

Bellevue is a unique city—throughout this thriving urban area you'll find protected natural areas, including over 60 miles of undeveloped streams. Many of these streams are salmon bearing, and this fall the fish will make the miraculous journey back from Puget Sound to spawn in the stream of their birth.

Volunteer salmon watchers needed

This fall, salmon will begin their miraculous journey back from Puget Sound to spawn in the stream of their birth. Help the city learn more about our local salmon by becoming a volunteer Salmon Watcher. It's easy. Attend a fun, two-hour training workshop to learn all you need to know. No prior experience necessary. Then you can adopt a site to look for salmon for 15 minutes, twice a week, from September through December.

The data collected and mailed in to us increases knowledge of salmon numbers and distribution in Bellevue and improves the city's ability to take care of the fish. Volunteers are the ears, heart, and voice of our local streams. Contact Stream Team to sign up or get more information at streamteam@ci.bellevue.wa.us or 425-452-5200.

Bellevue Salmon Watcher Workshops (you only need to attend one)
September 8th, 7-9 pm, North Bellevue Community Center
September 16th, 7-9 pm, Odle Middle School Library

✂ Clip along dotted line and save for future reference

What to do with old electronics and other mercury-containing products Ban from garbage takes effect Oct. 1

As of October 1, 2005, King County is banning electronics and products containing mercury from the garbage and at transfer stations. Check below for what to do with these items. For more information on the ban, call King County at 206-296-4466 or visit www.metrokc.gov/dnrp/swd.

Electronics

- Computers, TV's, cell phones
- Computer monitors, including flat panel and cathode ray tube monitors

These products are banned from the garbage because they contain lead, mercury, cadmium, brominated flame retardants and other hazardous materials. If disposed improperly, these toxic materials can be released into the environment, posing a health hazard. Give unwanted electronics to someone who can use them or recycle them.

Curbside Collection of Electronics For single-family residents, Bellevue offers curbside collection of smaller electronic items including TVs less than 21 inches, computers, monitors, VCRs and cell phones. Visit Rabanco's website at www.Rabanco.com/collection/Bellevue

Recycling Collection Events Bellevue holds two events a year for residents. These events accept some electronic products (larger ones for a fee). Residents should watch for a flier in the mail or call Bellevue Utilities at 425-452-6932 for more information.

The Take it Back Network is a group of electronics retailers, repair shops, non-profit groups, garbage haulers and recyclers that accept used electronic equipment for reuse or recycling. Most charge a fee. Visit www.metrokc.gov/dnrp/swd/electronics/recyclers.asp

Other products containing mercury

- Thermostats and thermometers with mercury
- Fluorescent lamps, including compact fluorescent "twirly" bulbs and "green tip" or "low mercury" fluorescent lamps
- Button batteries from watches, digital thermometers, hearing aids
- Mercury switches

Mercury is a toxic substance that can damage the developing fetus and young children. Once released, mercury circulates between air, water and soil, impacting fish and humans who consume fish.

Business Fluorescent Lamps Many local companies recycle fluorescent lamps from businesses. Call the Business Waste Line at 206-296-3976 or visit www.govlink.org/hazwaste/business/fluor/

Household Fluorescent Lamps Local retailers collect residential fluorescent lamps for a fee. Visit www.productstewardship.net

Thermostats Some private sector locations accept residential and commercial thermostats for free. Visit www.govlink.org/hazwaste/business/wastedirectory/wastedetails.cfm?wasteid=200

All mercury-containing products can be taken to the Factoria Transfer Station, 13800 SE 32nd St. Call 206-296-4692 or visit www.metrokc.gov/dnrp/swd/facilities/factoria-transfer.asp?ID=418



New City Hall art tells story of Bellevue's past, future

When Bellevue's new City Hall opens next winter in the renovated Qwest building downtown, visitors will experience something unique—major works by three Pacific Northwest artists helping to transform the new building into a cultural legacy for the community. Their artworks will celebrate the history, culture, and people of Bellevue, creating a pathway from the city's past to its future.

The artists—Dan Corson from Seattle; Linda Beaumont from Langley; and Alan Storey from Vancouver, BC—were captivated by Bellevue's history and natural beauty. Taken together, their art—*Silver*

Root, Reed-Rookery-Boat, Current, and Compass—weaves a story about Bellevue. As visitors move from the plaza in front of the new City Hall through the building itself, they will follow a linear thread that metaphorically stretches from the land, to the water's edge, and then through the water itself to views beyond.

Dan Corson begins the story in his two sculptures, one at the plaza's edge and the other at the entry to the building. He sees his two projects as "poetically linking nature and our early relationship to it to some version of the future out in front of us."

Silver Root

Corson's *Silver Root* will sit in a black reflecting pool with an organically shaped edge echoing the root's outline. It is as if the tree came up, leaving a footprint in the ground. The root sculpture suggests Bellevue's foundation, the place where we come from. It links us to the land that was once a forest of massive trees, which gave way to logging, then to farming, and then to a vital urban center. The root is tilted, half up, half learning. It is a gesture of activity, of aliveness. It is balanced, as we constantly strive to balance our natural and built environments. The visible root structure reflects a central idea in the design of new City Hall: making the work of the city visible and accessible to its residents.

The root sculpture itself is taken from an ancient cedar tree harvested in the 1800s. The smooth heartwood at the center of the root shows beautiful swirls like the water it will stand in. You can see the growth rings, the bark, and the trunk. Cast in bronze and plated in high-tech silver, it is the color of the future: bright, shimmering, and reflecting light. It will glisten in the sun like a giant sunburst.

Located directly behind the root will be a living nurse log, planted with a living tree as part of the landscape. It marks the start of this new civic place. Over time the tree will grow. Years from now the nurse log will be gone; in its place, a magnificent old tree dwarfing the root in front of it. Life growing from the old nurse tree and life symbolized in the silver root—in full view of each other.

from the land



to the water's edge



Dan Corson is always looking to depict the special qualities of a particular place when he creates an artwork.

Photo by Frank Huster

Reed-Rookery-Boat

Moving to the front entrance, you will encounter Corson's second sculpture, the *Reed-Rookery-Boat*. This artwork takes you to the water's edge. The stainless steel piece was inspired by the great blue herons' nests found in Bellevue. Reflective silver "reeds" will emerge from the reflecting pond on the lower level by the new Police Department quarters. Hammered and bent, they have an organic feeling as they bow and extend up to 35 feet in the air. At about 25 feet up, the reeds are collected and woven together with materials not normally seen on the outside of buildings: coaxial cable, conduit, wire rope, galvanized and copper piping, and fiber optic cables. The weaving will form a rough shape suggesting a nest from a rookery or even a Native American longboat that might have been used to travel the Mercer Slough.

Corson saw this piece as a "quirky juxtaposition between high-tech materials and low-tech, nature-inspired shapes and materials woven into this universal boat form way up in the air." It's like birds taking a bit of this and that to form, insulate, and soften their nests. And fiber optics woven through the piece will reveal the lighted form of the boat floating up in the air at night.

into the river

Current

Linda Beaumont's artwork takes you into the river. *Current* is the epoxy terrazzo floor that will flow the length of the entire concourse of the new City Hall. Echoing the steady and smooth movement of a river current, it is a visual metaphor for the flowing of ideas and activities within. It recalls the underground river close to City Hall and also references the river of underlying materials and people essential to the building.

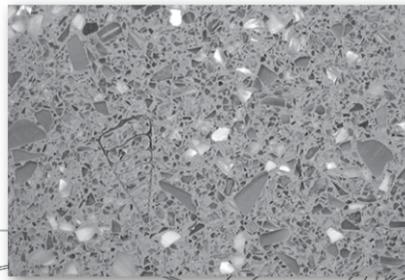
The terrazzo floor is composed, in the artist's words, of "a subtle shifting of the colors of a river, with water greens that shimmer with colored and iridescent glass chips inset into an undulant rhythm of silver lines throughout the floor. Lengths of glass cane, semi-precious stones and beads, shells, and mother of pearl abalone chips native to our region swirl in the rhythms of this river, creating a luminous organic field of



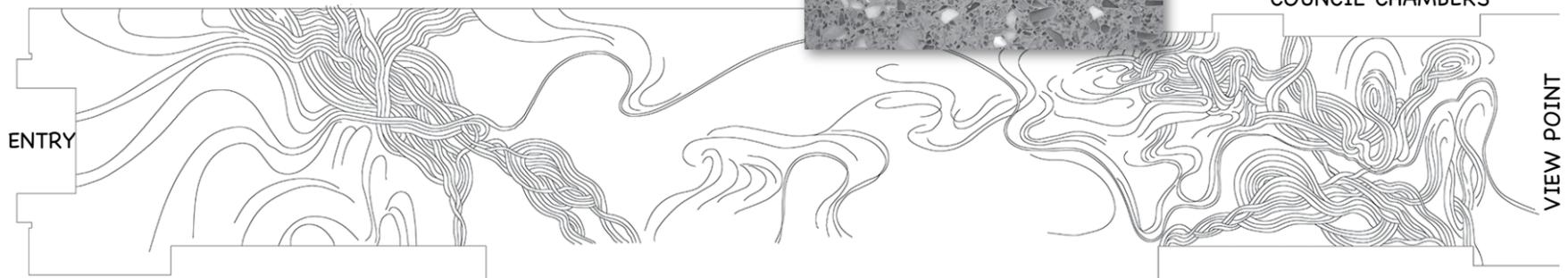
You may have seen Linda Beaumont's gorgeous terrazzo floors at Harborview Medical Center, Safeco Field, and the King County Courthouse.

color and energy underfoot." Beaumont took her inspiration from the way the Japanese detail water and the watercolor aspect of wood block prints. In her floor, she says, "there is a current revealed, one that rewinds, reweaves, and respects the flowing energy of life."

As the only interior artwork of the four pieces, *Current* becomes a refined conduit that connects the massive root system of *Silver Root* and the growing and weaving energy of the *Reed-Rookery-Boat* with an articulated, navigational artwork by Alan Storey, *Compass*.



◀ A terrazzo example.



Sample floor section design—line pattern reminiscent of Japanese wood block prints.

Compass

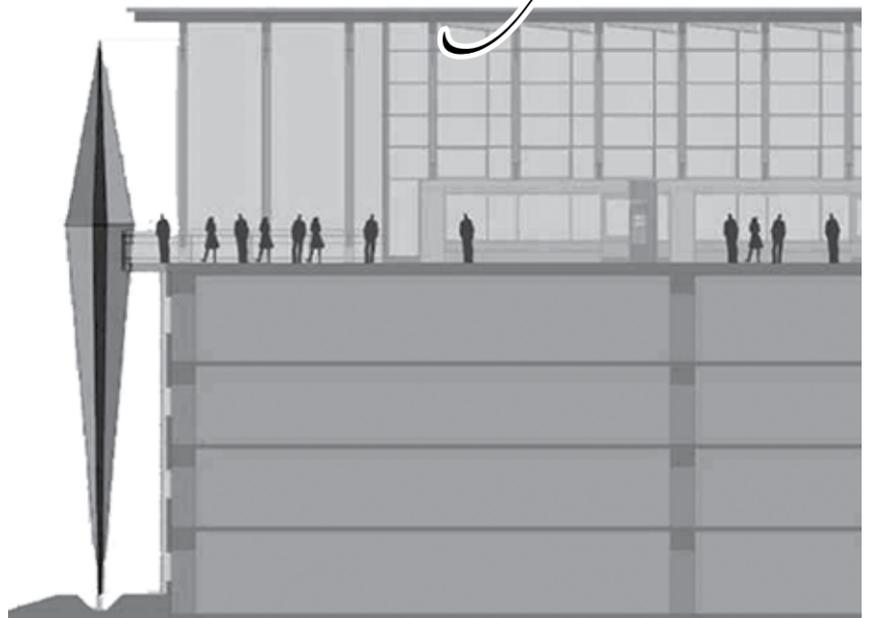
Storey's work points to the views beyond. As you move through the interior concourse, you arrive at the balcony and look out to a classic Northwest vista of sky and mountains, including Mt. Rainier. Storey's *Compass* stands at the end of the balcony, the elegant 63-foot-tall compass needle. He was inspired by compasses and nautical directional devices and by the history of boating and compass manufacturing in Bellevue.

From the exterior of the building, his sculpture will have a significant and dynamic presence in scale with the architecture. *Compass* offers a unique up-close experience for viewers, too. Nestled into a gentle inward curve of the guardrail, it will turn in place to continually frame new views of surrounding vistas.

Storey is fascinated with ingeniously interactive art, and *Compass*, which is viewer-activated, is more like a sextant or spectroscope than a static photograph. A silver line embedded in the terrazzo floor of the concourse will electronically connect the main front doors of the building to the movements of the viewfinder device on the balcony. Every time the doors open and close, the compass point will move an increment so that you will always be looking at a different point and a different direction. Views of our community and views beyond, our metaphoric future, are created by those who come to City Hall.

Dan Corson, Linda Beaumont, and Alan Storey have collaborated to build a story, using a rich variety of materials, creating one interwoven and continuous art experience. From old growth roots, to reeds in the quiet waters, through silver threads in a shimmering river, to the viewing compass, the art creates a pathway from Bellevue's past to its future.

to the views beyond



Alan Storey is known for his large-scale, viewer-activated kinetic art.

Parks improvements underway; residents plan future projects



As summer winds down, the Neighborhood Enhancement Program (NEP) is gearing up for a busy fall. In the meantime, implementation is proceeding for approved neighborhood projects, including 129th Pl SE Sidewalk south of Newport Way, Crossroads Park Skate Court, Ivanhoe Park Improvements, Lakemont Park Path

Improvements, Pedestrian Improvements in Newport Shores, SE 25th St Sidewalk near Enatai Elementary, SE 26th St Landscaping near Lake Sammamish, and SE 60th St Sidewalk in Newport Hills.

As these projects move forward (some nearing completion), staff begins planning and design work on approved projects in **Bridle Trails** and **Northwest Bellevue**. In June, Bridle Trails residents approved three new projects: 134th/132nd Ave NE Trail Enhancements, Cherry Crest Elementary School Basketball Court Renovation, and NE 40th St Sidewalk (142nd Pl NE to 145th Ave NE). NEP voting is complete in Northwest Bellevue and approved projects will be listed on the web site by Labor Day.

This fall, two neighborhoods – **Crossroads** and **West Lake Hills** – will move into the next phase of the NEP process. Crossroads residents

will receive newsletters in early September, seeking ideas for using the \$240,000 available to improve their neighborhood. West Lake Hills residents will vote in October for projects they requested in May. Before the West Lake Hills NEP ballots are prepared, city staff will host a workshop to discuss the eligible projects with interested residents. West Lake Hills residents are encouraged to attend the upcoming workshop.

West Lake Hills NEP Workshop

Tuesday, Sept. 27 ~ 7 p.m.

St. Louise Catholic Church ("The Hall") ~ 133-156th Ave SE

This busy fall comes right on the heels of several recently completed projects, including the Wilburton Hill Park Play Area Improvements (left), Crossroads Park Picnic Shelter (below), Norwood Village Park Improvements, Wilburton Trestle Interpretive Kiosk, and others.

Residents are encouraged to learn more about NEP and neighborhood projects by logging onto www.cityofbellevue.org and selecting "Neighborhood Enhancement Program," or by contacting the program coordinator, Tim Stever, 425-452-4075, tstever@ci.bellevue.wa.us.



City wants your ideas for guiding Crossroads' future

Three future development alternatives for the Crossroads commercial areas will be presented to the public for consideration and comment during the Sept. 13 community meeting.

The Crossroads commercial area is the successful town center of East Bellevue, and the city wants to ensure it stays that way. Ensuring the area's success by keeping it attractive, useful, and successful for future generations is the goal of the new innovative designs.

The designs were created from conversations with community groups and property owners, written surveys, and analysis by city staff in collaboration with GGLO, a consulting firm. Bellevue planners spent months talking with community groups and property owners to gather information about what's working in Crossroads and what could be improved.

You are invited to view and comment on the design options. Please join Ron Sher, Managing Partner of Crossroads Bellevue Shopping Center, and city staff to check out new entertainment areas, better connections to Crossroads Park and Community Center, new outdoor

gathering spaces, convenient housing, new shopping, and improved pedestrian amenities. Your comments will help to create a preferred option for Crossroads, and become part of the city's Comprehensive Plan.

Crossroads Center Plan Open House & Community Discussion

Tuesday, Sept. 13 ~ 4:30-7 p.m.

Crossroads Bellevue Shopping Center ~ NE 8th & 156 Ave NE
4:30-7 p.m. ~ Open House (inside the shopping center, near Pier 1 Imports)

5:30-6:15 p.m. ~ Presentations & Community Discussion
(Presentations by Ron Sher and city staff)
Refreshments will be served

The primary Crossroads Center Plan study area is the commercial areas north of NE 8th St. A map of the study area is available on the city's web site, www.cityofbellevue.org. For more information please contact Kathleen Burgess, 425-452-6866, kburgess@ci.bellevue.wa.us, or Steve Cohn, 425-452-4884, scohn@ci.bellevue.wa.us

Bellevue women honored for international contributions

Two Bellevue residents, Dr. Zaiga Phillips and Patricia Hale, were recognized by the Bellevue City Council on Aug. 1 after receiving honors from the international community.

In May of this year, Dr. Phillips was selected to receive Latvia's Recognition Cross, a high honor traditionally presented to individuals whose achievements in science, education, culture, and other fields have contributed in a significant way to the freedom and welfare of the Latvian people. And last month, Ms. Hale was recognized upon the conclusion of her 20th year as Washington State Coordinator of Sister Cities International, a volunteer role focused on the development of social, cultural, and educational ties between cities of this state and the world.

Best known by Bellevue families as their children's pediatrician, Dr. Phillips has practiced medicine in this area since 1970. Working with colleagues and the Healing the Children organization, she has made it possible for seriously ill children from other countries to obtain advanced medical care in the U.S.

In recent years, Dr. Phillips has focused much of her volunteer effort on Latvia, the country of her birth. She was instrumental in working with the Bellevue Sister Cities Association (BSCA) to establish a sister city relationship between Bellevue and Liepaja, Latvia, in 1992. She also has organized shipments of medical supplies, arranged medical team visits to Latvia, and established close ties with Latvian pediatricians. For her contributions, the City of Liepaja named Dr. Phillips a Citizen of the Year in 1995.

Ms. Hale moved to Bellevue in 1952 and pursued a lifetime interest in Asian culture and history by joining the BSCA in the 1970s. Over the

next decade, she served that organization in various capacities, including president. Currently, she serves on the board and as chair of BSCA's Liepaja Committee. She is the founder and editor of the BSCA newsletter.

As state coordinator – a demanding, but unpaid position – Ms. Hale has worked to raise funds, maintain communications, and assist cities with their aspirations to establish and maintain sister city relationships. Her last official duty was attending the Sister Cities International Conference last month in Spokane. There, her colleagues from around the nation and the world joined in applauding her dedication over the past two decades.



International trio – Bellevue residents Patricia Hale (left) and Dr. Zaiga Phillips (right) were honored for their volunteer contributions to world health and friendship at the Aug. 1 City Council meeting. Both women are active in the Bellevue Sister Cities Association along with Ruby "Parky" Forrester, who was recognized by the Council last month on the occasion of her 100th birthday.



BELLEVUE REPORT CARD

How do citizens know if their city government is doing what it should be doing? What criteria do citizens use to determine how well their local government is doing various jobs? What indicators are most useful to citizens?

These were the questions addressed by the City of Bellevue and residents during a recent series of focus groups and a citizens' forum of nearly 60 residents. Residents were randomly selected to participate in this unique effort to see how city government is doing through the eyes of its citizens. The project is supported by a grant from the National Center for Civic Innovation in New York City.

"Bellevue is a national leader in obtaining feedback from our residents", said Steve Sarkozy, Bellevue's City Manager to the residents gathered at City Hall. "We use formalized feedback mechanisms that help us gauge how well we are doing at satisfying the needs of our residents.

"We have performance measures that we spend a great deal of time developing, we use statistically valid citizen surveys to get residents' feedback, and we use best practice standards where we benchmark what we do compared to the best models of service delivery in the country if not the world."

City governments across the country have developed performance measures to track their operations, programs and service delivery. Such measures are useful to government administrators because they provide objective, quantifiable indications of progress toward stated objectives.

The City of Bellevue uses approximately 175 key performance measures across its departments and programs that it reports to the public in its *Annual Performance Report*. Many are highly technical or specialized in nature, at a level of detail required for city management and beyond most citizens' need or desire to know. In 2001, Bellevue culled a list of 16 performance measures from the larger list of 175 to arrive at a limited set of measures – or Bellevue Vital Signs -- that would give residents and other stakeholders a sense of the city's overall health. These measures are meant as a bridge to connect the values of citizens to the performance of Bellevue city government.

The Bellevue Vital Signs are a way for *citizens* to evaluate how well city government is doing.

The citizen forum, held in the Bellevue City Council Chambers, consisted of electronic interactive polling and facilitated small group discussion. Participants were introduced to the 16 existing Bellevue Vital Signs. Using individual wireless handsets, participants would indicate answers and thoughts on a variety of suggested key performance measures using their handsets. They were able to "vote" secretly to reduce bias or overt influence from other participants but their answers were public, and results were tabulated instantly and projected on a large screen for all to see. Participants used the individual wireless handset to indicate their opinion on 29 indicators using a rating of "1" when the indicator was "not very meaningful" from a citizen's perspective to a rating of "10" for "very meaningful".

"The purpose of this unique citizen review of city performance measures was to see them through the eyes of Bellevue residents – to evaluate their use to citizens as indicators of city government performance. If they are meant as a way for citizens to evaluate city government performance, then their effectiveness can only be judged by citizens."

Citizen Forum on "Vital Signs", May 24, 2005

Nearly all of the indicators – the current set of 16 Bellevue Vital Signs, indicators suggested by earlier focus groups, and additional indicators recommended by forum participants – were rated as useful: 28 of 29 indicators had an average (mean) rating above the scale mid-point of 5.5. The range of ratings was relatively narrow: 9.02 to 4.80. The overall mean rating was 7.24.

Some patterns were notable:

- 7 indicators had mean ratings above 8.0;
- 17 indicators scored above the mean rating of 7.24;
- 5 of the top 10 rated indicators were suggested by citizens in either the focus groups (3) or the forum (2);
- 10 of the 16 current Vital Signs rated above the mean;
- The current Vital Signs were spread throughout this list: 3 were among the top 4 indicators and 3 were ranked at the bottom.

There were only 79 citizens involved in the focus groups and forum, so the results are not projectable to the population as a sample survey. However, the citizens involved were selected to be representative of Bellevue's population and spent two or three hours considering and

talking about the performance of city government with each other, and specifically evaluating the Vital Signs. Their judgments, as represented in these findings, are an invaluable source of insight for city administrators.

The project was advisory, of course. The indicators in each of these four categories depends in large part upon how many Vital Signs the City of Bellevue wants

to have. If it is less than the 29 that came out of this project, then the question is how and where to draw the line.

In summary, Bellevue learned a number of valuable lessons.

1. Participants indicated by their involvement, that many of Bellevue's current Vital Signs provided them with the "citizen" level of information that they wanted. They suggested dropping a few of the current Vital Signs, rethinking others, and adding some that they deemed important to get an overall sense of the City's "health".
2. Residents are eager to find out information about their city's performance but they would like to see summary data first and know where to obtain more detailed information.
3. *It's Your City* Bellevue's "public" newspaper has become a major and reliable source of information about the City of Bellevue. It is favored by participants as a communications medium and is valued more than other information sources such as local newspapers, government television, and utility bill inserts.

Copies of Bellevue's 2004 Annual Performance Report are available on the city's website at <http://www.cityofbellevue.org/page.asp?view=2606>. A streaming video of Bellevue's Citizen Engagement Project is available to watch at http://bellevue.granicus.com/ViewPublisher.php?view_id=23. Bellevue's Performance Measurement Website is available at www.cityofbellevue/perform.

City of Bellevue Citizen Based Vital Signs

INDICATOR	2002 Actual	2003 Actual	2004 Actual	2004 Target	Target Met or Exceeded	Citizen Workshop % rating indicator as Useful to Very Useful
Residents' overall satisfaction with Parks and Recreation in Bellevue	86%	88%	89%	NA		100%
Patrol response times to critical emergencies from dispatch to arrival	3.4 min.	3.3 min.	2.1 min.	4.2 min.	✓	95%
Number of violent and property crimes committed per 1,000 population	40.0	39.0	43.5	44.0	✓	88%
% of residents saying they are getting their money's worth when thinking about City of Bellevue services and facilities	84%	80%	82%	85%		84%
Moody's Investors Service Bond rating	Aaa	Aaa	Aaa	Aaa	✓	83%
Residents rating their neighborhood as a good to excellent place to live	89%	92%	92%	90%	✓	80%
Resident satisfaction rating for clean streets (fairly clean to very clean)	96%	95%	97%	90%	✓	78%
Percent of fires confined to room of origin	86%	93%	88%	85%	✓	77%
Residential street average pavement rating	81	86	80	80	✓	76%
Violations of state and federal drinking water standards	0	0	0	0	✓	76%
Cardiac arrest survival rate	35%	35%	46%	35%	✓	75%
Residents rating Bellevue as a good or excellent place to live	93%	97%	97%	95%	✓	74%
% of residents fairly satisfied to very satisfied with job City is doing in planning for the future	70%	72%	71%	65%	✓	68%
Water service interruptions per 1,000 service connections	2.9	2.9	2.2	3.0	✓	56%
Residents saying Bellevue is headed in the right direction	78%	79%	78%	80%		56%
Percent of Mobility Management Areas achieving concurrency	100%	100%	100%	100%	✓	38%

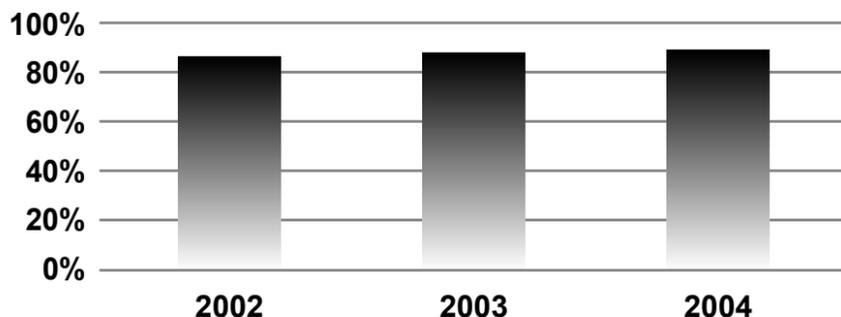


BELLEVUE REPORT CARD

Trend of Bellevue Vital Signs 1997 to 2004

1. Overall Satisfaction with Parks and Recreation in Bellevue

Percent of citizens somewhat satisfied to very satisfied with Parks & Community Services in Bellevue

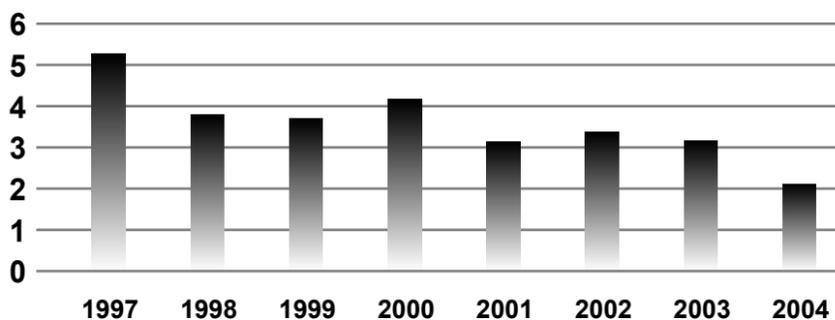


Nine in ten (89%) respondents are either very or somewhat satisfied, overall, with parks and recreation in Bellevue, with twice as many who are very satisfied (63%) than are somewhat satisfied (25%).

Very few respondents are neither satisfied nor dissatisfied (5%), somewhat dissatisfied (1%) or very dissatisfied (1%).

2. Patrol response times to critical emergencies

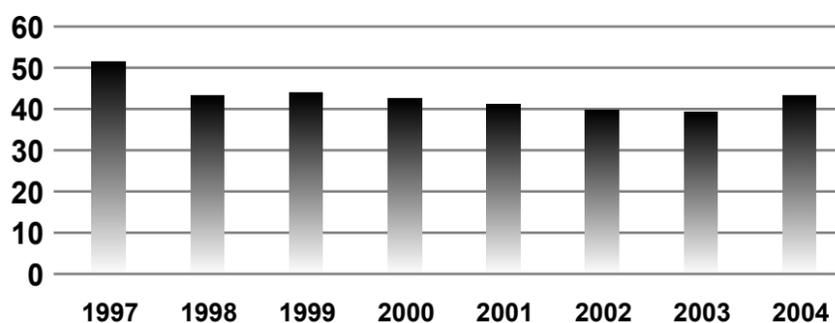
Patrol response time to critical emergencies from dispatch to scene arrival (in minutes)



When a life is threatened, people want a quick response from their Police Department. In Bellevue, Police respond quickly to these emergencies. Although Priority 1 calls make up a small percentage of all dispatched police calls (historically about 1%), they are the most critical. In 2004, police reported a 2 minute and 6 second average response time to most important calls, slightly faster than the 2003 response time average of 3 minutes and 18 seconds. The improvement in response time is attributed to faster dispatch using a "quick dispatch" protocol. Now, a police vehicle is sent to the scene of a Priority 1 call while information is still being received by the call taker. Officers receive additional information while on route. Traffic congestion continues to hamper response times in Bellevue. Since 1998, Bellevue Police have responded within the performance target established for this measure.

3. Number of violent and property crimes committed per 1,000 population

Part 1 Crimes committed per 1,000 population



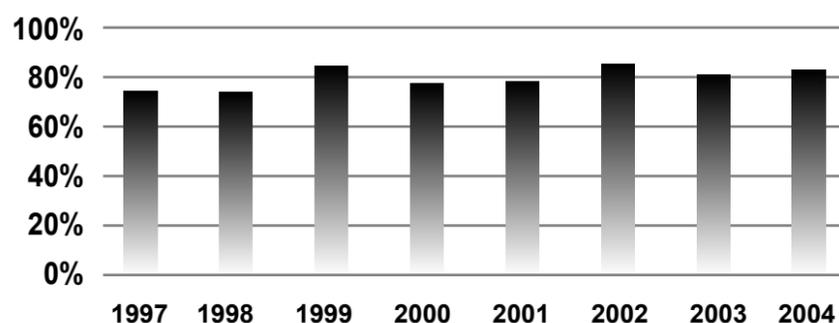
Part 1 crimes include violent crimes, such as murder and rape, and crimes against property, such as burglary, auto theft, and arson.

The 5,064 part 1 crimes of 43.5/1,000 population reverses

a declining trend since 2000. Although just .5 less than the 2004 performance target, part 1 crimes increased in 2004 primarily due to an increase in auto thefts, auto prowls, and burglaries.

4. Percent of residents saying they are getting their money's worth when thinking about City of Bellevue services and facilities

Getting Money's Worth



Slightly more than four out of five (82%) respondents feel they are getting their money's worth for their tax dollar. This is similar to percentages reported in previous years. The percentage of respondents who feel they are not getting their money's worth (9%) decreased significantly compared to 2001 and 2000 results (14% in both years).

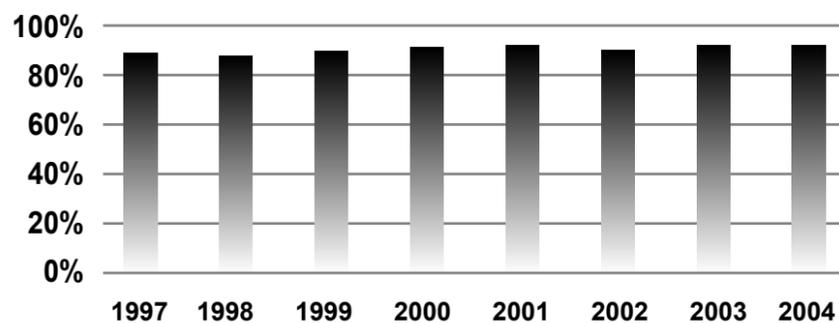
Respondents were read a brief description summarizing the types of services and facilities the City provides, including the following: police and fire services, parks and recreational facilities and activities, local roads and sidewalks, environmental protection, neighborhood preservation, long range planning, sewer and drainage services, and funding for social services. Respondents were then asked whether they feel they are getting their money's worth for their tax dollar.

5. City bond rating

Bellevue maintains adequate cash reserves for all of its funds, has very little long-term debt, and consistently receives awards of excellence for both budgeting and financial reporting from the Government Finance Officers Association. Additionally, Bellevue has received a Certificate of Distinction from the International City and County Managers Association (ICMA) for its work with performance measuring. Simply put, the City of Bellevue is well managed and financially strong. In 1998, Moody's Investors Service provided the City of Bellevue its highest bond rating of Aaa. Bonds that are rated Aaa are judged to be of the best quality and carry the smallest degree of investment risk. Bellevue continues to retain the Aaa rating, which reflects our conservative revenue estimating practices, not adding significant new programs or ongoing expenditures during good economic times, and the City's overall prudent fiscal practices. Moreover, our bond rating reflects a dynamic downtown, quality and vibrant neighborhoods.

6. Neighborhood as a place to live

Residents rating their neighborhood good or excellent



Cities are ultimately defined by the livability of their neighborhoods. Bellevue is not an exception. A very large percentage of residents (92%) reported that their neighborhood is a good or excellent place in which to live (this was slightly higher than our target of 90%). Equal to the percentage reported for the 2003 Performance Measures Survey, ninety-two percent (92%) of 2004 respondents consider their neighborhood to be an excellent (50%) or good (42%) place to live.

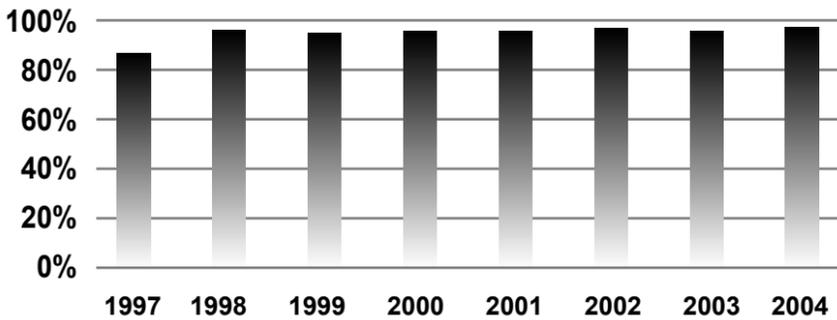


BELLEVUE REPORT CARD

Only slightly fewer 2002 (89%), 2001 (91%) and 2000 (89%) respondents said their neighborhood was a good or excellent place to live. Very few respondents reported their neighborhood is a fair (7%) or poor (<1%) place to live.

7. Customer satisfaction rating for clean streets

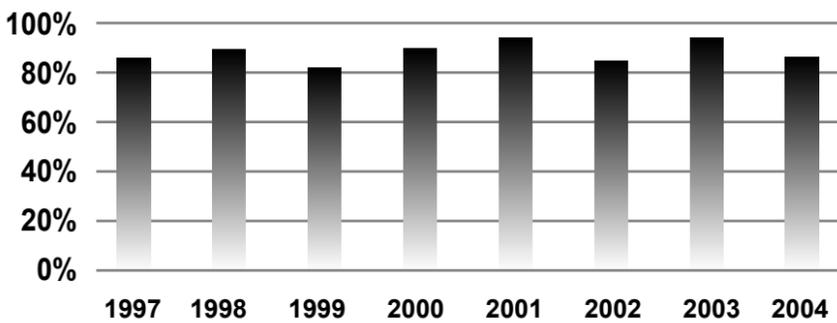
Customer satisfaction rating for clean streets (fairly clean to very clean)



Bellevue residents are pleased with the level of street cleaning in the City and have been for quite some time. The 97% satisfaction rating for 2004 was 2% higher than our target of 95%. During the last seven years, residents' satisfaction rate for clean streets has never been lower than 94%. Bellevue cleans residential streets quarterly, and arterials and collectors monthly. Bike lanes are swept twice per month.

8. Percent of fires confined to room of origin

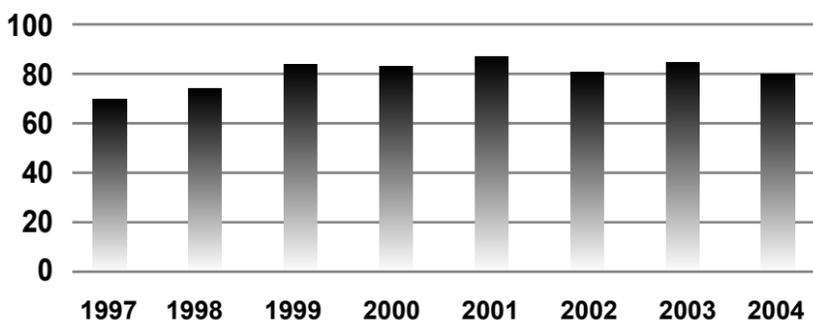
Percent of fire confined to room of origin



The ability to contain a fire to the room of origin is a key measure of the effectiveness of a community's fire prevention and suppression programs, as well as its building codes. Over the years, the combination of strengthened codes, such as requiring sprinkler systems in commercial occupancies and multi-family housing complexes, newer and more fire retardant building materials, and proactive prevention programs, has significantly impacted the containment of fires to the room of origin. The Fire Department contained 88% of all structure fires to the room of origin during 2004, three percent better than the 2004 target of 85%.

9. Average pavement rating for residential streets

Average pavement rating for residential streets



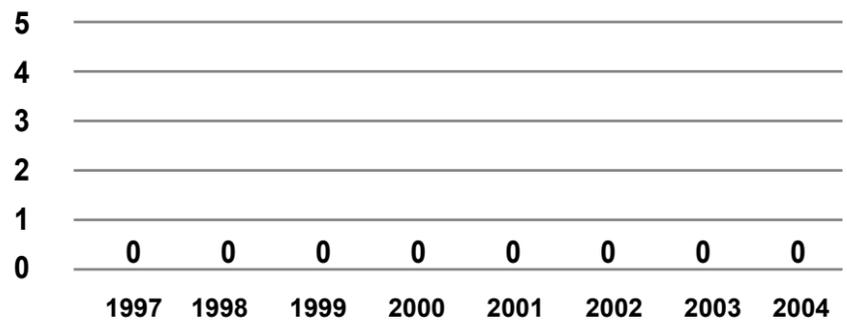
The City of Bellevue employs a pavement rating system that considers a number of factors, including traffic volume, asphalt wear, ride comfort, and age. The City maintains a computerized pavement database and regularly assesses pavement condition. Average pavement ratings are determined through assessments that consider the extent and severity of

the pavement defect observed. Residential streets were rated at 80 in 2004. Roadways are rated on a scale from 0-100, with 100 being a new surface. Roadways are typically a candidate for maintenance when a score reaches 50 for arterial streets and 30 for residential streets. Additional information about the city's pavement rating system is included in the annual State of Mobility Report, available from the Transportation Department.

Comprehensive programs for street cleaning and repair help to preserve the City's investment in existing facilities, minimize potential City liability, and reduce the long-term costs of major reconstruction. Current city policy requires that adequate resources be allocated to preserve the city's existing infrastructure before targeting resources to new facilities that require additional maintenance obligations. This commitment to existing infrastructure maintenance means that future stakeholders will not be subjected to deteriorating roads and other facilities or to excessive future costs related to "catching up" on needed repairs.

10. Violations of state and federal drinking water standards

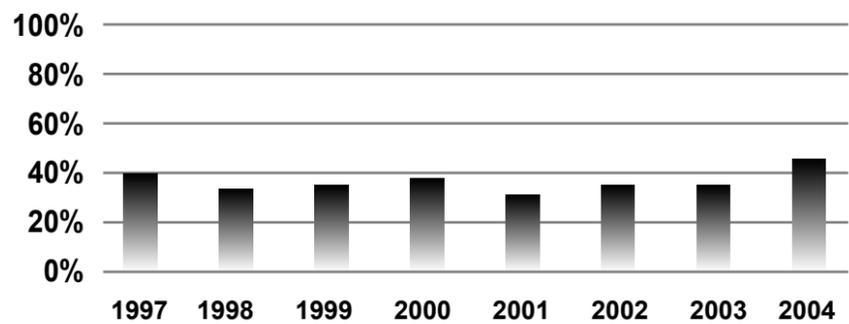
Number of cited violations under the Clean Water Act



Bellevue's water is safe and clean. In 2004, Bellevue, once again, incurred no violations of state and federal drinking water standards. The Utilities Department enforces high design and maintenance standards that translate to quality water. In response to a question in the 2004 Performance Measures Survey 93% of respondents said that Bellevue Utilities does a good to excellent job in providing water that is safe and healthy to drink.

11. Cardiac arrest survival rate

Cardiac arrest survival rate



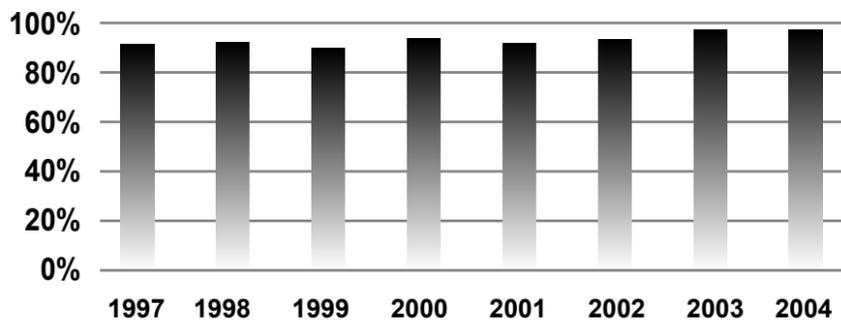
The percentage of patients in full cardiac arrest who have a pulse upon delivery to a medical facility is internationally accepted as an indicator of performance. The outcomes during the past five years have ranged from a high of 46% in 2004 to a low of 31% in 2001. The 2004 rate of 46% is above the 35% performance target set by the Fire Department and the highest survival rate achieved since reporting data in 1997. Some Emergency Medical Service (EMS) professionals believe that cardiac arrest survival rates are generally indicative of an EMS system's overall effectiveness. Also, an impressive number of Bellevue's residents are trained in Cardio Pulmonary Resuscitation (CPR). According to the 2004 Performance Measures Survey, 65% of respondents said that they were trained in CPR; this is slightly less than the 71% who said that they were trained in CPR in 2003. Of greater concern, is the number of respondents who said they have not been trained in CPR (35% in 2004 compared to 28% in 2003).



BELLEVUE REPORT CARD

12. Bellevue as a place to live

Percent of citizens rating Bellevue as good or excellent place to live



Nearly all (97%) residents surveyed describe Bellevue as a good or excellent place to live. This is equal to the percentage (97%) reported in the prior year's survey and is significantly greater than the percentages of respondents who rated Bellevue as excellent or good in the 2002 (93%), 2001 (91%) and 2000 (93%) Performance Measures Surveys. In addition, 2004 respondents were significantly more likely to say Bellevue is an excellent place to live (the highest rating) than they were in 2002, 2001 or 2000 (50% in 2004 versus 40%, 42% and 42% respectively). Very few respondents think Bellevue is a fair (3%) or poor (<1%) place in which to live.

When asked to mention characteristics of Bellevue that make it a "high quality" community, respondents mentioned several City services, such as good police services, good roads and streets, good park and recreational facilities. Additionally, respondents mentioned several city amenities such as nice homes, low crime, places to shop and dine, a good hospital, and the library.

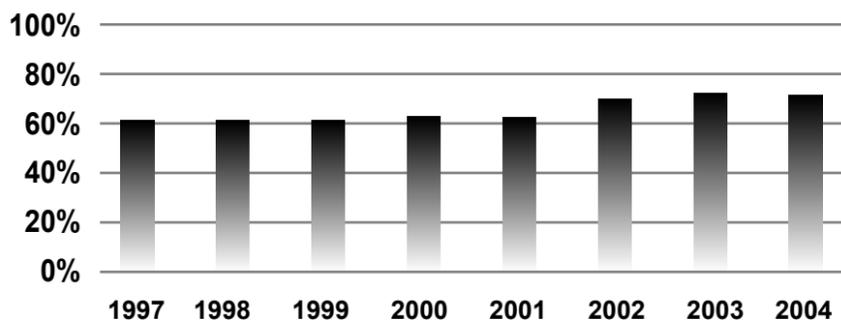
These are the "high quality" City characteristics most often cited:

- Overall City services (42%)
- Parks, recreation and trails (30%),
- City amenities such as shopping, museums, dining, and hospitals (29%)
- Nice neighborhoods, low crime, well kept homes and good quality of life (24%)
- Education (19%)

When asked about "low quality" aspects of the City, 29% mentioned "too much traffic". This is about the same percentage that cited "too much traffic" the previous year. It is a significant decrease from the 34% who cited traffic in the 2002 survey. Respondents cited other road and traffic signal issues such as potholes, not enough sidewalks, and traffic signals impeding traffic flow as "low-quality" characteristics. Additional "low-quality" characteristics mentioned by survey respondents were few and included issues related to the city government (9%) [such as, not enough street lights, unresponsive government, poor planning, not enough police, more facilities for kids are needed, and some respondents said they felt intimidated by the police]. 35% of those responding answered "Don't Know," suggesting that they could not think of anything "low quality" about Bellevue in general.

13. Percent of residents satisfied with job City is doing in planning for the future

Citizen satisfaction with Bellevue's planning for the future

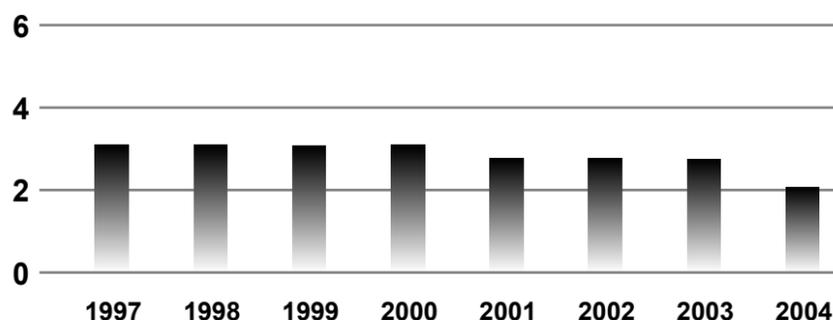


Nearly equal percentages of 2004 (71%), 2003 (72%) and 2002 (70%) respondents report satisfaction with the job the City is doing in planning for the future. Significantly fewer 2001 and 2000 respondents reported satisfaction with City planning (63% in both years). However, in 2004 significantly more respondents report being fairly satisfied than report being very satisfied with the City's future planning (45% versus 26% respectively).

Slightly more than one in ten respondents (13%) are neither satisfied nor dissatisfied with the City's future planning; even fewer are somewhat dissatisfied (5%) or very dissatisfied (2%).

14. Water service interruptions per 1,000 service connections

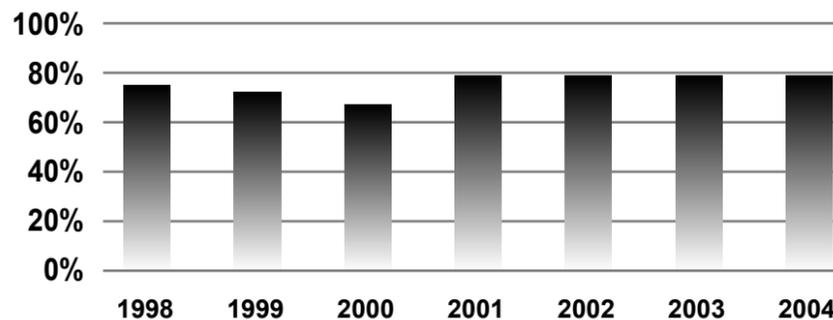
Unplanned water service interruptions per 1,000 service connections



Reliability of water service is often looked at in relation to the number of water service interruptions per 1,000 service connections. The number of service interruptions for 2004 of 2.18 per 1,000 connections is lower than the number of interruptions in 2003 and below the 2004 target of 3.0.

15. Direction in which Bellevue is headed

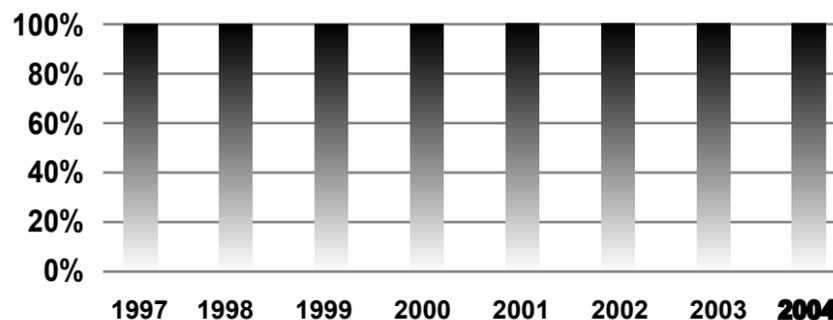
Percent of citizens saying Bellevue is heading in the right direction



Since 2001, the percentage of respondents who feel that the City, as a whole, is generally headed in the right direction has remained level (78% in 2004, 2002 and 2001, and 79% in 2003). The percentage of respondents who feel the City is off on the wrong track (6%) is just slightly lower than reported in 2003 (9%), but is significantly lower than reported in 2002 (13%), 2001 (13%) and 2000 (16%).

16. Percent of Mobility Management Areas achieving concurrency

Percent of areas achieving concurrency



Traffic in Bellevue continues to be high on the list of challenges facing the City although the economic downturn has lessened traffic throughout the City. Bellevue calculates concurrency level-of-service for each Mobility Management Area (MMA), using a 2-Hour Method. Based on this calculation, the City has achieved concurrency in 100% of MMAs in each of the past seven years. CIP project completions are contributing substantially to congestion reduction: Without these CIP projects, six intersections would fail Level of Service (LOS) standards compared to two intersections with the CIP projects completed. All of Bellevue's 13 sub areas (Mobility Management Areas or MMAs) met the LOS standards that are set in the adopted Comprehensive Plan.

The East Bellevue Community Council (EBCC) update

By James E. Bell, East Bellevue Community Council Chair

Lake Hills Shopping Center rezone goes into effect in August 2005

EBCC held a public hearing on Ordinance No. 5611 at the July 5th meeting. The ordinance approves the application of Lake Hills Investment, LLC, to repeal the existing Concomitant Zoning Agreement adopted by Ordinance No. 3755 (as amended by Ordinance No. 5307) for the Lake Hills Shopping Center and to replace it with a new Concomitant Zoning Agreement to allow for redevelopment to a mixed-use neighborhood retail center. The new zoning will permit **69,200 square feet of retail space plus 44,800 square feet of office space and up to 90 residential units** on the site. Several uses are prohibited, such as hotels, motels, gasoline service stations, adult theater and others. A few uses, such as Congregate Care Senior Housing and Assisted Living, may be added subject to application and a public notice. Library use is permitted outright under the Community Business zone. Three people testified at the Public Hearing.

The Community Council members had no objections to the rezone specifics. They did have several issues with the information provided for the public hearing and the language of the concomitant agreement. As a result there were several votes taken. The first vote was to approve Resolution 479, which would approve Ordinance 5611. The motion failed by a vote of 2-1. Although a majority voted to approve the resolution, three votes, a majority of the full Community Council, are required for deciding approval/disapproval. A second vote was taken to reconsider Resolution 479. That also failed by a vote of 2-1. The third and final vote was taken on Resolution 479A, which, if approved, would disapprove Ordinance No. 5611. The motion failed by a vote of 0-3. With a majority vote of the EBCC agreeing not to disapprove the ordinance, **Ordinance 5611 will go into effect 60 days after the City Council approval (June 27, 2005).**

Four issues were raised at the meeting: (1) There was no signed copy of Ordinance 5611 provided to verify what had been approved by the City Council, including a reference to the concomitant agreement with the details of the zoning; (2) A draft copy of the concomitant agreement was presented at the meeting; however, it was not signed by the City of Bellevue or Lake Hills Investment and appeared to have several errors in the language. The Master Plan requirements for development of the Lake Hills Shopping Center were not included; (3) Some copies of the Master Redevelopment Plan were circulated at the meeting but these were not referenced in the agreement and there were penciled notations to indicate that revisions had been made; and (4) When asked if the applicant, Oscar Del Moro, had signed the new agreement in the ordinance, he replied that they hadn't because they were awaiting the outcome of the Community Council action.

In addition the Community Council's legal counsel, Carol Morris, raised eleven issues concerning the draft concomitant agreement. The most significant was that there is no term in the concomitant agreement. That permits Lake Hills Investment, LLC, to have perpetual zoning, subject to the development standards of July 2005. They are not required to build anything for as long as they wish. If they waited for 30 years to build a new center, it would be subject to today's standards. The usual term for development agreements is five years. More importantly, it sets a completion date for the project envisioned by the community in granting the upzone.

EBCC sent the City Council an eight-page memo of recommendations to improve the concomitant agreement and the process for developing future agreements. All of the recommendations protect the developer—Lake Hills Investment, the neighborhood, and the city.

The Temporary Encampment Ordinance is approved August 2, 2005

Twenty-two people testified at the public hearing. Almost everyone was in agreement that some regulation was necessary to protect the neighborhoods, nearby schools and the encampment residents. There were a few concerns that limiting the stay to 60 days and locating at the same site no more than once every 18 months was too restrictive. Overall opinions were that Ordinance 5615 was a compromise of conditions that generally met the expectations of the people who had testified to the City Council. No one at the Community Council meeting advocated disapproving the ordinance for the East Bellevue area. EBCC approved the ordinance by a vote of 4-0.

There were some suggestions that EBCC recommend a few changes to the ordinance. We had to point out that by state statute EBCC does not have the power to amend or modify the ordinances approved by the City Council. Our choices are approval, disapproval or take no action. Approval puts the ordinance into effect immediately in the East Bellevue area. Disapproval means that the ordinance would not be effective in East

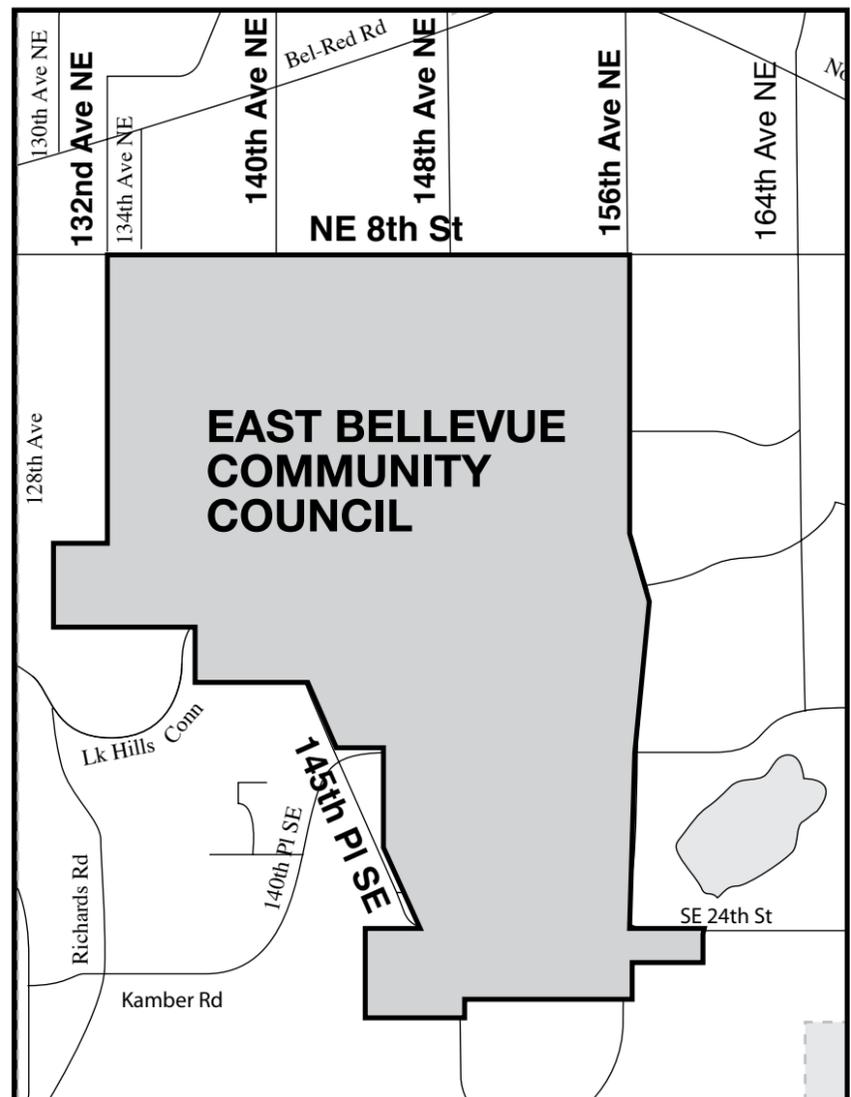
Bellevue but would apply to all the other areas in the city. If EBCC takes no action the ordinance goes into effect 60 days after the City Council approval.

EBCC appoints committees "FOR" and "AGAINST" continuation

At the July 5, 2005 meeting the Community Council appointed two committees to write Arguments for the King County Local Voters' Pamphlet. Selections were made from Community Service Applications submitted during June. Bill Halgren and Howard Wilson were appointed to the Committee Advocating Approval of Proposition #1 to Continue the East Bellevue Community Council. Joel Glass, Chris Hazelman and Susan Hazelman were appointed to the Committee Advocating Rejection of Proposition #1. Both committees are solely responsible for the content and submission of their statements to the Voters Pamphlet.

EBCC has provided an Explanatory Statement and a Local Focus statement, which will be included in the Local Voters Pamphlet for November general election.

Voters in East Bellevue will decide in the November general election if they wish to continue the East Bellevue Community Municipal Corporation for four additional years. If a majority of the voters approve continuation, they will also elect five Community Council members who will govern the corporation. If a majority of the voters do not approve continuation, the corporation and the Community Council will cease to exist and cannot be brought back.



For information about the city's Community Council, call Deputy City Clerk Michelle Murphy, 452-6466, or contact the East Bellevue Community Council Chairperson, James Bell.

East Bellevue Community Council meets the first Tuesday each month at 6:30 p.m. at the Lake Hills Clubhouse, 15230 Lake Hills Blvd.

Members

James E. Bell
Jim Eder
James Keeffe
Ken Seal
Brigitte Wiechmann



New Bellevue pedestrian bridge in place

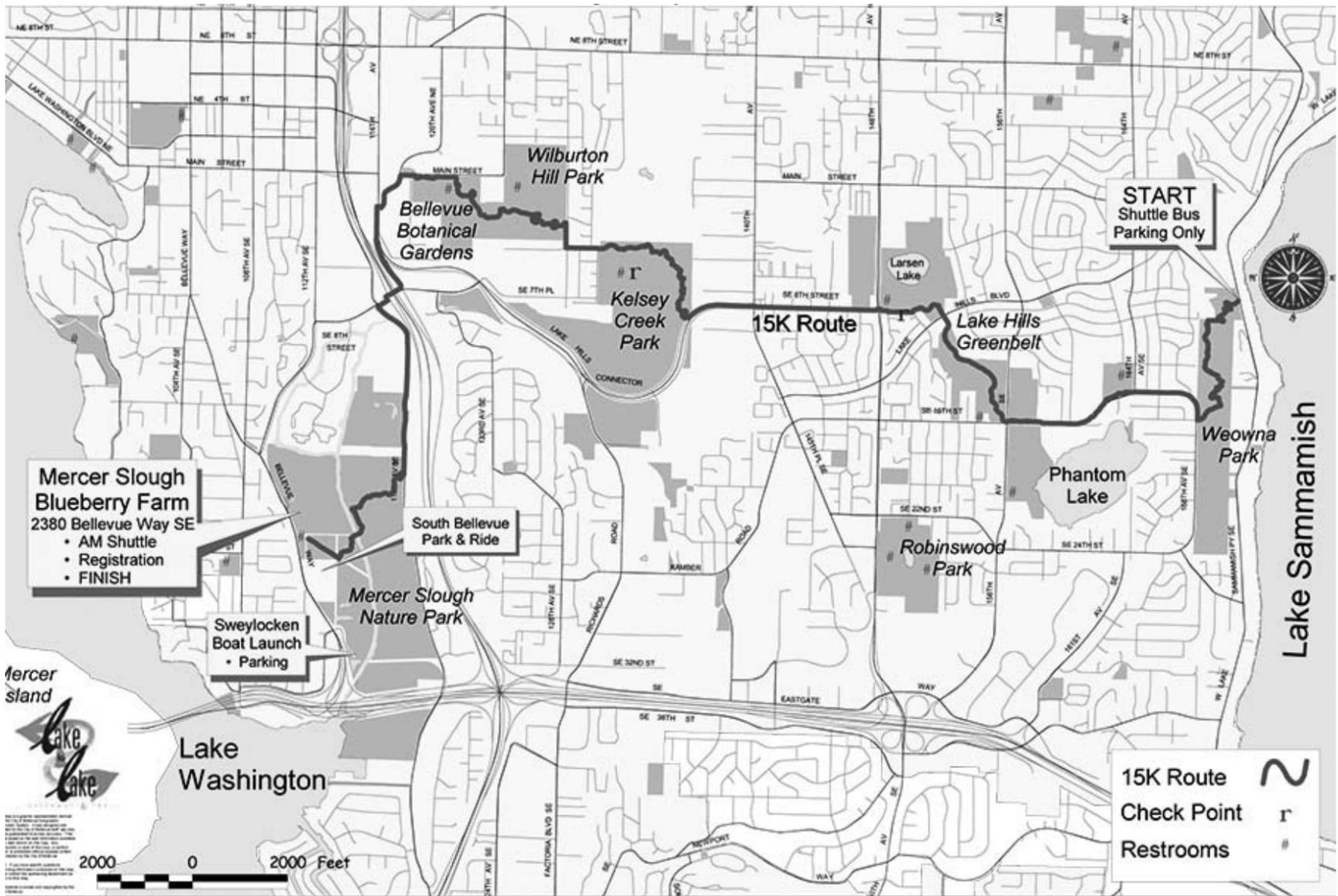
Bellevue Way was briefly closed to traffic early August 13, so construction crews could hoist a pedestrian bridge into place connecting the new Lincoln Tower with Bellevue Square. The bridge is expected to increase pedestrian flow without detracting from street-level activity by

providing graceful and clear connections between the sidewalks on either side of the street. Placement of the bridge was approved last fall by City Council members; it is expected to be open to the public in November 2005.



Photos by Carol Helland

10th Annual Lake-to-Lake Walk on Sept. 17



Join the Northwest Striders and the City of Bellevue on Sept. 17th to hike Bellevue's spectacular urban greenway trail. Bellevue's Lake-to-Lake Trail connects open space parks, forests, botanical gardens, historic buildings, farms and neighborhoods between Lake Sammamish and Lake Washington. Total distance is 15 K.

Cost: Free for the general public and \$3 per person for Volkssport members.

Registration: All participants must register the morning of the event between 8 and 10 a.m. at the Mercer Slough Blueberry Farm, 2380 Bellevue Way SE. Pre-event registration is not available.

Parking: Various sites at the Mercer Slough Nature Park, along Bellevue Way SE. Take I-90: exit # 9 (Bellevue Way). Go north on Bellevue Way. Parking will be on your right. Look for Volkssport signs and arrows.

Shuttle Bus: Participants will be shuttled from the Mercer Slough Blueberry Farm to the start of the Lake-to-Lake Trail at Weowna Park. Shuttle will run between the hours of 8 and 10 a.m.

Start: Weowna Park, East Lake Sammamish Parkway. Shuttle bus parking only.

Finish: Mercer Slough Blueberry Farm, by 4 p.m.

The Lake-to-Lake Walk is co-sponsored by Bellevue Parks & Community Services and the American Volkssport Association, Northwest Striders. For more information and course map please call 425-452-6885 or visit the city's website at www.cityofbellevue.org/parks.

Having a car wash to raise money?

Here are some tips for those planning a fund-raising car wash:

- Consider having it at one of the service stations listed below. They are set up to make sure the soapy, dirty rinse water is pumped into a grassy area or into the sanitary sewer system.
- If you are planning a car wash at a site other than one of these service stations, you'll need to check out a Car Wash Kit from the City of Bellevue Utilities. Everything that goes down a storm drain in Bellevue flows into a nearby stream, lake or wetland. Car Wash Kits are designed to help prevent these pollutants from going down a storm drain.

City of Bellevue Utilities staff are available to help you determine the best way to hold a car wash. Please call 425-452-6166.

Bel-Red 76 Auto Service 14014 Bel-Red Rd. 425-641-7084	Bellevue Shell 12001 NE 8 th St. 425-454-7049	Eastgate Shell 3240 156 th SE 425-747-0784
Factoria Shell 3204 129 th SE 425-746-8945	Old Bellevue Chevron 10011 Main Street 425-454-1400	



Soap is bad news for salmon. Recent soap suds in Kelsey Creek could not be traced to any single source. Soap runoff from car washing contributes to this problem. See below for tips on how to have a car wash without getting soap in our streams.

City Contact Information

Bellevue City Hall

11511 Main Street/P.O. Box 90012
Bellevue, WA 98009-9012

City of Bellevue web site: www.cityofbellevue.org

Information Center: 452-6800

City Council Office: 452-7810

City Council Meetings

1st and 3rd Mondays each month: study session 6-8 p.m., regular session 8-10 p.m.
2nd and 4th Mondays each month: extended study session 6-10 p.m.

Community Council Meetings

East Bellevue Community Council: 1st Tuesday each month, 6:30 p.m.

Lake Hills Clubhouse, 15230 Lake Hills Blvd.

Board & Commission Meetings

Call 452-6805 for meeting locations/agendas

Arts: 1st Tuesday, 4 p.m.

Civil Service: 2nd Tuesday, 4 p.m., Jan., Mar., July, Oct.

Environmental Services: 1st Thursday, 7 p.m.

Human Services: 1st and 3rd Tuesday, 6:30 p.m.

Library Board: 4th Tuesday, 4 p.m.

Parks & Community Services Board: 2nd Tuesday, 6 p.m.

Planning: 1st and 3rd Wednesdays, 7 p.m.

Transportation: 2nd & 4th Thursdays of each month, 6:30 p.m.

Youth Link Board: 2nd and 4th Wednesday, 5:30

City Offices (all city phone numbers use the 425 area code)

City Clerk's Office and Public Records: 452-6805

City Manager: 452-6810

Community Centers

Crossroads: 452-4874

Highland: 452-7686

North Bellevue Senior: 452-7681

Community Council: 452-6805

Crossroads Mini City Hall: 452-2800

Fire & Emergency Medical

Emergency Only: 911

Business and Information: 452-6892

Inspection/Fire prevention: 452-6872

Human Resources: 452-6838

Job Line: 452-7822 or www.cityofbellevue.org

Information Technology: 452-4626

Marina Hotline: 452-6123

Neighborhood Mediation Program: 452-4091

Neighborhood Outreach: 452-6836

Parks & Community Services

Parks Information: 452-6881

Recreation Registration: 452-6885

Youth Sports: 452-6887

Ballfields: 452-6914

Picnics/Rentals: 452-7158

Park Maintenance: 452-6855

Human Services: 452-6884

Cultural Diversity: 452-7886

Probation: 452-6956

Recreation & Special Services Division: 452-6885

Planning & Community Development: 452-6864

New permit applications and application status: 452-6864

Code compliance: 452-4570

Neighborhood Outreach: 452-6836

Police

Crossroads Station: 452-2891

Factoria Station: 452-2880

D.A.R.E.: 452-7895

Emergency Only: 911

Administration: 452-6952

Complaints and Information: 452-6917

Detective Division: 452-5373

Crime Prevention: Commercial 452-6915; Residential 452-6916

Traffic Safety/Enforcement: 452-6940

Transportation

Administration/Information: 452-6856

Transportation Construction Hotline: 452-7933

Utilities

Administration/Information: 452-2977

Billing/Customer Service: 452-6973

Water, Sewer, Street, & Surface Water Maintenance and Emergency: 452-7840

Other Numbers (Not city government)

King County Animal Control: 206-296-PETS

Eastside Disposal: 206-682-9730 (recycling, yard waste, garbage)

Metro Transit/Sound Transit: 206-553-3000



It's Your City is published for people who live or work in Bellevue, WA. If you have questions or comments about this publication or city services, call 425-452-4090, or write: Editor, *It's Your City*, City of Bellevue, P.O. Box 90012, Bellevue, WA 98009-9012

or send e-mail to trwaters@ci.bellevue.wa.us
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Graphics: Ted Van Dyken

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Bellevue City Council



Connie Marshall
Mayor



Phil Noble
Deputy Mayor



Claudia Balducci



John Chelminiak



Don Davidson



Grant Degginger



Conrad Lee

New bike racks available downtown



If you have ever had to chain your bike to a tree or a sign post, you'll be glad to hear that 30 new bicycle racks were installed around downtown Bellevue this summer.

These sleek new bike racks on downtown sidewalks give cyclists a safe, secure and convenient location to lock up while visiting a friend, a coffee shop, a bookstore, or other business. The inverted "U" shape design can accommodate two bicycles and fits well with the street trees, signs, benches and other features of the downtown sidewalks. Bellevue's Pedestrian and Bicycle Citizens Advisory Group helped decide the bike rack style and locations.

The racks are part of a plan to make it easier to walk and bike in downtown Bellevue. Additional racks will be installed as needed. Individuals and businesses who would like to request a bike rack at a specific location downtown may contact Kevin McDonald in the Transportation Department at 425-452-4558, kmcdonald@ci.bellevue.wa.us.



New NE 29th Place Connection opens

Above, from left to right, Bellevue Councilmember Conrad Lee, Bellevue Deputy Mayor Phil Noble and Redmond Mayor Rosemarie Ives cut the ribbon to open the new Northeast 29th Place Connection. The new half-mile roadway in the Overlake area opened on June 23. The road is designed to help ease traffic congestion in the Bel-Red/Overlake area and protect nearby neighborhoods from traffic. It also provides new access for pedestrians and bicyclists between 140th Avenue Northeast and 148th Avenue Northeast, connecting with the State Route 520 bike trail.