(25)

## Inghram, Paul

**From:** Anne Drebin [redacted]
**Sent:** Tuesday, May 27, 2008 8:24 AM
**To:** Inghram, Paul
**Subject:** BelGreen Development

Good Morning – I understand the proposed BelGreen Development (old Angelo's property) will be discussed at the Planning Commission Public Hearing tomorrow evening. I won't be able to attend so I'd like to offer a few comments.

I live in the Sherwood Forest neighborhood and have several concerns with the BelGreen proposal:

1. My main concern is traffic. As I'm sure you're fully aware, traffic in the area already grid-locks several times each day. I've heard they are doing a traffic study, but nothing beyond that. What will they do once the traffic study is complete? Will that force them to change their plans or will it just be another case of "yes, traffic is bad, nothing we can do about it though." I hope they are looking at not only the traffic volumes, but traffic patterns as well. We are already impacted by the Microsoft growth – we have people cutting through our neighborhood. The "mitigation" that was done on Bel Red & approx. NE 30th is a joke. All the Microsoft people do is turn right, make a u-turn and speed on through on 164th.

2. I am strongly opposed to their request for a height variance. I understand the code already allows them to build 5 stories. To me this is more than enough. Not only do I not want to see this development raised to 6 stories, I do not want to see the precedence set. If so, the next developer will ask for 7 stories, then next 8 – the skyscrapers should be kept in downtown Bellevue.

3. The BelGreen people have been very vague and deceitful about their plans. I understand BelGreen has given control of the south portion of the property to Hilton Hotels. This is not in the spirit of "quality retirement living" that they brag about. Two hotels will only exacerbate the traffic problems.

4. I heard from a neighbor that the BelGreen folks held two open houses last week. I was not notified of these sessions – which is unfortunate because I would have attended. They pulled a similar trick a couple months ago when they held a neighborhood meeting. Living in the area closest to and subject to the greatest impact of this development, I feel they are intentionally trying to leave us out of the loop. I brought this up to the BelGreen folks. They apologized and said it was simple oversight, yet it happened again.

I of course could go on and on, but I think you get the gist of my concerns. Please let me know if you have questions or would like additional information.

Thank you.

**Anne Drebin, Project Manager**
RealCom Associates LLC
Mobile: (206) 947-4025
Fax: (425) 274-4449
adrebin@realcomassoc.com

**Children's**
Hospital & Regional Medical Center

(26)

**Lisa A. Brandenburg**
Senior Vice President &
Chief Administrative Officer

May 28, 2008

Bellevue Planning Commission
City of Bellevue
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Re: May 28, 2008 Public Hearing for Medical Institution Land Use Code Amendments (08-114835-AD)

Dear Chair Robertson and Members of the Planning Commission,

Children's Hospital and Regional Medical Center is continuing to pursue its goal of establishing a major ambulatory health care center in Bellevue, including purchase of property just northeast of the Overlake Medical Institution District, on approximately 6.68 acres on 116th Avenue, north of NE 12th Street, for this purpose. Integral to this goal is zoning that would allow an ambulatory health care center at this site.

Children's generally supports the proposed Bel-Red Land Use Code amendments that would establish the new Medical Institution zoning designation (Hospital Perimeter Development Area--DA3) and apply it to the Children's site. While there are some property-specific development constraints and issues yet to be worked out with the City, the proposed amendments are an important first step in providing Children's with the dimensional and use flexibility necessary to accommodate an ambulatory health care center on the proposed site.

Also integral to Children's goal of establishing a major ambulatory health care center is the need for the first phase of the facility to be able to accommodate at least five years of capacity and become operational in less than two years, a schedule that cannot be met without approval of the Medical Institution Land Use Code Amendments under the current Bel-Red Subarea Plan adoption schedule. Consistent with this schedule, Children's urges your support of the proposed land use designation and zoning overlay for the Children's site and recommendation to the City Council of these amendments by the target date of June, 2008.

Thank you for your consideration of these comments on behalf of Children's.

Very truly yours,

Lisa Brandenburg
Sr. Vice President and Chief Administrative Officer
Y:\Letters\Planning Commission letter (5_28_08).DOC

cc: Carol V. Helland, Land Use Director

4800 Sand Point Way NE PO Box 5371/T-0111 Seattle, WA 98105-0371
Office: (206) 987-1468 Fax: (206) 987-3830
Email: lisa.brandenburg@seattlechildrens.org

(27)

Cairncross & Hempelmann, P.S.

May 28, 2008

***Via Email and Hand Delivery at Public Hearing***
(planningcommission@bellevuewa.gov)

City of Bellevue
Planning Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Re: Bel-Red Subarea Plan - Comprehensive Plan and Land Use Code ("LUC") Amendments.

Dear Planning Commissioners:

This letter is submitted on behalf of Cadman, Inc. ("Cadman") in response to the comprehensive plan and LUC amendments proposed by the City of Bellevue in connection with the Bel-Red Subarea Plan ("Plan Amendments"). Cadman has a concrete batch plant ("Concrete Plant") located within the proposed Bel-Red-Residential/Commercial Node 1 (BR-RC-1) created under the proposed Plan Amendments. A Concrete Plant is an "Existing Condition" under the BR-RC-1 zone and would be regulated by LUC Section 20.25D.060 of the proposed Plan Amendments.

LUC Section 20.25D.060A states that the purpose of the regulations governing Existing Conditions is to "allow the continued operation of existing light industrial and service uses and development that were legally established when the Bel-Red Subarea Plan was adopted." LUC Section 20.25D.060F(1) of the proposed Plan Amendments states that "operations associated with an existing use may continue and may be changed when no expansion is proposed, provided that the hours of operation associated with an existing use located in land use district [sic] which permits residential uses may not extend into the period of 9:00 pm to 6:00 am."

Cadman appreciates the City's recognition of legally established existing uses such as the Concrete Plant as provided under Section 20.25D.060A, but is concerned about the potential limitation of those same rights by the restricted hours of operation set forth in Section 20.25D.060F(1). It is our understanding that this same concern has been raised by a number of different business and property owners within the proposed Bel-Red Subarea and that the restricted hours of operation in Section 20.25D.060F(1) are not intended in any way to restrict legally established uses or development existing at the time of Plan adoption nor are they intended to require a limitation of future operations based on applications for changes or modifications in Existing Conditions that do not include increased hours of operation.

*Law Offices*
*524 Second Avenue, Suite 500*
*Seattle, Washington 98104-2323*
*Phone: 206-587-0700 • Fax: 206-587-2308*
*www.cairncross.com*

*jlipton@cairncross.com*
*direct: (206) 254-4486*

Cadman understands that the City is aware of the potential conflict between the two provisions cited above and submits this letter in support of a revised Section 20.25D.060F(1) that will avoid the serious impacts that would result to numerous property and business owners as a result of any interpretation that is contrary to the intent set forth in Section 20.25D.060A.

Thank you for your attention to this matter. We look forward to the opportunity to work with the City on the revisions recommended in this letter. If you have follow up questions or concerns, please contact the undersigned at (206) 254-4486, or Nancy Bainbridge Rogers at (206) 254-4417.

Very truly yours,

Jeremie Lipton

cc: Paul Inghram, Comprehensive Planning Manager
Barry Meade, Cadman, Inc.
Bill Sayer, Cadman, Inc.
Rob Johnson, Cadman, Inc.
Nancy Bainbridge Rogers

(28)

[redacted]
Bellevue WA 98007
May 28, 2008

5/28/08

Planning Commission
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009

**RE: Comments, Draft Bel-Red Plan May 8, 2008**

Dear Planning Commissioners:

I have reviewed the most recent draft of the Bel-Red Plan, and I wish to comment on several portions of the revised document.

**Node at 156th Avenue NE Policy S-BR-K4**
On page 24 of the January 8, 2008, document the text reads, "Provide for a mix of housing and retail uses in this area. Potential heights many not exceed the zoning in effect prior to adoption of this Plan."

On page 29 of the May 8, 2008, draft the text reads, Provide for a mix of housing and retail uses in this area. **Potential heights may reach 70 feet in this area, with a limitation of 45 feet along 156th Avenue NE.**"

Clearly, there has been a significant change in this policy in the past 4 months that one would not be aware of without having attended all of your meetings on the subject or without having access to your minutes (which are not available). It's news to me....

The "Vision" exemplified in this policy change does not reflect the vision that the Crossroads Community has for itself, as expressed in the Crossroads Center Plan. In several years work with many public meetings, through two iterations, height and density appropriate for our NE Bellevue community were studied extensively. (The subject property in the 156th Node was originally part of our initial review of Crossroads retail district.) The language in the January 8th draft reflects that vision.

The potential height and density expressed in the revised policy is not compatible with our suburban community...in proximity of Highland Middle School, Highland Covenant Church located on Bel-Red Road to the west. Surely it would not be a "graceful transition in scale." A 70 foot structure, for those of us who live and walk and drive in the neighborhood would be out of place. A building or buildings of this scale would loom above all of the surrounding development, and for what benefit to the community?

I would request that the Commission continue the conversation and that the public be made aware of when and where and how to take part.

**Mobility Management Areas**

The expanded mobility management area 12 will continue to impact the surrounding residential neighborhoods. The intersection of Bel-Red Road and 148th is designated to MM 12, but creates a substantial impact to the residential neighborhoods in MM 9 to the south during the several peak traffic cycles during the day.

It is imperative that the transportation planning for the new Bel-Red Subarea be integrated with current and future BROTS planning and programming. Increasing the intensity of development in the Bel-Red corridor will have corresponding impacts on Bel-Red Road and the very few north-south arterials that intersect with it.

**Land Use**

The existing Bel-Red Subarea is a very important part of the fabric of the City of Bellevue and its basic characteristics as the "service engine" for the city. I applaud the decision by the study committee and the support of staff and the Commission to preserve and protect these essential services for the residential and business communities. The considerable time and attention to the policies that allow existing uses to continue in the current LI and GC districts was smart and creative. The policies support the philosophy of maintaining a diverse economy and opportunity for employment. And who wants to drive to Renton to get things fixed!

Thank you for considering my comments. I look forward to being involved as the process continues.

Sincerely yours,

Pamela Toelle

cc: Paul Inghram

(29)

# R.W. THORPE & ASSOCIATES, INC.

*Seattle • Anchorage • Denver • Winthrop*

❖ **Planning • Landscape • Environmental • Economics** ❖

PRINCIPALS:
Robert W. Thorpe, AICP, President
Stephen Speidel, ASLA, Vice President

ASSOCIATES:
Jennifer Lee, ASLA

May 28, 2008

Jennifer Robertson, Chair
Bellevue Planning Commission
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98009-9012

**RE: Comments to the Planning Commission Draft Bel-Red Subarea Plan and Land Use Code**

Dear Chair Robertson and Planning Commissioners:

R.W. Thorpe & Associates, Inc has been retained by several property owners along 132nd Ave NE and NE Bellevue-Remond Road (Bel-Red Rd.) to review the Draft Bel-Red Subarea Plan and to provide an impact analysis of how the proposed policies, zoning regulations, improvements, and design guidelines will have an effect on their properties. The proposed documents being reviewed as part of this analysis are the Public Hearing Drafts dated May 8, 2008 provided by the City of Bellevue. This letter intends to provide an existing inventory of site conditions and an analysis of how the proposed Bel-Red Subarea Plan will hinder continued use of the existing uses and the ability to redevelop under future conditions.

## Existing Site Conditions.

The following is a summary of the eight properties being studied in this document. These properties are also identified on the attached aerial map and draft Zoning Map. With the exception of the Seattle Boat Property, the properties are zoned Light Industrial on the City of Bellevue Zoning Map. The Seattle Boat Property is split zoned; the approximately westerly two-thirds of the property is zoned Light Industrial with the remainder of the property zoned General Commercial.

The following table identifies each property by the King County Tax Assessor Parcel Number. The current use is provided by the assessor's data and is listed as the 'Predominant Use' on the tax records. The Building Name is also listed as the 'Property Name' on these same tax records for each property.

**Existing Property Characteristics**

| | | | |
|---|---|---|---|
| Parcel No. | 2725059198 | 0672100005 | 0672100009 |
| Current Use | Light Industrial | Warehouse | Automotive Repair |
| Building Name | Service Master | Seattle Boat | Wilson Transmission |
| | | | |
| Parcel No. | 0672100013 | 0672100008 | 0672100007 |
| Current Use | Automotive Repair | Automotive Repair | Automotive Repair |
| Building Name | Auto Repair | Maaco Auto Paint | All Pro Auto Care |
| | | | |
| Parcel No. | 0672100033 | 067200010 | |
| Current Use | Auto Dealership | Retail Store & Warehouse | |
| Building Name | Olympic Boat Centers | Retail & Warehouse | |

In addition to these uses, the properties also contain necessary structures, parking and utilities to support the businesses.

**To our knowledge, in reviewing the Bellevue Land Use Code, all these uses are presently permitted under the existing regulations and would continue to operate in an 'as is' condition if no action were to be taken with regards to the Proposed Bel-Red Subarea Plan.**

Presently there are culverts running through portions of the property in a north –south direction. These culverts are 'closed segments' of Goff Creek. **Based on current Critical Area Overlay District regulations, closed stream segments shall have no critical area buffers and have a building setback of 10 feet.**

## Subarea Plan & Comprehensive Plan Amendments

The following analysis provides the applicable proposed policies related to the subject properties; a discussion on potential impacts and proposed changes to these policies that would assist in alleviating these impacts.

### Land Use Policies:

> *"**S-BR-B5** Accommodate existing light industrial uses that were legally established as of the date of this Plan's adoption, by allowing for their continued operation, expansion including site expansion outside of nodes, and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-established, with the exception that light industrial uses of limited size (less than 20,000 square feet) are appropriate outside transit nodes and stand alone residential areas."*
>
> ***S-BR-B6** Accommodate the continued operation of existing, and allow new, service uses that are compatible with planned future land uses. Accommodate existing service uses that are less compatible with residential and higher intensity, mixed use development (i.e., those that*

*create noise, odor, fumes, aesthetic or other impacts), but preclude the new establishment of these types of service uses in transit nodes and in standalone residential areas.*

## Environment Policies:

***S-BR-D1*** *Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to reduce the environmental impacts of development and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city's critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.*

## Parks and Open Space Policies:

***S-BR-E*** *Create a robust, aesthetically beautiful and functional parks and open space system that serves the needs of residents, employees, visitors, surrounding neighborhoods, and the entire community. This system should connect with and complement the citywide parks and open space system, and include the following:*
*c. Locate neighborhood and community parks along stream corridors, linked through a series of trails and other open spaces;*

## Discussion

### Accommodating the Continued Industrial Uses

Our analysis consists of eight separately owned properties. These eight properties are outlined in red on the attached Site Plan and are currently zoned Light Industrial and General Commercial. The current land uses of these properties are: light industrial manufacturing, warehouse/distribution/storage, office, automotive service garage, retail, auto dealership. The Draft Bel-Red Land Use Plan designates these properties as "BR-RC-2"" on the north portion of our study area and "BR-CR" on the south portion. The Draft Bel-Red Transportation System Improvements Plan indicates a new right-of-way splitting the site in the approximate location of NE 14th Street, and proposes to more than double the width of the existing NE 16th Street to about 130 feet.

A major concern with the draft policies that affects these properties is that the policies take an approach that is too restrictive in allowing new industrial uses into the area or re-establishing an old light industrial business if it is terminated for a period of time. This area has a long history of providing industrial zoned property to the business population who has wanted to be located in Bellevue. This area provides great visibility and transportation access for these uses. It is our opinion that a transition from industrial to the proposed mixed uses should be dictated or driven by economic factors and specific site conditions rather then a "plan" that could take 30 years or longer to accomplish. The major factor in redeveloping this area is proper infrastructure and a need for the new uses. The Draft Transportation Phasing Plan for the Bel-Red Corridor identifies a new minor arterial and intersection improvements to be complete during Phase Three of this plan. Phase Three is not expected to begin until the year 2021 and not be completed until 2030; 13 to 22 years away. Yet, the draft policies provide no phasing in of the prohibitions on new or re-established uses even though this area would not be expected to redevelop for at least 13 years when the new infrastructure is in place.

The result is that these eight properties could be faced with severe economic losses until proper infrastructure is in place and economic factors support the transition.

A few suggestions that would accommodate both the city's vision of the Bel-Red Corridor and the property owners' desire to maintain economic value and life to their property are:

- Allow the local economy to drive the need for transition. This would give more power and flexibility to the property owner to dictate when the property should be redeveloped.
- Phase the implementation of not allowing the re-establishment of industrial uses and creation of new uses to be at the same time as the phasing of the transportation improvements. New standards should not be implemented if the infrastructure is not in place for a property to re-develop.

The following are corrections to be incorporated into the Policies identified above. These changes would assist in alleviating the concerns of the property owners.

*"**S-BR-B5** Accommodate existing light industrial uses that were legally established as of the date of this Plan's adoption, by allowing for their continued operation, to include ~~expansion including~~ site and structure expansion ~~outside of nodes~~, and re-building if destroyed. ~~Preclude~~ Phase in prohibitions of new light industrial uses from being established, and discontinued light industrial uses from being re-established, with the exception that light industrial uses of limited size (less than ~~2~~60,000 square feet in building area) are appropriate ~~outside transit nodes and stand alone residential areas.~~"*

*S-BR-B6 Accommodate the continued operation of existing, and allow new, service uses that are compatible with planned future land uses. Accommodate existing service uses that are less compatible with residential and higher intensity, mixed use development (i.e., those that create noise, odor, fumes, aesthetic or other impacts)~~, but preclude the new establishment of these types of service uses in transit nodes and in standalone residential areas~~. Phase in prohibitions of existing service uses that are not compatible."*

**Re-Establishment of Goff Creek**

The Draft Bel-Red Parks & Open Space Improvements map indicates that Goff Creek, which is currently culverted through the property, is proposed to be daylighted and a riparian greenway with a trail established through the property. The proposed corridor would be approximately 105 feet in width (5' stream channel with 50' setbacks on each side) with a potential of having a distance of over 200 feet in width based on the 100-foot setback identified in the proposed policy.

Initially, it must be noted that City staff has recognized that re-establishing Goff Creek in this precise location will face major hurdles and may not be a reasonable feasible alternative. The City staff has mentioned that it might be more feasible to re-establish Goff Creek in the 132nd Avenue right-of-way presumably for some of the reasons explained below. These property owners support a City project to

re-establish Goff Creek in the 132nd Avenue right-of-way, and the Bel-Red Parks & Open Space Improvements plan (Figure S-BR.3) would be changed accordingly.

The initial and primary concern with attempting to re-establish Goff Creek in the location of the culverted pipe is loss of economic value to the property owners. **Current critical area regulations only require that buildings have a 10-foot setback from the existing culvert. The Bel Red Steering Committee Report specifically stated that the existing Critical Area Ordinance (CAO) would be the baseline for redevelopment and that: "Improving stream conditions and corridors in Bel-Red will not be accomplished through additional regulatory requirements" (page 4-15). A detailed parcel level analysis as shown on the attached aerial photo shows that re-establishing Goff Creek at the culvert location will impact the entire study area.** The draft policies try to address this concern by providing development incentives to the property owners. Development incentives can only work if the property will be sufficient in size, after the stream rehabilitation, to redevelop. In addition to stream corridor rehabilitation, other improvements that have been identified for these properties include: a 4-acre neighborhood park, a street more than doubled in size (NE 16th St) for the main transit corridor, and a new street. The combination of these public wants or needs will drastically reduce the developable area of these parcels.

An initial review of the proposed Draft Subarea Land Use Plan indicates that some of the individual properties will be substantially impacted while others will become undevelopable. A review of these policies to include the following factors may result in fewer impacts to property owners resulting in less public investment in acquiring these properties.

- Eliminate the need to daylight the stream in this location and leave it culverted to preserve the existing value and uses of the properties.
- Recognize that buffers and setbacks shall be consistent with current adopted CAO regulations for closed segment streams.
- Propose to re-establishment Goff Creek in the 132nd Avenue right-of-way where it will have dramatically less of an impact to property owners.
- Provide a specific incentive program through density credits or direct compensation to provide re-assurance to property owners that they will not lose all economic value of their property.

If alternate locations cannot be achieved that would reduce impacts to property owners, then reduced buffers and setbacks should be implemented per the existing CAO, or incentive buffers should be implemented that are consistent with urban streams. The requirement of having 100′ building setbacks is not consistent with obtaining the goal of providing urban enjoyment of the re-established stream corridor. Stream corridors with 100-foot buffers are not amenable to allow trails and plazas that would permit the public to enjoy the proposed natural features up close. The substantially reduced buffers should reflect the type of urban development proposed by the Draft Subarea Plan. Again, the city should look at their adopted regulations for implementing required buffers. The following are concepts to explore in creating development regulations.

- Reduce buffers by 50-75% to allow enjoyment of the stream by shoppers, pedestrians, and residents of the new development.
- Allow non-development uses (i.e. trails, paths, plaza, and patios) adjacent to reduced buffers.

**Neighborhood Parks**

A 4-acre neighborhood park along Goff Creek is being proposed, Project Number 205 and Map ID Number of the Bel-Red Subarea Plan. This park, as described would have approximately an acre of riparian area and 3 acres of actual Neighborhood Park.

**Based on the approximate location of the proposed day lighting of Goff Creek, and its associated buffer, the amount of available land to develop between Goff Creek and 132nd Ave NE is approximately 4-acres. Leaving no property for redevelopment by the owners.**

Along with the park, a proposed road is to be located through the property, and Goff Creek is proposed to be day lighted. The cumulative impact of all these proposals renders the property useless to the property owners. A more detailed, parcel level, analysis by City staff is requested to adequately show impacts and potential mitigation for these proposed projects.

## Land Use Code Amendments Part 20.25D ~ Bel-Red

The following discussion provides amendments to the proposed land use code that would assist in alleviating the concerns of the property owners while maintaining the intent of the Bel-Red Corridor. Each section is land use code specific and is prefaced by the appropriate code citation, followed by discussion and then suggested amendments.

**Phasing of Prohibited Uses and Redevelopment**

Existing land uses, new service uses, and new light industrial uses within these zones should be allowed to operate under similar, current zoning regulations, until such time that the needed improvements required to redevelop are programmed for construction. The draft code definitions are as follows:

### 20.25D.060 Existing Conditions

*B. Types of Existing Conditions – Definitions*

*"1. Existing Use. The use of a structure or land which was permitted when established, in existence on [insert Plan adoption date] and not discontinued or destroyed.*

*2. Existing Development. A structure or site development which was permitted when established, in existence on [insert Plan adoption date] and not discontinued or destroyed, but does not otherwise comply with Part 20.25D LUC."*

These definitions are designed to implement the policy that existing uses may remain. There are a number of concerns with this approach. There needs to be a substantial grace period upon the discontinuance of a use, structure or development, where the property owner has an opportunity to actively pursue a replacement tenant or use to provide economic use to the property until

redevelopment is appropriate. It is unfair to set a short time period such as 12 months because that could result in putting the landlord at a disadvantage in negotiations, and could also result in vacant properties (and severe economic loss) due to the inability to find an acceptable tenant or the infeasibility of redevelop in the short term. .

Suggest amendments to this section include:

> *"1. Existing Use. The use of a structure or land which was permitted when established, in existence on [insert Plan adoption date] and not discontinued or destroyed. However in case of discontinuance or destruction the use is determined to be existing if a similar use was legally established within 36 months of the previous use discontinuance or destruction.*
>
> *2. Existing Development. A structure or site development which was permitted when established, in existence on [insert Plan adoption date] and not discontinued or destroyed, but does not otherwise comply with Part 20.25D LUC. However in case of discontinuance or destruction the structure or site development is determined to be existing if a similar use was legally established within 36 months of the previous use discontinuance or destruction."*

Also, the concept of a "new use" is far too narrow, and must not be used to include any new tenant. Existing use must be more broadly defined to include any uses currently allowed with a phase in period consistent with the phasing plan. The above change does a little on this point by adding the concept of continuation for a "similar use." But, this provision needs to be addressed on a broader scale in the code and cannot be done only by this single change.

## 20.25D.060 Existing Conditions

*F. Regulations Applicable to Existing Uses.*

*c. Limits on Expansion*

This section of the land use code does not depict a situation where a property owner has ownership of two or more properties that cross zoning boundaries. If a property owner has a development site that is defined as being an 'Existing Development' that property owner shall have the same expansions rights as depicted in Figure 20.25D.060.F.5.c on page 13. These expansion right should allow the owner to expand on any adjacent property that property owner owns or an adjacent property that would have allowed that use as of the adoption of the Land Use Code.

## 20.25D.070 Land Use Charts

The following amendments should be considered, to allow for the existing uses in the Bel-Red corridor to remain.

Chart 20.25D.070 Wholesale and Retail Uses in Bel-Red Land Use Districts

- Land Classification Autos (Retail), Motorcycles (5511) shall be allowed as an 'E' designation in the BR-RC-2 node zone.
- Land Classification Vehicles Retail shall be allowed as an 'E' designation in the BR-RC-2 and BR-CR land use zones.

- Land Classification Boats Retail shall be allowed as an 'E' designation in the BR-CR land use zones.

Chart 20.25D.070 Services Uses in Bel-Red Land Use Districts

- Land Classification Warehousing & Storage Services (637) shall be allowed as an 'E' designation in the BR-CR land use zone.
- Footnote 6 should be eliminated for the 'P' designation for Auto Repair and Washing Services (641) in the BR-RC-1, 2, 3 land use zones.

## 20.25D.150 FAR Amenity Incentive System

As a preliminary matter, the base FAR is too small in the development nodes. There should be a higher base FAR in the development nodes than there is for surrounding zones. The base FAR in the nodes should be at least 1.5; with the potential for increases based on detailed and predictable regulations and procedures. Plus, the suggested fee in lieu amounts are far too costly and fail to provide the necessary economic incentive.

There is an inconsistency in the tired incentive system proposed in the land use code that causes hardship on these properties. The proposed incentive system for commercial buildings in the nodes allows incentives for stream restoration or park dedication at the Tier 1 level. The proposed incentive system for residential buildings in the nodes is first required to provide affordable housing, before incentives are given for stream restoration or park dedication. 20.25D.150.C.4. That creates a severe disincentive to redevelop as residential. The City wants to encourage neighborhood parks and stream restoration of Goff Creek along certain properties including these properties. Yet, this code provision mandates affordable housing before park and stream enhancements with the result that park and stream enhancements are less likely to be built in locations where there are most necessary. Tier 1 for residential building should not be required to provide affordable housing before stream restoration, it should be provide 'either or' before being allowed Tier 2 incentives.

**As described above, the Bel-Red Plan would like to see this study area provide a daylighted Goff Creek, dedication and construction of a 4 acre park, and right of way and/or construction of two east-west streets. As a result, it can be readily concluded that there would not be sufficient land to apply for additional FAR for these parcels. There is also no proposed, detailed TDR program as mentioned in Policy S-BR-D8 that would provide some economic relief to the loss of the developable property.**

In summary, the policies and land use regulations listed above need to be amended to allow for additional options for property owners that are over burdened by proposed improvements. Existing industrial uses should be able to continue, even after long terms of abandonment and new light industrial uses should be able to be created. There needs to be a close connection to phasing of the new regulations and phasing of the ability to redevelop (availability of infrastructure). Additional study should be completed on how to connect the enjoyment of the stream corridor and the future urban development. The City also needs to recognize the impacts to these parcels from the

overlapping requirements and should support re-establishing Goff Creek in the 134th Avenue right-of-way.

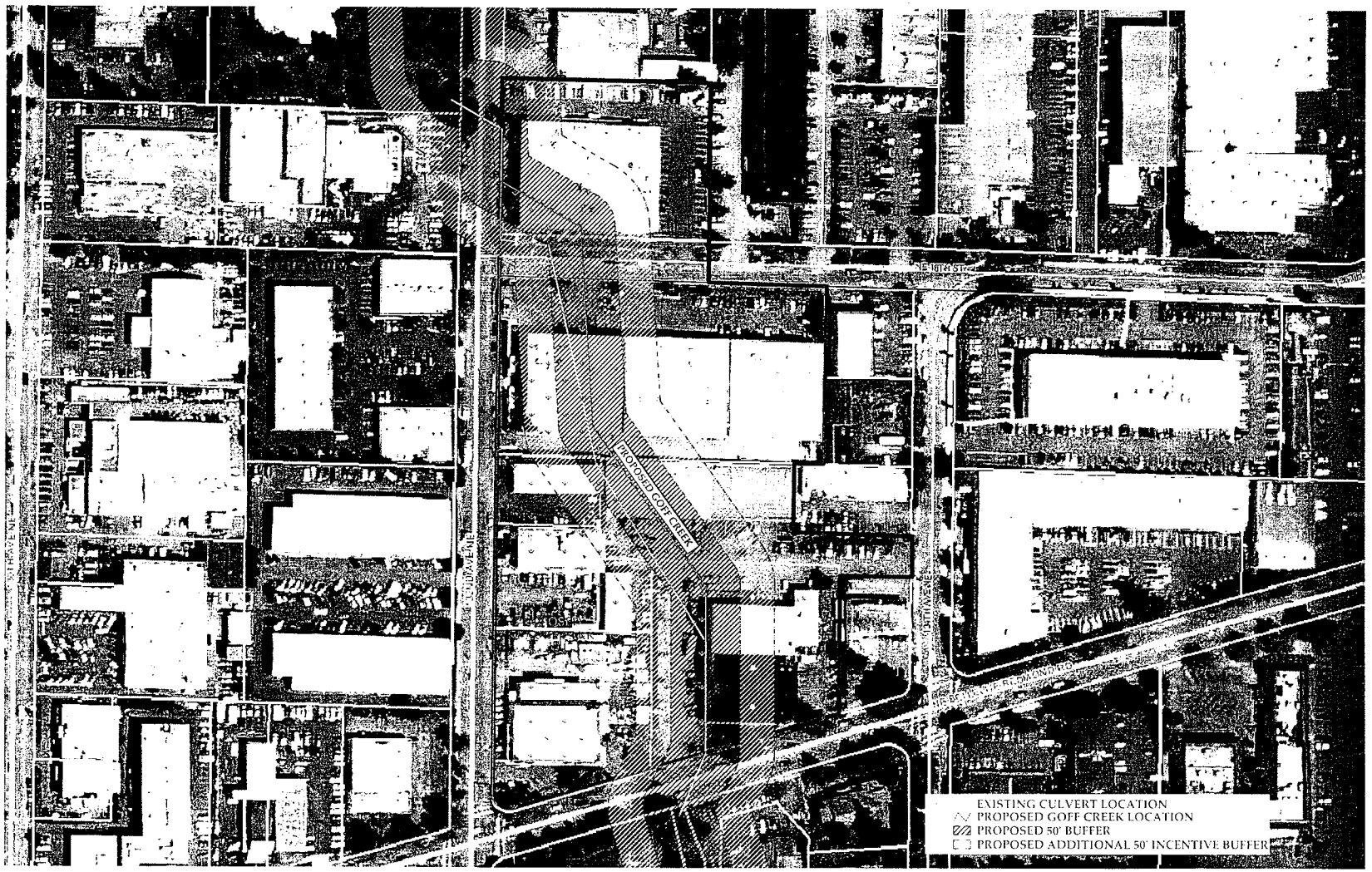
I will present some comments at the public hearing and I am available to discuss these issues further with the Planning Commission or City staff. We look forward to working with the City on these issues.

Sincerely,
*R.W. Thorpe & Associates, Inc.*

Robert W. Thorpe, AICP
President

Lee A. Michaelis, AICP
Director Planning

Cc: Dave Robertson, Property Owner
Charlie Klinge, Attorney, Groen Stephens & Klinge, LLP




# BEL-RED CORRIDOR PROJECT

Goff Creek
Stream Impacts

## 132nd Avenue Property Owners

**R.W. Thorpe & Associates, Inc.**
*Seattle • Anchorage • Denver • Winthrop*
Planning • Landscape Architecture
Environmental • Economics
Project Management

710 Hoge Building
705 Second Avenue
Seattle, Washington 98104

Telephone: 206.624.6239
Fax: 206.625.0930
E-Mail: planning@rwta.com
Web: http://www.rwta.com

NORTH

0' 75' 150'

SCALE: 1" = 150'

**PROPERTY ADDRESS:**
13200 BEL-RED ROAD

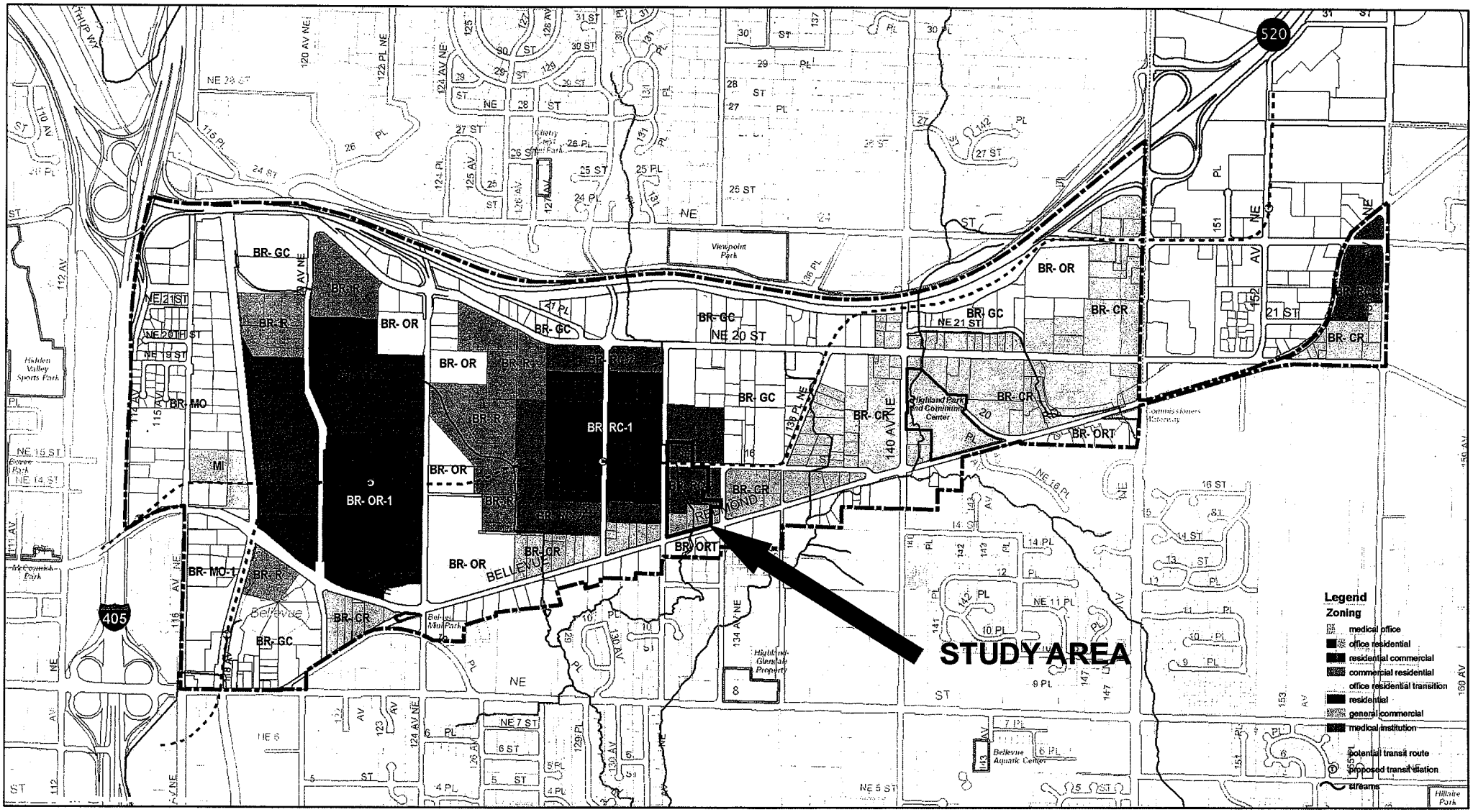
**SOURCES:**
KING COUNTY INTERACTIVE MAP
CITY OF BELLEVUE

**ISSUED:**

| Drawn By: | Checked By: |
|---|---|
| LAM | PD |
| **Approved By:** | **Date:** |
| RWT | 05/21/2008 |

**RWTA JOB NO.:**
0711120

**SHEET TITLE:**
**PROPOSED IMPROVEMENTS**
**P-1**




# DRAFT BEL-RED ZONING

LEGACY
COMPANIES

30

May 28, 2008

Planning Commission
City of Bellevue
Bellevue, WA 98009

RE: Bel-Red Subarea Plan: Public Hearing
1919-1925 120th Avenue NE

Dear Commissioners:

Legacy Commercial, LLC is asset manager for the Kelsey Creek Industrial Building, located at 1919-1925 120th Avenue NE, which is within the scope of the Bel-Red Subarea Plan. The existing uses for this property are light industrial, showroom and office space. The proposed new zoning for our property is BR-R. We respectfully submit the following comments both on behalf of the specific properties' owner and as citizens and stakeholders with a long-term interest in the overall health and vitality of the City of Bellevue.

Our first concern, which we addressed several times with the Steering Committee, involves allowed uses in the zone. The Steering Committee envisioned a community where residents walked from home to work to shopping. The office and residential components are relatively proximate to each other, but retail uses of any significance (e.g. major grocery stores, apparel or furniture stores) are limited to the retail nodes on the north and east sides of the Bel-Red area, requiring the outlying residential areas to commute by car for basic retail requirements. We are requesting more flexibility in the size and scope of permitted retail on our property and in the other BR-R nodes. While BR-R zoning as written would allow limited service retail (e.g. coffee shops and hair salons), we believe the area would benefit by allowing retail stores of 35,000 to 40,000 square feet (i.e. the size of a modern grocery store).

We also object to the proposed height and density (FAR) limits proposed for this zoning. As you may be aware, the proposed base height is 30' and maximum height is 45'. The proposed base FAR is 0.5 with a maximum FAR of 1.0. Neither of these criteria provide adequate financial incentive for the property owner to convert from the existing use to a residential use. As you consider the zoning for this area please keep the following in mind:

<u>The proposed BR-R zoning is not equitable.</u>
Our property on 120th Avenue NE is located in close proximity to properties with much higher target density (i.e. 150' height and 2.5 FAR). While we support the concept of high-density nodes, the significant drop-off in height and density is unfair to property

Legacy Capital, LLC
Legacy Commercial, LLC
400 - 112th Ave. NE Suite 230
Bellevue, WA 98004
p. 425.450.2300 f. 425.646.9013

owners outside the nodes. The "wedding cake" model as used in downtown Bellevue provides a better model for tiered height and density than does the draft Bel-Red Subarea Plan.

The proposed BR-R zoning will not spur infrastructure improvements through redevelopment incentives.
According to the Implementation section of the Subarea Plan, most of the future investment in Bel-Red infrastructure will come from properties undergoing redevelopment. In effect, each property is "buying" new zoning by contributing to transportation, parks and environmental improvements. The low height and density limits in BR-R discourage redevelopment, thereby lowering the property owners' contribution to area-wide improvements. This effect is particularly notable for our property since it is located on 120th Avenue NE, which is targeted for major upgrades.

The proposed BR-R zoning does not encourage affordable housing.
Since its inception a major vision of the Subarea Plan has been to support "a broad range of housing types to meet the needs of a diverse population with varied income levels". Relatively affordable housing will most likely come in the form of multifamily projects, under 70' in height, using wood-frame construction. These structures will not be located in the nodes, but rather in locations in which zoning is maximized using wood-frame construction. Based on the low proposed height and density limits, there is little incentive for private property owners to deliver this type of housing product. As a model, we suggest the Planning Commission study Seattle's NC zoning, in which significantly higher FAR is being developed within 65' height limits. It is in these areas that "workforce housing" is now being developed.

Increasing height and density limits in the BR-R zone, at least where our property is located on 120th Avenue NE, will not block views, will not abut single-family zones and will not increase traffic on non-arterial streets or otherwise overburden infrastructure. Rather, increasing height and density limits will help spur infrastructure improvements and affordable housing, and will provide equitable value to property owners.

We would be happy to discuss our concerns and goals for the Subarea Plan with each of you individually. Please feel free to contact me at your convenience at (425) 460-4377.

Sincerely yours,

David C. Sharp

31

## Inghram, Paul

**From:** Sarah Rick Lewontin [slewontin@hrg.org]
**Sent:** Wednesday, May 28, 2008 4:53 PM
**To:** Inghram, Paul
**Subject:** Bel-Red Corridor Plan

Dear Mr. Inghram,

I am writing to comment on the Housing section of the proposed Draft Bel-Red Subarea Plan dated May 8, 2008.

In my capacity as Executive Director of Housing Resources Group and in my experience serving as a board member and past Board President of the Housing Development Consortium of King County, I know that affordable housing for people with a broad spectrum of incomes is critical for healthy and vibrant livable neighborhoods.

The Housing section of the draft plan includes recommendations to encourage a variety of affordability levels, create tools to help reach specific targets at each level (to be determined), and consider the Bel-Red policies in the context of other Bellevue neighborhoods.

I support the Planning Commission's recommendations for housing. I especially encourage the Planning Commission to retain percentage goals for affordability levels, because what gets measured gets done. You have also recommended that the targets and policies be re-evaluated and adjusted over time to ensure that adequate affordability is being included; that provision makes sense to me.

Housing that working people can afford, near jobs and public transportation, is one of the most effective environmental sustainability measures that a community can make. Its success will depend on adequate incentives for development, adequate funding for subsidized housing, and adequate provision of infrastructure such as roads, utilities and transit. This plan can be a model for the entire city of Bellevue, and Bellevue can be a model of urban sustainability for the rest of the county.

You and the Bellevue City Council have a unique opportunity to create a diverse and sustainable community in the Bel-Red Corridor. I appreciate your efforts to do so.

Sarah Rick Lewontin
Executive Director
Housing Resources Group
1651 Bellevue Avenue
Seattle, WA 98122-2014
Tel 206.957.2727

**HOUSING RESOURCES GROUP**

*creating communities that work*

Cairncross & Hempelmann, P.S.

May 28, 2008

Bellevue Planning Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Re: Bel-Red Corridor Amendment Package

Dear Planning Commissioners:

This firm represents 124th Avenue Associates, LLC, an entity controlled by Bill Sherman, owner of the "2100 - 124th Property". The 2100 - 124th Property is located at the southeast corner of Northup Way/20th Street and 124th Avenue NE. The draft Bel-Red Corridor amendments would zone the 2100 - 124th Property BR-OR, allowing office and residential uses, with a focus in office uses.

Sherman is a single-family and multi-family real estate developer and knowledgeable of the development industry. Overall, Sherman is supportive of the proposed re-zones and the City's desired redevelopment of the area. However, after participating in this process last year, and upon review of the package of recently released amendments, and attendance at the City's property owner workshop earlier this month, Sherman has the following concerns.

It is likely the City will need a portion of the 2100 - 124th Property to widen 124th Avenue NE. Under draft LUC 20.25D.120D, FAR would not be lost if the road right-of-way is dedicated without compensation. Nothing appears to provide Sherman assurance that all other development standards, such as impervious surface and setbacks will also be measured as though a dedication did not occur. The City should further explore options to make this incentive to dedicate land without compensation desirable to property owners and developers.

Next, the draft regulations provide a Base floor area ratio (FAR) of just "0.5 to 1.0" for the 2100 - 124th Property. It is unclear how that range will be applied. Even if a Base FAR of 1.0 is allowed, this FAR is far too low to encourage any redevelopment. Sherman's existing office building on the 2100 - 124th Property is very close to that FAR allowance, meaning that there is no economic incentive to redevelop. Sherman also is concerned that the overall FAR allowances throughout the Bel-Red corridor are too low to encourage market-driven redevelopment.

*Law Offices*

*524 Second Avenue, Suite 500*
*Seattle, Washington 98104-2323*
*Phone: 206-587-0700 • Fax: 206-587-2308*
*www.cairncross.com*

Third, Sherman asks that the City consider expanding the proposed BR-GC zone to the south across Northup Way/20th Street to include Sherman's property or allowing additional commercial uses in the BR-OR zone. This would provide a commercial corridor along 124th, which would then blend to the BR-OR and other zones which serve as buffers to the primarily residential zones.

Finally, while recognizing the years of work and the substantial vision that went into crafting this plan, Sherman asks the City to take a step back to assess whether the market is likely to implement the current plan. The current plan offers few incentives to redevelop, and is quite prescriptive as to potential new uses and the bulk and density of those uses. With a few tweaks, especially additional FAR allowances, the City is likely to fare much better in seeing its vision come to fruition.

Thank you for your attention to this matter.

Very truly yours,

Andrew S. Lane

NBR/kgb

THE CASCADE AGENDA
100 Years Forward

(33)

5/28/08

# Bel-Red Corridor and Transfer of Development Rights

**Goal: Grow vibrant communities while protecting farms, forests and watersheds.**

Transfer of Development Rights (TDR) is a market-based mechanism that promotes responsible growth, while conserving areas such as prime agricultural and natural lands. Through individual, voluntary transactions, development rights are transferred from our region's privately owned farmland, forestland, and natural areas (sending sites) to areas that can accommodate additional growth (receiving sites).

**TDR Regional Benefits:**

- **Economic vitality**- conservation of regional farmland, forestland, and rural areas is strongly tied to the regions economic vitality.
- **Health of Puget Sound**-conservation of upland areas and drainage basins is key to the future health of the sound.
- **Local food production**-protection and conservation of local food sources.
- **Quality of life** – the regional TDR marketplace will be a tool to enhance the high quality of life that contributes to the regions superb business climate.

**Why should Bellevue engage in regional TDR?**

- **Bel-Red redevelopment** – Bellevue's redevelopment of the Bel-Red corridor is a timely opportunity to engage in the regional TDR marketplace.
- **Protect the White River Watershed**- a major source of Bellevue's future water supply, the White River Watershed is largely unprotected development at this time.
- **Amenity funding** – the regional TDR design process will address the need to give cities funding for infrastructure and other amenities that will enable more compact development
- **Emissions reductions** – transfer of development rights from rural areas to the city will reduce vehicle miles traveled and be a significant and measurable component of the city's carbon reduction goals.

For more information, call Stephen Reilly Stephenr@cascadeland.org or 206-905-6932

# Transfer of Development Rights

**Development Rights**

*Sending Area*

*Receiving Area*

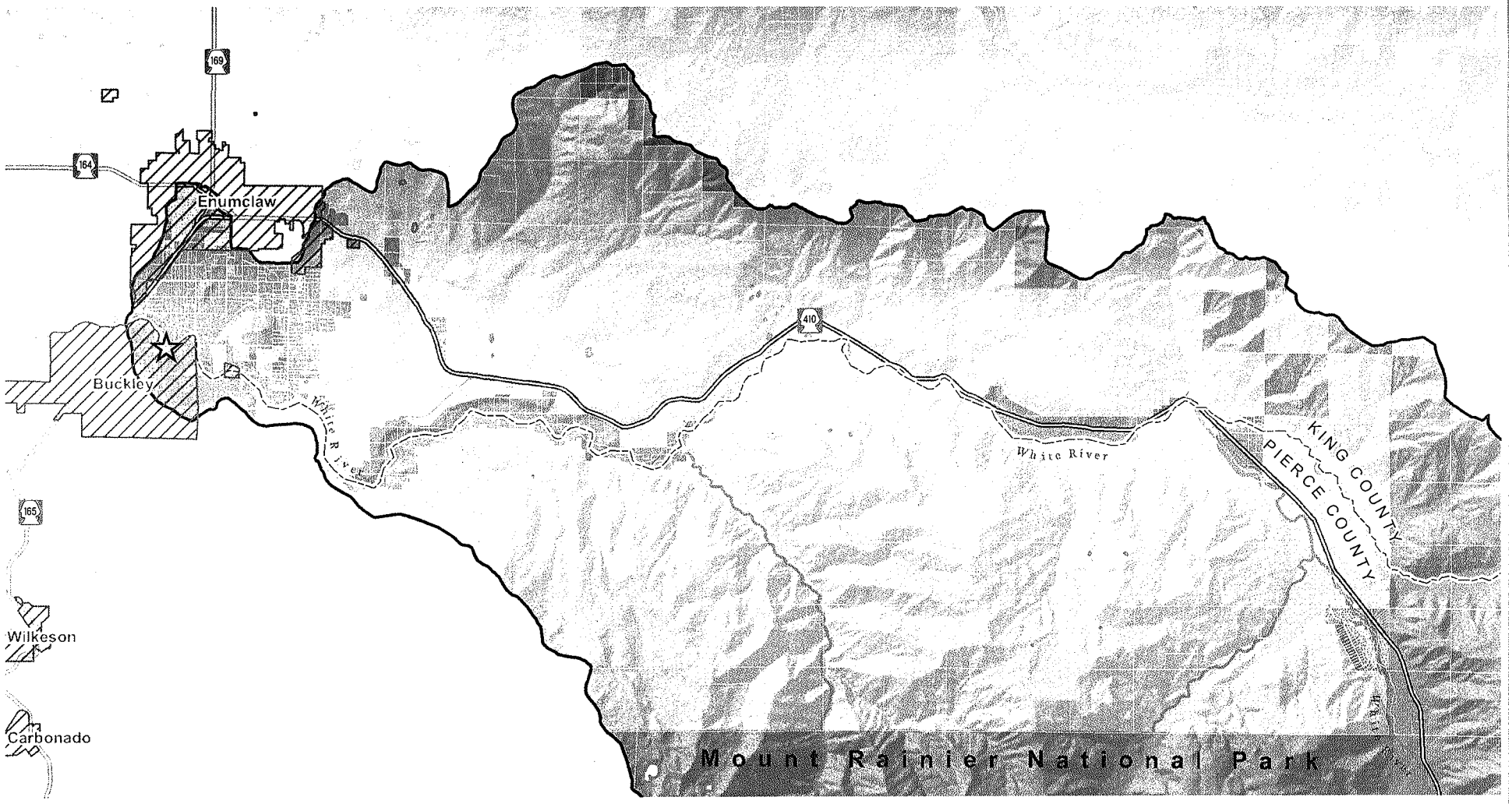
**Funding for resource land protection**

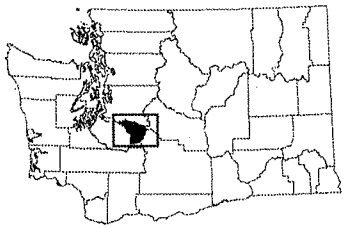
# Why TDR?

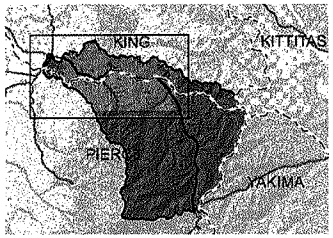
- Flexible, market-based tool that promotes responsible growth
- Redirects growth— does not to stop or limit development
- Makes it easier for communities to plan for growth
- Respects property rights
- Provides permanent protection for resource lands

THE CASCADE AGENDA

# Unprotected Land in the White River Watershed






Private Land

Private Working Forest

Public Land

White River Watershed
Approximate Boundary

Approximate Location of Water Supply Diversion

County Boundary

City or Town

Parcel Boundary

0 0.5 1 2 Miles

Cartography by
Cascade Land Conservancy
May, 2008

(34)

May 28, 2008

City of Bellevue
Planning Commission
Bellevue, WA 98009

RE: Bel-Red Subarea Plan: Public Hearing May 28, 2008

Members of the Planning Commission:

The comprehensive plan Amendment for the Bel-Red corridor containing approximately 900 acres has occurred in roughly the same timeframe that many municipalities take to do a plan amendment for roughly one tenth of the size of the Bel-Red corridor area. City of Bellevue planning staff and citizens' committees should be complimented for their time-sensitive collaborative efforts. Notwithstanding, I believe that many areas have been painted with a broad zoning brush and may prohibit the long term evolution of this area into the vibrant high texture, transit/pedestrian oriented community envisioned by the steering committee. I would urge the Planning Commission, before completing zoning bylaw commitments for the area, that studies occur for each individual parcel or cluster of parcels to determine the feasibility of conversion of the improvements to the envisioned ultimate use.

For example, refer to the "Draft Bel-Red Parks and Open Space Improvements" plan (Figure S-BR.3) where it shows possible sites for neighborhood parks (N1 through N-5) as well as community parks and gateway parks. Due to the value of the land in this area, and the density envisioned, the assumption would be that the community parks which are the larger parks anchoring the east and west end of the Bel-Red corridor, should occur along the center of the corridor in the area of highest density for maximum use and enjoyment by the community-a "Central Park" in concept. This appears to be the case on the east end of the Bel-Red corridor, but on the west end of the Bel-Red corridor, C-1 is located in the far north-west corner of the area. This would result in one of the two largest parks being accessible to most of the residents and working population by car only since it is not near the planned transit line nor areas of higher office or residential density. This would be comparable, on a much smaller scale of course, to New York City placing Central Park in Long Island instead of Manhattan.

Another area where I believe this plan can closer approximate the steering committee vision would be to permit larger retail stores in the current blocks of office or residential zoned areas. While office workers require services and smaller retail establishments like beauty salons, coffee shops and restaurants, residential areas, in particular, require close proximity to larger retail such as drug stores, furniture stores and grocery stores. These retail establishments are necessary to attract and retain residential components of any vibrant neighborhood.

In summary, I urge you to include as much flexibility, specifically with regards to retail size in residential zoned areas, and to reconsider the careful placement of the community park #C-1 on the west tributary on the west side of the Bel-Red Corridor such that it may be accessed and utilized by the majority of the daytime and residential population.

Thank you.

Sincerely yours,

W. A. Scott

W. A. Scott
[redacted]
Bellevue, WA 98004

(35)

King County

**Transfer of Development Rights Program**
Darren Greve, TDR Program Director
Water and Land Resources Division
201 So. Jackson St., Suite 600
Seattle, WA 98104

May 28, 2008
Jennifer Robertson,
Chair, Bellevue Planning Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Chair Robertson and Planning Commission,

I commend the Steering Committee, City staff and the involved citizens of Bellevue for the work they put into creating the Bel-Red Subarea Plan – it is a good Plan, but it has the potential to be a true model of success for redevelopment in the region if Transfer of Development Rights (TDR) can play an integral role.

The Bel-Red Corridor represents an opportunity to "link" higher density redevelopment to land preservation – preservation both *inside* the Bel-Red area and preservation that is of great importance to Bellevue which lies *outside* the Bel-Red area; in fact outside the City entirely.

King County is encouraged by the City's willingness to show leadership in regional thinking, and acknowledge this "link" in the Bel-Red Subarea Plan. In particular, policy S-BR-D9 states that the City will "Actively consider the Bel-Red Subarea as a receiving site for Regional Transfer of Development Rights (TDR), as a means to achieve conservation of rural and resource lands outside the Countywide Urban Growth Boundary."

This is clear evidence that the City is thinking beyond its immediate boundaries to its connection with the Region and the areas that make Bellevue an attractive place to live – that is, areas where its residents recreate, areas where its residents get their drinking water, and areas where farmers grow vegetables which come to Bellevue residents every Thursday at the local farmers market.

Supporting and strengthening policy S-BR-D9 will allow Regional TDR to be part of the menu of options in the Bel-Red density incentive program - the way by which developers can achieve increased density or FAR. If a Regional TDR approach is recommended by the Planning Commission and acted upon by the City Council it will create a win-win for the City. Let me explain how.

First of all, the City is able to protect from development rural and resource lands that are of compelling interest to the City (e.g. areas that are critical to the City's water supply). This is accomplished by allowing developers in the Bel-Red area to purchase a fixed number of development rights from rural

landowners in exchange for increased density. In this way, rural land is being protected that has a direct connection to, and nexus with, the City of Bellevue.

Secondly, using TDR to preserve land outside the City will create preservation *inside* the City and will defray developer infrastructure costs. An integral part of such a TDR agreement between the City and the County is our willingness to give funds to Bellevue to use at its discretion to create open space and parkland *inside* the City, if the City agrees to allow development rights to cross political boundaries and move in from rural and resource areas.

It is a stated policy in the Subarea Plan to use density transfers within the Bel-Red area to protect streams, wetlands, and critical areas (S-BR-D2 and D8); and to enhance a functioning open space and parks system through the creation of "pocket parks" to serve the needs of surrounding residents (S-BR-E1). If rural development rights are allowed in to the Bel-Red area, King County will provide the City with money *up-front* to help create these pocket parks and to protect these critical areas that are important to the overall Plan and concept of Bel-Red redevelopment.

In this way density transfers into the City from the County are not in competition with land protection and density transfers within the Bel-Red area. Much to the contrary, inter-jurisdictional development right transfers will accomplish both land protection in the Bel-Red Corridor *and* the protection of rural and resource lands that are outside the Bel-Red Corridor which are of great importance to the City of Bellevue.

It is our hope the Planning Commission will strongly support and recommend Regional TDR as an integral part of the Subarea Plan by making the Bel-Red area a Regional TDR receiving site. I look forward to future discussions with City officials regarding the funds we can bring to the table to create a TDR agreement and a win-win for the City as I have just described.

Thank you,

Darren Greve
King County TDR Program Director
Phone: (206) 263-0435
email: darren.greve@kingcounty.gov

(26)

AMICA™
*Mature Lifestyles*

May 28, 2008

**City of Bellevue Planning Commission**
**Bellevue City Council**

Good evening. My name is Roy Oostergo, Vice President for Amica Mature Lifestyles. Together with our partners BelGreen Developments, we are the owners of 2211 156th Ave in Bellevue, formerly Angelo's Home and Garden Centre. Thank you for the opportunity to address you this evening.

Amica is a leader in the design and management of upscale retirement housing and services. We are in the early planning stages of a seniors development on our property, and look forward to it becoming our first retirement community in the Greater Seattle Area.

Amica will own and manage the retirement community for a lifetime, with the goal to provide tangible community benefits as a long-term neighbour. To that end, our partners have attended most of the Bel-Red Subarea planning meetings, seeking to understand the key issues. We have also hosted three public information meetings over the last four months, sharing our plans and receiving neighbourhood feedback.

I wish to speak to Part 20.25D.150 of the proposed Land Use Code Amendments, and request that the Planning Commission consider the creation of a new category for Seniors Independent Living Retirement Communities that would be exempt from the proposed Amenity Incentive System.

We support the desire of the City and this Commission to promote healthy and complete communities. As we review the proposal, we believe that our approach to retirement living embraces and provides for many of the concepts, services and amenities suggested within it. However, due to the unique needs of seniors – people which we define as aged 75 and older - we believe it would be challenging if not impossible to qualify for bonusing under the Incentive System as currently conceived.

Amica Mature Lifestyles Inc.
*10th Floor, 1111 Melville St., Vancouver, BC V6E 3V6*
*TEL 604.608.6777 FAX 604.608.6717 WEB www.amica.ca*

**A Mature Way of Life** ™

***1. Affordability:***
We know that in any City, seniors have different levels of income and financial security. In our retirement communities, we provide a broad range of options to address what seniors themselves may view as affordable.

However, the concept of "affordability" as it relates to the 75+ senior is a challenging one. Census data provides information on work-related income and government transfers, but cannot account for the value of a principle residence or private investments. Many seniors today are "house rich and cash poor", living alone with little social interaction, and dealing with increasingly expensive household burdens.

In contrast, we see in our communities a growing number of people who, upon selling their homes and investing the proceeds, can truly afford to take advantage of an active retirement lifestyle, complete with social, mental and physical support.

It is also difficult to measure another common reality, where adult children are often in a position to supplement the parent's finances to help them afford a more attractive retirement lifestyle. Clearly, the measures of affordability as it relates to seniors housing are different than affordable housing definitions that are created for working families.

***2. Services, Amenities and Active Recreation Areas***
The Amica brand is built around our concept of Wellness & Vitality™, redefining the expectations of what seniors can enjoy in a retirement lifestyle. Our communities include over 25,000sf of amenity space to support a wide range of first-class services and activities. The site plan for our property envisions ample green space for residents and neighbors to enjoy.

While service and an active lifestyle is a big part of what we offer, ensuring the security of our residents is our greatest concern. We will provide the active recreation and community service activities that your Incentive System seeks to encourage, in a respectful and secure environment for the benefit of the seniors and families we will serve. We believe this should be recognized as fulfillment of this proposed incentive.

***3. Seniors Housing Incentives***
Increasingly, we find that cities are taking a proactive stance in encouraging seniors housing of all types. Seniors drive less, so we see lower parking requirements. 85% of our residents are single, so our buildings create a lower demand on water, sewer and power. In recognition of these facts, we are often encouraged with lower Concurrency Fees, or Development Charges.

I am surprised that there is no mention of seniors housing throughout the planning Draft. It is an undeniable fact that we are all getting older. Our market research suggests there are roughly 3,900 seniors today in the market area that are qualified for retirement housing, yet only 1,110 units of supply. There is an un-met demand for retirement housing.

***4. Community Benefit***

In my view, the health and completeness of any community is measured by how it includes and responds to the needs of every age group, including the seniors who built our cities in the first place. Today's senior wants to be part of an active community, enjoying life in a safe and secure way. They want various levels of accommodation, support and service. Amica wants to make a substantial investment in Bellevue to provide these services, and believe we will deliver tangible community benefits as a result.

In conclusion, I would again respectfully request that the Planning Commission consider the creation of a new category for Seniors Independent Living Retirement Communities that would be exempt from the proposed Amenity Incentive System.

Thank you.

Roy Oostergo

Amica Mature Lifestyles Inc.
*10th Floor, 1111 Melville St., Vancouver, BC V6E 3V6*
*TEL 604.608.6777 FAX 604.608.6717 WEB www.amica.ca*

**A Mature Way of Life** ™

BelGreen Developments

(37)

May 28, 2008

ATTENTION: Planning Commissioners
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004

Dear Chair Robertson and Planning Commissioners;

**RE: BEL-RED PROPOSED COMPREHENSIVE PLAN AND LAND USE CODE AMENDMENTS – TO BE READ AT PUBLIC HEARING**

My name is Chris Mooi and I am the Chief Development Officer for BelGreen Developments and we are the owners of 2211 156th Ave, formerly known as Angelo's Home and Garden Centre.

We have written to you several times before and tonight we would like to address specific elements of the proposed Comprehensive Plan and Land Use Code amendments.

We have reviewed comments from other groups that are offering suggestions to modify specific areas of the proposed documents. We emphatically support the fact **that the bonus program be based on market realities.**

We endorse the following:

- Increase the proposed base FAR from 0.5 to 2.5
- Delete the 2-tier bonus concept.
- Adopt a broader range of site amenity bonuses

We would like to provide the following further specific comments regarding the Incentive Definitions:

1. We suggest the Planning Commission look at Senior Housing and its unique need and role it plays in Bellevue neighborhoods.

   Senior Housing is Age-restricted housing with a covenant attached.

   **We propose that it should be exempt from the need for the Affordable Housing bonus.**

   The following factors support this:

   A. There is growing Demand for Senior housing in general
      - Size of baby boom generation is increasing
      - Increasing life expectancies
      - "Graying" of Bellevue population

   B. There is a Unique and growing Demand by Seniors
      - Demand for high quality facilities and amenities
      - Demand for location close to home neighborhoods, family and friends

- Demand for facilities that allow them to use lifetime accumulated equity to ensure their long term affordable housing and lifestyle.
- Demand for a better quality of life where they live
- Demand for easy availability to social networks, physical activity, nutrition and programs that are unique and special to Senior needs and desires

C. There is a significant lack of Supply
   - Low supply in Bellevue lags increasing demand
   - Even lower supply in the East Bellevue area
   - Not enough quality rooms coming on stream to meet demand

2. We would offer the following:

- whereas Senior Housing is in reality Affordable Housing
- whereas there is a growing need for Senior Housing in East Bellevue
- whereas imposing Affordable Housing bonuses on the Senior product is counterproductive

We suggest that the COB:

A. Exempt covenanted Senior Housing from the housing bonus requirement
B. Require that exempted Senior Housing be subject to a covenant limiting ownership to occupancy of those age 55 or older
C. If covenant is removed in future, owner would pay the applicable housing bonus payment at that time

3. We suggest the Planning Commission adopt a broader range of site amenity bonuses.

A. **Underground parking:** This should absolutely be included as a significant incentive as it adds tremendous value to the community by creating more green and usable space whereby parking is under the building. This is a significant cost to the owner developer while the benefits are enjoyed by the inhabitants of the community and the area as a whole.

B. **Traffic:** We strongly suggest that low trip generation and traffic created to and from a site be considered as a significant community benefit. **Traffic** has been a repeated concern for the members of the community.

   It is critical to note that on our site the comparisons between our proposed Seniors/Hotel development Master Plan and the potential trip generation from the type of mixed use residential /retail development that is proposed for the rest of the Bel Red, **has one third of the Traffic Impact to the area.** Our trip generation is 215 trips while a normal Bel-Red proposed development is 686 trips. We believe that the citizens of the East Bellevue feel that this is very significant to their community.

**4. Proposed base FAR:**

Our site is located within a very unique precinct of the Bel-red corridor, immediately adjacent to what will be a more significantly densified node of up to 4.0 FAR in Redmond. It is part of the transition from that density to the communities to the East of 156th Avenue that we should concern ourselves.

The adopted base FAR in Redmond is 2.5. With the ability to achieve a potential of 4.0 FAR adjacent to our site, FAR's are likely to be 3.0 or higher with heights starting at 90 feet, right next to our site. This is not consistent, nor desired in our view.

**We suggest the base FAR for our site needs to be 2.5 FAR** to be consistent with the neighboring Redmond adopted zoning.

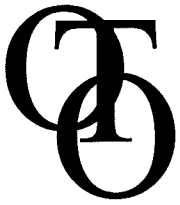
This density will allow for smart development that would add immediate and long term benefit to the surrounding community. The Base FAR in the area needs be at a level that makes development in the Bel-Red area attractive in and of itself, in order to achieve the vision for the overall plan such as in the words of the mandate of the Bel-Red Steering Committee, "creating vibrant, diverse neighborhoods with a range of housing choices and a mix of uses".

We appreciate the opportunity to present this evening. We would welcome the opportunity to discuss further and more specifically our suggested changes to the proposed Amenity Incentive system.

Thank you for the opportunity to present this evening.

Sincerely,

Chris Mooi
Chief Development Officer
604.915.7178
chris@cvinvestments.com



CTO Development

(38)

May 28, 2008

Attention: Chair Robertson and Planning Commissioners
City of Bellevue,
450 110th Avenue Northeast
Bellevue, WA 98004

Dear Chair Robertson and Planning Commissioners;

**RE: Bel-Red Corridor Development Opportunities**

This letter is intended to give you a brief overview of our comments on the Land Use Code changes for the Bel Red initiative and how these current changes would affect a project that we are currently planning to build in Bellevue.

We are under contract to purchase a part of the property at the easterly portion of BelRed road on what is commonly called the old Angelo Nursery site. We fully intend to develop two of our signature brand hotels each containing approximately 140 rooms.

This is a very exciting opportunity for us as we see good potential in this area for our business operations. We will be able to service the surrounding community as well as some of the business generated from Microsoft, through our model of high, nationally recognized and branded hotels which provide amenities geared toward the business community.

The character, demographics and economic realities of this area are well suited to our type of development; and this is an area which currently needs more hotel services with new, exciting and business oriented projects like ours.

Our review of the proposed documents from the April 16, 2008 presentation by the City consultants' gave us considerable concern. Should the approach to values that was presented at that meeting be adopted we could not build our project as the business would never be successful.

We have developed well over 35 hotel properties throughout the US in the last four years and more than 450 in a former Hotel company over the last 10 years so we feel we have an understanding of what makes development opportunities work for the owners like ourselves.

Our development will not only return to the City of Bellevue the standard fees for all the building permitting processes and some development assessment charges but also, and very significant to the City of Bellevue, our project will generate transient occupancy tax. Based on our experience

in other like hotel projects and, over and above paying our property, employee and all other municipal, state and federal taxes, we have conservatively budgeted our annual taxes to be in excess of $600,000 per year.

We respectfully suggest that you consider a reasonable program of development cost charges in your Land Use Code so that we can build our two hotels. The tax revenue generated by this project to the City of Bellevue is specific to our use and represents approximately $4.00 per square foot on land per year.

We do not feel that the April 16th financial presentation to you by the consultants reflected reasonable development economics and we feel that the citizens of Bellevue should be aware of the total reality when making these critical decisions. The current makeup of incentives, levies and charges will likely push good long term sustainable business operators away. We feel that if the economics work for everyone, then all parties will be well served by future development in the Bel-Red corridor.

We strongly urge you to consider the realities of land development and business creation in its totality when approving your final Land Code amendments.

Sincerely,

Kelvin F Noel
Development Manager,
OTO Development LLC.

Cc: Members of Council, City of Bellevue
Chris Mooi, Chief Development Officer, BelGreen Developments.

Coca-Cola Bottling Company of Washington

39

a COCA-COLA ENTERPRISES company

1150 124th Avenue NE
Bellevue, WA 98005

May 22, 2008

Bellevue Planning Commission
450 110th Avenue NE
P.O. Box 90012
City of Bellevue
Bellevue, WA 98009

Re: *Local Coca-Cola Bottling Company of Washington*
*Comments regarding Draft Bel-Red Land Use Code*

Dear Planning Commission Members:

Thank you for providing the opportunity for public comment throughout the Bel-Red Subarea planning process. We are writing to provide you with the Coca-Cola Bottling Company of Washington's (CCBCW) comments regarding the draft Land Use Code for the Bel-Red area ("Code"). CCBCW has been an active participant in the planning process for the Bel-Red area and is committed to remaining an important part of the community in our current location. Over the past three years, our representatives have attended the Bel-Red Steering Committee meetings, participated in many of the public workshops, commented on the Draft EIS, met with planning staff, and attended Planning Commission meetings.

As you know, CCBCW has a strong desire to stay and *grow* in the corridor without undue restriction on its operations. We have appreciated the City's willingness to consider our position throughout the planning process, and were pleased to learn that the Code will not designate our facility as a "Nonconforming Use." However, we do have some concerns and questions regarding the limitations that the Code appears to impose on our operations. Our concerns are summarized below.

## 1. POLICY

As a policy matter, the Code should make it clear that CCBCW is a welcome use and is part of the future vision for the area. This would extend to both its production and distribution functions. In too many instances, the Code language appears to treat our use as nonconforming, despite the fact that the Steering Committee clearly intended to avoid such treatment. *See e.g.,* Bel-Red Steering Committee, *Bel-Red Corridor Project Final Report*, 4-7 (2007) (noting that the accommodation of traditional light industrial uses was "an important part of the committee's overall discussion," that LI uses will not be considered "nonconforming," and that such uses should be allowed to stay, expand, be continued by future owners, and be reconstructed if destroyed).



Printed on Recycled Paper

Coca-Cola Enterprises Inc. is committed to using recyclable resources.

CCBCW requests that the Steering Committee's intent with respect to existing LI uses be more clearly captured within the text of the Code. For example, we would prefer that the zoning designation for our Bel-Red facility recognize its continuation as an Existing Use alongside the new residential, commercial, and office uses (e.g., Bel-Red - Office Residential Existing/BR-ORE). We believe that the responsibility to make the vision for Bel-Red a reality should be placed not only on the existing light industry, but also on the developers of the new residential, commercial, and office buildings. Cooperation and communication between developers and industry is essential to creating compatible uses in Bel-Red and to the overall success of the vision.

## 2. HOURS OF OPERATION

Section 20.25D.018.F, "Regulations Applicable to Existing Uses" provides, in part one, as follows:

> **Existing Uses May Continue to Operate and Operations May Change.** Operations associated with an existing use may continue and may be changed when they do not when not expansion is proposed [sic], provided that the hours of operation associated with an existing use located in land use district which permits residential uses, may not extend into the period of 11:00 pm to 6:00 am

Although this section is not completely clear, we are concerned that it may prohibit our Bellevue facility from operating between the hours of 11:00 pm and 6:00 am. Such a restriction would be an enormous hardship on CCBCW, as our Bellevue facility currently serves as a central receiving and shipping point for delivery trucks during the evening hours. If forced to discontinue operations during this time, the result would be catastrophic because CCBCW could not conduct its business which is a 24/7 operation. It has operated this way for almost 40 years, without issue.

Accordingly, CCBCW requests that §20.25D.018.F.1 be eliminated. In addition, we would be willing to work with staff to draft a new provision making it clear that our operations can occur at anytime. Future residents need to be on notice, as well. Such a revision would be consistent with the remainder of §20.25D.018 as well as with the Steering Committee's recommendations pertaining to light industrial use. *See e.g.*, §20.25D.018.B (designating uses in existence prior to Code implementation as "Existing Uses" or "Existing Conditions"); §20.25D.018.F.5 (application of regulations in effect prior to Code implementation to "Existing Uses"); Bel-Red Steering Committee, *Bel-Red Corridor Project Final Report*, 4-7 (2007) (regarding the strategy for accommodating traditional light industrial uses).

## 3. EXPANSION

Section 20.25D.018.F.5.c.iii provides as follows:

> Expansions outside Nodes and in Non-residential Land Use Districts (BR-MO, BR-GC, BR-CR, BR-CR, and BR-ORT)...Floor area or exterior improvements associated with an existing use may be expanded beyond property lines as they

existed on [INSERT DATE] subject to Administrative Conditional Use approval and the following limitations:

1. The property proposed for expansion is abutting at least one of the property lines of the existing use as they existed on [INSERT DATE].

2. The regulations applicable to the property proposed for expansion would have allowed the use as of [INSERT DATE].

According to the proposed zoning map ("Map") for the Bel-Red area, the CCBCW facility will be located within an area zoned "Bel-Red Office Residential" (BR-OR). From our reading of the Map, BR-OR is not located within a Node, nor is it a "Residential Land Use District" (though residential use is permitted). However, the BR-OR zone is not listed in §20.25D.018.F.5.c.iii as an example of a zone that is both outside of a Node and within a Non-Residential Land Use District. Although this may simply be an oversight, CCBCW requests that the Planning Commission clarify that the BR-OR zone falls within the expansion provisions of §20.25D.018.F.5.c.iii. In addition, it is not clear whether a user located in a non-residential, non-nodal zone could expand onto adjacent property that was separated from the currently owned property only by a road. CCBCW requests that the Planning Commission clarify that such expansion would be allowed.

Section 20.25D.018.F.5.c.ii (and Figure 1) indicate that Existing Uses within Nodes and Residential Land Use Districts may only be expanded within the property lines as they exist on the date of Code implementation. CCBCW is interested in expanding its operations to encompass the property located to the northeast of its current facility, which, according to the proposed zoning map, will be zoned "Bel-Red Residential." This property is the most logical area for expansion of CCBCW's Bel-Red facility It appears however, that under §20.25D.018.F.5.c.ii, CCBCW will not be permitted to expand into this area because it is a "Residential Land Use District." CCBCW therefore requests that either (1) this area be rezoned so that it is not a Residential Land Use District, or (2) §20.25D.018.F.5.c be revised to limit expansion only in Nodes, rather than in Residential Land Use Districts.

CCBCW also request that any expansions to its facility not be required to go through a Conditional Use Approval or Design Review Approval Process.

In addition, §20.25D.018.F.5.c.i provides as follows:

> No expansion of hazards. No expansion of hazards shall be permitted that increases the use or on-site quantity of flammable or hazardous constituents (e.g., compressed gasses, industrial liquids, etc.), or that increases the amount of waste generated or stored that is subject to the Washington Dangerous Waste Regulations as it is currently adopted or thereafter amended or supercede [sic]. The Director may in consultation with the Fire Marshal modify the requirements of this paragraph if he determines that the expansion will

not increase the threat to human health and the environment over the pre-expansion condition.

No substances stored or utilized at CCBCW's Bellevue facility are currently subject to Washington State regulation as flammable or hazardous, or are regulated as dangerous wastes. However, it is possible that Washington State regulations or the State's interpretation of these regulations could change. If such a change were to cause any of the substances used in CCBCW's manufacturing process or stored onsite to be labeled as flammable or hazardous, or to be classified as dangerous waste, it appears that §20.25D.018.F.5.c.i would preclude CCBCW from expansion.

CCBCW therefore requests that §20.25D.018.F.5.c.i be deleted, or in the alternative, modified to provide that no Existing Conditions will be precluded from expansion under §20.25D.018.F.5.c.i if all applicable State environmental health and safety standards are satisfied.

## 4. ESTABLISHMENT OF EXISTING CONDITIONS

Section 20.25D.018.D provides that documentation must be submitted in order to establish a use or development as an "Existing Condition" within the Bel-Red area. It provides as follows:

> The applicant shall submit documentation, which shows that the existing condition was permitted when established has been maintained over time. The Director shall decide whether the documentation is adequate to support a determination that the use and development constitute an existing condition under the terms of this section.

Section 20.25D.018.D.2 continues as follows:

> **Existing Condition Maintained Over Time**. Documentation that the existing condition was maintained over time, and not discontinued or destroyed as described in this Section 20.25D. 018 includes:
>
> a. Utility Bills;
>
> b. Income Tax Records;
>
> c. Business licenses;
>
> d. Listings in telephone or business directories;
>
> e. Advertisements in dated publications;
>
> f. Building, land use or other development permits;
>
> g. Insurance Policies;

h. Leases; and

i. Dated arial photos.

With regard to CCBCW, we question the need for documented proof that our use was in existence prior to the date of Code implementation. It seems that staff could produce such a list, or in the alternative, that the Director could be given the discretion to waive these requirements where it is evident that a use qualifies as an "Existing Condition." Moreover, §20.25D.018.D provides little guidance as to the extent of historical documentation that is required, or whether the provision of such documentation will qualify a use or development as an "Existing Condition." For example, if the applicant provides undisputed evidence of the existence of a use or development prior to the date of Code implementation, can the applicant be certain that its use or development will be designated an Existing Condition? In addition, how far back in time must the records go? Must all of the documents listed in §20.25D.018.D.2 be produced, or will only any one of them suffice?

Accordingly, CCBCW suggests that staff either provide a list of known businesses that clearly are "Existing Conditions," such as CCBCW, or that the Director be given discretion to waive the applicable requirements. Accordingly, CCBCW suggests that §20.25D.018.D be revised to provide as follows (revisions shown in italics):

> The applicant shall submit documentation, which shows that the *E*xisting *C*ondition was permitted when established *and* has been maintained over time. *The Director shall have the discretion to waive any of the documentation requirements in this section where it is evident that the Existing Condition was permitted when established and has been maintained over time. If the Director does not waive the documentation requirements, the Director shall designate the use or development as an Existing Condition if the documentation submitted supports a determination that the use or development was in existence as of [INSERT DATE].*

In addition, CCBCW suggests that §20.25D.018.D.2 be revised to provide as follows: "[d]ocumentation that the *E*xisting *C*ondition was maintained over time, and not discontinued or destroyed *as of [INSERT DATE] can consist of any of the following…*",

Such revisions would clarify the process for determining whether a use or development meets the criteria for designation as an "Existing Condition" while still maintaining consistency with the definition of "Existing Condition" in §20.25D.018.B.

## 5. DESTRUCTION

Sections 20.25D.018.F.4 and 20.25D.018.G.3.d.ii provide that if an Existing Condition is destroyed or damaged by fire or other accidental causes beyond the control

of the owner, it may be re-established, but §§20.25D.018.F.5.b.ii[1] and 20.25D.018.G.3.d.iii provide that if an Existing Condition is damaged or destroyed intentionally, or by causes that are "within the control of the owner," re-establishment is prohibited.

The distinction between accidental and intentional destruction in these sections was not one that was contemplated by the Steering Committee. The Steering Committee's final report simply provided that, "Destroyed LI structures may be reconstructed." Bel-Red Steering Committee, *Bel-Red Corridor Project Final Report*, 4-7 (2007). Sections 20.25D.018.F.5.b.ii and 20.25D.018.G.3.d.iii thus seems to impose a hardship on Bel-Red's existing light industry that is greater than what was contemplated by the Steering Committee. Furthermore, these Code provisions do not appear to address all possible scenarios in which a use could be destroyed. For example, if an Existing Use is intentionally demolished as part of a facility renovation, can it be re-established?

Additionally, it may oftentimes be difficult to determine whether an existing use was damaged by causes "within the control of the owner." For example, if employee arson caused damage to a large corporate warehouse, would reconstruction of the warehouse be delayed pending the City's investigation into whether or not the "owner" of the corporation had control over the arson-committing employee? Who would be considered the "Owner" of the corporation? Which City representatives would conduct the investigation? What if the investigation took multiple years to complete?

CCBCW therefore requests that Sections 20.25D.018.F.5.b.ii and 20.25D.018.G.3.d.iii be amended to conform more closely to the Steering Committee's recommendation that Existing Conditions be allowed to be re-established.

## 6. MISCELLANEOUS COMMENTS

We have the following minor comments about various provisions of the Code:

Section 20.25D.016.B.3 appears to incorrectly refer to "Existing Uses" rather than "Existing Conditions" when discussing the regulations applicable to Existing Uses and Existing Developments in §20.25.018.

The definitions of "Existing Use" and "Existing Development" in §20.25D.018.B ("uses [or] developments permitted when established, in existence on [INSERT DATE] and not discontinued or destroyed") seem redundant and a bit confusing since uses in existence prior to Code implementation have clearly not been discontinued or destroyed.

Section 20.25D.018.G.3.a references "paragraph 4" but no paragraph 4 exists. Presumably this reference is intended to be to §20.25D.018.G.3.b.

---

[1] This section appears to be incorrectly numbered - §20.25D.018.F.5.b is used twice (once to describe "Expansions of Exterior Improved Areas" and again to describe "Loss of Existing Use Status").

## CONCLUSION

CCBCW is a clean, light industrial use that can be a vibrant part of the future Bel-Red corridor. As we have previously noted, the fact that Wright Runstad is willing to invest in the Safeway site across the street from our facility shows that we are compatible with residential use. Moreover, as a local company, CCBCW participates in youth development and education partnerships, neighborhood revitalization programs, environmental and recycling initiatives, and local charitable causes and sponsorships. Our environmental initiatives have included water conservation, recycling, and sustainable packaging. Along these lines, our Bellevue facility has recently begun a "zero waste initiative" that will recycle and reuse 100% of the packaging materials developed by the Coca-Cola system. By integrating corporate responsibility and sustainability into our day-to-day operations, CCBCW has established that it is compatible with the new "green" Bel-Red.

Thank you for taking the time to consider our concerns. CCBCW is committed to continued growth in all of its local business operations. It has made a positive difference in the community, and we hope the Planning Commission agrees that CCBCW should be a welcomed part of the new Bel-Red corridor.

Very truly yours,

By _____
Robert B. Stack, Jr.
Market Unit V.P.

By _____
Darin Croston
Director of Operations

Enclosure

cc (w/Encl.): City Council Members
Matthew Terry, City of Bellevue
Carol Helland, City of Bellevue
Paul Inghram, City of Bellevue
Emil King, City of Bellevue

ND: 17744.00701 4823-4021-0946v1 5/28/2008

SOUNDTRANSIT

(40)

**CHAIR**
Greg Nickels
*Seattle Mayor*

**VICE CHAIRS**
Aaron Reardon
*Snohomish County Executive*

Claudia Thomas
*Lakewood Councilmember*

**BOARD MEMBERS**
Julie Anderson
*Tacoma Councilmember*

Mary-Alyce Burleigh
*Kirkland Councilmember*

Fred Butler
*Issaquah Deputy Council President*

Richard Conlin
*Seattle Council President*

Dow Constantine
*King County Council Vice Chair*

Deanna Dawson
*Edmonds Councilmember*

Dave Enslow
*Sumner Mayor*

Paula J. Hammond, P.E.
*Washington State Secretary of Transportation*

John W. Ladenburg
*Pierce County Executive*

John Marchione
*Redmond Mayor*

Julia Patterson
*King County Council Chair*

Larry Phillips
*King County Councilmember*

Paul Roberts
*Everett Councilmember*

Ron Sims
*King County Executive*

Peter von Reichbauer
*King County Councilmember*

**CHIEF EXECUTIVE OFFICER**
Joni Earl

May 28, 2008

Chair Jennifer Robertson
Bellevue Planning Commission
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009

Dear Chair Robertson:

Thank you for the opportunity to review and comment on the Draft Bel-Red Corridor Subarea Plan and draft implementation measures. We congratulate the City of Bellevue for taking a forward looking approach to creating a vibrant and sustainable area for housing and commerce and taking advantage of the benefits that light rail transit can bring.

As you know Sound Transit is in the process of evaluating a revised package of transportation investments to bring before the voters in the near to not too distant future. Sound Transit has commenced a public involvement process seeking input on whether the Board should revise the Sound Transit 2 (ST2) plan adopted last year in favor of newly identified options that would form a faster and lower cost package. We are also continuing with development of the East Link Draft Environmental Impact Statement (EIS).

Through the work on the Bel-Red Subarea Plan, the City has considered several options to fund the Plan's infrastructure requirements including City capital improvement funds, impacts fees and development contributions through incentive base zoning. One of the actions the City took was to initiate an analysis for the value added from density bonuses offered to private development. Sound Transit launched its own study of the value added to properties surrounding light rail stations to understand if there was enough financial gain resulting from future light rail transit service that could be drawn on as a source of funding for needed and beneficial transportation improvements including light rail transit facilities. Our research of the direct impact of light rail transit stations on real estate values suggests that an increase of at least 10% could be reasonably expected within station areas in addition to the value created by upzones.

Sound Transit supports the City's effort to capture a portion of the added value as a mechanism for funding needed infrastructure and amenities particularly in the transit nodes where the greatest density bonuses are offered. However, Sound Transit is concerned about how light rail transit's role in contributing to the increased land values in the planned transit nodes is unspecified. As a consequence the financing options currently being considered by the City do not include light rail transit facilities among those transportation capacity improvements such as roads which are eligible for impact fees or other transportation benefit assessment. This exception affects consideration of potential strategies for funding transit facilities, such as right-of-way or the additional station identified in the City's Bel-Red planning process.

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: 206-398-5000 • FAX: 206-398-5499 • www.soundtransit.org

The draft comprehensive plan language seeks to identify and preserve rights of way for the transportation projects identified in this Plan by ensuring compatibility between proposed development sites and buildings and the transportation system (Policy S-BR-H3). We would like to see consideration of how right-of-way preservation could be a mechanism to facilitate the development of the transit facilities contemplated in the Bel-Red plan.

The proposed land use code amendments could also assist in future project implementation by recognizing light rail transit in the Bel-Red Corridor Subarea Plan more directly either as a separate permitted special use or at a minimum a permitted use within a transit overlay zone. While light rail transit is not identified as a use in the land use tables, terminology such as "Transit Boulevard" and specifically the "15th / 16th Transit Boulevard" are conspicuously featured in the code. Repeated references in the code to "light rail transit or other forms of high capacity transit" illustrate the centrality of this use to the Bel-Red Subarea Plan and therefore warrant special consideration. Lessons learned through the City's own Light Rail Best Practice process could be incorporated into this overlay zone providing the safeguards the City desires and greater certainty for Sound Transit.

Finally, the creation of new zoning also presents an opportunity to increase transit orientation. Unfortunately, the draft bonus system makes no mention of transit facilities. The provision of transit facilities and other non-motorized linkages warrant consideration. For example the proposed office parking requirements that set a minimum of 2.5 spaces/1,000 sq. ft. of space and a maximum of 3 spaces/1,000 sq. ft. are higher than desirable for achieving transit-oriented development (TOD). For projects to be commercially successful, parking ratios must be consistent with market demands. A benefit transit brings is the opportunity to reduce parking ratios, creating three positive results: 1) reduced development costs, 2) reduced traffic impacts, and 3) promoting transit ridership. The traditional approach of minimum parking requirements limits the potential to capture transit benefits. Further, incentives provided by the City to developers to reduce parking increases the opportunity to capture these additional benefits.

Again, we thank the Planning Commission for its leadership in this important undertaking and for considering our comments.

Sincerely,

Leonard McGhee
Bellevue-Redmond Segment Manager
East Link Project

c. LDCC

OPUS

THE OPUS GROUP
ARCHITECTS
CONTRACTORS
DEVELOPERS

OPUS NWR DEVELOPMENT, L.L.C.
*A member of The Opus Group*
Sunset Corporate Campus
13920 SE Eastgate Way, Suite 250
Bellevue, WA 98005
Phone: 425-467-2700
Fax: 425-467-2701

(41)

May 28, 2008

Jennifer Robertson, Chair
Bellevue Planning Commission
Bellevue City Hall
450 110th Avenue NE
Bellevue, WA 98004

Re: Bel-Red Proposed Comprehensive Plan and Zoning

Dear Chair Robertson and Planning Commissioners:

Opus Northwest, L.L.C. is working with Walgreen Company, the owner of the property at Bel-Red Road and 156th Avenue NE where the Uwajimaya store has been located for many years. We are excited by the vision for an increase in the allowed density of development within the Bel-Red corridor, and the potential that offers to revitalize the area, and enable support for transportation systems. Your efforts are to be commended given our increasing cost of transportation and our need to reduce vehicle trips.

We have reviewed the Bel-Red Subarea Land Use Code Amendments Draft of April 11, 2008 and have several concerns which are outlined in this letter.

**Timing:**
The aggressive timeline to pass a new ordinance for this subarea is sincerely appreciated, however, we believe the time required to study the public comments, and revise the current draft with equitable and consistent attention to the interests of all property owner and business occupants will be significant. We recommend the commission revise its schedule and take the time necessary to create a new ordinance that will encourage development in the near future and allow the corridor to become a compact area for office, residential, retail and rapid transit – the broad urban village we all envision. We are ready to develop now, but the proposed zoning and fees are significant disincentives to development in general, which may well result in future development containing single story retail structures only.

**Infrastructure:**
Development of the area will require infrastructure. The new jobs and retail businesses will benefit those living in the corridor and others throughout Bellevue who will enjoy a reduced commute. The broader City Capital Improvement Plan funds should be used to fund a major portion of the infrastructure cost because more than just those who live or work in the corridor will benefit and those others should also contribute to the solution.

All means and methods need to be explored for the construction and funding of the infrastructure. The City should consider issuing Road Bonds, Park Bonds and the use of Local Improvement Districts. Also, tough questions must be asked and answered as to the best and least costly approach to the delivery of the needed

OPUS

infrastructure. The public/private delivery system such as the one used for the new Narrows Bridge in Tacoma should possibly be considered. The infrastructure must be designed to accommodate the long term growth of the area.

**Transportation:**
Convenient public transportation to reduce impacts from the automobile is an appropriate goal if the ultimate desire is to create a dense urban village, or villages, in the corridor. Wide transportation corridors, between 150 feet to 200 feet, that separate buildings even with islands for pedestrians, will be too wide. Pedestrians will not attempt to go from one side to the other. This will be similar to building Aurora Avenue through the middle of the Bel-Red Corridor. The streets need to be narrow with parking along the sides and planting strips with trees – Portland has some fine examples. The distance between the corners of the blocks at the intersections needs to be short so the pedestrian can quickly cross the lanes of traffic.

We need to consider our "carbon footprint" and what we are doing to minimize it. The sketches for the wide corridor along 15/16$^{th}$ give the impression that the use of the private vehicle and fast travel is encouraged. This should not be encouraged through the center of the villages.

The cost of transportation is changing our way of travel and will continue to alter what we now know. The future will not be multitudes of private automobiles. It will be different and the comp plan should anticipate the future and plan accordingly.

Parking for the commuter systems (trains or busses) needs to be addressed. These structures should be located near the stations at either end of the corridor and away from the central core of the village or villages.

**Density:**
I have read where the Bel-Red corridor is twice the geographic size of the Bellevue central business district with 8.5 million square feet of commercial space and twice the size of the Microsoft campus with 10 million square feet of commercial space. The proposed comp plan allows for only 4.5 million square feet of new office and 5,000 residential units. Now is the time to ensure development of the area is not constrained with a low density allocation. We need to prevent sprawl by creating compact development with good design. Allowing greater floor area ratios (FARs) than proposed in the current plan will enable the Bel-Red corridor to absorb the growth that will occur in the future, and provide additional buildings to support the cost of the added infrastructure. The useful and economic life of offices and multi-family residential structures can be several decades. If low densities are built today, it will be many decades before it is economical to demolish and build to higher densities.

We all want to reduce our commute time. Allow greater densities of office and residential structures in close proximity to each other so many will be able to walk from home to work and to the retail and other activities in the central village or villages. The proposed FARs are too low. But the proposed "incentive fees" for creating even that density are prohibitive and will discourage such development and make it financially impossible to justify. Raise the base amount of FAR allowed and let the market determine the best density that can be economically rationalized. FARs of three, four and five should be considered at a minimum in some areas with the possibility to go higher with bonus provisions. Additional density will increase the tax base for the city.

OPUS

The BR-R zones are the closest to the office zones and should have some of the highest densities to place homes near the office. The proposed zoning and FAR base for this BR-R is too low.

The Base FAR level of 0.5 FAR combined with the proposed fees to achieve greater FAR will not work. If a site is developed within the areas where such a low base is proposed, the development will be forced to accept the base FAR, build single level buildings, and surface park the site. This is not the vision for the corridor.

Consider removing residential from the FAR requirement. Provide a height limit and street setbacks if necessary. Then let the developer determine what can be built that a renter or buyer will accept.

**Building heights:**
Buildings need to be tall to accommodate density/additional FAR. Allow taller buildings. The building codes, the market demand for space and willingness of office users and home owners to pay the rents will determine how tall the building will be. The building codes consider a building taller than 75 feet to be a high-rise and more stringent and costly construction is required thereby discouraging the additional density. Typically the residential market will not support the cost for construction between 75 feet and approximately 120 feet. An 85 foot height zone will not see buildings at 85 feet. Buildings must be taller than 120 feet to provide sufficient rentable square feet to offset the additional costs of high-rise construction, and such development may not be appropriate or warranted by the market.

**Trees:**
We all enjoy tree lined streets and parks with trees. Frequently codes do not allow the cutting of trees to accommodate development. It is difficult and costly to build around trees. The new code should encourage the placement of trees in new development in strategic locations on or off the site where all can enjoy their beauty. Planting strips along sidewalks provide locations for trees and give the pedestrian a sense of protection from the passing vehicles. We encourage you to consider urban tree solutions not suburban or rural requirements.

**Impact fees:**
The background assumptions and proposed fee payments to achieve greater density that have been proposed are flawed and will create a prohibition for the development of additional density. The fees are simply too high, and in some cases could be higher than the underlying land value. The result will be the construction of more warehouses, fast food retail or big box retailers such as a Best Buy where the building and all surface parking can be accommodated on the lot. This is not what the steering committee envisioned two years ago.

The assumptions made by Greg Easton of Property Counselors at the Planning Commission on April 23, 2008 do not represent the true cost of developing a retail or residential for rent project, and do not reflect the dynamics of changing market conditions which are far from static. A couple of examples are: 1) the construction cost for below grade parking is not $12,350 per stall; it is in the range of $38,000 per stall for two levels of below grade parking; 2) typical capitalization rate for new construction is not 5.5%; it is in the range of 6.5 % today and historically has been higher. Low, sub 6% capitalization rates have only been seen on existing older buildings that a converter believed could be fixed up and sold as condominium units. And, 3) developing residential and office projects is very risky; a developer must achieve a 17% to 20% profit on costs to offset the project risks not the 10% suggested. The residual value for the land is not the number indicated by Property Counselors.

OPUS

The City must find a different way to pay for the cost of the infrastructure.

**Affordable housing:**
Bellevue needs housing that is "affordable" to the workforce and for those earning less than the median income. It is needed in all parts of the city, not just in the corridor. Corridor developments should not be asked to carry this need alone. All development in Bellevue should have the same requirement to deliver affordable housing or should be able to contribute to an affordable housing fund managed by the City. The City in turn should work with developers who specialize in delivering affordable housing or subsidize affordable housing in the market rate buildings with surcharge funds received from the commercial developments.

**Underground or Structured parking:**
Below or above grade structured grade parking should be encouraged and incentivized with additional FAR or height. All parking is expensive and consumes space. Structured parking is very expensive and can not be leased or sold for enough to cover the cost. Parking in general, and structured parking both above and below grade specifically, contributes dramatically to the cost of housing, retail and office occupancy costs that is ultimately paid by occupants.

**Summary:**
In general the proposed plan, zoning and fees need substantial rework if the city wants to encourage development soon. There is a consistent lack of clarity and certainty in the draft; the developer will have a difficult time assessing the risk to move forward with land acquisition and design. We urge the commission and the planning staff to create zoning that incentivizes a developer to select the corridor and create the compact urban village.

Thank you for all the effort you and the staff have given to achieve the draft plan. We ask that you consider our comments and invite you to invite us to work with you to create the next draft. Please do not hesitate to contact us with any questions or comments.

Sincerely,
Opus Northwest, L.L.C.

Andy Taber
Senior Real Estate Director

Len Psyk
Real Estate Director

Cc: Matt Terry, Dan Stroh, Carol Helland, and Paul Inghram

Kemper Development Company

(42)

May 28, 2008

To the Planning Commission
City of Bellevue
450 110th Avenue NE
Bellevue, WA. 98004

RE: Bel-Red Corridor Subarea - Arterial Project List and Level of Service Standards

Honorable Chair and Commission Members:

My name is Bruce Nurse and I serve as Vice President of Transportation for Kemper Development Company located at 575 Bellevue Square, Bellevue, WA. 98004. Our Company as a property owner and developer in the Bellevue Central Business District has followed with interest the development of The Bel-Red Subarea Plan since the fall of 2006. We have maintained two primary interests.

First, of particular importance to us from the beginning was the concept of creating a plan for The Bel-Red Corridor that would compliment the CBD and not compete with the CBD. It seemed throughout the Steering Commission meetings that the concept of not competing with the CBD was maintained.

Second we have been very concerned that with developing and committing to a Subarea Plan for the Bel Red Corridor there would be a commitment in the Plan to improve the arterials sufficiently to avoid traffic congestion which would prevent any reasonable travel through the area during peak hours when the project is built out or assumed built out in 2030. This second concern needs further quantitative consideration by The Transportation Commission and Staff before recommending a Final Arterial Project List.

It is my understanding that the Staff has not to this date presented to the Transportation Commission, Planning Commission, or the Public an analysis for conditions in 2030 as a result of modeling the performance of the planned arterial improvements and including the land use planned by Redmond during the same time period. As you know Redmond chose the most aggressive alternative for

the Overlake/Microsoft Area expansion and Bellevue also choose very nearly the most aggressive alternative for development of Bel-Red. The tools for analyzing the area to determine whether or not adequate arterial capacity is planned exists within the City Transportation Planning Department and should be utilized before making a final decision on the proposed Arterial Project List.

Said in more detail the Commission does not know whether or not the planned arterial improvements in 2013 or 2030 will produce an average volume to capacity ratio greater or less than the CBD for the same years. Also, it is not known for 2030 what will be the level of service for specific intersections. In other words, how many intersections may function at level of service E or F and therefore require consideration of additional improvements.

When the City complies with traffic concurrency rules the above information is modeled, calculated, analyzed and reported to the Transportation Commission and City Council. It seems only reasonable that the planned Bel-Red Subarea be subjected to the same scrutiny before the Final Arterial Projects are adopted. This has not been done.

Finally, you are considering adopting an overall average Level of Service Standard for the Bel-Red Corridor at 0.95. This is the same as for the Bellevue CBD and Factoria yet Bel-Red is not to be developed to the same intensity or congestion level as the CBD or Factoria. It would seem reasonable that a standard for Bel-Red would be 0.85 and not equal to the Bellevue Downtown. This level of congestion will diminish if not eliminate the ability of travel between Overlake and the Bellevue CBD at peak periods. For these reasons we oppose the adoption of a 0.95 level of service standard for the Bel-Red Overlake Subarea. However, this decision should not be made until the detailed analysis is presented to the Transportation Commission, Planning Commission and City Council

Thank you for the opportunity to present our views concerning the arterial plans and levels of service for the Bel-Red Corridor.

Sincerely,

Bruce L Nurse

Bruce L. Nurse, Vice President – Transportation
Kemper Development Company
575 Bellevue Square
Bellevue, WA. 98004

(43)

**Todd R. Woosley**
**Hal Woosley Properties, Inc.**
**12001 N.E. 12th Street, Suite #44**
**Bellevue, Washington 98005**
**(425) 455-5730 #3**

May 28, 2008

Ms. Carol V. Helland
Environmental Coordinator
City of Bellevue
P.O. Box 90012
Bellevue, WA 90012

Re: Bel-Red Corridor Study Planning Commission PUBLIC HEARING Comments Regarding Sherwood Shopping Center and Brierwood Center

Dear Ms. Helland,

Thank you for the opportunity to comment on the Bel-Red Subarea *Draft Subarea Plan & Land Use Regulations & Related Amendments.* The City of Bellevue is to be complimented on the process the City is using to help shape the future of Bellevue's largest commercial area. We also understand that the most critical work is yet to be done.

Therefore, please accept these comments on the *Draft Subarea Plan & Land Use Regulations & Related Amendments* as part of our ongoing contribution to further refining and improving the study of the Bel-Red Corridor. Our forty continuous years of commercial property ownership, management and development experience in the area help provide the expertise on which the following comments are based.

ZONING:
The Planning Principles for the Bel-Red Corridor Study call for protection and enhancement of the area's economic vitality. A key component of this approach is supposed to be the protection of existing businesses. Specifically, the City has repeatedly stated that few, if any, non-conforming Uses will be created. In addition, the City has represented that existing Permitted Uses will continue in their allowed status.

However, this is not the case in the General Commercial (**GC**) zoning district proposed to be designated Bel-Red Commercial Residential (**BR-CR**). Please see the attached comparison of the current and proposed Permitted Uses.

We urge the City to restore all the Permitted Uses that are proposed to be restricted and/or eliminated from the **GC** zoning districts slated to be zoned **BR-CR.**

TRANSPORTATION:
We support cost-effective transportation investments in the Bel-Red Corridor. However, we are concerned about the significant increase in allowable congestion proposed. The .95 Level of Service (LOS) is too high. Only Bellevue's Central Business District will be as congested. Brierwood Center's main access at N.E. 12th Street and 120th Avenue N.E. is expected to experience the area's worst increase in congestion.

Therefore, we urge the City to revise the Bel-Red Corridor's LOS to a more tolerable .85.

In addition, we are concerned about the cost of the proposed infrastructure, and the fairness of the cost allocation. The costs are currently unaffordable ($450,000,000 / 912 acres = $500,000/acre!)

Therefore, we support broad-based funding sources for infrastructure improvements that benefit the entire area and beyond. Two major funding sources for Study, Right of Way and Construction funding should be pursued aggressively. These are:
1. Sound Transit Phase 1 Eastside Subarea funds (for the HCT Corridor), and
2. WSDOT funding for the eventual expansion of SR520 east of I-405

Most importantly, we oppose assessments on existing properties to pay for improvements that benefit new development. These types of assessments lower property values for properties that do not redevelop, which is counter to the planning principles adopted for the Corridor.

Finally, the emphasis on High Capacity Transit, and related station locations, is premature at best. Even with a successful Sound Transit Phase 2 vote, Light Rail is not planned to serve the Bel-Red Corridor for the next 20 years.

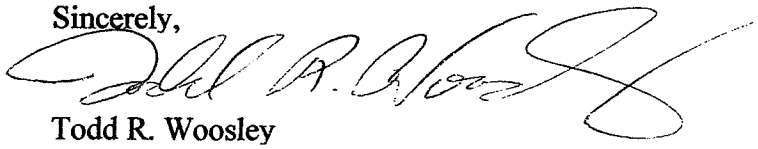
Therefore, the Study should recognize the fact that Bus Rapid Transit, along with local transit, is the mode of HCT that will serve the area.

BUILDING SIZE:
The feasibility of redeveloping an existing commercial property is directly related to the allowed building height and size. The **BR-CR** heights should be 75 feet (6 stories) and Floor Area Ratio 2.5 outright to allow for feasible redevelopment. The proposed 45 feet height and 0.5 FAR is completely unfeasible.

In addition, the policy of allowing greater heights and FARs should reflect actual, as well as future, transit stops. Considering that these will not be Light Rail stations in the 20-year planning time frame for this Study, Transit Oriented Development (aka Node) heights and FARs should be allowed at transit stops that currently exist. Please see the attached Maps for transit routes and stop information and locations.

The City's response, in the form of restoration of Permitted Uses, lower congestion levels, fair infrastructure financing methods, and TOD densities at actual transit stops, is eagerly anticipated.

Sincerely,



Todd R. Woosley

**Proposed Changes to Permitted Uses in Bellevue's Land Use Code for areas currently zoned General Commercial (GC) that will be designated Bel-Red Commercial Retail (BR-CR)**

| STANDARD LAND USE CODE REFERENCE | LAND USE CLASSIFICATION | CURRENT PERMITTED USES General Commercial (GC) | PROPOSED PERMITTED USES • Bel-Red Commercial Residential (BR-CR) |
|---|---|---|---|
| | **RESIDENTIAL** | | |
| 1 | Single Family Dwelling | S | P 2, 3 |
| | 2 – 4 du/structure | | P 3 |
| | 5 + du/structure | | P 3 |
| | Congregate Care Senior Housing (1) | | P |
| 6516 | Nursing Home (1) | | P |
| | Assisted Living | | P |
| | Accessory Dwelling Unit (4) | S | P |
| | | | 2=min. 10 du/ac |
| | | | 3=live work? |
| | | | |
| | **MANUFACTURING** | | |
| 21 | Food & Beverage Products Mfg. (3) | S | P 4 |
| 22 | Textile Products | | P 4 |
| 23 | Apparel, Fabric, Accessories and Leather Goods | S | P 4 |
| 25 | Furniture and Fixtures | S | P 4 |
| 26 | Printing, Publishing and Allied Industries | P | ***NOT ALLOWED*** |
| 321<br>322<br>324<br>325<br>327 | Light Stone, Clay, and Glass Products Mfg; Glass, Pottery and China Ceramic Products, Stone Cutting and Engraving (except Concrete Batch Plant) | P | P 4 |
| 329 | Handcrafted Products | P | P 4 |
| 3427 | Computers, Office Machines and | P | ***NOT ALLOWED*** |

| | | | |
|---|---|---|---|
| | Equipment | | |
| 3422<br>3434<br>3435<br>3436<br>3437 | Electrical Equipment: Appliances, Lighting, Radio, TV Communications, Equipment and Components Parts | S | ***NOT ALLOWED*** |
| 3491<br>3492<br>3493<br>3495<br>3497 | Fabricated Metal Products: Containers, Hand Tools, Heating Equiipment, Screw Products, Coating and Plating | S | ***NOT ALLOWED*** |
| 35 | Measuring, Analyzing and Controlling Instruments, Photographic, Medical and Optical Goods; Watches and Clocks | S | P 4 |
| 3997 | Signs and Advertising Display | S | ***NOT ALLOWED*** |
| 3999 | Misc. Light Fabrication Assembly and Mfg. Not Elsewhere Classified | S | ***NOT ALLOWED*** |
| | | | 4=not to exceed 20,000 |
| | | | |
| | **Transportation & Utilities** | | |
| 42<br>4291 | Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters | P | ***NOT ALLOWED*** |
| | Motor Vehicle Transportation: Maintenance Garages and Motoer Freight Services | C | ***NOT ALLOWED*** |
| 43 | Aircraft Transportation: Airports, Fields, Terminals, Heliports, Storage and Maintenance | C | ***NOT ALLOWED*** |
| 46 | Auto Parking | C | ***NOT ALLOWED*** |

| | | | |
|---|---|---|---|
| | Commercial Lots and Garages (5) | | |
| | Park & Ride (6) | C | 4 |
| 475 | Radio and Television Broadcasting Studios | P10 | ***NOT ALLOWED*** |
| 485 | On and Off-Site Hazardous Waste Treatment and Storage | A | ***NOT ALLOWED*** |
| | | | 4=not permitted in BR-R district |
| | | | |
| | **Wholesale and Retail** | | |
| 51 | Wholesale Trade: General Merchandise, Products, Supplies, Materials and Equipment except the following | P | P 2 |
| 5111<br>5156<br>5157<br>5191<br>5192 | Wholesale Trade: Motor Vehicles, Primary and Structural Metals, Bulk Petroleum | C | E |
| 53 | General Merchandise: Dry Goods, Variety and Dept. Stores (Retail) | | P |
| 5511 | Autos (Retail), Motorcycles | P | P 7 |
| | Trucks, Recreational | P | P 2 |
| | Boats (Retail) | P | P 2 |
| 552 | Automotive and Marine Accessories (Retail) | P | P 2 |
| 59 ? | Adult Retail Establishments (10) | | P |
| 5999 | Pet Shop (Retail, and boutique boarding Grooming) (12) | P 26<br>(only grooming) | P |
| | Computers and Electronics (Retail) | P 12<br>(subordinate to sales) | P |
| | | | 2=no greater than 20,000 sq. ft.<br>7=LUC 20.25D.090 |
| | | | |

| | **Services** | | |
|---|---|---|---|
| 6241 | Funeral And Crematory Services | | E |
| 6262 | Cemeteries | C | ***NOT ALLOWED*** |
| 629? | Adult Day Care | | P |
| 637 | Warehousing, and Storage Services, excluding stockyards | P | ***NOT ALLOWED*** |
| 639 | Rental and Leasing Services: Cars, Trucks, Trailers, Furniture and Tools (5) | P | E |
| 649 | Repair Services: Watch, TV, Electrical, Computer, Upholstery | P | P 7 |
| | Professional Services: Medical Clinics and Other Health Care Related Services | P | P 7 |
| | Professional Services: Other | P | P 7 |
| 6513 | Hospitals | C | ***NOT ALLOWED*** |
| 66 | Contract Construction Services: Building Construction, Plumbing, Paving and Landscape | P | ***NOT ALLOWED*** |
| 671 | Governmental Services: Executive, Legislative, Administrative and Judicial Functions | | A |
| 672 | Governmental Services: Protective Functions and Related Activities Excluding Maintenance Shops | C 10 | A |
| 674<br>675 | Military and Correctional Institutions | C | E |
| 682 | Universities and Colleges | P | ***NOT ALLOWED*** |
| 691 | Religious Activities | P | A |
| 692 (A) | Professional and Labor Organizations | P | A |

| | | | |
|---|---|---|---|
| | Fraternal Lodge | | |
| 692 (B) | Social Service Providers | P | P 7 |
| | Administrative Office | P | P 12 |
| | | | 7=20,000 sq. ft. or less<br>12=Limited to 0.5 FAR |
| | | | |
| | **Cultural Entertainment and Recreation** | | |
| 711 | Library, Museum | | P |
| 7113 | Art Gallery | | P |
| 7212<br>7214<br>7222<br>7231<br>7232 | Public Assembly (Indoor): Sports, Arenas, Auditoriums and Exhibition Halls but excluding School Facilities | | A |
| 7212<br>7214<br>7218 | Motion Picture, Theaters, Night Clubs, Dance Halls and Teen Clubs | | P |
| 7213 | Drive-In Theaters | C | ***NOT ALLOWED*** |
| 7223<br>73 | Public Assembly (Outdoor): Fairgrounds and Amusement Parks, Miniature Golf, Golf | C | A |
| 7411<br>7413<br>7422<br>7423<br>7424<br>7441<br>7449 | Recreation Activities: Golf Courses, Tennis Courts, Community Clubs, Athletic Fields, Plan Fields, Recreation Centers, Swimming Beaches and Pools (5) | C | A |
| 7414<br>7415<br>7417<br>7425<br>7413 | Recreation Activities: Skating, Bowling, Gymnasiums, Athletic Clubs, Health Clubs, Recreation Instruction | P3<br>No athletic clubs | P |
| 7491 | Caming Sites and Hunting Clubs | C | E |
| | Private Park | P | A |

King County

Metro Online

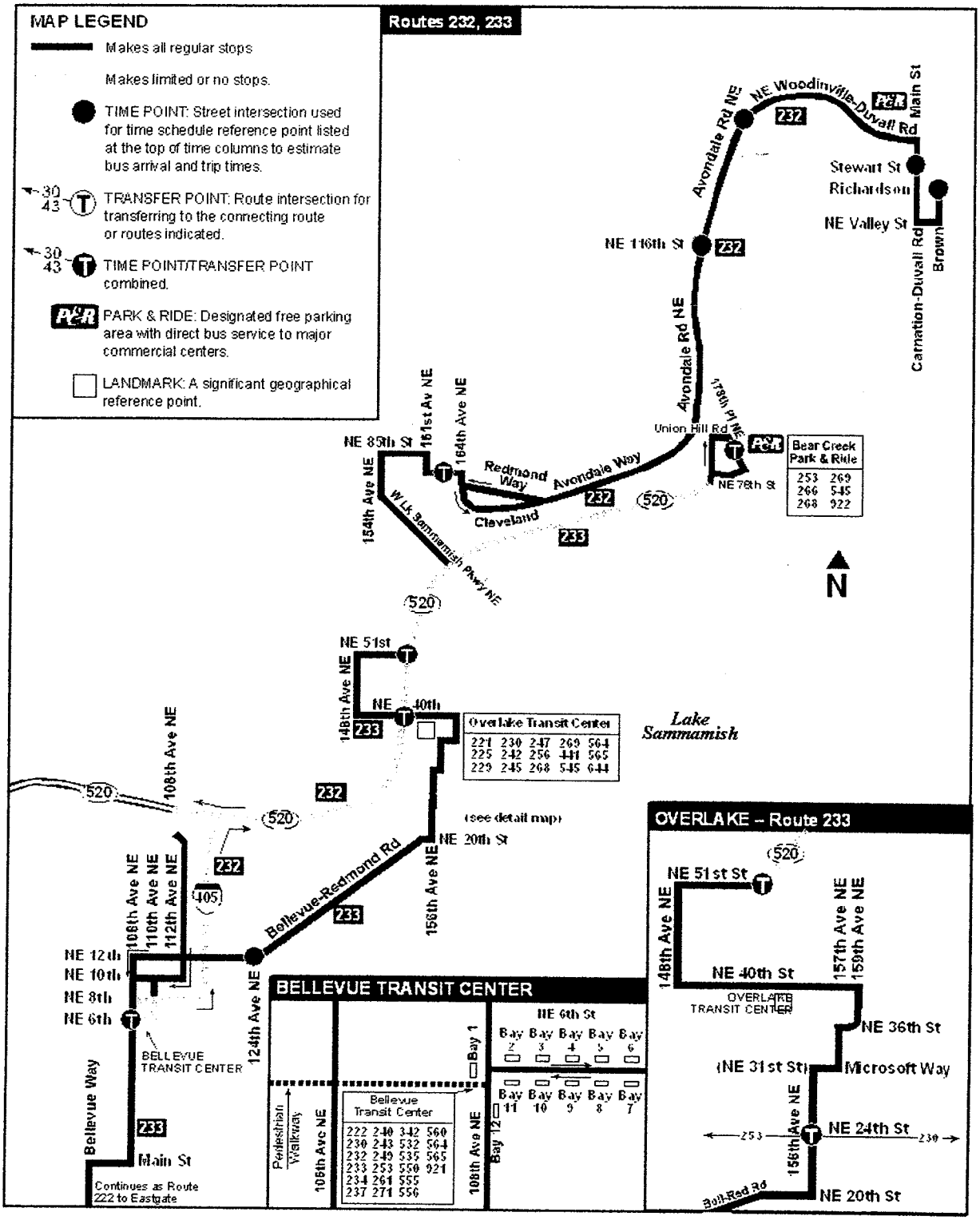
Trip Planner | Pass Sales | Timetables

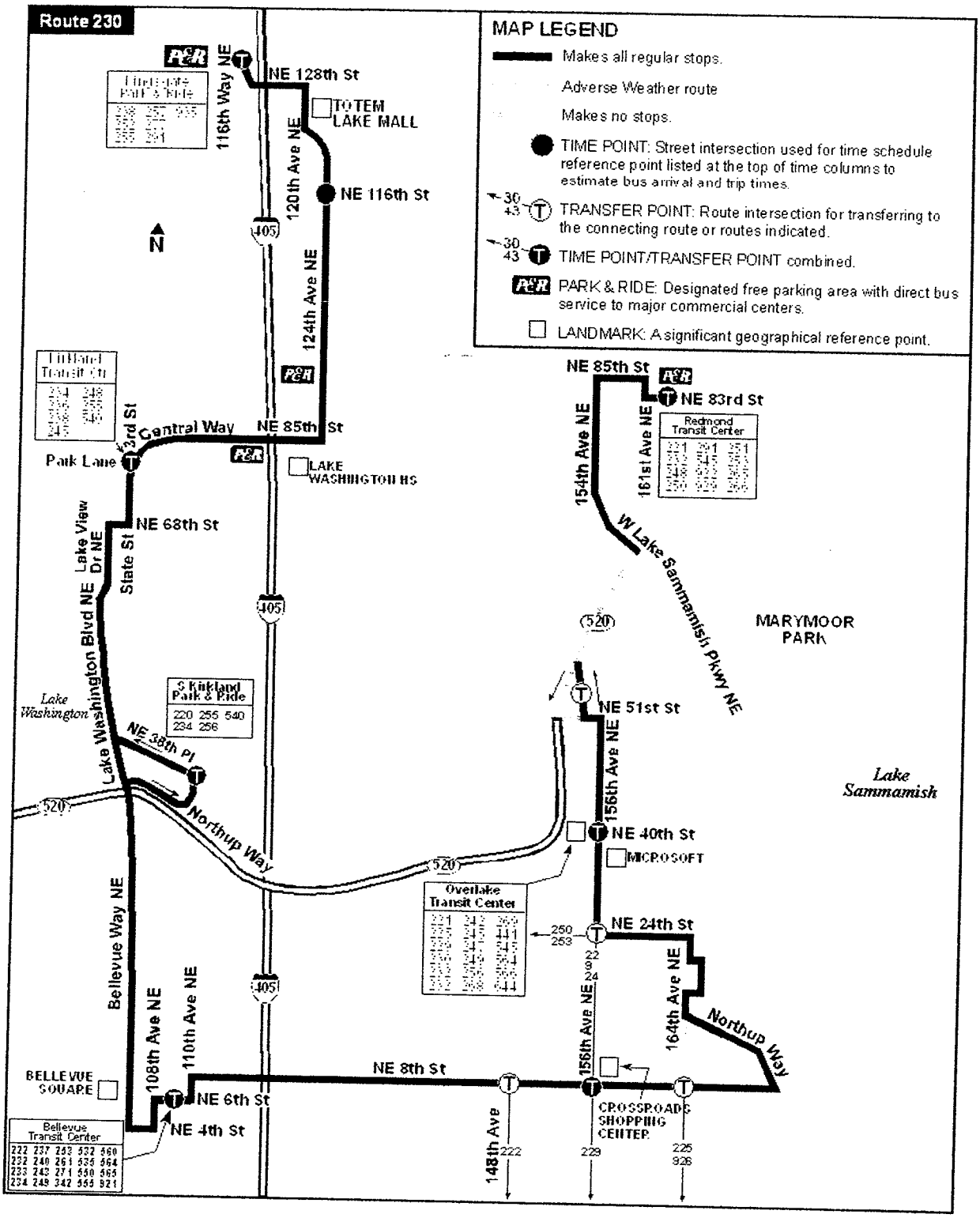
You are in: > > Route Map

- Metro Online Home
- Travel Options
- Route Map
- Updates
- Programs
- Customer Services
- About Metro
- Site Map

Route Map

Weekday | Saturday | Sunday




Route 230
MAP LEGEND
Makes all regular stops.
Adverse Weather route
Makes no stops.
TIME POINT: Street intersection used for time schedule reference point listed at the top of time columns to estimate bus arrival and trip times.
TRANSFER POINT: Route intersection for transferring to the connecting route or routes indicated.
TIME POINT/TRANSFER POINT combined.
PARK & RIDE: Designated free parking area with direct bus service to major commercial centers.
LANDMARK: A significant geographical reference point.
NE 128th St
116th Way NE
TOTEM LAKE MALL
120th Ave NE
NE 116th St
124th Ave NE
NE 85th St
Central Way
3rd St
Park Lane
LAKE WASHINGTON HS
NE 68th St
Lake View Dr NE
State St
Lake Washington Blvd NE
NE 38th Pl
Northup Way
Bellevue Way NE
108th Ave NE
110th Ave NE
NE 6th St
NE 4th St
BELLEVUE SQUARE
Bellevue Transit Center
222 237 263 532 560
232 240 261 535 564
233 242 271 550 565
234 248 342 565 921
S Kirkland Park & Ride
220 255 540
234 256
Overlake Transit Center
NE 85th St
NE 83rd St
Redmond Transit Center
154th Ave NE
161st Ave NE
W Lake Sammamish Pkwy NE
MARYMOOR PARK
NE 51st St
156th Ave NE
NE 40th St
MICROSOFT
NE 24th St
164th Ave NE
Northup Way
NE 8th St
148th Ave
CROSSROADS SHOPPING CENTER
Lake Sammamish
405
520

# King County Metro Transit Trip Planner
## Itineraries from
## 12001 NE 12TH ST to MICROSOFT CORPORATION-REDMOND WEST
## (Service on Wednesday, 5/21/08)

**Send Feedback About These Results**

**Plan Return Trip** **Revise Original Entries**

## Itinerary #1

Walk E from 12001 NE 12TH ST to

| | | | |
|---|---|---|---|
| **Depart** | NE 12th St & 120th Ave NE | At 08:27 AM | On Route MT 233 Bear Creek Park and Ride |
| **Arrive** | NE 51st St & 148th Ave NE | At 08:46 AM | |

Walk 0.1 mile NW to MICROSOFT CORPORATION-REDMOND WEST

**$ 1.75** **$ 0.50** About Fares and Transfers

## Itinerary #2

Walk E from 12001 NE 12TH ST to

| | | | |
|---|---|---|---|
| **Depart** | NE 12th St & 120th Ave NE | At 08:27 AM | On Route MT 233 Bear Creek Park and Ride |
| **Arrive** | 148th Ave NE & NE 40th St | At 08:44 AM | |

Walk 0.1 mile SE to

| | | | |
|---|---|---|---|
| **Depart** | NE 40th St & 148th Ave NE | At 08:55 AM | On Route MT 221 Redmond Transit Center |
| **Arrive** | 148th Ave NE & NE 51st St | At 09:01 AM | |

**$ 1.75** **$ 0.50** About Fares and Transfers

## Itinerary #3

Walk 0.3 mile S from 12001 NE 12TH ST to

| | | | |
|---|---|---|---|
| **Depart** | NE 8th St & 120th Ave NE | At 08:24 AM | On Route MT 230 Redmond |
| **Arrive** | SR 520 Ramp & NE 51st St | At 08:49 AM | |

Walk 0.4 mile W to MICROSOFT CORPORATION-REDMOND WEST

**$ 1.75** **$ 0.50** About Fares and Transfers

Plan New Trip | Plan Return Trip | Revise Original Entries

**To change this Trip Plan, select the *Revise Original Entries* link.**

**Investigate alternatives to transit such as VanShare and carpooling**

---

(44)

Planning Commission Bel-Red Public Hearing
May 28, 2008

- Good evening, my name is Sue Baugh. My home address is [redacted] SE, Bellevue, WA 98006. I served as a member of the Bel-Red Steering Committee.

- I've tracked your work and the work of the other four boards and commissions since last September when we handed our final report to the City Council. Thank you for your very diligent and thoughtful examination of how best to implement the vision developed for Bel-Red.

- It's been a fast timeline, I known. This is one of the largest projects Bellevue has ever undertaken and, next to the downtown plan, probably will have the greatest impact on this city's future. For that reason the Steering Committee was very interested in getting the vision implemented sooner rather than later. This is not a plan that was meant to sit on the shelf for the next five or ten years. You and the staff are doing your part to make that happen by working so hard over the past 8 months. Thank you.

- The Steering Committee envisioned an emerging Bel-Red that would be a dense, lively, smart-growth, urban neighborhood built around solid transit area development principles including concentrating growth in nodes around transit stations. We used market studies available to us at the time which actually may have underestimated the residential and commercial growth potential for this area.

- I've reviewed the proposed Comprehensive Plan and Land Use Code amendments and am concerned that, if adopted as is, these codes will not produce the kind of development necessary to implement our Bel-Red vision. The base FAR of .5, tiered incentive system and limiting the FAR in nodes to .5 until transportation funding is identified will likely result in either no development in the near term or low density development, both of which are counter to the Steering Committee's vision for the Bel-Red area.

- Bel-Red implementation is an expensive proposition - $450M over the next 20 years. There is some notion that the Steering Committee said "...new growth should pay for new amenities." However, if we expect early developers to underwrite a disproportionate amount of the public amenities – all of the parks and streams, for example – development and implementation may take years. That would be a lost opportunity.

- The fact is real estate development is difficult and very risky. It only looks "easy" when the project is complete and thriving. A development has to "pencil". It has to make financial sense such that the developer will risk

undertaking a project. When the cost structure/risk increases to an unacceptable level, development stops.

- The redevelopment of the Bel-Red is an historical opportunity the likes of which may never again present itself in Bellevue. Please take the time to listen to and work with early developers to ensure that the regulations and codes put in place will allow implementation of the vision sooner rather than later.

- Thank you again for your continued work – I know you have more to do. The Steering Committee worked for two years on what we believe is a very exciting vision for the future of Bel-Red and the City of Bellevue. Having this vision successfully implemented with codes and regulations that work for the city and facilitate responsible developers is what we are all most interested in now.

BELLEVUE DOWNTOWN ASSOCIATION

(45)

May 28, 2008

Paul Inghram
Comprehensive Planning Manager
City of Bellevue
PO Box 90012
Bellevue, WA 98009

**RE: Draft Bel-Red Subarea Plan, Land Use Code and related amendments**

Dear Paul:

After careful review of the draft Bel-Red planning documents, the Bellevue Downtown Association (BDA) would like to share input to help guide the Planning Commission and City Council in its continued deliberation on this effort.

We commend the thoughtful and collaborative process followed by the Steering Committee, Commissioners and City staff to arrive at this point with the draft Subarea Plan. In general, the BDA supports the Bel-Red preferred alternative recommended by the Steering Committee. Our comments below reflect both agreement with the plan's general direction and concern for how the City achieves its vision.

The BDA supports the Bel-Red Subarea Plan's major goal "to develop a sustainable urban development pattern that dramatically reshapes the future of the Bel-Red Subarea, while allowing the area to transition gracefully from its past." We also recognize the City's need to deliver an increasing array of housing options, transportation improvements and amenities that will help define our City's long-term economic, cultural and environmental success.

The draft Plan's conclusion that new growth (housing specifically) in Bel-Red should be concentrated in nodes and adjacent to transit options rests on sound policy rationale for mobility, access and surrounding neighborhood protection. Importantly, the draft polices and land use plan adhere to the principle of *complementing* (not competing with) Downtown Bellevue.

City Commissioners and staff should take the time needed and evaluate carefully the concerns of developers when revising the code in Bel-Red and Downtown. In order to stimulate the development necessary to keep up with growth and to realize the Bel-Red vision, sufficient benefits must be placed into the Code to provide incentives for development. Attempting to place infrastructure burdens on developers will only assure that development does not occur. Continued growth is a benefit to the entire City, and as such, infrastructure costs in growth areas should be shared citywide.



500 108th Avenue NE, Suite 210 • Bellevue, WA 98004 • 425-453-1223 • Fax 425-646-6634 • www.bellevuedowntown.com

BOARD OF DIRECTORS

CHAIR
Jill Ostrem*
GROUP HEALTH

CHAIR ELECT
Tom Woodworth*
SCHNITZER WEST

IMMEDIATE PAST CHAIR
Warren Koons*
DAVIS WRIGHT TREMAINE LLP

TREASURER
Ronald Rauch*
CLARK NUBER, PS

PRESIDENT
Leslie Lloyd

MEMBERS
Leo Backer*
WASHINGTON PARTNERS

Richard Bangert II
PACCAR, INC.

Shiv Batra
INCA ENGINEERS

Sue Baugh*
CUSHMAN & WAKEFIELD, INC

Brian Brand*
BAYLIS ARCHITECTS

Stephen Burnett
U.S. BANK

Christa Chambers
KEYBANK REAL ESTATE CAPITAL

Al Close
SYMETRA FINANCIAL

Dennis Conrad
SWEENEY CONRAD

Mark D'Amato
DCI ENGINEERS

Randy Daniels
BANK OF AMERICA

Scott Eaton
GERDING EDLEN DEVELOPMENT

Kemper Freeman Jr.*
KEMPER DEVELOPMENT

Alan Fulp
CHARTER BANK

Stacy Graven*
MEYDENBAUER CENTER

Gary Guenther
GVA KIDDER MATHEWS

Charlie Hafenbrack
GLY CONSTRUCTION

Craig Hendrickson
OVERLAKE HOSPITAL

Ralph Iboshi
KPFF CONSULTING ENGINEERS

Ross Jacobson
WILLIAMS KASTNER & GIBBS

Gregory Johnson
WRIGHT RUNSTAD & COMPANY

Richard Leider*
TRINITY REAL ESTATE

Bob MacMillan
MACMILLAN ASSOCIATES CONSULTING

David Milloy
CB RICHARD ELLIS

Grant Ringel
PUGET SOUND ENERGY

Lisa Rowe
BENTALL CAPITAL

Jill Scheuermann
STERLING SAVINGS BANK

David Schooler
STERLING REALTY ORGANIZATION

Mitchell Smith
MULVANNY/G2 ARCHITECTURE

Jim Stanton
MICROSOFT

David Sturtevant
CH2M HILL

John Su*
SU DEVELOPMENT

Troy Thompson
WASATCH DEVELOPMENT ASSOCIATES

Rick Tupper
COURTYARD BY MARRIOTT

Stu Vander Hoek*
VANDER HOEK CORPORATION

Kevin Wallace*
WALLACE PROPERTIES, INC.

EX-OFFICIO
Stephanie Mapelli
LEADERSHIP EASTSIDE

Betty Nokes
BELLEVUE CHAMBER

Steve Sarkozy
CITY OF BELLEVUE

*Executive Committee*

The BDA's greatest area of concern rests with our transportation and mobility future and the tradeoffs in funding existing priorities in adopted plans, such as the Downtown Implementation Plan versus the City's ability to pay for the future improvements needed to support the Bel-Red vision.

Before major development proceeds in Bel-Red, the City should identify a funding strategy for the long overdue infrastructure improvements in the Downtown. The Bel-Red Plan creates a new list of unfunded priorities, and we still have not seen a coherent strategy for funding the infrastructure components of the DIP.

While the Downtown is thriving from the standpoint of employment and housing growth, all consistent with the DIP, public investments and implementation of key infrastructure projects still lag far behind. Our members have indicated a great sense of urgency to fund the transportation infrastructure necessary to address the current growth, much less the planned growth for Downtown and Bel-Red.

We recognize the importance of the Bel-Red corridor in addressing the City's long-term future growth. At the same time, we must find answers to the present day issues we face in the Downtown.

Sincerely,

Jill Ostrem

Jill Ostrem, BDA Chair

Leslie Lloyd

Leslie Lloyd, BDA President