Appendix A
Bel-Red Corridor Project SEPA Scoping Report

SEPA Scoping Report
Bel-Red Corridor Project
February 2006

Introduction

During November and December 2005, the City of Bellevue conducted a public and agency scoping process under the State Environmental Policy Act (SEPA) for the environmental impact statement (EIS) on the proposed long-range land use and transportation vision for the Bel-Red Corridor Project. The Bel-Red Corridor Project area is bounded by SR 520 on the north, I-405 and 116th Avenue NE on the west, the south side of parcels along Bel-Red Road on the south, and 148th Avenue NE on the east. It also includes a small eastern triangle bounded by Bel-Red Road, NE 20th Street, and 156th Avenue NE. During the scoping period, the City solicited comments from interested individuals, agencies, and organizations. State law requires that these comments be considered in developing the EIS alternatives, study requirements, and mitigation measures.

This report begins by briefly describing the proposed action. It then summarizes the regulations that govern the scoping process and the purpose of the process as defined by state statutes and agency guidance. This is followed by a discussion of how the Bel-Red Corridor Project SEPA scoping process was conducted with respect to these regulations. Numerous comments were received at the public open house and via mail and e-mail during the open scoping period. Attachment A contains copies of the written comments received and a summary of the comments received at the public open house.

Description of the Proposed Action

In 2004, the Bellevue City Council adopted a Comprehensive Plan update, as required by the Washington State Growth Management Act. The Land Use Element of the updated Comprehensive Plan identifies the overall Bel-Red/SR 520 area as one of the City's four major employment centers (along with Downtown Bellevue, Factoria/Eastgate, and the 116th/Bellefields area). The plan recognizes that while Downtown Bellevue is the City's primary growth center, all four employment centers have significant concentrations and numbers of employees and are important to the City's overall economy.

The purpose of the Bel-Red Corridor Project is to develop a preferred long-range (2030) land use and transportation vision for the Bel-Red corridor. It will coordinate land use and transportation planning to support future development and redevelopment. The project will evaluate alternatives for implementing increased development densities of differing land use types, coupled with supporting transportation system changes such as arterial roadway improvements, high-capacity transit routes and stations, and upgrades to the non-motorized transportation system. It will also identify potential community amenities, such as parks and community facilities, and environmental assets that would be needed to implement the preferred vision.

An important component of the project will be identifying a preferred high-capacity transit HCT) route and stations for the study area. Sound Transit is currently engaged in Phase 2 planning for HCT system expansion in East King County. A route beginning in downtown Seattle and running through downtown Bellevue, the Bel-Red corridor, and Overlake to downtown Redmond is one of the options under study for inclusion in the Phase 2 program. A vote on potential expansion could occur as early as November 2006. This project offers an opportunity for Bellevue to shape how HCT could improve mobility within the corridor while supporting desirable land use changes. The City is committed to providing ongoing public involvement activities throughout the EIS process to ensure that affected stakeholder groups are informed about the project and have an opportunity for meaningful review and input.

Regulatory Background of Scoping

Scoping is a process defined by the State Environmental Policy Act to determine the content, or "scope," of an EIS. Scoping follows the SEPA lead agency's "determination of significance," the official decision that a proposed project may have significant environmental impacts and will require an EIS to assess these impacts. Issuance of the determination of significance (known as a DS) begins the formal scoping process. The City of Bellevue's Department of Planning and Community Development is the SEPA lead agency for this proposal.

Scoping identifies the elements of the environment which may be impacted by a project, possible alternatives, and mitigation measures. The process allows input on these issues from the public, other agencies, and Indian tribes. Information gathered during scoping is used to determine what studies will be conducted during preparation of the EIS and what alternatives the studies will evaluate.

The state regulations governing the scoping process are contained in Section 197-11 of the Washington Administrative Code (WAC). This section, known as the "SEPA Rules," implements the State Environmental Policy Act, Chapter 43.21C of the Revised Code of Washington. Because the Bel-Red Corridor Project integrates planning under the Washington State Growth Management Act with SEPA environmental review, it follows the requirements of WAC 197-11-210, which the City of Bellevue has adopted by reference as part of its Environmental Procedures Code (Chapter 22.02 of the Bellevue Municipal Code). This section of the SEPA Rules is quoted below:

> **WAC 197-11-210, SEPA/GMA integration.** (1) The purpose of WAC 197-11-210 through 197-11-235 is to authorize GMA counties/cities to integrate the requirements of SEPA and the Growth Management Act (GMA) to ensure that environmental analyses under SEPA can occur concurrently with and as an integral part of the planning and decision making under GMA. Nothing in these sections is intended to jeopardize the adequacy or require the revision of any SEPA or GMA processes, analyses or document deadlines specified in GMA.
>
> (2) GMA counties/cities may use the procedures of these rules to satisfy the requirements of SEPA for GMA actions. Other jurisdictions planning under GMA may also use these integration procedures.

(3) Environmental analysis at each stage of the GMA planning process should, at a minimum, address the environmental impacts associated with planning decisions at that stage of the planning process. Impacts associated with later planning stages may also be addressed. Environmental analysis that analyzes environmental impacts in the GMA planning process can:

(a) Result in better-informed GMA planning decisions;

(b) Avoid delays, duplication and paperwork in project-level environmental analysis; and

(c) Narrow the scope of environmental review and mitigation under SEPA at the project level.

For the Bel-Red Corridor Project, the City chose to use the "expanded scoping" process. Expanded scoping is defined in WAC 197-11-410, which states that its use is intended to promote interagency cooperation, public participation, and innovative ways to streamline the SEPA process. There are no specified procedural requirements for the methods, techniques, or documents that may be used in an expanded scoping process, in order to allow the SEPA lead agency to provide maximum flexibility to meet these purposes. However, the regulations offer some examples of ways that lead agencies can use expanded scoping to encourage and assist public participation. The City actively undertook several of these methods, including:

- Lengthening the time period allowed for submission of scoping comments.
- Using meetings and/or workshops to provide information and invite feedback on the project and the EIS scope.
- Distributing questionnaires and information packets about the project.
- Consulting with other agencies while the EIS is being prepared, rather than waiting for them to submit their comments on a completed document.

Bel-Red Corridor Project EIS Scoping Process

The City of Bellevue opened the scoping period on November 3, 2005, by mailing a Determination of Significance and scoping notice to the Department of Ecology. The City also published a notice of the Determination of Significance in the Weekly Permit Bulletin for the week of October 20, 2005, as well as issuing a News Release on November 3, 2005. A copy of the scoping notice is provided as Attachment B to this report. The scoping comment period closed on December 23, 2005.

A scoping meeting was held on November 9, 2005, from 5 to 8 p.m. at Stevenson Elementary School at 14220 NE 8th Street. Approximately 65 people attended. The meeting began with an open house where members of the public could review graphics representing the project area and the planning process, with City and consultant representatives on hand to answer questions. This was followed by a presentation on the project area and its key land use, transportation, and natural resource issues, along with the City's objectives for the project. After the presentation, participants formed several breakout groups to brainstorm ideas on what they like about the Bel-Red Corridor as it is today; what opportunities for

improvement are available in the area; and what main concerns and issues should be addressed in project planning and in the SEPA analysis.

The City also held two meetings with agency representatives that have an interest in redevelopment of the Bel-Red Corridor. A meeting was held on December 15, 2005 with staff from the Washington State Department of Ecology and the Washington State Department of Fish and Wildlife to discuss natural resource issues, particularly those related to water quality and fisheries. A meeting was also held on December 29, 2005 with representatives of the King County Transportation Department and the Washington State Department of Transportation to discuss issues related to transit service in the corridor.

Comments Received

A total of 36 written or e-mailed comments were provided to the City during the scoping period. Of these, 32 were from individuals and four from agencies. The City also recorded notes from the breakout sessions at the public open house/scoping meeting on November 9. Copies of the written comments received and the notes from the public open house/scoping meeting are provided in Attachment A to this report.

Many of the issues identified in the scoping comments fell into several broad categories: traffic, transit, land use/zoning, economic development, and transportation. Some of the common issues are summarized by category below.

Land Use / Zoning

- Allow for continued existence of smaller commercial service businesses in the study area; they serve the entire city and would be difficult to relocate
- Car lots do not fit with the desired character of the area
- Industrial uses don't seem to be appropriate now, except on a small scale
- Zoning needs to change in this area; the existing medical district should be allowed to expand, and densities similar to those in downtown Bellevue should be permitted to develop here
- Change the zoning to allow more intensive office uses and significant height allowances
- No high-rise buildings; maximum of two to three stories
- Increase zoning that will allow occupancy of human service agencies to serve Bellevue clients
- Provide housing to address the existing jobs/housing imbalance on the Eastside
- Provide affordable housing with retail
- Residential land use would be more appropriate on the west side of the Bel-Red area
- Do not allow the number of residential units to increase
- Keep urban sprawl away from existing adjacent neighborhoods

- Protect the neighborhoods to the north

Transportation

- Improve access to SR 520
- NE 20th Street should have direct access to SR 520
- Protect the existing adjacent neighborhoods from traffic; ensure that intensified Bel-Red development doesn't worsen congestion on 148th
- Maintain Bel-Red Road as a major east-west route to limit effects of spill-over traffic on adjacent areas
- Improve east-west streets to relieve traffic on NE 20th Street and Bel-Red Road
- Develop local circulation by improving east-west connections; allow for movement within the Bel-Red area without needing to use major streets for access
- Consider adding bicycle and pedestrian facilities, as the area is now significantly underserved by them
- Need more complete and local street system for circulation and sub-regional/city wide connectivity
- Improve existing streets and add sidewalks

Transit

- Consider high-capacity transit (HCT) and park-and-ride facilities
- It doesn't make sense to run transit through the area; HCT should stay in the I-405/SR 520 corridor
- Need for a truly grade-separated transit mode, otherwise it [transit] won't be as effective
- Monorail would be cheaper to build and would have less impact than bus rapid transit (BRT) and light rail
- Do not increase the capacity of existing streets; instead provide a more effective mass transit system in this area
- The City is prematurely, and with no justification, committed to routing a light rail system from downtown to Overlake
- Use transit as the basis for developing mixed-use areas around stations
- Bring transit from other areas into Bellevue
- Improve bus service to doctors' offices, human services, and community centers

Natural Resources

- Restore/rehabilitate wetlands and streams in the area; improve fish habitat

- Enhance streams around Lake Bellevue
- Daylight natural streams for salmon
- Make wetlands a refuge for wildlife
- The amount of open space, forested lands, wetlands, water, recreation, and quiet should be taken into consideration

Economic Development

- Build community and commercial success
- Encourage private-sector investment to meet long term objectives
- First priority should be economic development
- Keep new developed areas affordable so businesses now in the corridor can remain or relocate there
- Support industries such as biological products for health related drug and equipment developments as well as software development

Recreation

- Park space needs to be established, purchased, and preserved as part of the area's redevelopment
- Create another park with baseball and/or soccer fields
- Look for open space and green space opportunities
- Create turf sports fields; these would mix well with light industrial uses

Attachment A

Scoping Comments

King County
METRO

Metro Transit Division
Service Development Section

Department of Transportation

King Street Center, KSC-TR-0426
201 South Jackson Street
Seattle, WA 98104-3856

January 11, 2006

Kevin McDonald, Senior Planner
City of Bellevue Transportation Department
301 116th Ave S.E., #100
P.O. Box 90012
Bellevue WA 98009-9012

Dear Mr. McDonald:

Thank you for meeting with King County Metro Transit (Metro) planners on Thursday, December 29, 2005, to discuss the Bel-Red Corridor Project. This letter covers several King County interests that were discussed during the meeting which we would like to reinforce. Metro supports the objectives of the study, both to ensure land use developments are consistent with an area-wide plan and promote mixed use land uses and a transportation infrastructure that encourages walking as well as transit use.

Since the project is beginning without set alternatives, it is difficult at this stage of the project to know what issues or impacts will be of concern to Metro. Without having defined land use options, we are not yet in a position to suggest specific transportation improvements that should be considered. We would appreciate the opportunity to again engage in the process at the following two points:

- Once land use options have been fleshed out, we would like to be involved in developing transportation alternatives and to assess any impacts on Metro or other King County property and operations, and

- Once the transportation analysis has been conducted, we would appreciate the opportunity to comment on the analysis and proposed transportation recommendations.

Areas we addressed at the meeting that we would like to make sure the study addresses include:

1. Metro Transit has two bus operating bases in the area, East and Bellevue, on opposite sides of 124th Avenue N.E. Their capacity and operating effectiveness need to be maintained, and potentially expanded to serve the growing need for transit service in Bellevue and East King County. Their current location provides good access to Bellevue, Overlake, and freeways. Short and efficient deadhead routing is essential to cost-effective service provision.

2. Metro Transit strongly supports an improved sidewalk and street grid necessary for pedestrians to access transit service. The area's street grid is sparse and many streets lack pedestrian facilities. Most bus riders in Bellevue walk to a bus stop.

3. Transit flow is dependent upon design and operation of arterials including their levels of congestion and levels-of-service (LOS) at intersections. Transit is more heavily used and less costly to provide when transit vehicles are protected from traffic delays. One effective way to accomplish this is to differentiate the use of different streets and design transit streets so as not to attract general purpose trips. This can be done by precluding certain general purpose movements, avoiding general purpose freeway connections, and/or designing the street to be inconvenient for through trips. Provision of new arterial(s) that don't attract through and freeway access trips would be very helpful to improved transit flow, if it will be connected to major activity centers and any future high capacity transit stations.

4. Bellevue should consider parking as a key zoning component. If long-term parking can be limited in supply or be paid parking, for both employment and housing development, transit use will be much higher. This would be supportive of the plan's objectives. Our Market Development staff would be happy to assist you to consider parking development and management options for the area.

5. Given an area as large as 9,000 acres, we believe the housing targets could be much higher than the 2,500 to 5,000 units outlined to date. Denser housing would help support local retail development, local transit service, and any high capacity transit. If the area is transformed to be more transit and pedestrian friendly, the market for housing will likely improve.

Thank you for considering these comments to the Bel-Red project scoping. Please contact Rob Fellows at 206-684-1449 if you have questions and to coordinate our future involvement.

Sincerely,

Victor Obeso
Manager, Service Development

cc: Rob Fellows, Transportation Planner IV, Service Planning, Service Development, DOT
David Hull, Supervisor, Service Planning, Service Development, DOT

O'Neill, Kevin

From: Dave Young [DYoung@trammellcrow.com]
Sent: Thursday, November 10, 2005 9:18 AM
To: BelRed
Subject: Open House

Thank for the open house last night. It was well put together. Some comments I have, is 520 an option for HCT from Bellevue Transit Station to Overlake? If not, maybe increase frequency of buses on Bel Red to Overlake? Both those options should be exhausted before you cut HCT through the heart of Bel Red. Even in a residential /office rezone, putting another "line" between existing 520 and Bel Red Road seems overkill. What percent of the businesses in Bel Red Corridor are tenants vs. businesses who also own their building and land? I feel the community wants these type of service providers somewhere convenient, not having to go to Renton for their service. Maybe a large portion of the 900 acres gets upzoned but keep some service providers in a smaller portion of the zone.

David J. Young
Vice President
TRAMMELL CROW COMPANY
1687-114th Avenue S.E. Suite 250
Bellevue, WA 98004
Direct Line: 425-519-6340
Cellular: 206-948-3082
Fax: 425-454-7184
Email: dyoung@trammellcrow.com

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O'Neill, Kevin

From: Whit Hamlin [whamlin@mericap.com]
Sent: Thursday, November 10, 2005 4:04 PM
To: BelRed
Subject: Comments for EIS Scoping

Thanks for hosting the open house last night and thanks for taking a proactive approach to urban planning. Here are my comments:

What should be preserved – what remains of nature – the wetlands, etc.

Other comments:

- Embrace Change. Don't be bullied around by local residents who are afraid of change. Think regionally. Think of the future. This area is ripe to change again, just as it once changed from forest to farmland to light industrial. There is a natural urban evolution process taking place. To freeze things for nostalgia makes no sense when you are not talking about great public spaces or great architecture. If there is enough demand for auto repair and saw sharpening, the market will properly locate those types of uses.

- Think Big. The City has an enormous opportunity to take advantage of Sound Transit's investment in Bel-Red. Think big. Recently the City of Seattle has undergone a comprehensive zoning change study for downtown Seattle. After the initial EIS work, there was near-unanimous consent from the community that the EIS did not go far enough in its exploration of ideas, specifically that it did not consider aggressive-enough upper bounds regarding height and density changes. There is no reason not to cast a wide net in your study.

- Harness your Power. The City owns all of the air beyond the current zoning envelope. This air has tangible value if you sell it to landowners and developers. You could have a ton of money and validate the tremendous investment the region is making in Sound Transit by considering tall and dense zoning at transit stations. You can charge a fee to let developers build tall and dense (but make sure the fee leaves the developers with adequate profit for the risk they take on or they won't bother). Here is an example:

    - Perhaps with low rise zoning you could locate 200 housing units within a ¼ mile of each station. However if you allow 240' tall residential towers, you could sell all of the extra FAR SF for say $10 per FAR SF. There would be room for say 10 towers near each station, with 200 units per tower. If you figure 800 SF average unit size, that means you could sell 9 incremental towers (one of each set of 10 would represent the base zoning which you can't sell) * 2 locations * 200 units * 800 SF * $10/SF = $28,800,000. Imagine how much park land this could buy and improve, how much it could help improve spawning streams, etc. Plus, then you would have a ton of additional property tax revenues, and the traffic impact per person would be comparatively small since the 3,600 units would all be proximate to mass transit. This is the type of big thinking you should be doing for a study of a mass transit corridor.

- Downtown Bellevue will fill up eventually. Seize the opportunity to create a 2nd major urban node here (albeit a more residential-focused one).

Whit Hamlin
Meriwether Partners LLC
Commercial Real Estate Services

Second & Seneca Building
1191 Second Avenue, Suite 1650
Seattle, WA 98101
p: 206.816.1576

O'Neill, Kevin

From: Aguilera [kayago1@comcast.net]
Sent: Saturday, December 17, 2005 8:09 AM
To: BelRed
Subject: BEL-RED CORRIDOR SUGGESTION

Good day! One suggestion I have thought of for a long time:

Turn 136th Place into a real street from NE 20th all the way to Bel-Red Road.

At present, 136th Place is basically a small crowded two lane roadway that ends at NE 16th Street. The amount of traffic on this roadway certainly justifies its expansion, with curbs and sidewalks and space for the big trucks that deliver autos. By extending the roadway along the high-tension wires (past the gun shop) onto Bel-Red Road it would provide an alternate to using 140th Avenue; and would actually reduce a lot of the left turn traffic attempting to go northbound on 140th from Bel-Red Rd.

Thank you,

Augusto Aguilera
5758 - 146th Avenue, NE
Bellevue 98007

O'Neill, Kevin

From: Rob Blasko [Robert.Blasko@microsoft.com]
Sent: Monday, December 19, 2005 8:26 AM
To: BelRed
Subject: Bel-Red corridor Development

To Whom It May Concern:
Rocketing property prices in Bellevue has created an open space vacuum. Part of the reason for the skyrocketing prices in Bellevue is the beautiful location with beach parks, dog parks, and other outdoor areas for families to enjoy. Over the past 10 years the use of these locations has continued to be stretched almost to the breaking point. Bellevue sports teams often find themselves scheduling a majority of away games, paying for fields outside of the city, or dissolving teams due to lack of space, and families find themselves fighting for space at parks (try Medina Beach park on a hot July Saturday).

Right now Bellevue has a tremendous opportunity to develop the desperately needed open spaces for parks and recreation areas without disturbing existing communities. Please don't let this opportunity pass us by. Ten years from now you can tell your kids how you helped develop a community; or ten years from now you can leave your kids a community that resembles Lynnwood, these are the choices. My vote, my kid's votes, and many others would be to continue development of the community and I hope you hold these thoughts in mind when the time for decision comes due.

Best regards,
Robert Blasko
Bellevue Resident

O'Neill, Kevin

From: Rim Veitas [rimv@taiweb.com]
Sent: Monday, December 19, 2005 1:32 PM
To: BelRed
Subject: Bel-red development

I am writing to you to weigh in on the issue of including lighted turf fields in the plans for developing the Bel-Red corridor. There is a severe lack of playing fields available to the youth of Bellevue, and these fields in an industrial area would be less intrusive to the community than adding then to existing residential space. A good example of such a mix is currently working well in The North Creek, Bothel area. Thank you for your consideration.

Rimvydas M. Veitas
9650 Vineyard Crest
Bellevue, WA 98004
DRAMMV@comcast.net
425-688-8034

O'Neill, Kevin

From: Betsy Johnson [betsygpj@hotmail.com]
Sent: Monday, December 19, 2005 2:52 PM
To: BelRed
Cc: Foran, Patrick
Subject: soccer Fields

I read with interest the article in the paper about redesigning the Bel-Red corridor. As you consider the redevelopment of this area, please add to your list of consideration sports fields that would be lighted, turf fields that adults and children can use. We have a severe shortage of fields for athletes of all ages in Bellevue. Whether its baseball, soccer, football or lacrosse, we are in dire need of more place spaces that can be used during the day and the evening.

Mixing in fields with light industrial seems to be a natural combination as night, weekend and light use will not be a problem for the neighborhood and the area can be designed to handle the traffic impacts, if any. It is my understanding that some other areas, like Bothell, have successfully made this approach work.

I think there are creative ways to approach this problem, from tax breaks for putting fields on top of a building or parking structure to creating open spaces with fields. We have a strong need for fields and this is a rare opportunity to plan it into the process.

Thanks again for your consideration.

Betsy Johnson
3210 78th PL NE
Medina, WA 98039

O'Neill, Kevin

From: paulrperkins@earthlink.net
Sent: Monday, December 19, 2005 1:52 PM
To: BelRed
Subject: Comments on Bel_Red Corridor Planning

The City of Bellevue, in there development planning for the Bel-Red Corridor, should consider the following approach on managing traffic congestion:

Do not increase the capacity of existing roads or make new roads to handle more automobiles in the Bel-Red Corridor. Expanding the roads in this region, to reduce traffic congestion, will only divert more land to roads and parking garages and away from providing land for businesses. Efficient land use inturn would maximize both revenue for the city and jobs for the residents.

Traffic management should focus on providing effective mass rapid transit to and from the Bel-Red Corridor. The existing network of roads in the Bel-Red Corridor has adequate capacity to handle all our freight and commercial needs if we can reduce the number of people driving into this area by providing efficient mass rapid transit.

Thank you for considering my suggestions in your planning efforts, sincerely

Paul R. Perkins
16822 N.E. 35th Street
Bellevue, Washington 98008-6104
Work Phone: (425) 342-8557
Home Phone: (425) 883-8643
E-mail: paulrperkins@earthlink.net

O'Neill, Kevin

From: Tricie Hunter [tricie@rthunter.com]
Sent: Tuesday, December 20, 2005 7:31 AM
To: BelRed
Subject: sports fields in the plan

As you start in the planning process for renewing the Bel-Red corridor, I hope you consider including sports fields in the design. As I am sure you know, West Bellevue has no quality sports fields for soccer, football, lacrosse other than the high school. We are even in terribly short supply of poor quality fields. Though technically not West Bellevue, fields in this area would be a great addition to the inventory, and could easily be used by kids and adults from most parts of Bellevue. As the residential population of downtown Bellevue grows, more sports fields nearby are essential.

Light industrial, or office park and sports fields seem like a great mixed use. I believe the combination has been succesful at Northcreek in Bothell. Parking can be shared; when the fields are most heavily used, evenings and weekends, the businesses are closed. It is not a residential neighborhood that would object to lights or traffic.

Full size, lighted, turf fields could be used year round by kids and adults in a variety of sports and should definitely be considered in planning.

Thank you,
Tricie Hunter, President
Bellevue Youth Soccer Club

O'Neill, Kevin

From: Melissa Campbell [keedmane@hotmail.com]
Sent: Tuesday, December 20, 2005 8:09 AM
To: BelRed; Foran, Patrick
Subject: FW: Re: sports fields for Bel-Red?

Dear Sir / Madam,

As you start in the planning process for renewing the Bel-Red corridor, I hope you consider including sports fields in the design. As I am sure you know, West Bellevue has no quality sports fields for soccer, football, lacrosse other than the high school. We are even in terribly short supply of poor quality fields. Though technically not West Bellevue, fields in this area would be a great addition to the inventory, and could easily be used by kids and adults from most parts of Bellevue. As the residential population of downtown Bellevue grows, more sports fields nearby are essential.

Light industrial, or office park and sports fields seem like a great for mixed use. I believe the combination has been succesful at Northcreek in Bothell. Parking can be shared; when the fields are most heavily used, evenings and weekends, the businesses are closed. It is not a residential neighborhood that would object to lights or traffic.

Full size, lighted, turf fields could be used year round by kids and adults in a variety of sports and should definitely be considered in planning.

Regards,
Melissa Campbell

O'Neill, Kevin

From: McAteer, Bill [McAteer.W@portseattle.org]
Sent: Tuesday, December 20, 2005 12:49 PM
To: Foran, Patrick; BelRed
Subject: Sports Fields Included in Bel Red Corridor Development

It has come to my attention that the planning stages are near for the development of the Bel Red corridor. I would like to propose the city consider utilizing a portion of this area to develop a Sports Complex that would include at the minimum 3 full size soccer fields that could be used by adult and youth leagues. These fields should utilize "Field Turf" surfaces that are easy to maintain and provide proper drainage and a great playing surface. The fields should also include lights that will accommodate night games, with this area being mostly industrial there should be no opposition as would be expected had the area been residential.

I currently coach youth soccer in our community and will soon be serving on the Executive Board for Bellevue Youth Soccer and I am aware of the challenges all of Bellevue faces when it comes to fields and playing time. Currently BYSC serves over 600 youth of our community (west of I-405) and our neighbor club Lake Hills serves nearly 1800 youth players. With these numbers it is obvious that soccer is a popular sport in our community. Currently both Clubs face challenges when trying to schedule practice and games throughout the fall season. It gets even more challenging when having to deal with the rain and fields that don't drain properly, not only are the fields soggy but at times can be dangerous thus causing the City and the Clubs liability concerns. Our City has some of the most beautiful parks and recreation facilities in the Pacific Northwest and I feel we should also have a sports complex that we can be proud of to add to our community.

Bill McAteer
10924 NE 18th Place
Bellevue, WA 98004
425-451-2255

O'Neill, Kevin

From: John Baumann [bellevuelacrosse@yahoo.com]
Sent: Wednesday, December 21, 2005 2:51 PM
To: BelRed; Foran, Patrick
Cc: rleggett@nwlink.com; Dave Mutzel
Subject: BelRed development
Attachments: pat1766366761

Bel Red planning committee:

Attached is a letter from the Bellevue Boys lacrosse program. Any questions or responses please don't hesitate to call or email us.

Sincerely,

John Baumann

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

Bellevue Boys Lacrosse Club

December 28, 2005

Re: Bel-Red planning

Dear Sir or Madam:

I am writing to you on behalf the Bellevue Boys lacrosse club, for which I am the program director. As I am sure you know, lacrosse is the fastest growing sport in the area with no signs of slowing down. The sport is reaching the popularity it has in the north eastern part of the country, and soon lacrosse will be as common place in the greater Bellevue area as sports such as football and soccer.

Being in charge of nine teams in the Bellevue area alone, our coaches and dedicated parents work hard on many issues that come with a new and rapidly growing sport. However, our number one issue is the lack of field space to play lacrosse in the Bellevue area. We spend the majority of our time, effort, and money wondering where we are going to play or practice our great game.

We have constant demand from parents and players alike to create more teams throughout Bellevue, but we have to put a limit on the number of kids who participate because of field issues. I am aware that a lot of sports programs have field issues throughout the area, but lacrosse in particular is highly impacted because you cannot play the game on "all weather dirt fields" like Wilburton. Just to put things in prospective, our two current high school teams do not have a consistent quality field to practice on this spring. By next year, we expect to have three high school teams because of the large number of youth players moving up to the high school level. Unfortunately, Bellevue high school has one turf field for all sports and NO practice fields on the high school campus. This puts serious constraints on our program and its ability to grow and reach the demand of the Bellevue community.

Please consider lacrosse and its growing popularity when planning the development of the Bel-Red construction. Our sport is here to stay and it is unfortunate when we have to turn down kids who want to play the sport because of the lack of fields in Bellevue.

Thank you for your time,

Sincerely,

John Baumann
Program Director
Bellevue Lacrosse club

O'Neill, Kevin

From: Pam Toelle [pamtoelle@qwest.net]
Sent: Thursday, December 22, 2005 4:17 PM
To: BelRed
Subject: Comments on Corridor project.
Attachments: Bel-Red Corridor Study Response .doc

To Kevin O'Neil:

I began to collect my thoughts on the Bel-Red Corridor Study on November 11th, but learning of the death of Teresa Matz, the wife Nicholas, sort of put a damper on my will to do "city stuff". Land use seemed very insignificant in the world of things. I am sure that you understand.

Living in the 148th corridor and in proximity to Bel-Red Road, our Chevy Chase neighborhood has a vested interest and a real concern for the transportation impacts as well as the potential loss of services with a redevelopment of the Bel-Red/Northup. I appreciate this opportunity to comment.

Pam Toelle

Bel-Red Corridor Study

Comments

LAND USE

The 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 must be preserved and protected from creeping intensity and wholesale inclusion of new permitted uses. If Bellevue aspires to be a real city, and not just a bedroom community, it must take care of, and in fact, it has a responsibility to maintain the designated land areas to provide essential services to the residential and business communities. We must not make land use decisions that price or push our service providers out of Bellevue.

Comprehensive Plan Policy

- **Policy LU-12.** Retain land availability for specific commercial uses which are important to the community.

- **Policy LU-31.** Encourage and foster economic development in areas designated for commercial uses.

- **Policy LU-34.** Explore the appropriate long-term direction for the location of light industrial businesses such as light manufacturing and warehousing.

    - *Discussion: These uses are best situated in an area of limited traffic that facilitates the movement of goods. Because there are competing demands for this land from other business sectors, long-term impacts should be analyzed when considering the modification of land use regulations to permit additional uses in these areas. Retail sales in these areas should generally be limited to:*

        1. *Uses that provide services to people employed in the area, and*

        2. *Subject to a size limitation, uses that sell large items, and bulk commodities requiring on-site warehousing (e.g., building materials, commercial equipment and supplies).*

- **Policy S-BR-1.** Allow uses which provide goods and services for local residents and businesses to locate in commercial areas of the Subarea

- **Policy S-BR-2.** Retain a significant part of the Subarea for light-industrial uses. *Discussion: Bel-Red is currently the home of many manufacturing and wholesale activities, both large and small. The City wants to retain commercial areas where these businesses can survive and expand.*

- **Policy S-BR-3.** increase the opportunities for light industrial types of businesses to locate in the area by expanding the secondary street system.

ECONOMIC DEVELOPMENT

Economic vitality cannot be measured strictly by the number of jobs or the highest use of the land. One must also measure the value of the goods and the necessary services provided to the community and the variety of employment opportunities available to city residents.

Comprehensive Plan Policy

- **Policy EC-16.** Retain a reasonable quantity of land for light industrial uses.

- **Policy EC-17.** Explore ways to retain or create areas where small emerging businesses can develop and flourish.

- **Policy S-BR-6.** Allow opportunities for a complementary mix of business and maintain a strong economic base. *Discussion: It is important that the City provide a place where small business and entrepreneurs can flourish. Historically, Bel-Red has been that place and the City should continue to encourage entrepreneurial activities here.*

- **Policy S-BR-8.** Preserve the bulk of the Light Industrial (LI) and General Commercial (GC) designated area for uses that are not high traffic generators.

- **Policy S-BR-9.** Maintain areas designated as light industrial from further encroachment by retail zoning.

- **Policy S-BR-10.** Restrict all future expansion of convenience and comparison shopping facilities to Planning Districts B and C as shown on the Land Use Plan Map. Limit amounts and locations to be consistent with efficient traffic patterns.

TRANSPORTATION

All transportation planning for the Bel-Red/Northup must be integrated with current and future BROTS planning and programming. Of major concern is the lack of corridor access to and from the east. Currently, 148th Avenue is not working well nor is Bel-Red Road at 148th Avenue. The delay and progression north and south, turning motions from Bel-Red Road are not adequately managed many times of the day. The level of service and northbound progression on 148th from Bel-Red Road through the Northup intersection is especially poor. Concurrency and level of service seem to have been forgotten.

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. Currently, Bel-Red road is our way to travel west to downtown Bellevue. The low intensity development on the perimeter with few turning motions is the primary reasons that the traffic flows.

It should be noted that 148th Avenue—"Alternate 405 "—is bound on both sides by residential neighborhoods from SE 24th to Bel-Red Road, with the exception of office uses at some intersections, the Kelsey Creek shopping center, and several NB corners with service stations. The increasing traffic on 148th Avenue impacts neighborhood quality throughout the corridor. As the major north-south corridor in east Bellevue, land use decisions in the Bel-Red/Northup will impact 148th Avenue.

Conclusion

Any long-term vision for the Bel-Red/Northup must preserve and protect the service businesses that are an essential element of a real city. We do not want to go to Renton to have things fixed! Not to be overlooked is the variety of employment opportunities for residents, including young people. Eastside Saw and Eastside Tent and Awning are examples of long-term Bel-Red service businesses as well as Len's Auto. In surveying the area: Eastside Transmission, Lakeside Auto, Olympic Boat Center, Service Master, Bel-Kirk Mustang, Paint Supply, Appliance Parts Service, Eastside Heating and Air-conditioning, Surrey North, Eastside Auto Rebuild, are just a few of the businesses that are providing employment and services. Evans Industrial Park is loaded with small businesses from auto detailing to a sign company.

The city must support its philosophy of maintaining a diverse economy by retaining land for industrial uses and personal and business services by regulating zoning and not allowing competing uses to force these services to leave the city.

Pamela Toelle
14845 NE 13th
Bellevue, WA 98007
pamtoelle@qwest.net

THE CITY OF REDMOND
PLANNING DEPARTMENT

December 22, 2005

Carol Helland, Land Use Director
Department of Planning and Community Development
City of Bellevue
P. O. Box 90012
Bellevue, WA 98009-9012

RE: Bel-Red Corridor Project: Request for Public Comment on the Scope of an Environmental Impact Statement

Dear Ms. Helland,

Thank you for the opportunity to comment on the scope of an Environmental Impact Statement for the Bel-Red Corridor Project. The following comments highlight the City of Redmond's key issues of concern regarding the items to be included in the scope of environmental review and addressed through environmental analysis for the Bel-Red Corridor Project.

Land Use Assumptions for 2030

We understand from Bellevue staff that the City of Bellevue plans to rely on the Puget Sound Regional Council's (PSRC) land use forecast to approximate potential 2030 conditions for the City of Redmond. We've had several conversations with Bellevue staff regarding land use assumptions and remain very concerned that the PSRC 2030 forecast is unrealistically low for employment. For the City of Redmond, the 2030 forecast would suggest an increase of only 2,400 additional jobs throughout Redmond between 2022 and 2030. This amount of job growth isn't realistic for this period. We believe remaining at or under Redmond's citywide job growth target for 2022 will be difficult given market potential and existing zoning. The Regional Council's forecasts have been historically low for this subarea.

Redmond staff has committed to provide the City of Bellevue with a preliminary 2030 land use scenario for the City of Redmond in February 2006. Based on our understanding of Bellevue's project schedule, this is within the time frame Bellevue staff have scheduled to complete development of your draft 2030 land use alternatives. We strongly urge the City of Bellevue to integrate Redmond's preliminary 2030 land use into your study as soon as possible in order to provide a realistic analysis of the potential impacts of growth in both cities.

Transportation Assumptions

The City of Bellevue's environmental analysis will likely be based on several key assumptions regarding the regional transportation system. We believe it is critically important for the City of

Bellevue to coordinate these assumptions with surrounding jurisdictions, including the City of Redmond. This coordination should include transportation network assumptions regarding locally funded and developed improvements as well as changes to the regional transportation network. In addition, if the City of Bellevue plans to evaluate the potential for future high capacity transit service to accommodate additional growth in the Bel-Red Corridor, the assumptions on which the EIS analysis are based should be coordinated with the City of Redmond. We welcome the opportunity to work with City of Bellevue staff on these assumptions.

Transportation Impacts of Bel-Red Corridor Land Use Alternatives
We understand that Bellevue may consider 2030 land use alternatives for this corridor that could significantly increase the growth potential. This kind of change in land use capacity in the Bel-Red Corridor could have substantial impacts on nearby Redmond neighborhoods, Redmond's transportation system, and the regional transportation network, including SR 520.

The EIS should include a thorough analysis of potential transportation impacts under the various alternatives for the City of Redmond neighborhoods and street system, and for the regional transportation network. The analysis should include impacts on traffic volumes and critical volumes, particularly during the peak period. The EIS should propose measures to mitigate impacts, such as appropriate investments and trip reduction measures. In order for the analysis to be adequate, it is essential to include a realistic growth scenario for Redmond.

Jobs-Housing Relationship
One of the most significant challenges facing communities on the Eastside and elsewhere in our region is meeting housing needs for people of various incomes, ages and family sizes. A large increase in job capacity for the Bel-Red Corridor could significantly impact not only the local and regional transportation system but also the housing market, creating further pressure on housing supply and prices. The EIS should also identify measures to mitigate any such impacts in order to avoid further worsening the jobs-housing imbalance on the Eastside. Mitigation could include accompanying any significant increase in the amount of planned employment growth with a corresponding or greater increase in planned housing growth in the Bel-Red Corridor or elsewhere in Bellevue, and specific measures to attract housing affordable for a workforce population.

Relationship to Existing Plans
The EIS should address the relationship of any proposed changes in the Bel-Red Corridor to the City of Redmond's Comprehensive Plan and Transportation Master Plan. This should include consideration of the implications of significant changes in the Bel-Red Corridor for achievement of Redmond's land use and transportation vision, particularly for Overlake.

Public Services and Utilities
The EIS should address the impacts of the various land use alternatives on utility capacity in the area, particularly water supply and storage and coordination of sanitary sewer facilities. Since our two cities in part share the same water supply and storage system the EIS should address potential increases in water demand in terms of average annual use, peak-season demand, as well as peak-day demand.

Water Quality
The EIS should address impacts related to surface water quality and quantity under the various alternatives. In addition, it should analyze opportunities to enhance and monitor storm water quality.

Previous EISs for Background Information
We noticed that the City of Bellevue's list of previous EISs did not include the EIS for the Overlake Neighborhood Plan and Bellevue-Redmond Overlake Transportation Study Update, 1999. This EIS was jointly issued by the cities of Redmond and Bellevue and we believe it should be included in the list of documents for background information and reference.

Again, thank you for the opportunity to comment. If you have any questions regarding our comments, please contact Lori Peckol at 425-556-2411 or lpeckol@redmond.gov.

Sincerely,

Roberta Lewandowski
Planning Director

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Planning & Community Development

December 20, 2005

Ms. Carol Helland, Land Use Director
City of Bellevue
Dept. of Planning and Community Development
PO Box 90012
Bellevue, WA 98009-9012

Dear Ms. Helland:

RE: Bel-Red Corridor Project – Scoping for EIS (#05-127994 LE)

This letter is Ecology's response to the request from the City to comment on the scope of the environmental impact statement for the Bel-Red Corridor Project within the City of Bellevue. This long-range planning project has the potential to enable Bellevue to protect and to improve the valuable stream and wetland natural resources located within the planning area.

In particular, Ecology suggests that the EIS discuss the following environmental opportunities:

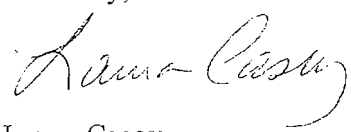
- Restoring and enhancing wetland resources, especially along riparian corridors
- Emphasizing improvement of salmonid habitat throughout the Corridor planning area
- Increasing buffer functions along streams and around wetlands during the redevelopment process
- Combining new public park and educational opportunities with protection and enhancement of streams and wetlands as part of redevelopment
- Removing streams from pipes where improved habitat could result
- Eliminating fish-passage barriers, especially underneath Bel-Red Road and at several road crossings of Goff Creek above Bel-Red Road
- Improving treatment of stormwater runoff prior to discharge to streams and wetlands
- Retrofitting the existing stormwater management system to reduce reliance on natural wetlands for stormwater detention

There are many tools that could be used to accomplish these opportunities. The tools should also be discussed in the EIS, and could include:

- Resource restoration and land acquisition as part of City capital projects or through other City programs
- Compensatory mitigation for large development and transportation projects within the same drainage basin
- Redevelopment and rezoning regulations that provide support for resource restoration
- Incentives to landowners to restore and enhance the streams and wetlands on privately-owned properties

Ecology looks forward to continuing to work with the City on this long-range planning effort. Please contact me with any questions about this letter or for further discussion at (425) 649-7149 or by email at cala461@ecy.wa.gov.

Sincerely,



Laura Casey
Wetland Specialist
Shorelands and Environmental Assistance Program

cc: Michael Paine, Environmental Issues Manager, Bellevue Dept. of Planning and Community Development
Kevin McDonald, Senior Planner, Transportation Department
Steward Reinbold, Washington Department of Fish & Wildlife
Geoff Tallent, Section Manager, Ecology Shorelands & Environmental Assistance Program
Erik Stockdale, Interim 401/Wetlands Supervisor
Richard Robohm, Wetland Specialist

SOUNDTRANSIT

December 15, 2005

Carol Helland, Land Use Director
Department of Planning and Community Development
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012

EIS File Number: 05-127994 LE

Dear Carol:

Thank you for the opportunity to provide our input on this important phase of the Bel-Red Corridor Project. We're excited about your plans to consider how high capacity transit could be used to shape the future of the Bel-Red Corridor. We would like to offer the following comments on the scope of your environmental impact statement (EIS).

We understand that the City of Bellevue will be preparing a programmatic level EIS under SEPA and that it will discuss impacts on land use and transportation as well as a number of related areas. We also understand that a "No Action Alternative" will assume a continuation of existing zoning, committed and planned transportation system changes and adopted regional growth assumptions as well as provide a baseline for comparing alternative land uses and transportation systems including high capacity transit (HCT) routes and stations. We would request that the EIS address the transportation and land use impacts of our HCT plans in this corridor.

As you know, Sound Transit is a regional transit authority created pursuant to state law. Regional transit authorities are empowered to finance, construct and operate high-capacity transportation systems within contiguous counties. High capacity transit systems constructed by Sound Transit are "essential public facilities" (EPF) as defined under the Growth Management Act. Essential public facilities are defined as large public development projects that are difficult to site yet critical to the public health and general welfare of a region. Sound Transit is also authorized with the sole responsibility of siting HCT facilities and directed to work with local jurisdictions through their planning and permitting processes in its siting decisions. As part of ST2, HCT alignment alternatives will be developed and finalized by Sound Transit through future project level environmental review. While the Bel-Red Corridor Project can help shape where future transit markets develop, it is important that Sound Transit has the flexibility to consider the cost, impacts and ridership of alternative alignments serving the Eastside.

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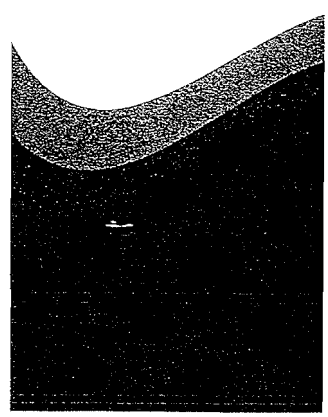

Central Puget Sound Regional Transit Authority • Union Station
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As a way of background, earlier this year, the Sound Transit Board adopted the 2005 Long-Range Plan which is the blueprint for future development of Sound Transit's regional transit system. The Long-Range Plan identifies proposed transit service technologies in major corridors throughout the region and will serve as a guide for future phases of voter-approved transit projects. The original 1996 plan was reviewed and updated to reflect extensive analysis of the region's growth in the coming decades, and how a regional transit system might best accommodate that growth. In the spring of this year, Sound Transit held a series of public meetings throughout the region to solicit comments on the Long Range Plan. After reviewing public and agency comments on the draft, the Board unanimously adopted the updated Long-Range Plan in July of this year. A map was developed to show potential future regional transit services under consideration (Attached). The lines on the map are intended to show general travel corridors and not specific streets or alignments.

On October 13, the Sound Transit Board reviewed a list of projects developed by citizens, elected officials and staff from cities and towns across the region including Bellevue. From an initial list of nearly 500 ideas, 80 projects emerged as potential projects. One of the projects selected addresses the Bel-Red Corridor and is described as follows:

"Fixed Guideway from Bellevue to Overlake Transit Center. *Construct a fixed guideway line (light rail or rail convertible bus rapid transit) with access stations and park-and-rides."*

In addition to identifying potential alignments and stations the Long Range Plan included the need to build a maintenance facility east of I-405 in the Bel-Red Corridor Project Area for maintaining light rail or bus rapid transit vehicles that will service the Eastside. It is important that the Bel-Red Corridor Project Area retains or adds sufficient capacity to permit the siting of this essential facility. The maintenance facility will require a 15-20 acre site.

Following that action, the Sound Transit Board directed staff to further define the scope of these projects, develop cost estimates, and determine how they stand up against a range of detailed criteria. In addition to this effort, Sound Transit held a series of open houses this fall to take input on the plan and selected projects

At this time the Sound Transit Board has been briefed on the preliminary costs of the 80 projects on the list. In the first quarter of 2006 costs estimates will be further refined. In March of 2006 the Sound Transit Board will adopt a Draft ST2 Plan including the HCT mode choice. The Board will also adopt a financial plan including funding rates, sources and project costs. During April and May the public will be invited to review the draft plan with the Board adopting a final ST2 Plan in June. Although the Sound Transit Board has not made a decision on the ST 2 package, an HCT project in the Bel-Red area could be included. Future project level environmental review with the active involvement of the City of Bellevue and other stakeholders would then determine the final alignment, station locations, and maintenance facility location in the Bel-Red Corridor.

This concludes our comments on the scope of your environmental impact statement. If you have any questions please do not hesitate to contact Leonard McGhee at 206-398-5206 with any questions you have about these comments.

Sincerely,

Paul Matsuoka
Chief Policy and Planning Officer

cc. Kevin O'Neill, Strategic Planning Manager, City of Bellevue
Kris Liljeblad, Assistant Director, Transportation Department, City of Bellevue
Kevin McDonald, Senior Planner, Transportation Department, City of Bellevue
Don Billen, East Corridor Project Manager, Sound Transit
Leonard McGhee, East Corridor Segment Manager, Sound Transit

11 November 2005

Carol Helland,
Land Use Director,
City of Bellevue
Bellevue, Washington

Subject: Comments on Scope of Environmental Impact Statement for the Bel-Red Corridor Project

Reference: City of Bellevue Notice of Determination of Significance, Scoping Meeting, and Request for Public Comment on the Scope of an Environmental Impact Statement for the Bellevue Bel-Red Corridor Project dated 20 October 2005

Dear Ms. Helland:

My comments on the scope of the City's environmental impact statement (EIS) for the Bel-Red Corridor Project are as follows:

1. **The EIS scope should include a topic that will provide for an extensive discussion of the rationale for the project for the following reasons:**

1.1 This topic is especially important because the existing zoning of the land area and the uses allowed under Bellevue Land Use Code Chapter 20.10 permit land owners in the Bel-Red Corridor wide latitude in using and developing their properties within the Project area. The attached Figure 1 and Table 1 clearly show that within each of the 4 major zoning districts in the Project area, there are many permitted uses which property owners have available to increase the economic land rents on their property. Further, the City has not advanced any compelling reasons why this Project should be pursued.

1.2 Although the City staff has asserted that a very small decrease in employment within the Project area constitutes a reason to extensively study and rezone the area, the Staff has only examined employment data for two years, 1995 and 2003. Further, the City's employment data (obtained from the Puget Sound Regional Council, who in turn obtains the data from the Washington State Employment Security Department) does not cover all employment in the Project area, and hence is subject to error. But even if there has been a very small decline in employment this does not mean that the employment levels will not increase in the future. And the minor decrease attributed to the area's employment is hardly a reason to launch a one-million dollar study of the Project area. The attached Figures 2, 3, 4, and 5 and Table 2 allow a comparison of the City's 2-year employment levels for the Bel-Red Project area with City employment levels for the City and for the State.

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1.3 During the City's recent (2004/2005) update of the City's Comprehensive Plan, the zoning and planning policies for the Bel-Red/Northup subarea (virtually identical to the Bel-Red Corridor Project area) were reviewed. The City Staff, Planning Commission and City Council made no changes (other than reformatting) to the Bel-Red/Northup subarea plan. And there have been no dramatic or significant changes to the subarea since the 2004/2005 update. Thus, there is no evidence that the Project area zoning needs to be changed.

1.4 Bellevue's Buildable Lands Report dated 31 October 2001 (page 8) confirmed that "..the City can accommodate both its 2012 housing and jobs targets without the need to change the Comprehensive Plan or rezone additional properties to higher densities or intensities." This same conclusion was confirmed to the Bellevue Planning Commission in September 2003 as part of the Bellevue Planning and Community Development Department's review of the 20-year growth targets for Bellevue's Comprehensive Plan update.

2. **The Scope of the EIS should also include a topic (that will ultimately be expanded in considerable detail) that explains the relation of the EIS to the development of documents/data/plans/etc. required under RCW 36.70A, the State growth management act, and its rationale for use of SEPA/GMA integration procedures for the following reasons:**

2.1 The City has not explained why it has chosen to use to use the SEPA/GMA integration procedures of WAC 197-11-210/-235, and the expanded scoping procedures of WAC 197-11-410 for development of an EIS for the Bel-Red Corridor Project. These procedures should not be used for this EIS development because:

(1), they invest unbridled latitude in the City staff for development of the EIS, and for obtaining and considering public input for use by the Council in evaluating proposed actions to be taken to implement the Project;

(2), the use of these procedures has not been discussed with the Bellevue City Council in any meetings where the public could provide comments to the Council on the implications of using such procedures;

(3), there is no information available to allow the public to understand what aspects of the Project are being evaluated under the requirements of RCW 36.70A, the State growth management act that must be considered jointly with SEPA requirements; and,

(4), there is no compelling schedule or other time constraints that make use of these procedures either desirable or necessary.

2.2 The City should include a section in the EIS that describes exactly what kind of documents/plans/reports required under RCW 36.70A will be prepared as part of this Project, the schedule for their preparation, and methods by which public review and comment will be accommodated prior to release/approval of the documents/plans/reports. This section should also include a detailed description of the type of coordination carried

out with other government agencies, e.g., Sound Transit, PSRC, City of Redmond, etc., in preparing the EIS.

3. **Currently there is no available, reliable data from Sound Transit or any other agency upon which to base EIS analyses and alternatives that include high capacity transit systems that might service the Bel-Red Project area, thus, this subject (high capacity transit route/technology assessment) should be totally divorced from the scope of the EIS, and from the EIS itself.**

Sincerely yours,

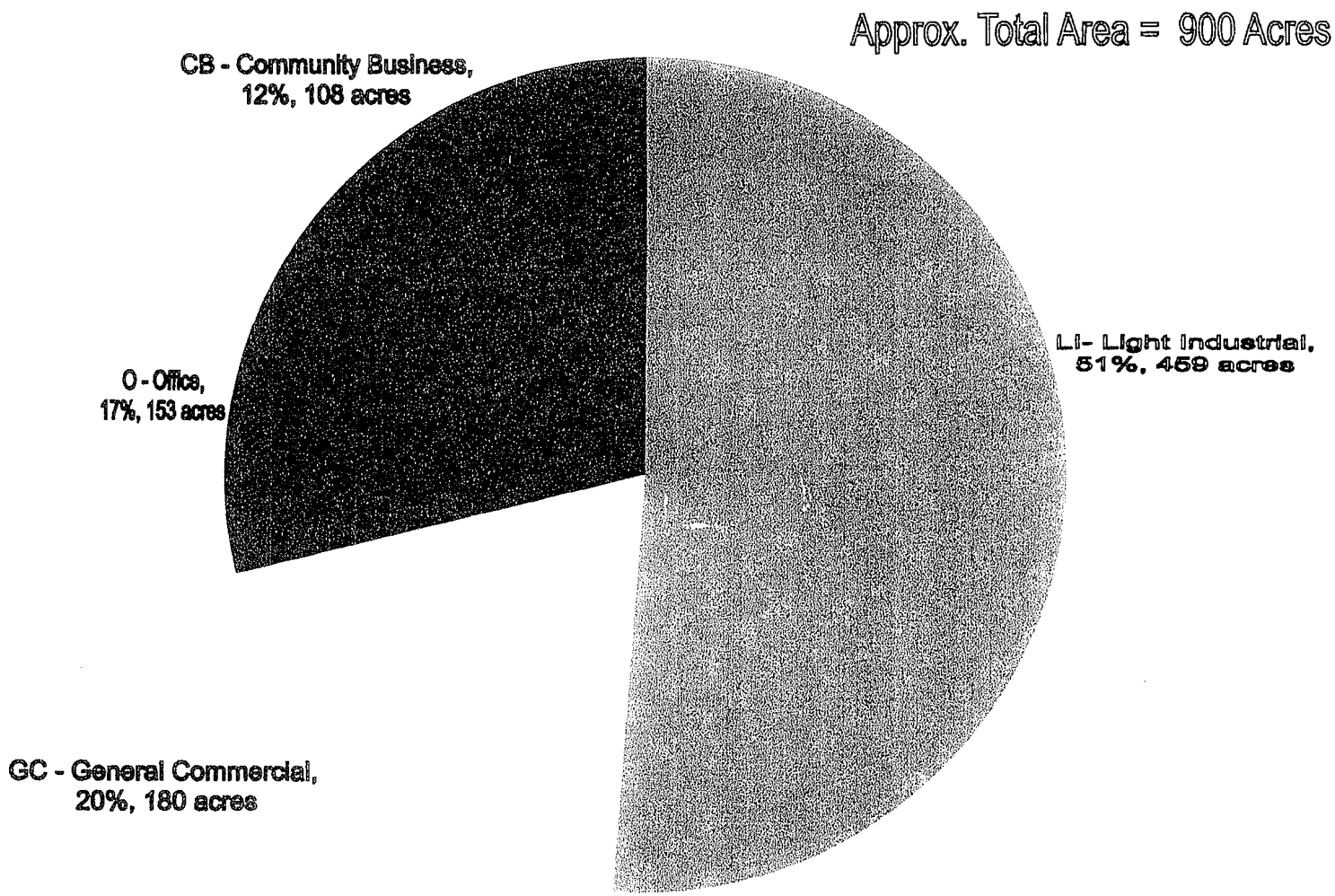
David F. Plummer

14414 NE 14th Place
Bellevue, WA 98007-4001

Attachments:

Figure 1. Bel-Red Corridor Zoning
Table 1. Bel-Red Corridor Zoning
Figure 2. Bel-Red Corridor Major Employment, 1995 and 2003
Figure 3. Bellevue NCAIS-Classified Employment, 1995 and 2000-2003
Table 2. Number of Bellevue NCAIS-Classified Jobs, 1995 and 2000-2003
Figure 4. Bellevue NCAIS-Classified Employment, 1995 and 2000-2003
Figure 5. Annual Avg. Employment, Wholesale Trade, Transportation & Warehousing, and Utilities, Washington State, 1995-2004

Figure 1. Bel-Red Corridor Zoning



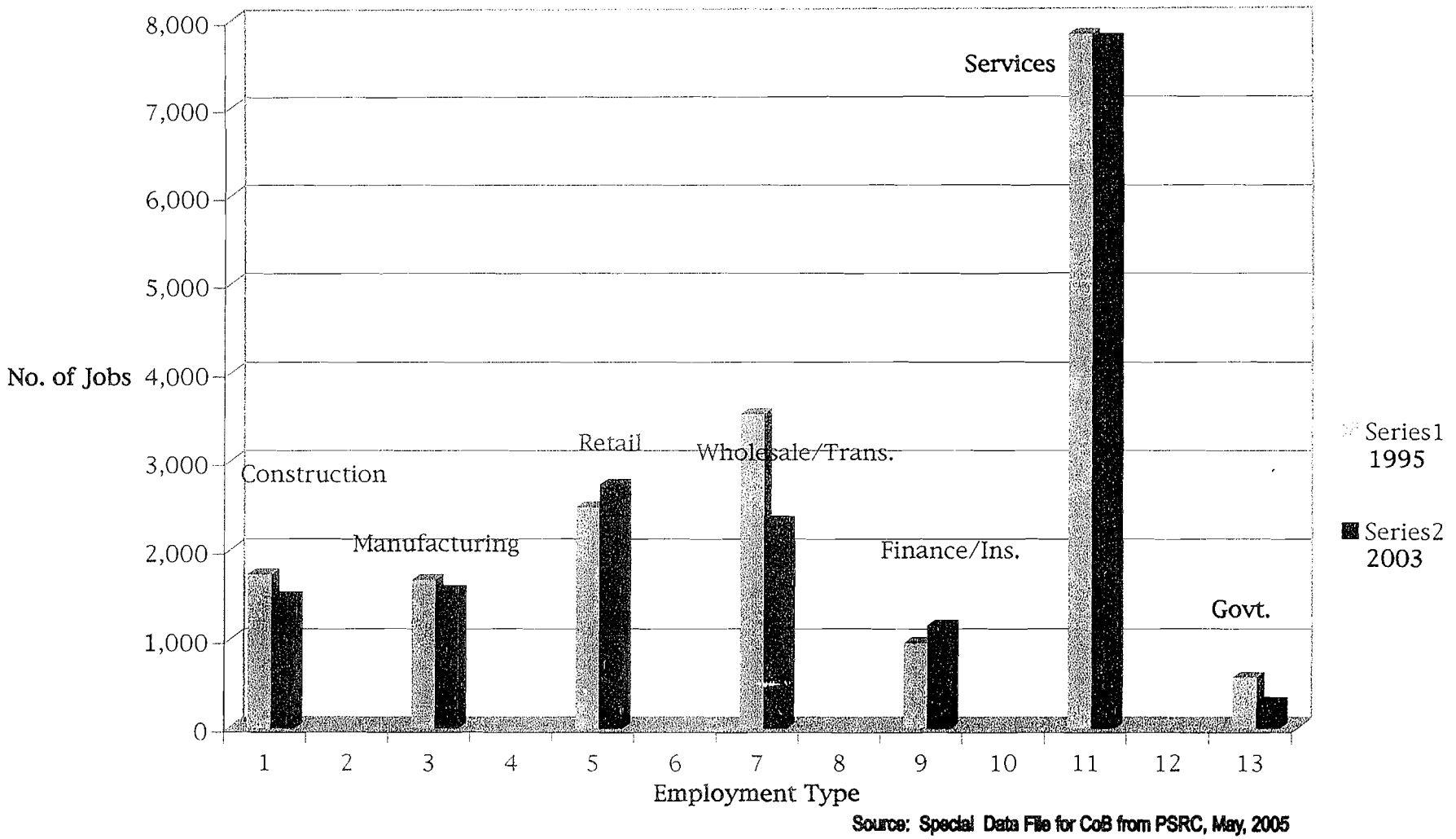
Source: Scaled from City of Bellevue Zoning Map, 7 October 2005

Table 1. Bel-Red Corridor Zoning

		Number of Uses Allowed In Each District			
Zoning District	Approximate % of Land Area	Permitted	Permitted as Subord. Use	Permitted as Cond. Use	Permitted as Adm. Cond. Use
LI- Light Ind.	51	55	3	14	3
GC- Gen. Comm.	20	51	9	14	2
O- Office	17	21	-	14	1
CB- Comm. Bus.	12	40	14	13	2
	100				
Approx. Total Area	900 acres				

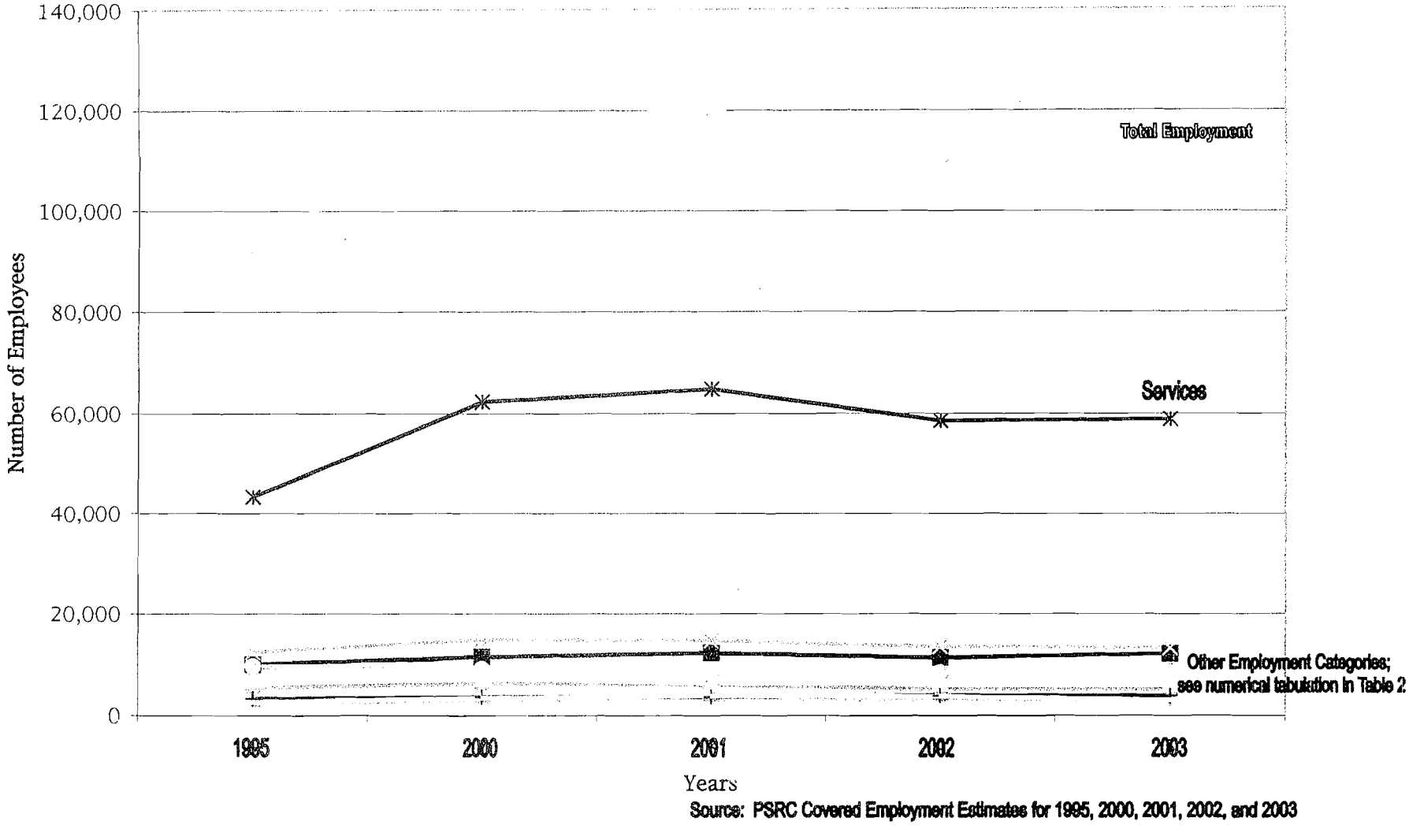
Source: Bellevue Land Use Code, Chart 20.10. 440

Figure 2. Bel-Red Corridor Major Employment, 1995 and 2003



Source: Special Data File for CoB from PSRC, May, 2005

Figure 3. Bellevue NCAIS-Classified Employment, 1995 and 2000-2003



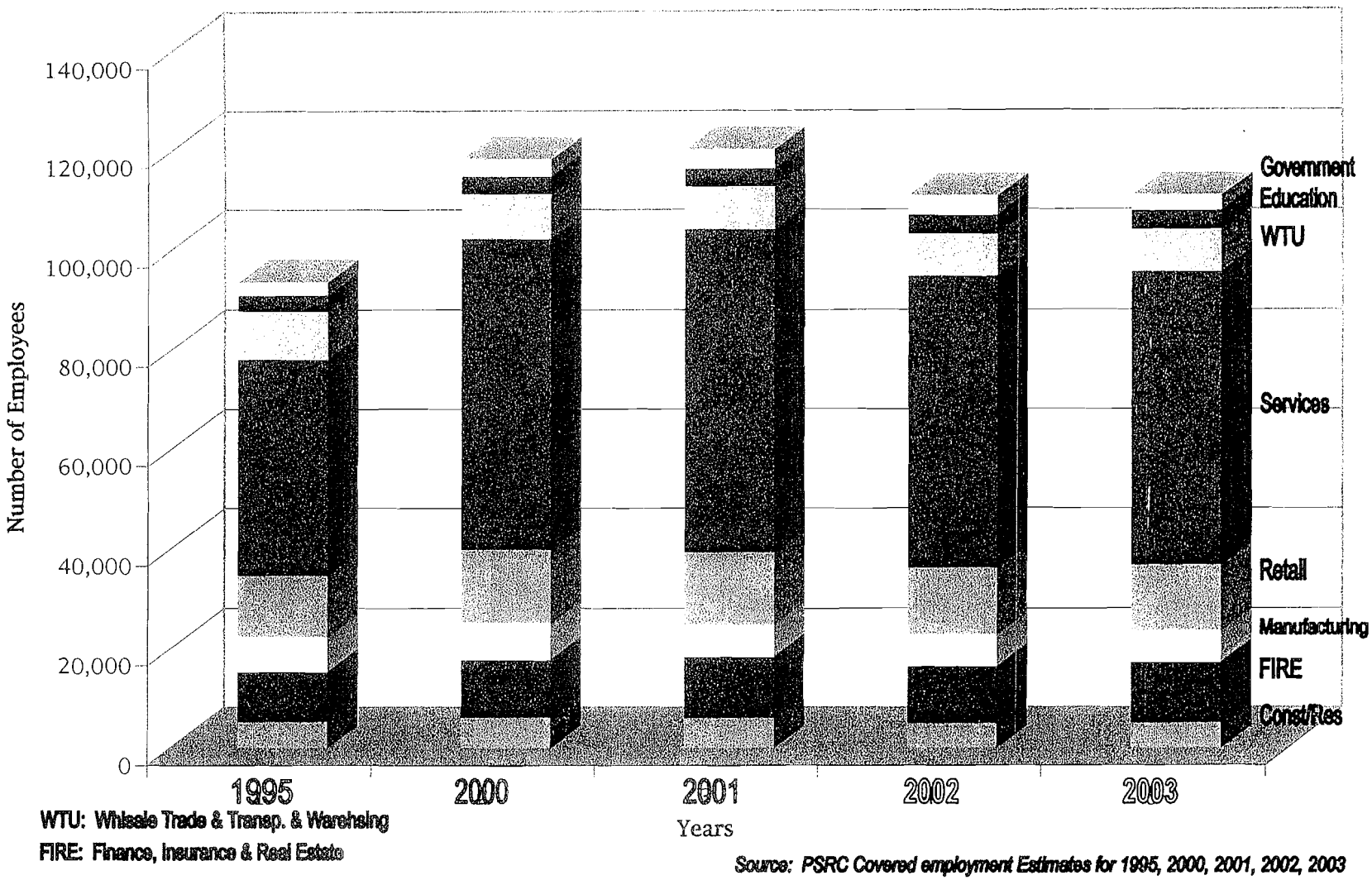
Source: PSRC Covered Employment Estimates for 1995, 2000, 2001, 2002, and 2003

Table 2. Number of Bellevue NCAIS-Classified Jobs, 1995 and 2000-2003

Type of Employment	Number of Bellevue NCAIS-Classified Employees In Year				
	1995	2000	2001	2002	2003
Const/Res	5,324	6,166	6,060	4,989	5,062
FIRE	10,002	11,531	12,277	11,352	12,135
Mfg	6,908	7,264	6,260	6,310	6,218
Retail	12,421	14,856	14,656	13,510	13,263
Services	43,331	62,307	64,784	58,537	58,888
WTU	9,697	9,045	8,620	8,348	8,348
Education	3,300	3,582	3,656	3,871	3,867
Govt	2,557	3,400	3,798	3,779	2,995
Total	93,540	118,151	120,111	110,696	110,776

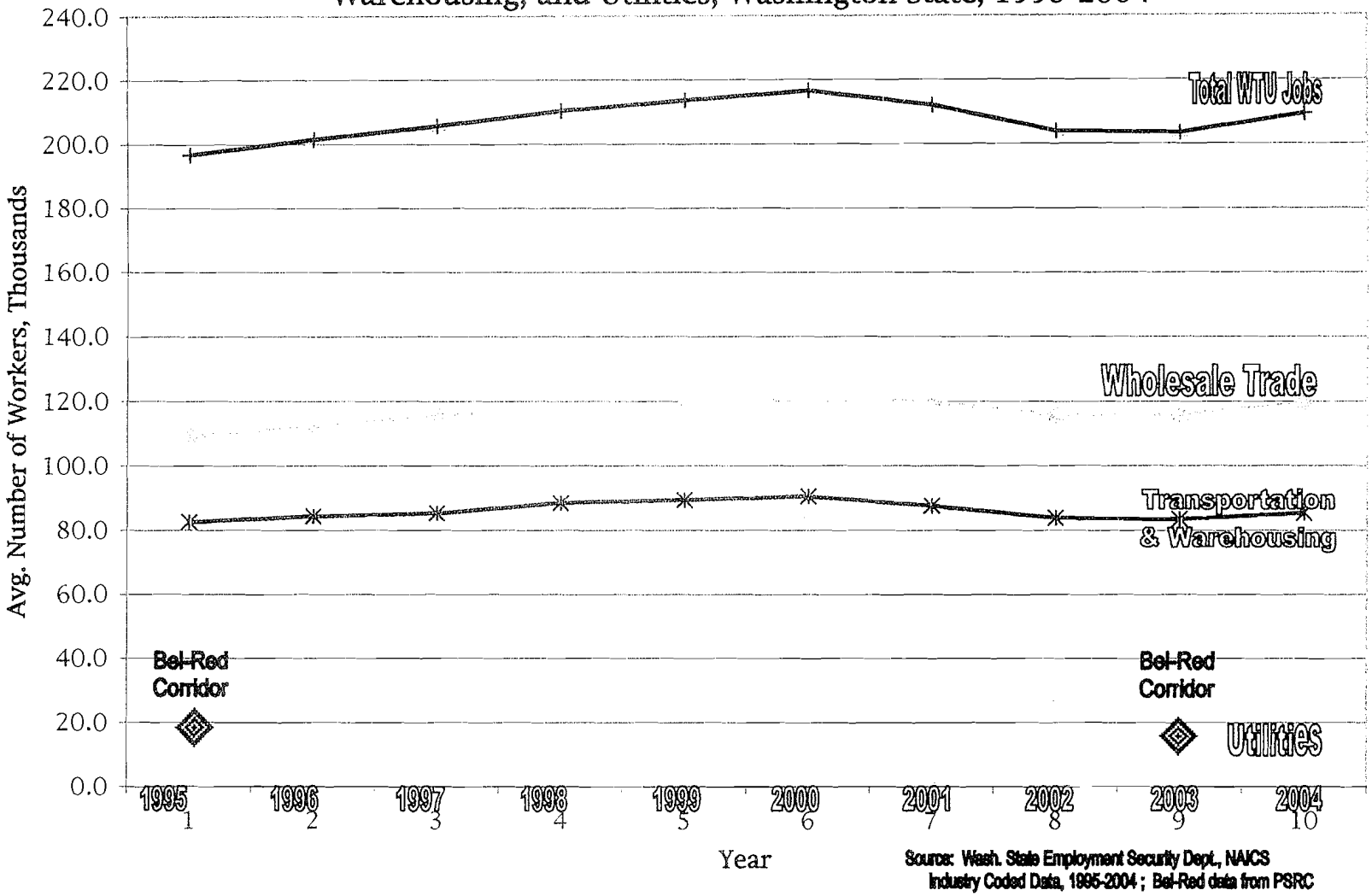
Source: PSRC Covered Employment Estimates

Figure 4. Bellevue NCAIS-Classified Employment, 1995 and 2000-2003



Source: PSRC Covered employment Estimates for 1995, 2000, 2001, 2002, 2003

Figure 5. Annual Avg. Employment, Wholesale Trade, Transportation & Warehousing, and Utilities, Washington State, 1995-2004



Source: Wash. State Employment Security Dept., NAICS Industry Coded Data, 1995-2004 ; Bel-Red data from PSRC

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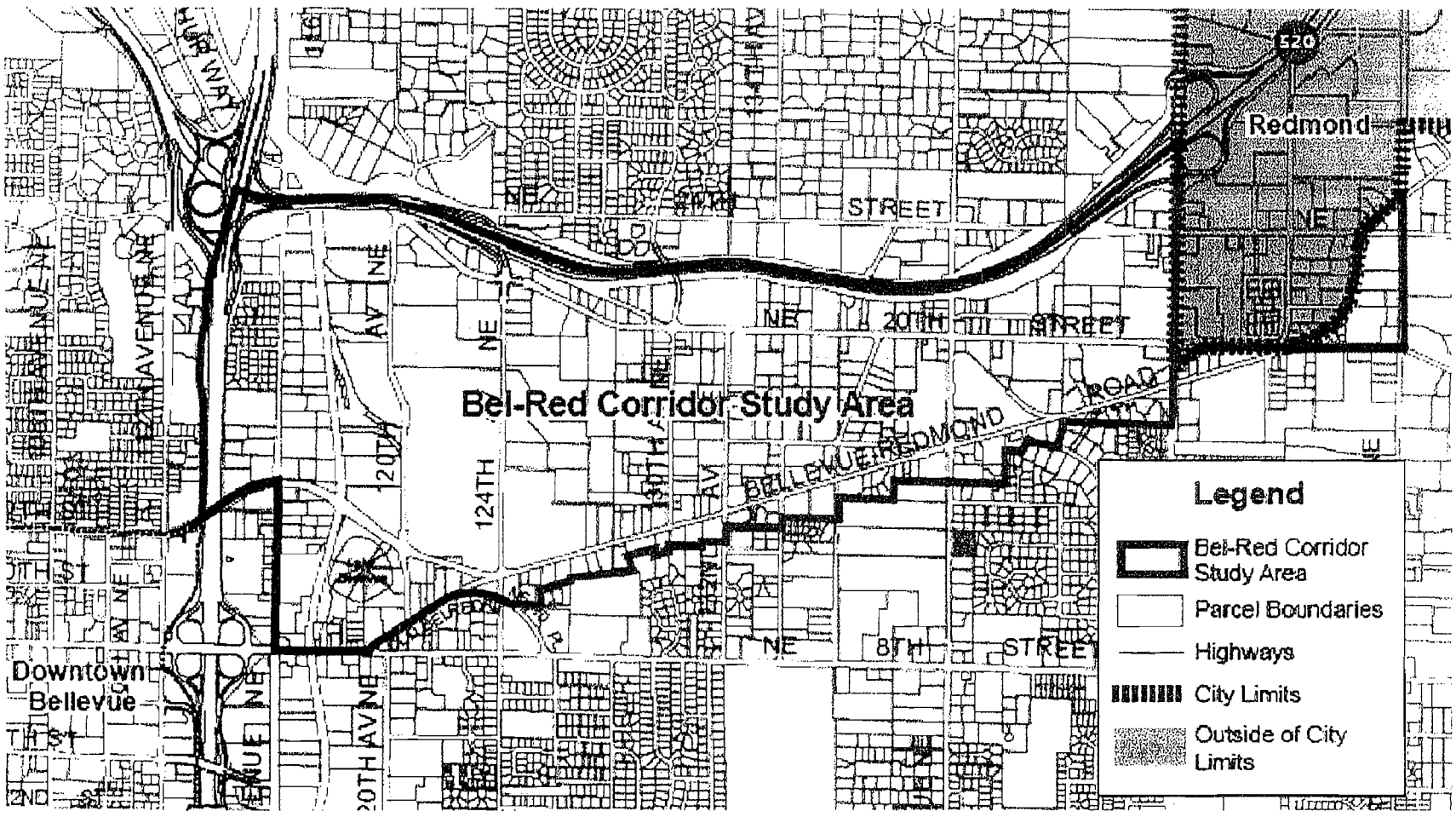
corridor project

Comment Form—November 9, 2005



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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

① It provides excellent opportunities for a wide variety of business/commercial enterprises that will be "priced out" if the City of Bellevue proceeds with its plans to intensify the zoning and develop large areas for residential use

② Convenient access

③ Stable use.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

The major improvement that could be made would be to improve the street surfaces and add sidewalks on major "thoroughfares."

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

① The City has chosen to develop the EIS ~~four~~ in advance of the time when a good information base exists for the City's rezoning scheme.

② The use of WAC-11-201-235 procedures for development of the EIS is totally inappropriate.

③ The citizen's advisory committee for the project is heavily biased in favor of intensify the zoning, and has no procedures for contacting Bellevue citizens

Please print
Name DAVID F. PLUMMER
Address 14414 NE 14TH PL BELLEVUE, WA 98007 E-mail Address: pdf3@comcast.net

④ The City is pre-maturly, and with no justification committed to routing a light rail system from the downtown area to Overlake.

⑤ The City is rushing this project ahead with no plan for intimate contact

(OVER)

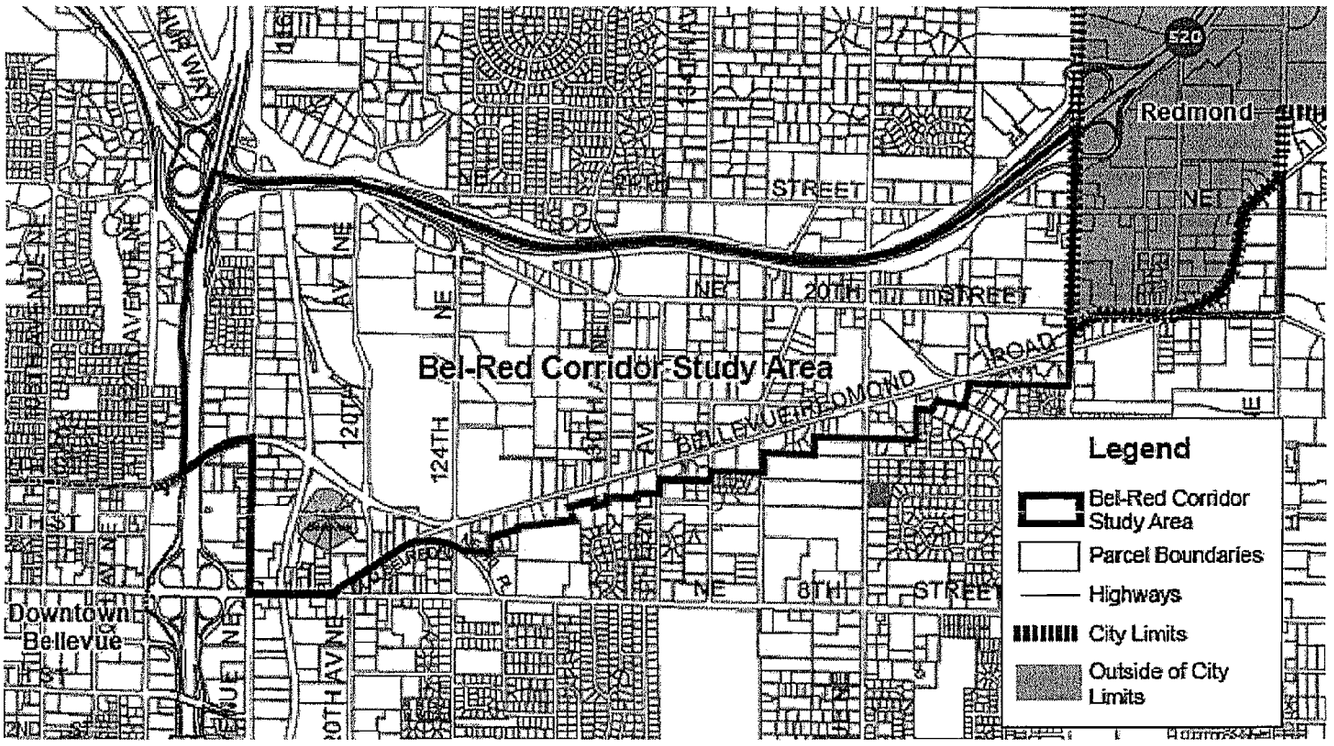
3. (5), continued

with the citizens of the city, esp ially the residential areas on the rth and south sides of the project area.

Rec'd 12/23/05

BEL-RED
corridor project

Comment Form—November 9, 2005



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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there? I am one of the owners of the commercial property on 130TH known as Evergreen Center (1800-1950 130TH) + (1803+1807 132nd). I want to keep rents at reasonable levels so that numerous tenants will be attracted to this area. Bellevue needs the small service-oriented businesses which are located here. These include Little Gym for kids, florist, office supply, appraisers, building contractors + engineers, Curves for Women + a beauty salon. At 13620 NE 16TH St. we have auto repair + copier sales + service.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.
130TH needs to be upgraded. There needs to be an entrance + exit point at 130TH to eastbound 520. However, I would not like to see an overpass over 20TH which would impede access to the properties on 130TH near 20th.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.
The land use code does need to be opened up to more commercial uses. Residential land use would be more appropriate on the westside of the Bel-Red area.

Please print Name LINDA JAMES

Address P.O. Box 1377 Bellevue, WA 98009-1377

E-mail Address: none

Evergreen Center L.L.C.
P.O. Box 1377 Bellevue, WA 98009-1377

m7652.11/05.idd

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BEL-RED
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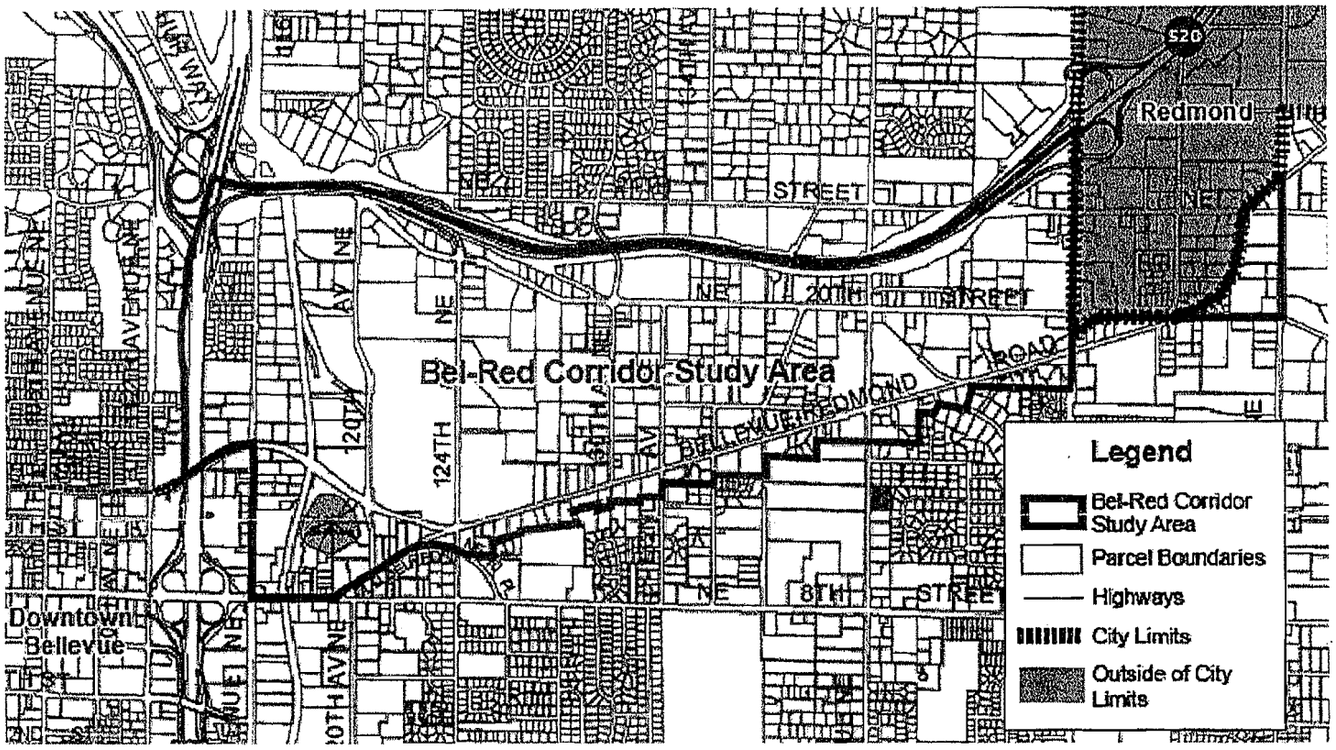

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

Bel-Red Road is nice with trees & businesses and traffic moves well. The small businesses in the area are nice and convenient. The freeway access off 520 at 124th is excellent (on is a traffic hazard!)

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

Excellent opportunity to put in Employee Housing in redevelopment of industrial areas around Coca Cola plant. Could also use some parks. Also some cross streets E-W would help open up traffic in corridor.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

Mixed use residential & commercial could really help with employee housing shortage. This would require higher density permitting, relaxing parking requirements and offer transit. Tax credits, impact fee relief, tax rebates could help developers plan & build from private sector.

Please print

Name Glenn E. Springman

Address 12301 NE 10th Pl. #303 E-mail Address: gspringman@sherronassoc.com

Bellevue, WA 98005

m7652.11/05.idd

BEL RED
corridor project

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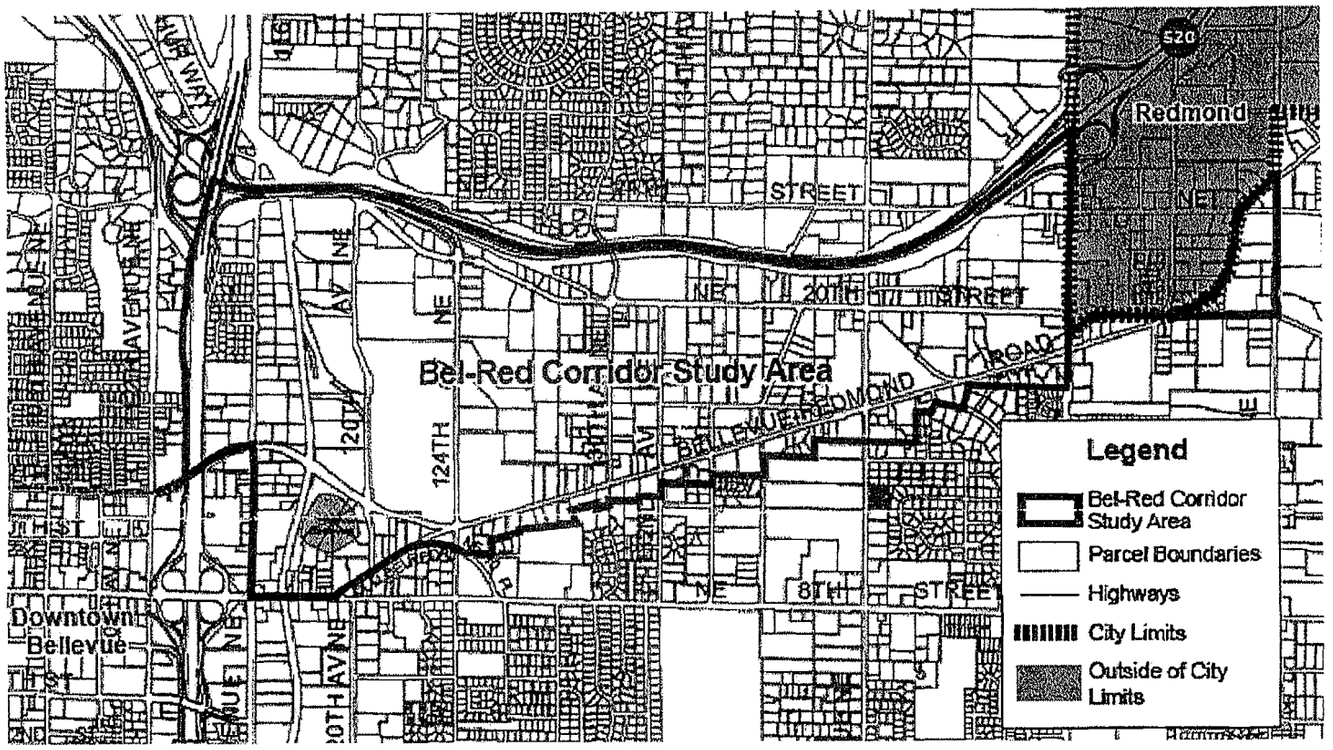

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?
Convenience to shopping & services, such as grocery, auto, clothing, pet, tools, computer, etc.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.
Poor transportation corridor. Unnecessary left turn arrows. Long light cycles that are poorly timed. Difficult to navigate as a pedestrian/cyclist. Not enough sidewalks. Unnecessary parking lots that are poorly connected. Unreliable service on transit. Lack of nightlife/social activities for nearby residents.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.
I have lived nearby (Palisades Apts) since July and I have learned to hate this area. It works great for families & businesses, but I am a young, single guy. Bellevue has NOTHING to offer — no nightlife, no social activities, poor mass transit. I'll be moving to Seattle when my lease expires, even though I work in Kirkland.

Please print
Name ———
Address Palisades Apts. 140th Ave NE & NE 12th St
E-mail Address: ———

m7652.11/05.idd

Rec'd 11/30/05

BEL RED
corridor project
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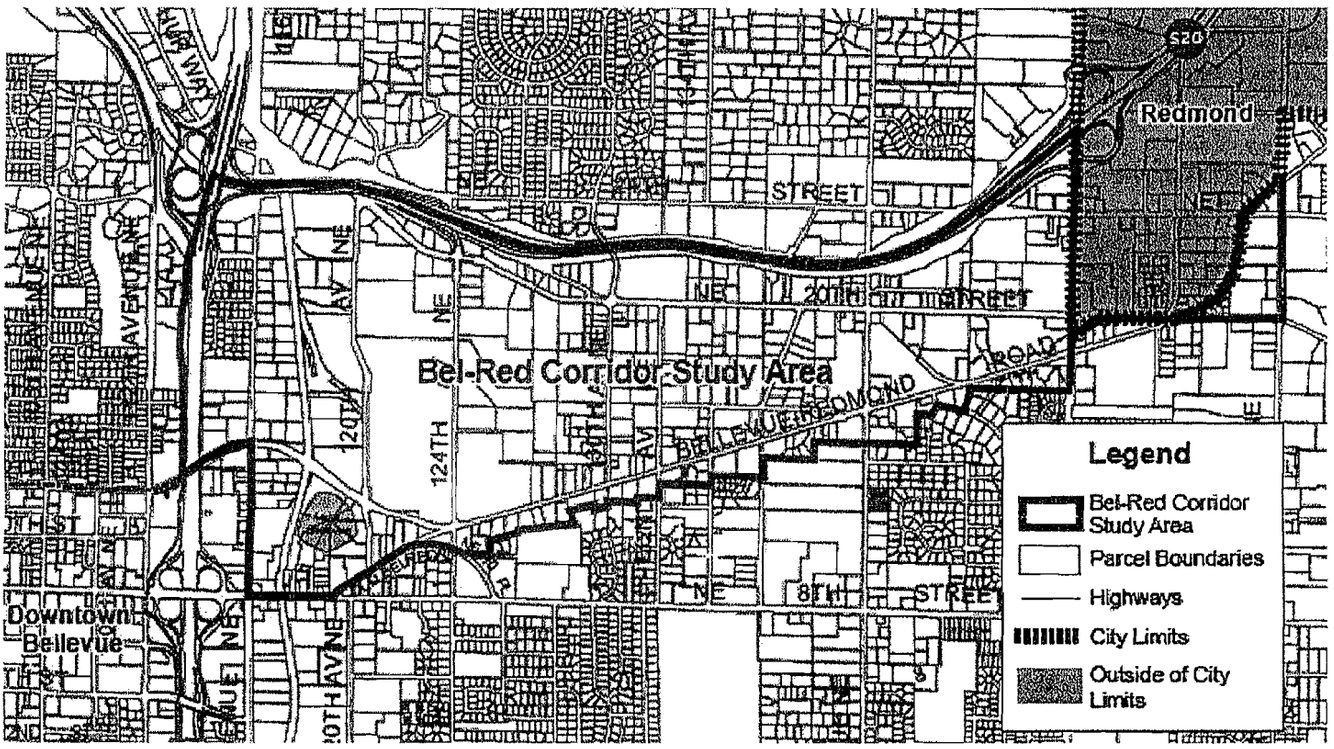

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?
The trees, the different types of businesses, the ease of accessability, services, job diversity.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.
The land use supports the cities long range plans for a diverse work sector.
If there were available space, add fields (for sports), another pool, Gym Space.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.
As a requirement of the EIS, SEPA, GMA processes, the amount of open Space, forested land, wetlands, water, recreation space, quiet must be taken into account to understand impacts brought by this project.

Please print
Name Renay Bennett
Address 8216 108th Ave SE.
98004
E-mail Address: renaybennett@msn.com

Rec'd 11/30/05

BEL RED
corridor project

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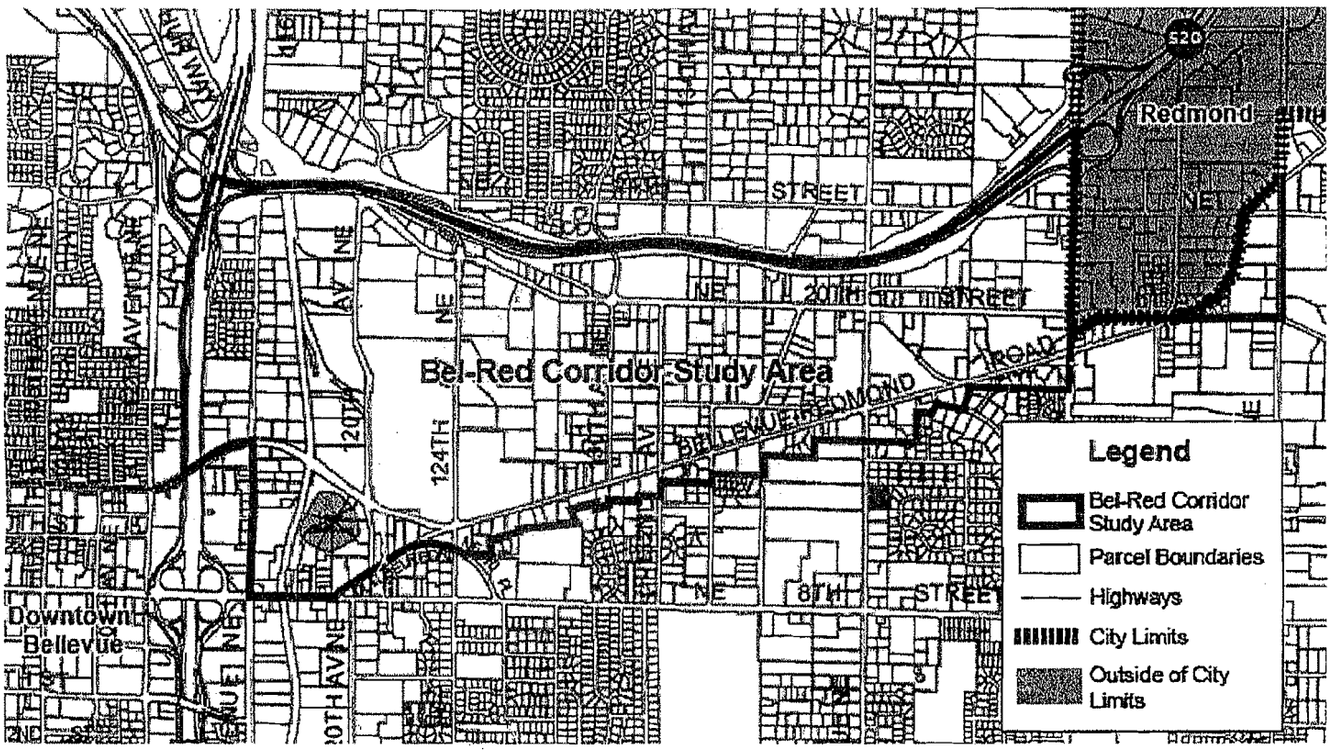

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

THE M[illegible] OF SMALL BUSINESSES AND OFFICES. THE AREAS (ESPECIALLY ON THE SOUTH IN WHICH TREES & OTHER LANDSCAPING HAVE SOFTENED WHAT COULD BE A VERY STARK HE MANY PARKING AREAS. THE STREAMS SHOULD CONTINUE TO BE PROTECTED, FERING OR OTHER MEANS. MAINTAIN BUFFERS USING NATURAL VEGETATION! NO ; WALLS ARE AN ADMISSION THAT YOU'VE LOST THE INTEGRATION/TRANSITION BATTLE.

. opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, onmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

ADD TREES AND OTHER PLANTS TO SOFTEN THE VISUAL STARKNESS OF MANY PARKING AREAS. CONVERT THE AREA TO MIXED USE, ADDING SOME HOUSING. IMPROVE CYCLING ROUTES, ESPECIALLY ALONG BEL-RED ROAD, WHICH IS NOW A CYCLISTS' HELL. CREATE A CIRCULATION ROUTE THAT ALLOWS ONE TO GO FROM BUSINESS TO BUSINESS WITHOUT BEING FORCED TO USE THE MAIN STREETS.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

INDUSTRIAL DOESN'T SEEM TO BE AN APPROPRIATE USE ANYMORE, EXCEPT ON A SMALL SCALE. MAINTAIN BEL-RED ROAD AS A MAJOR EAST-WEST ROUTE, TO LIMIT SPILL OVER INTO ADJACENT AREAS.

Please print

Name GRAEME BLAKE

Address 127 - 162ND AVE SE, BELLEVUE, WA 98008 E-mail Address: GBLAKE2935@AOL.COM

Rec'd 11/17/05 JB

BEL RED
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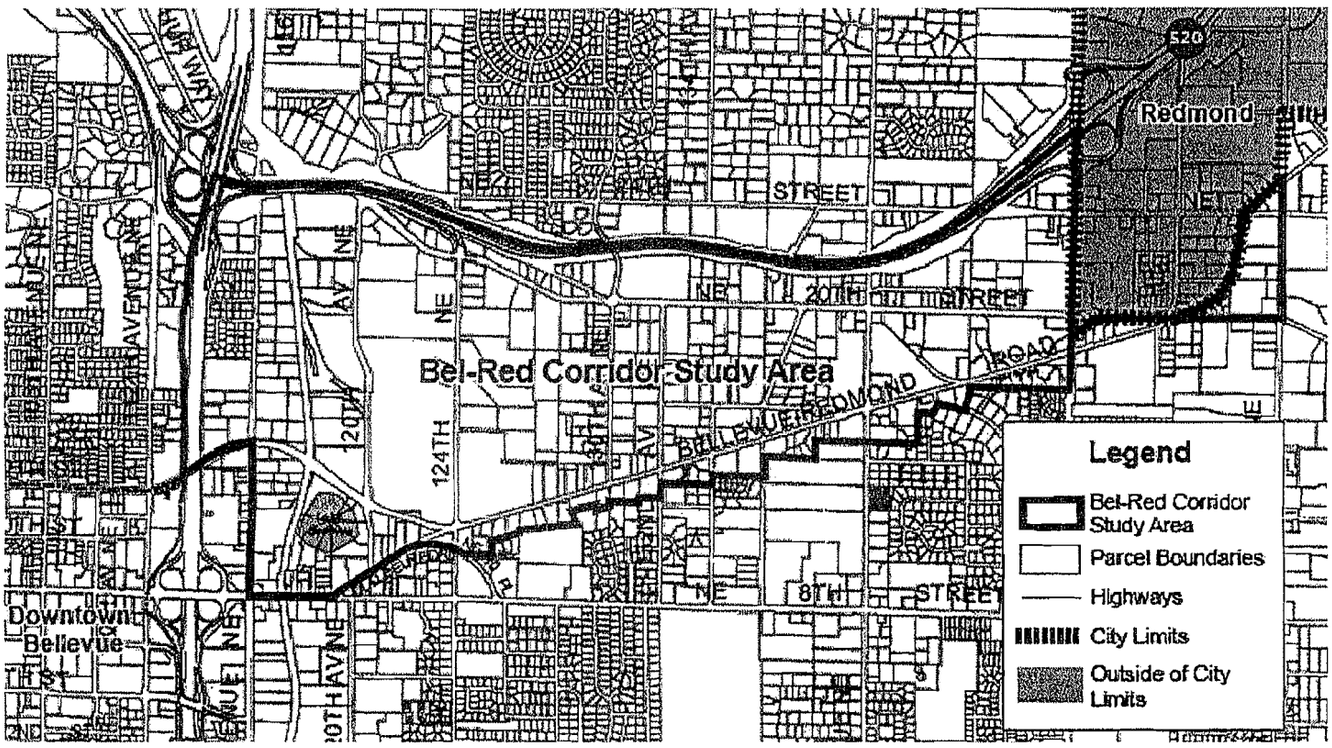

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

The Mom & Pop - Family Repair Shops. It's the one place in town I know to find good service for just about anything. We CANNOT loose That.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

Better Access, Visibility

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

When addressing future Mass Transit through this area please keep in mind the need for truly grade Separated transit. Otherwise it will not be as effective. Monorail would be cheaper to build & operate & have less impact than BRT or LR

Please print
Name Jurgen Brenkert
Address 2033 153rd AVE SE E-mail Address: e-mail@ironpixel.com

Rec'd 11/16/05 JB

BEL RED
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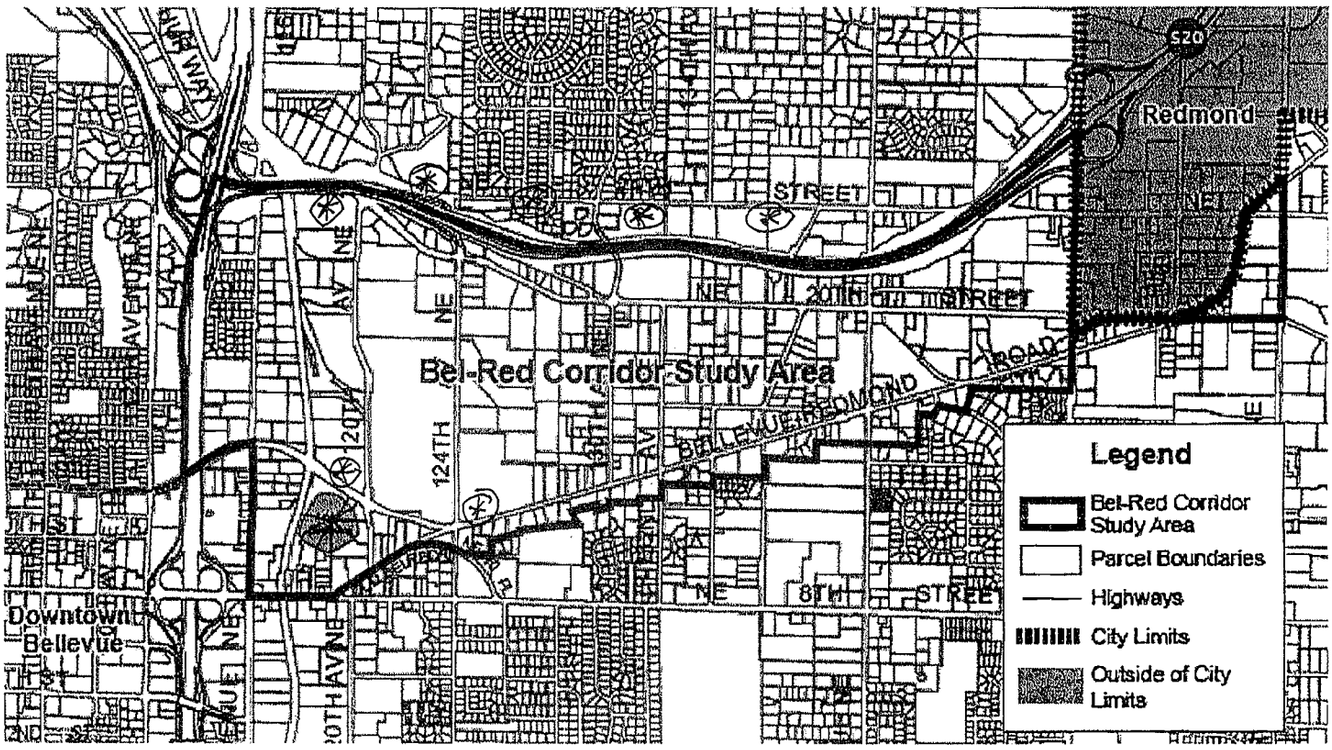

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

The many service type businesses with store front free packing. Please make it possible for the existing businesses to remain in the area keeping it affordable for them to do so

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

mixed land use - affordable housing with retail - 3 story MIN. sports fields - MORE bus service - arrange for (*) Buffer on perimeter. Add E. W. streets - sidewalks -

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed. (*)

- PROTECT adjacent neighborhoods from addl. traffic (NE 2
- Open up natural streams for SALMON - make a
- Address NOISE ISSUES - from vehicles, wetlands refuge
- No offensive lighting. LOADING & UNLOADING for WILDLIFE
- PROTECT neighborhoods to North

Please print

Name PATRICIA JANES

Address 12424 NE 28th E-mail Address: p.janes@comcast.net

Bellevue, WA 98005

m7652.11/05.idd

Rec'd 11/15/05

BEL-RED corridor project

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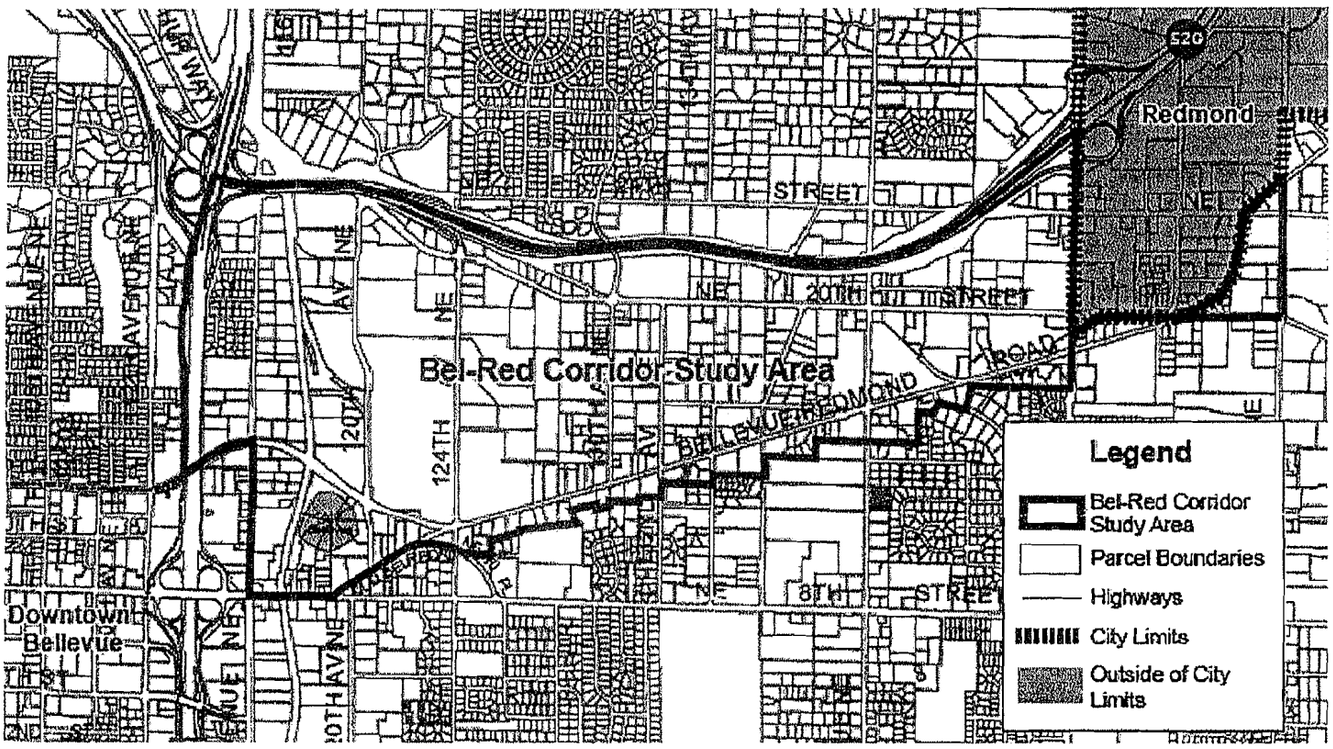

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

IT IS CENTRAL IN BELLEVUE AND ACCESS IS GOOD

WE ARE USED TO IT BEING COMMERCIAL

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

- BETTER EAST-WEST STREETS TO RELIEVE TURNING TRAFFIC ON NE 20TH & BEL-RED ROAD
- IMPROVE LOOKS & ENVIRONMENT
- IT BASICALLY IS AN EYESORE.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

CONSIDER — MGT THRU THE CORRIDOR AND EVENTUALLY A PARK AND RIDE FACILITY

Please print

Name TED SCHUMAKER

Address 12719 NE 32ND ST 98005 E-mail Address: schumakert@verizon.net

m7652.11/05.idd

BEL-RED corridor project

Rec'd 11/15/05

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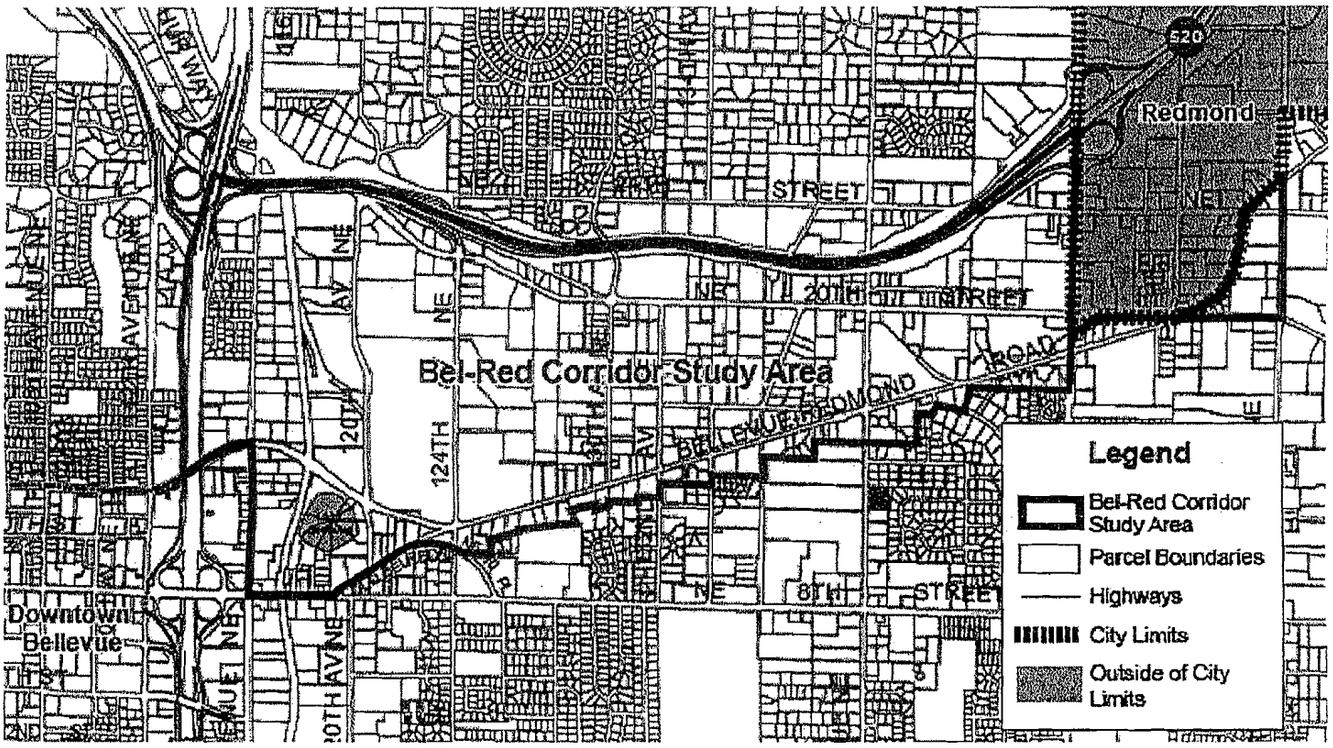

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

THE CORRIDOR IS EMPTY/ NON-DESCRIPT DUE TO THE LARGE AMOUNT OF ZONED PROPERTY/ CURRENT USES. IT'S A STREAM CORRIDORS. IT'S W/ FREEWAY/ ARE ITS BIGGEST ASSET.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

AS A COMMERCIAL PROPERTY OWNER + R.E. DEVELOPER I'VE SEEN THE CITY CORE MOVING + ENCOMPASSING THIS AREA IN THE NEXT 10 YEARS. ZONING CHANGES THAT WOULD FOSTER THIS DEVELOPMENT AND ALLOW INTENSE OFFICE USES AND SIGNIFICANT HEIGHT ALLOWANCES SHOULD BE ENCOURAGED, ESPECIALLY WITH A HCT/RAIL CORRIDOR RUNNING THROUGH IT.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

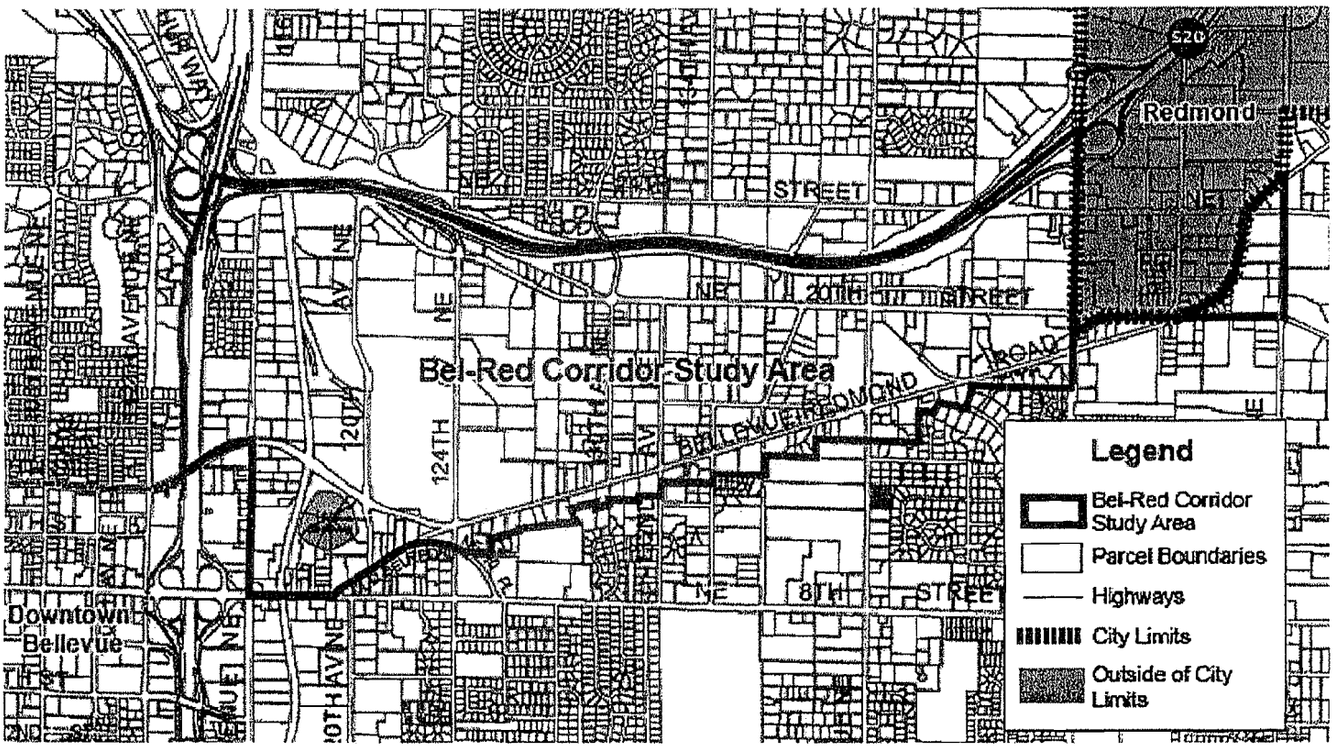
ZONING NEEDS TO CHANGE IN THE CURRENT L.I AREA. THE MEDICAL "DISTRICT" SHOULD BE ALLOWED TO EXPAND AS NEEDED WITH FLEXIBLE ZONING. ADDITIONAL ACCESS POINTS TO S20 (130TH + 140TH) & A LOGICAL LINE SEEMS TO BE EVERYTHING WEST OF 124TH (IF NOT 130TH)

Please print
Name SCOTT HALL
Address 1215 120TH AVE NE, SUITE 201
BORNSTEAD CONSTRUCTION CO.
E-mail Address: SCOTT@BORNSTEAD.COM

m7652.11

BEL-RED
corridor project

Comment Form—November 9, 2005



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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there? Keep the greenery + beauty of the South side of Bel-Red Rd!
I like the small business shops - Bellevue Auto Electric, the 2 different trophy/award stores, skate king, photography studios etc. It has a small town feel to it. Preserve this feeling. Downtown has grown so big that people are going to Redmond Town Center to shop. Also Bel-Red Rd is a great "fast" road to get to downtown Bellevue. Signals are timed and traffic flows well.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.
If available, another park - baseball - soccer field. There never seems to be enough. Keep new developed areas affordable so businesses will relocate here. I'm afraid this plan might drive up costs/rents and drive away the very businesses we need and want here.
* No Highrise buildings, please! 2-3 stories max!

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.
I live off of 148th Ave NE. We have so much traffic on this street already so I hope this project won't add more. The surrounding neighborhoods should not feel encroached upon. Keep Urban sprawl away from the neighborhoods. Keep the open feel to the area. It's a comfortable + safe feeling area!

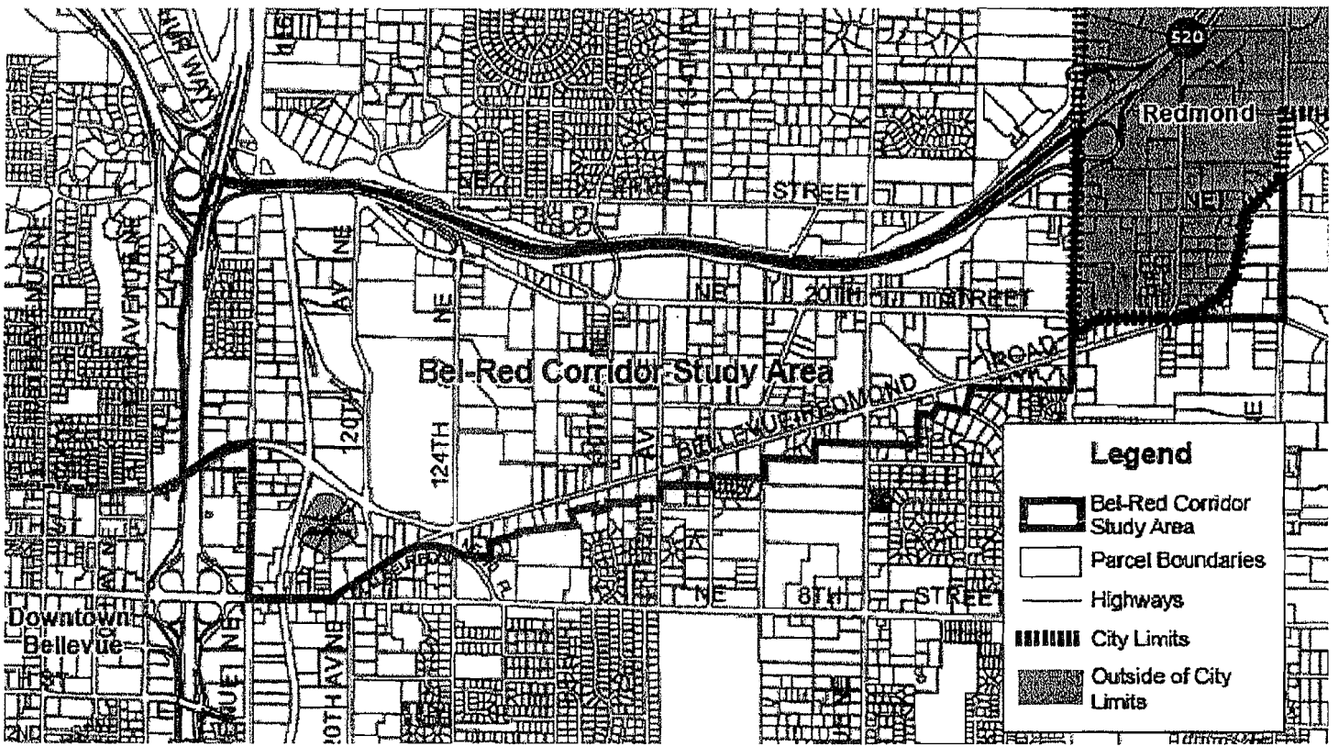
Please print

Name Maggie Bentley
Address 15027 NE 11th Pl Bellevue 98007 E-mail Address: pgbrun@comcast.net

BEL RED
corridor project

Stevenson School
11/09/05

Comment Form—November 9, 2005



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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

Good variety of commercial, trades, + repair services!!

Improve access to Hwy 520 while maintaining 520's capacity + level of serv

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

Needs a more complete & fine-grained local street system for circulation & subregional/citywide accessibility to serve bicycles (especially deficient today), transit access, autos, while reducing unnecessary concentrations of turn-movements & access on Bel Red Rd + NE 8th. Transit access in interior is nil.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

Rehabilitate/restore wetlands/streams + fish habitat in connection with future land use + transp. system development

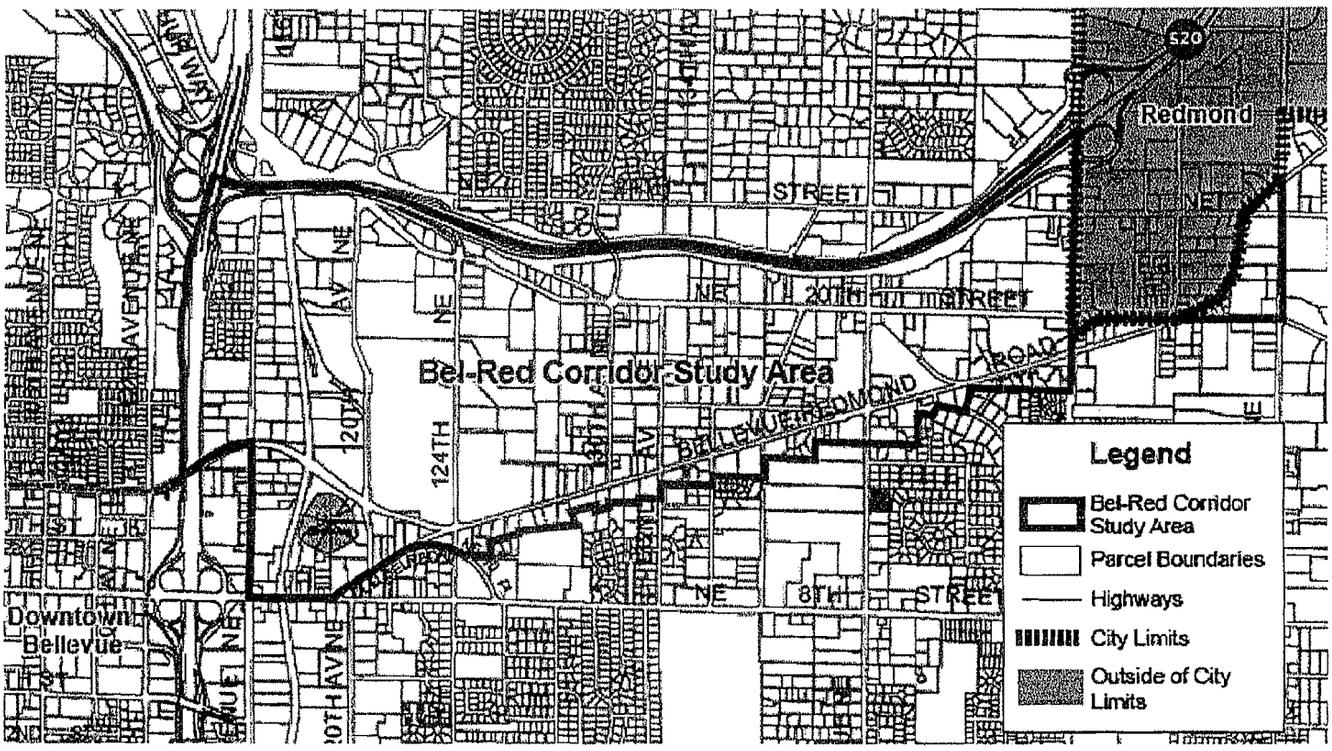
Please print

Name _____

Address _____ E-mail Address: _____

m7652.11/05.idd

BEL-RED
corridor project
Comment Form—November 9, 2005



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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?

I like the fact that Bel-Red RC is a connector between the city East-West. However the character presented by Lake Bellevue, Kelsey Creek, etc are pretty lost

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

much more mixed use residential and much better transit routes and hubs that mirror the hub in downtown Bellevue

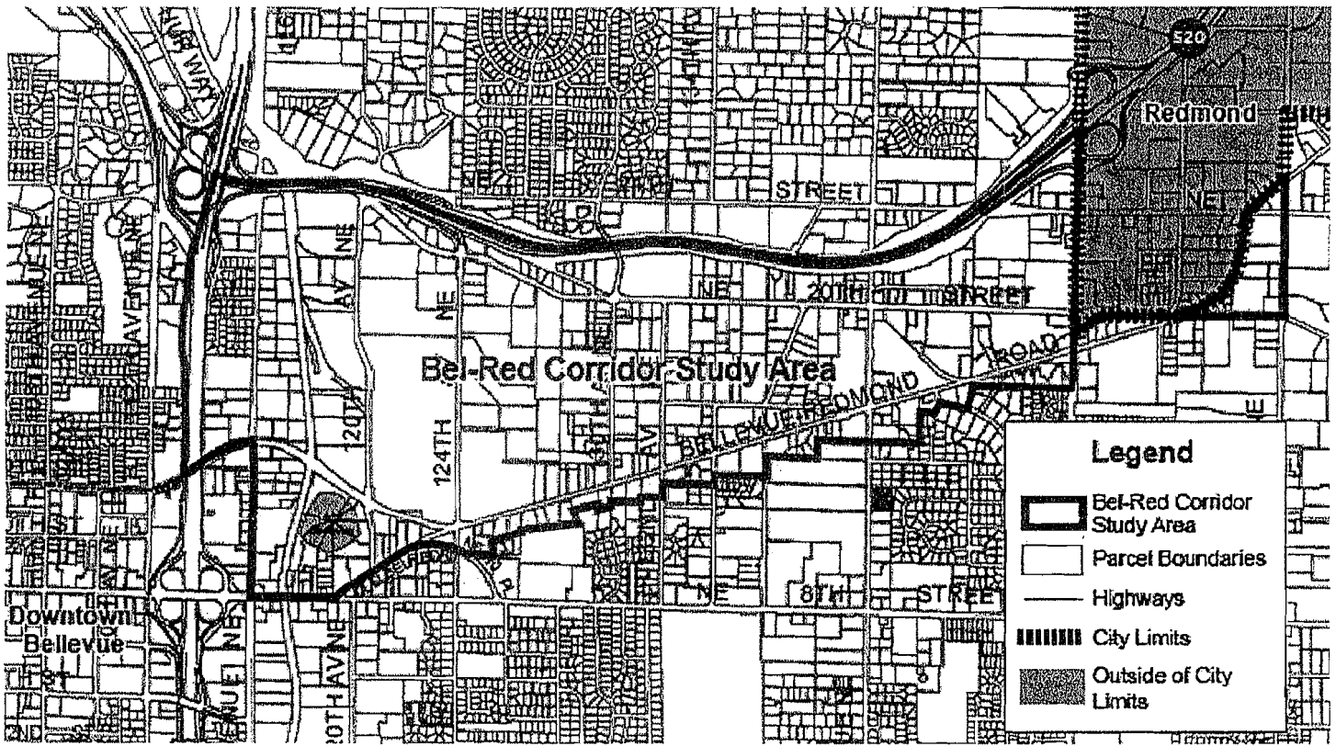
3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

The car lots near Lake Bellevue and on NE 8th do not fit with the desired character. Areas like Lake Bellevue should have been more protected. How can this possibly get reversed now.

Please print
Name Michael Tirk
Address _____ E-mail Address: mtirk@michaeltirk.com

m7652.11/05.idd

BEL-RED
corridor project
Comment Form—November 9, 2005



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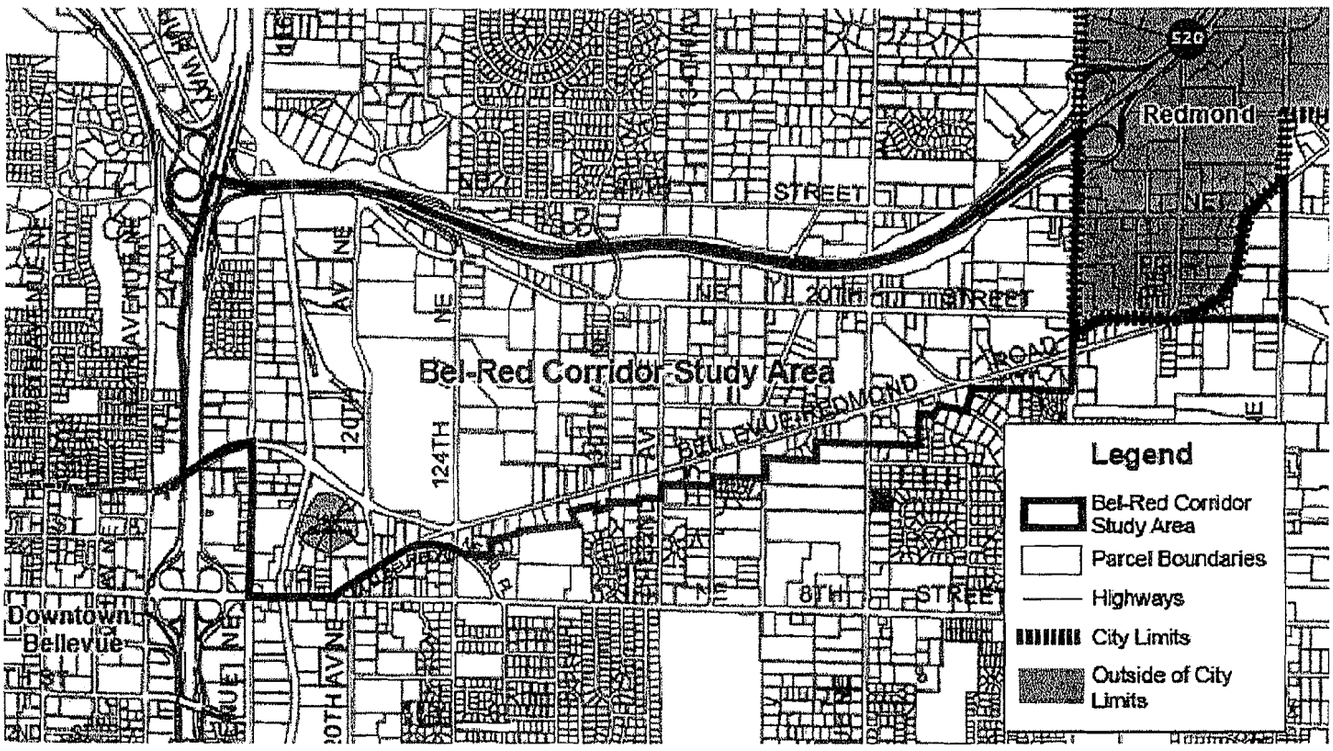
It does not make sense to run transit through the area. HCT should stay on 405/520 to Redmond

Please print
Name R. G. Cole
Address _____ E-mail Address: rgjcole@gte.net

m7652.11/05.idd

BEL-RED
corridor project
Comment Form—November 9, 2005



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(a) Services. Keep the area available for the service businesses that are there.

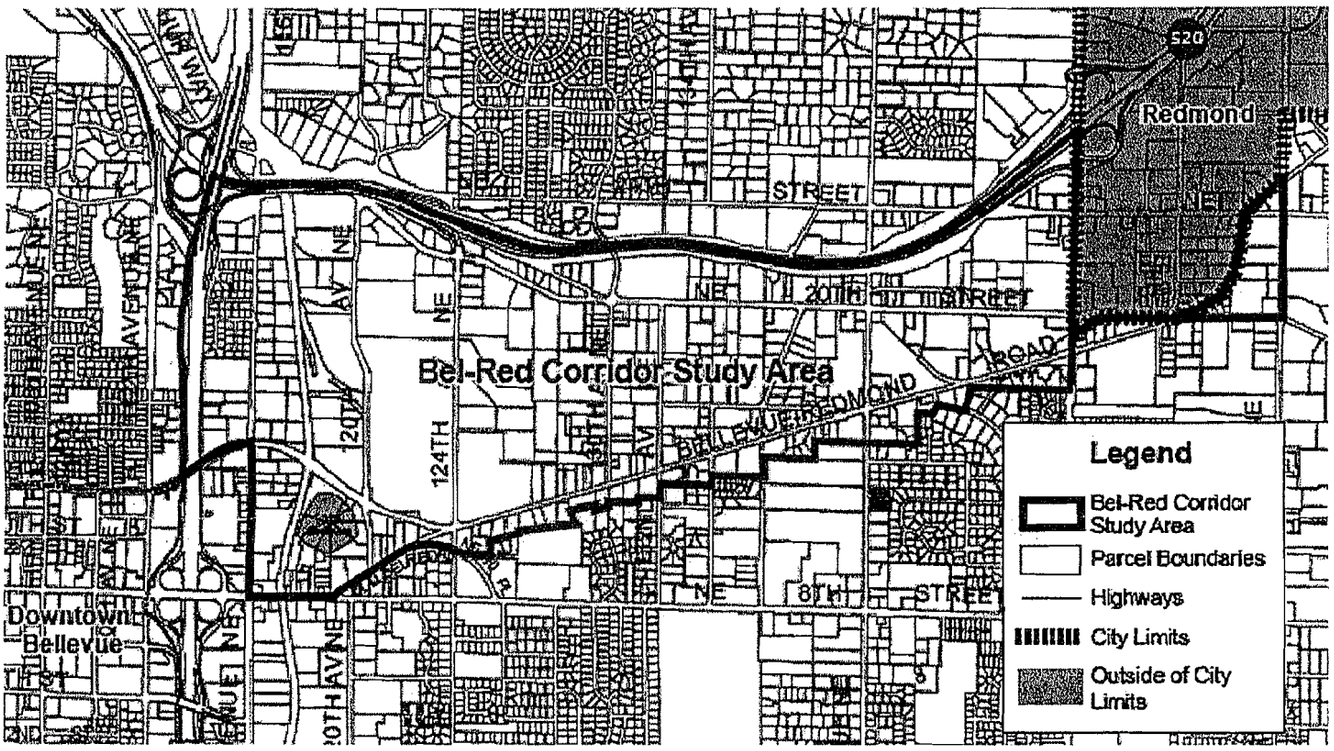
2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.
(a) Use the area to maximize Green Building. Encourage this through tax breaks to co's that meet specific Standards. (b) Provide transit opportunities. (c) Bury Utilities. (d) Add wind or Solar energy power to the area. (e) Restore wetlands in the area.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.
Provide transportation from other areas into this area. Bring in a partner who has an understanding of how to build community and commercial success. Don't work w/ a partner who's only focused on commercial

Please print
Name Edward Norton
Address 12804 NE 32nd Bldv 98005 E-mail Address:

BEL RED
corridor project

Comment Form—November 9, 2005



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ZONING WHICH WILL ALLOW OCCUPANCY OF HUMAN SERVICE AGENCIES TO SERVE BELLEVUE CLIENTS

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IMPROVE BUS SERVICE TO PROVIDE TRANSPORTATION OF BELLEVUE RESIDENTS TO DR's OFFICES, HUMAN SERVICE AGENCIES, COMMUNITY CENTERS,

Please print

Name _____

Address _____ E-mail Address: _____

BEL RED
corridor project

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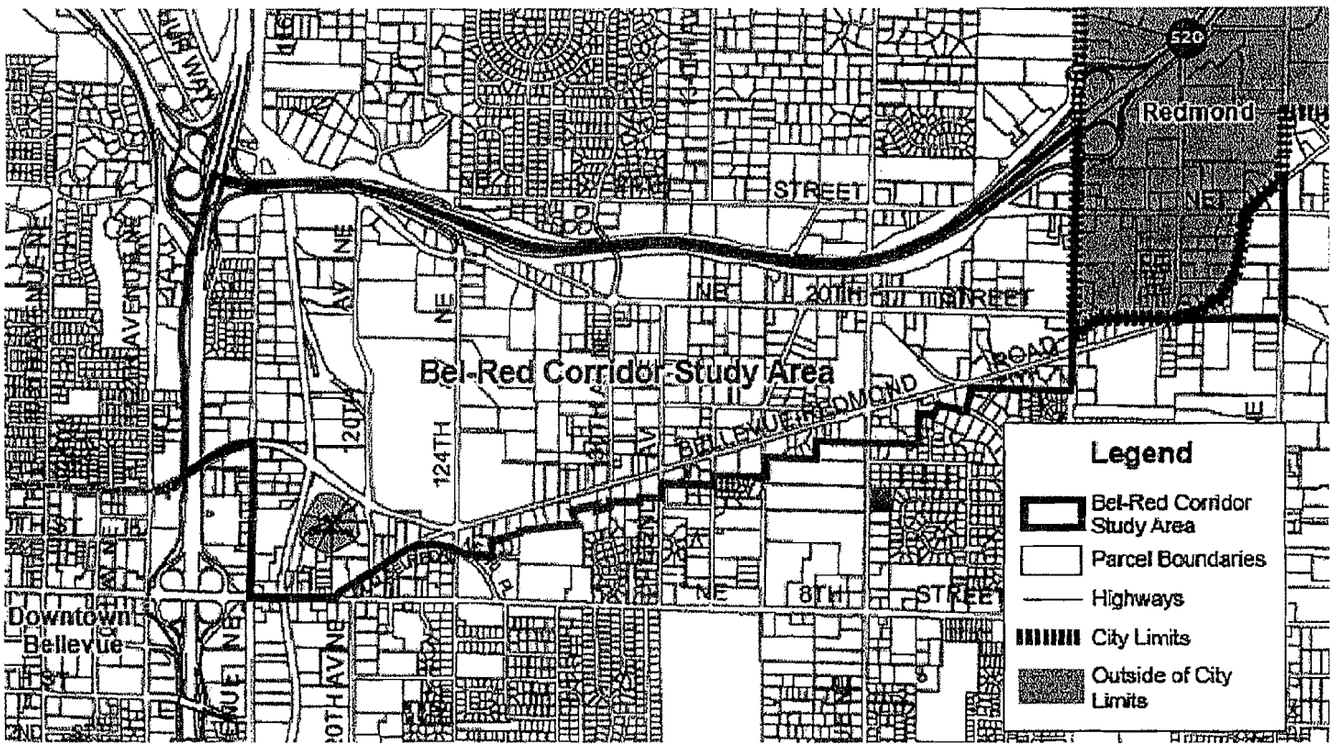

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1. What do you like about the Bel-Red Corridor now, and what do you feel should be preserved there?
IT IS A WONDERFUL OPPORTUNITY TO REDEVELOP A VERY IMPORTANT & UNDER UTILIZED AREA. CONSIDER A "SUSTAINABLE COMMUNITY" SIMILAR TO WHAT PORTLAND IS CONSIDERING FOR THE LLOYD DISTRICT. SEE NITHUN'S (ARCHITECTS) PRESENTATION.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.
COULD BE A TRUE MULTI-MODAL AREA. GREAT OPEN-SPACE & GREENSPACE OPPORTUNITIES.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.
ENCOURAGING PATIENCE & ENCOURAGING PRIVATE SECTOR INVESTMENT TO MEET LONG TERM OBJECTIVES.

Please print
Name MARK GREEN "A KING CO. RESIDENT"
Address _____ E-mail Address: _____

m7652.11/05.idd

BEL RED
corridor project

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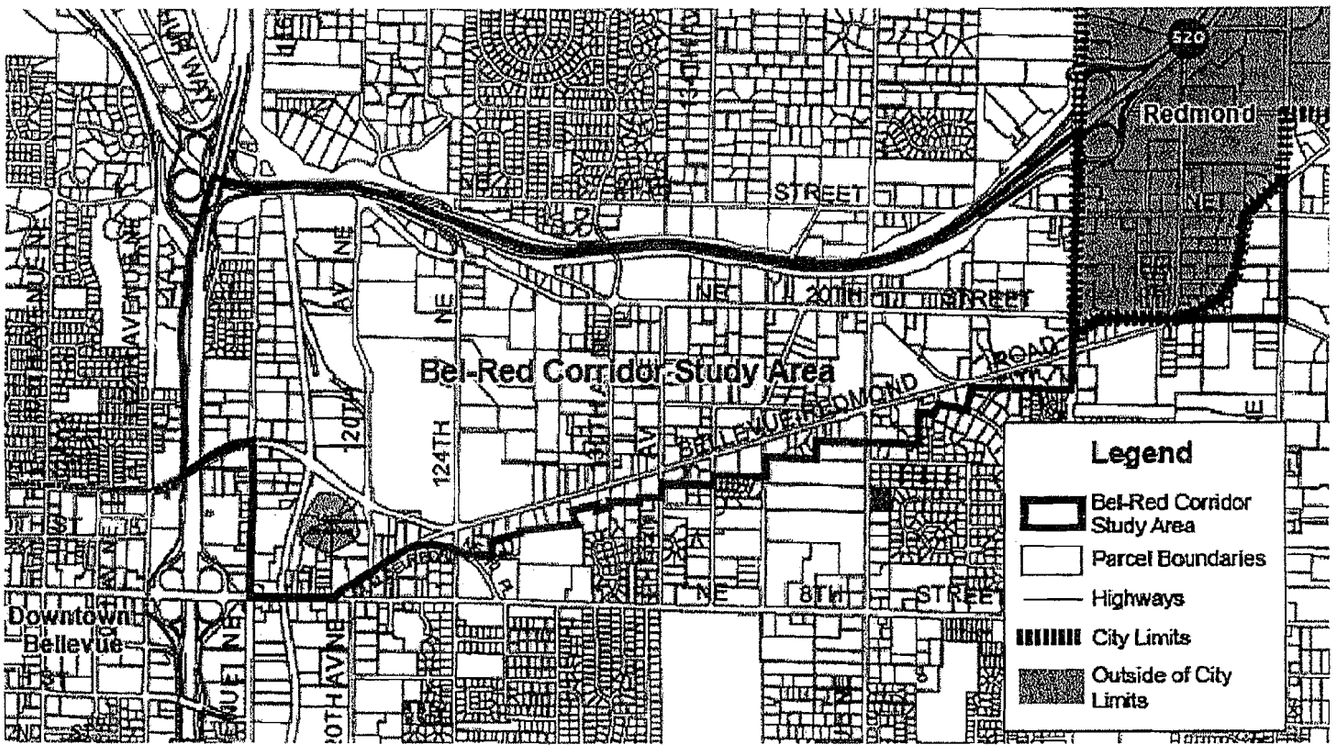

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THIS AREA HAS GREAT POTENTIAL FOR AN INTEGRATED COMMUNITY WITH A BIT OF EVERYTHING. WE CAN VIRTUALLY REDESIGN IT FROM THE GROUND UP. LET'S NOT BLOW IT.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.
ANY STREAMS THAT FLOW ALL YEAR SHOULD BE "DAYLIGHTED" OR OTHERWISE ENHANCED AND GIVEN THEIR OWN SPACE FOR THE PHYSIC. AND VISUAL ENJOYMENT OF WILDLIFE AND PEOPLE. CURRENTLY THEY ARE ABUSED OR IGNORED AND TREATED LIKE DRAINGE DITCHE

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.
THE NAME OF "LAKE BELLEVUE" SHOULD BE CHANGED. ON A SCALE OF 1-10 I GIVE IT A NEGATIVE 1,000. IT'S WORTHLESS IN MY OPINION. THEN IT SHOULD BE ENHANCED AS FOR THE STREAMS ABOVE.

Please print
Name NICK BARNES
Address 4415 145TH AVE NE #H7 E-mail Address: KINNIKINNICK@NCPLU.NET
BELLEVUE 98007

BEL RED
corridor project

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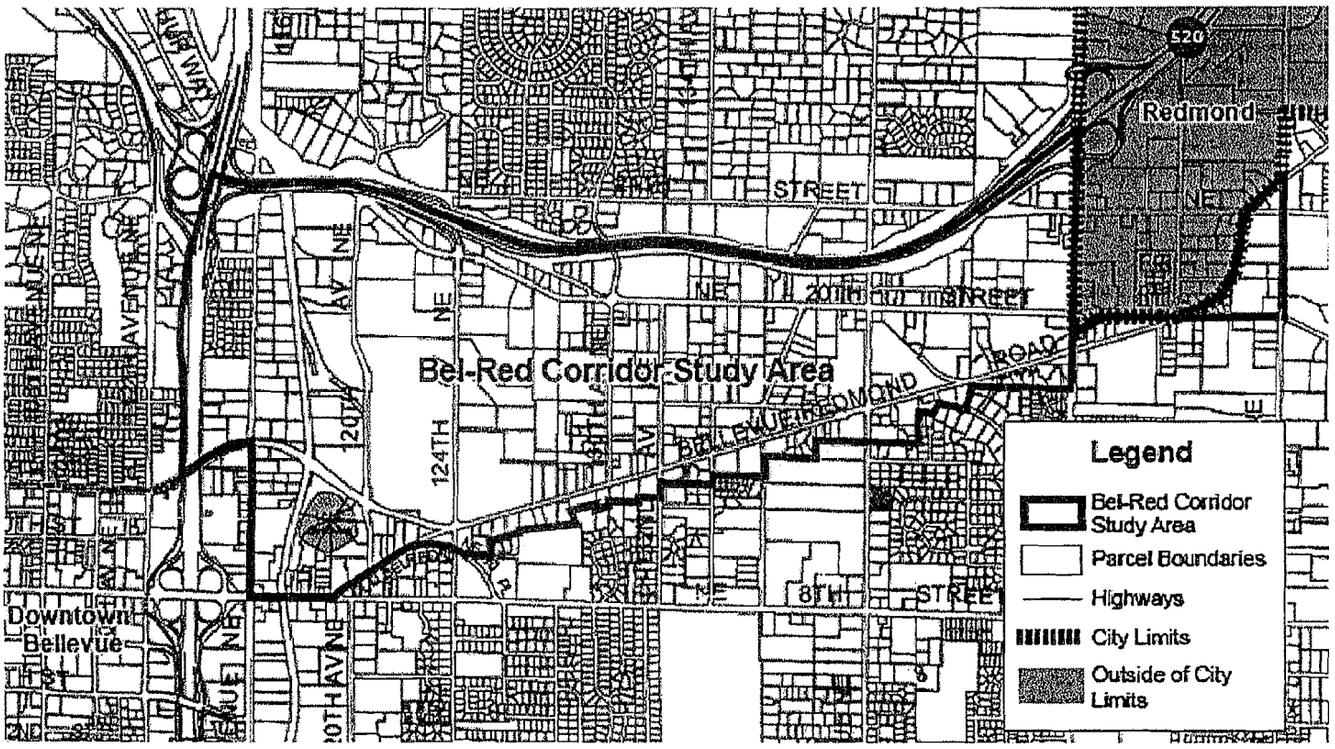

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THE PERIPHERY IS OKAY. THE LI AREA NEEDS SOME HELP.

2. What opportunities and areas for improvement do you see in the corridor, such as different land uses, amenities, transit options, environmental enhancement, non-motorized transportation, etc.? Please note them on the map as well.

THE ENTIRE REGION IS SPECIALIZING IN BIOLOGICAL PRODUCTS FOR HEALTH RELATED DRUG & EQUIPMENT DEVELOPMENT AS WELL AS SOFTWARE DEVELOPERS WORKING WITH COMPUTER EQUIPMENT INNOVATORS. GET ON BOARD & SUPPORT THESE TWO INDUSTRIES.

3. The issues we will be evaluating in the Bel-Red Corridor EIS will include traffic impacts, transit, land use (including industrial, commercial, and residential uses), protecting nearby neighborhoods, and protecting and enhancing natural resources. Please let us know your main comments and concerns about these topics, and/or other issues that should be addressed.

DO NOT ALLOW THE NUMBER OF RESIDENTIAL UNITS TO INCREASE. PRESERVE THE RAILROAD SERVICE.

FIRST PRIORITY: ECONOMIC DEVELOPMENT!

Please print Name JIM EDER

Address 15422 SE SEVENTH PL 98007 E-mail Address: N/A

BEL RED
corridor project

Summary of Comments from Small Groups
November 9 Public Workshop

Why are you interested in the future of the Bel-Red Corridor?

- Current zoning can accommodate expanded uses
- Discomfort in expending city funds to study this area that is currently working well
- Consider how change in Bel-red will impact surrounding areas – especially traffic (3)
- Keep the small-town feel that includes small businesses and easy parking
- Improve transit services and facilities in the study area
- Effects on existing commercial property and small businesses
- Include pedestrians and bicyclists – recreational and commuter – within the area and connections to downtown and to regional trails (2)
- Several stakeholders live in, work in, own property in, and use the Bel-Red area daily (3)
- Maintain services for personal use, - these are an important part of economic base
- Don't lose the industrial base
- Emphasis on essential day-to-day services and small businesses, not boutique.
- Retain the green areas, especially the mature trees that define the Bel-Red Boulevard corridor.
- Mitigate the adverse impacts of additional density
- Consider opportunities to provide for lower income housing
- Enhance the internal circulation
- Provide better street connectivity within the study area

What do you like about the Bel-Red Corridor?

GENERAL

- Blue collar, nitty gritty
- Aesthetics on south-better
- Feelings that you are not in a high-rise canyon
- Proximity to downtown Bellevue/Crossroads
- Can live close to work

LAND USE

- Small businesses that you don't find elsewhere in the city.
- Existing business services
- Diversity of businesses
- Wide range of tenants: office, warehouse, retail
- Offers necessary services : car repair, grocery stores, furnace repair, dog grooming
- Flexibility of land use in the area should be marketed/promoted
- Easy to get what you need without getting on the freeway
- It is kid/teen - friendly, like Skate King, clothing stores, Highland Center, the ballet – places that kids can hang out and parents can feel they are safely entertained.
- Parking-easy, free, simple (don't have to park in a garage)
- Preserve uniqueness

TRANSPORTATION

- Bel-Red Road flows when other arterial streets don't – due in part to not having retail on both sides
- Good freeway access
- Difficult freeway access
- Can walk from residential areas south of Bel-Red to shopping

ENVIRONMENTAL SUSTAINABILITY

- Abundant vegetation in places, parking is sometimes hidden
- Trees and landscaping along Bel-Red Road.

What do you dislike about the Bel-Red Corridor?

LAND USE

- Shops need redevelopment
- The industrial area needs a facelift, renovation
- Don't want to lose what is there
- Lowes is noisy, especially in early morning

- Strip malls; parking in front is ugly; over supply of parking
- "Ugliest area in Bellevue"
- Overlake Hospital area
- Don't want too much height; too many stories – want it to stay low scale.

TRANSPORTATION

Pedestrian and Bicycle

- Riding bike in area: East to West routes are bad and high speed drivers
- Bad walking routes (sidewalks need repair)
- Not pedestrian-friendly
- Lack of safe ped/bike routes and facilities (Northup Way)

Roadways

- Freeway access inadequate
- Too much freeway access
- 148th Avenue NE listed as alternative to I-405
- The only way to get to I-405 is via NE 8th Street – through the congestion of the intersection of NE 8th Street and 116th Avenue NE
- Constraints of I-405 and 520 Interchange-impacts on local streets
- Challenge of in-bound commute and traffic in the morning and outbound in the evening
- Limited highway crossings force traffic into neighborhood
- No East to West interior access
- Too few E-W and N-S connections
- Cross streets between NE 20th Street and NE 24th Street need asphalt overlay
- Intersection of NE 16th Street 16th and 136th Ave NE
- Too many protected left turns
- Traffic congestion (only 3 routes N-S: 140th, 148th, 156th)
- SR 520/148th interchange is too busy; need a westbound half to the 124th interchange.
- The street grid is lacking; should complete NE 20th Street and NE 24th Street

ENVIRONMENTAL SUSTAINABILITY

- Excessive amounts of concrete-impervious surfaces
- No park or other public access to Lake Bellevue

<u>What opportunities for change exist in the Bel-Red Corridor?</u>

LAND USE

- Develop multi-family housing in Dogwood Park area

- Increase density west of 130th,Ave NE - not east of there where important neighborhood services area located
- Preserve existing services east of 130th Ave NE - accommodate the side-by-side uses of auto service and retail services
- Allow for mixed use development - especially higher-density residential, while retaining existing services (2)
- Safeway site is a good candidate for higher-density mixed use, perhaps including a golf course
- Big box development, as it is customarily developed, would create significant adverse traffic and noise impacts
- Provide playfields, especially at edges of Bel-Red area - creating a buffer between residential areas to N and S and the light industrial in the center
- Extend medical office development from the west side and high tech (Microsoft) from the east
- Provide retail that serves employees in the industrial area
- Provide a density bonus to developers in exchange for providing open space

TRANSPORTATION

Pedestrian and Bicycle

- Enhance existing walking area near wetland
- Provide bicycle lanes on Bel-Red Road
- Add pedestrian and bicycle facilities on new interior access roads
- Improve pedestrian facilities on NE 20th Street
- Provide a pedestrian and bicycle trail between the Bellevue Botanical Garden and the Bel-Red area and perhaps along the power line/124th Ave NE right of way

Transit

- Improve local transit access
- Provide transit hubs and cluster new development around transit in mixed-use structures
- Improve transit between Overlake and Crossroads to downtown, if there is a place to leave a car (e.g. Park 'N Ride)
- Provide enhanced transit facilities and services on the west side of study area where density can be accommodated
- Provide transit stops at important intersections
- Provide a transit circulator route to connect to HCT
- Construct one or more transit flier stops on SR 520 at major cross streets with direct pedestrian connections from the flier stop to local North/South transit service – and nearby development

Roadways

- Improve interior roadway grid
- Connect NE 10th to 124th to take traffic off of Bel-Red Road
- Connect existing rights-of-way to enhance internal circulation
- Improve bus service on 124th Ave NE
- Improve the safety and relieve congestion for drivers on NE 24th west of 148th.

ENVIRONMENTAL SUSTAINABILITY

- Open Lake Bellevue near railroad tracts – turn this area into a public amenity
- Open up streams
- Provide landscape buffer/greenery along street corridors and streams
- Improve access to, and the quality of, natural and wetland areas

Attachment B

Scoping Notice

NOTICE OF DETERMINATION OF SIGNIFICANCE, SCOPING MEETING AND REQUEST FOR PUBLIC COMMENT ON THE SCOPE OF AN ENVIRONMENTAL IMPACT STATEMENT
Bel-Red Corridor Project
EIS file #: 05-127994 LE
Description of Proposal: The purpose of the project is to develop a preferred long range (2030) land use and transportation vision for the project area. The project will include technical work involving real estate, economics, land use and urban design, transportation, and environmental review. Substantial opportunity for comment by stakeholders and the general public will be provided through a Steering Committee, meetings of the Planning and Transportation Commissions and the City Council, and project-related public meetings. Once the final recommendations from the project are approved by the City Council, implementation of these recommendations will begin, likely in 2007. These implementing actions may include amendments to the City's comprehensive plan, subarea plans, Land Use Code, and Capital Improvements Program. The City will conduct a programmatic environmental review under the auspices of WAC 197-11-210 SEPA/GMA integration, with expanded scoping consistent with WAC 197-11-410. This approach will integrate Bel-Red Corridor planning and decision-making with the environmental review while facilitating consideration of environmental issues, and promoting public participation and interagency cooperation.

Location: The Bel-Red Corridor Project area is bounded by SR 520 on the north, I-405 and 116th Avenue on the west, Bel-Red Road on the south, and on the east, 148th Avenue plus a small triangle bounded by Bel-Red Road, NE 20th Street and 156th Avenue. See Figure 1.

Proponent: City of Bellevue

EIS Required: The City of Bellevue (Lead Agency) has determined that this proposal is a major action under SEPA, having a probable significant adverse impact on the environment. An EIS is required and will be prepared at a programmatic level, appropriate to the early planning stage. The City has preliminarily concluded that the EIS will discuss impacts to earth, water resources, plants, animals, energy and natural resources, environmental health, land and shoreline use, housing, aesthetics, light and glare, recreation, historic and cultural resources, transportation, air quality, noise, economics, public services and utilities. The previous EISs listed below will serve as background information, and may be included by reference: *EIS for the Overlake Hospital Master Plan/NE 10th Extension,* February 2005; *EIS for the Downtown Implementation Plan Update and Downtown Subarea Plan,* 2003; *EIS and Section 4(f) Evaluation for the I-405 Corridor Program,* 2002; and *EIS for the SR 520 Corridor Bridge Replacement Program*, expected in early 2006.

Alternatives: A No Action Alternative for the 2030 planning horizon will assume a continuation of existing zoning, committed and planned transportation system changes, and adopted regional growth assumptions. The No Action Alternative will provide a baseline for comparison with up to three alternatives including varying assumptions of increased development density of differing land use types, coupled with transportation system changes such as arterial roadway improvements, High Capacity Transit routes and stations, and upgrades to the non-motorized system.

Scoping Meeting: 5:00 – 8:00 PM, Wednesday, November 9, 2005
Stevenson Elementary School
14220 NE 8th Street

Comments: Agencies, affected tribes and members of the public are invited to comment. You may comment on the alternatives, elements of the environment, probable significant impacts, mitigation measures, and potential conditions on any licenses or approvals to be considered by the City.

Comments Due: Comments may be submitted in writing through December 23, 2005 and should be addressed to Carol Helland, Land Use Director, Department of Planning and Community Development, City of Bellevue, PO Box 90012, Bellevue, WA 98009-9012.
EIS File Number: 05-127994 LE
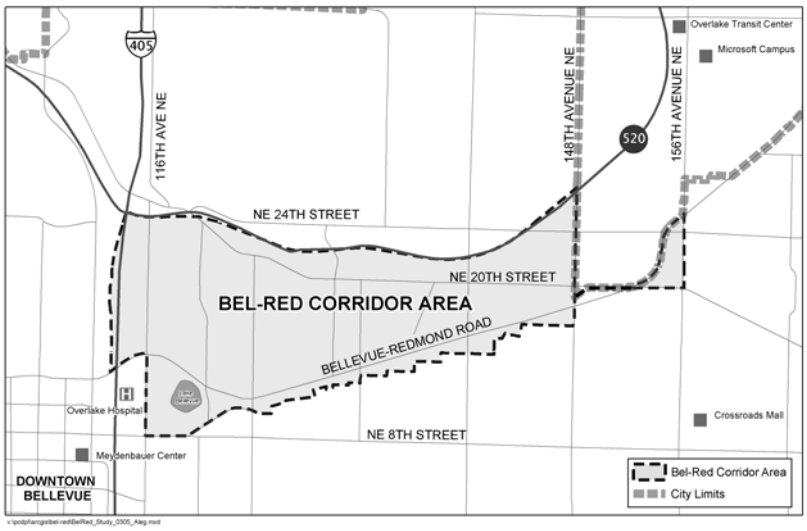
Figure 1