

**CITY OF BELLEVUE
ENVIRONMENTAL CHECKLIST
(Integrated SEPA/GMA Process)**

A. BACKGROUND INFORMATION

PROPOSAL TITLE: Crossroads Center Plan Study Comprehensive Plan Amendment (CPA) and Land Use Code Amendment (LUCA).

PROPERTY OWNERS' NAME: N/A

PROPOSAL LOCATION (street address and nearest cross street or intersection as well as a legal description if available): The Crossroads Center Plan study area is located in the Community Business zoning district of the Crossroads Subarea between NE 8th and NE 15th. The study area is also known as District E, north of NE 8th Street. See Attachment 1.

PROPONENT'S NAME: City of Bellevue, Department of Planning and Community Development

CONTACT PERSON'S NAME: Paul Inghram, AICP, Comprehensive Planning Manager
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BRIEF DESCRIPTION OF THE PROPOSAL'S SCOPE AND NATURE:

1. General description:

The project proposes amendments to the Comprehensive Plan, including the Crossroads Subarea Plan, and amendments to the text of the Land Use Code, to adopt and implement recommendations of the Crossroads Center Plan study.

The intent of the Crossroads Center Plan is to reinforce the economic vitality of the Crossroads commercial areas, improve the connections to the Crossroads Park and Community Center, and create additional community gathering places. Although the commercial area is currently healthy, the environment for shopping centers changes continually and shopping centers that do not evolve can decline over time, negatively impacting the surrounding community. Keeping commercial areas strong is a priority of the City.

After initial work with the community and property owners in 2005, in March 2006 the

Council gave new direction on the process and schedule. In response to an open invitation by the City of Bellevue, approximately 30 citizens met on six occasions in the spring and fall of 2006 to discuss the future of the Crossroads commercial center. The group gave creative input on three subject areas: park connections and gathering places, uses and activities, and transportation. From that process, three alternative land use plans were drafted for the study area that considered a range of land use intensities.

Analysis of these alternatives and review with the citizen group resulted in developing a set of Long Range Organizing Principles that are a hybrid of concepts from the three alternatives. It also resulted in identifying a potential Near and Mid Term Future that includes possible public investments and private developments that may occur two to ten years into the future. The private developments shown in the Near to Mid Term Future were identified through discussions with private property owners about their development intentions. They do not represent specific development or permit proposals, but illustrate the type of development that might be anticipated consistent with the existing Subarea Plan and the proposed Long Range Organizing Principles. Proposed amendments will incorporate the Long Range Organizing Principles into the Comprehensive Plan and Land Use Code.

The underlying Comprehensive Plan designation and zoning would remain Community Business. Allowed uses (other than housing), height limits, dimensional standards, parking standards, and other land use and environmental regulations would remain unchanged.

Long Range Organizing Principles:

1. Park Connections and Interface

When development occurs adjacent to the park, it should provide physical and visual connectivity to the park where appropriate and enhance the park edge.

- The park connection should be clearly open to the public.
- Multiple connection points are encouraged where appropriate, including at multiple levels.
- Buildings should be designed so that their bulk, height, character and scale is appropriate for the park.
- The design of buildings and the adjacent landscaping should promote the public character of community gathering spaces and Crossroads Park.
- Property adjacent to the park should be landscaped in a way that is harmonious with park landscaping.

2. Pedestrian and Gathering Areas

There should be a network of pedestrian and gathering areas including:

- **Major activity nodes** where the community could gather and where activities could occur.
- **Activated retail streets** with pedestrian amenities such as wider sidewalks and street

trees. Buildings fronting the street would provide entrances and windows facing the street; sides of buildings should include windows and wall treatments to provide visual interest.

- An **urban trail** linking adjacent areas, the shopping center and the park.

In addition, a network of sidewalks, trails, and streets would connect these features to each other and to transit facilities, building entrances, site entrances, and park entrances. This network would provide safe, convenient, and pleasant pedestrian and bicycle routes, and would feature a system of wayfinding to guide pedestrians: including signs, sculptures/art, pavement markings, and architectural building elements (such as stairs).

3. Differentiated Streets

- **Activated streets** would include NE 13th Street and Crossroads Place which would serve as future “main streets” with entrances to the shopping center. These streets could include retail, restaurants with outdoor seating, and other uses that attract pedestrians. These streets would have pedestrian improvements as described above.
- **Park streets** would include 160th Avenue NE and NE 15th Street and would be improved with landscaping and street edge enhancements that would extend the character of the park. Their connections at 156th Avenue NE and NE 8th Street would include landscaping and design features to act as park “gateways.”
- **Pedestrian-friendly arterial streets** would include 156th Avenue NE and NE 8th. While these streets have a strong need to move cars, they have the highest pedestrian volumes outside of Downtown. They should include generous sidewalks and landscaping, be safe and comfortable for pedestrians, and provide convenient connections between transit and destinations.

4. Environment

The City will encourage ways to reduce environmental impacts, such as promoting Green roofs, LEED or Green building, and enhanced storm water management.

5. Mixed Use Housing

Well designed mixed use developments that enhance the commercial area are appropriate, provided that these developments:

- Are well designed and built at an appropriate size and scale.
- Do not detract from the zone’s primary function as a community business commercial area (i.e. housing should complement commercial uses).
- Sufficiently segregate access and parking to avoid commercial/residential conflicts (not to prevent secondary access, emergency exits, and fire access, or shared parking where use is clarified, such as commercial only during business hours).
- Include public open space and/or other public amenities. Open space should be integrated into park access areas, where applicable.
- Are designed so that they do not “privatize” adjacent public areas.
- Incorporate ped/bike network, urban trail and activity zones consistent with plan.

Housing in the study area is current prohibited by a combination of policy S-CR-72 and LUC 20.10.440. Policy and code amendments would create an exception to the current prohibition on housing for developments that establish an agreement with the city to implement the Subarea Plan. No change is proposed to the Community Business (CB) zone residential density maximum of 30 dwelling units per acre.

It is also proposed to modify the District boundary line so as to locate the two most northwestern parcels of the study area in District F and remove them from District E. The CB designation of the most northwestern parcel of the study area would be changed to Residential-Medium to be consistent with its existing R-30 zoning.

Near to Mid Term Future

The Near to Mid Term Future identifies public and private investments that are likely to occur in the study area over the next two to ten years, consistent with the Long Range Organizing Principles and the Subarea Plan. The private development projects anticipated here are not part of this proposal. They illustrate, based on discussions with property owners, the type and intensity of development that may occur. Public projects, such as street and park improvements would be recommended to be included in the city's capital improvement program, then to be considered as part the city's budget process. Additional public review and SEPA review may occur for the city's capital planning as well as for specific projects. Privately initiated projects will be subject to applicable SEPA and development review requirements. In the CB zoning district, design review is required.

Hotel/Condo Building

A private development that mixes hotel, retail and residential uses and is located adjacent to the north side of the cinema is appropriate for the site. The project should provide public access to the park and be designed to enhance the park edge. Corresponding public improvements may occur at the park edge in response to the development.

Terraced Open Space and Park Connection

The terraced open space would be a broad at-grade open space just south of Circuit City. The terraced area would be a location for programmed activities such as the farmers' market. The space would be roughly 60 feet wide near the shopping center, spreading to roughly 80 feet wide near the park, providing a direct comfortable link between the shopping center and the park. This would be a private development project related to the mixed use development listed next. Construction of this publicly accessible amenity would require the reorientation of the loading dock for Circuit City. Corresponding public improvements would occur on the south and west sides of the Crossroads Community Center in response to the development.

Mixed-use Development and Upper Level Park Connection

Adjacent to the south side of the terraced open space would be a private mixed use development. On the lower level there would be new retail spaces facing the shopping center and a new two level structured parking garage. There would also be two rows of out-door parking near to the shopping center. The top of the structured parking would provide a platform for multifamily housing and for an additional open space which would be linked at grade level to the park and via a staircase/elevator to the Shopping Center. Near the top of the stairs/elevator, a restaurant would give this open space a public feel.

Crossroads Plaza

Heading west from the terraced open space across Crossroads Way, would be an expanded plaza area that would convert one row of existing parking at the entrance to the Shopping Center. Several handicapped parking places would remain near the shopping center entrance.

Other Mixed Use Development

Private developments are also proposed at the NW and SE corners of the study area that would have underground parking and upper floor residential uses. It is expected that the site in the SE corner of the study area would also include first floor commercial or office space. Design guidelines would establish the character/quality of these buildings.

“Park Streets” (160th Avenue and NE 15th)

The city would seek ways to initiate the park streets concepts described in the long range organizing principles through private development participation and public capital improvements. This may include converting 160th Avenue NE from an easement to a public right of way.

Spot Traffic Improvements

The city would look to identify specific street or off street improvements to improve traffic flow on 156th Avenue and NE 8th Street, including working with the Post Office to improve traffic flow on NE 8th Street.

Milestone Review of Study Area Development

The milestone review provides an opportunity for the city and the community to assess the progress of the plan and evaluate new development’s ability to implement the Long Range Organizing Principles.

For milestone review, the plan proposes for the city to assess the implementation and effectiveness of the Crossroads Center Plan at such time as 400 new housing units are constructed in District E or at the time of the next major update of the Comprehensive Plan, whichever occurs first.

The proposed LUC amendment would implement amendments to the Comprehensive Plan simultaneously under consideration.

Crossroads Subarea map and policy amendments:

Subarea Plan map and policy amendments that have been identified include:

- Amend Policy S-CR-72 to allow housing development within the Crossroads Center Plan study area (see **Location** below);
- Amend Crossroads Subarea Subdistrict E boundaries to exclude certain areas currently subject to Policy S-CR-72;
- Amend the Plan designation in the northwestern part of the study area from Community Business (CB) to Multifamily-Medium (MF-M);
- Adopt policies incorporating the Long Range Organizing Principles

Amendments to the Land Use Code:

Land Use Code amendments that have been identified include:

- Amend Notes (6) and (7) of LUC Chart 20.10.440 to allow an exception to the prohibition on multifamily in Crossroads Subarea Subdistrict E when an agreement is established with the city to implement the Subarea Plan.

2. **Site acreage:** The combined acreage of the parcels within the study area is about 60 acres.
3. **Number of dwelling units/buildings to be demolished:** N/A
4. **Number of dwelling units/buildings to be constructed:** N/A
5. **Square footage of buildings to be demolished:** N/A
6. **Square footage of buildings to be constructed:** N/A
7. **Quantity of earth movement (in cubic yards):** N/A
8. **Proposed land use:** Policy S-CR-72 is proposed to be modified to allow housing development within the study area, which is currently prohibited. Community Business allows housing at a maximum density of 30 dwelling units per acre. The Community Business land use designation and zoning would remain unchanged.
9. **Design features, including building height, number of stories and proposed exterior materials:** N/A, while the land use alternatives considered as part of the study and the Near to Mid Term Future discussed above contemplate the type of development that may occur, no specific structure is proposed as part of this action to amend the Comprehensive Plan and Land Use Code. The height limit of the Community Business (CB) zone is 45/60 feet. Design review is required of new developments. No changes to the height or density limits are proposed.
10. **Other:**

Proposed timing or schedule (including phasing, if applicable):

The Crossroads Center Plan study is part of the 2006 Annual Comprehensive Plan Amendments (CPA) work program. The Land Use Code Amendments are linked to this work program review.

Additional Land Use Code amendments and other implementation measures may occur later in 2007.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The plan recommends a milestone review to gauge the success of the plan. At the time of the milestone review it may be determined that additional planning studies are necessary.

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Transportation Issues paper dated September 12, 2006
- Social Issues paper dated September 12, 2006
- City GIS mapping

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

N/A

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

- Crossroads Center Plan Study CPA (05-114492 AC)
- Crossroads Center Plan Study LUCA (06-133381 AD)

Ordinance adoption by the City Council.

B. Environmental Elements

No discussion of the individual Environmental Elements is required for GMA actions per WAC 197-11-235.3.b.

C. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (do not use this sheet for project actions)

SUMMARY

Project Summary: Proposed amendments to the Comprehensive Plan, including the Crossroads Subarea Plan, and proposed amendments to the text of the Land Use Code, to adopt and implement recommendations of the Crossroads Center Plan Study. The project is described in more detail under #1, General Description, on page 1.

Environmental Summary per WAC 197-11-235(3)(b):

State the proposal's objectives: To comply with the requirements of the GMA by amending the Comprehensive Plan and adopting development regulations that implement and are consistent with such amendment and consistent with the intent of the Study to reinforce the economic vitality of the Crossroads commercial areas, improve connections to the Crossroads Park and Community Center, and create additional community gathering places

Specify the purpose and need to which the proposal is responding Although the Crossroads commercial area is currently healthy, the environment for shopping centers changes continually and shopping centers that do not evolve can decline over time, negatively impacting the surrounding community. Maintaining the strength of commercial areas is a priority of the city.

If the city adopts the Comprehensive Plan amendment as described in this checklist under Proposed Policy Frameworks (above), then the LUC amendment is necessary to implement that Comprehensive Plan change.

State the major conclusions, significant areas of controversy and uncertainty: *To be provided*

State the issues to be resolved, including the environmental choices to be made among alternative courses of action: Recognizing the environmental impacts that might occur with a major development, additional environmental analysis will be needed when a major project or plan update is proposed for that area.

State the impacts of the proposal, including any significant adverse impacts that cannot be mitigated: The proposal is a non-project action to update the Crossroads Subarea Plan of the Comprehensive Plan in accordance with Growth Management Act provisions, and to adopt Land Use Code amendments implementing the Subarea Plan amendments. There are no anticipated significant adverse environmental impacts from the proposal.

Describe any proposed mitigation measures and their effectiveness:

No specific development is being approved with this proposal. Future development under the provisions of the regulation will be subject to SEPA review, as well as to the city's existing development regulations.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The plan and code amendments proposed will not directly increase discharges to water, emissions to air, produce, store or release toxic or hazardous substances, or produce noise. As new development or redevelopment in the study area occurs over time consistent with the proposed plan and code amendments, additional air and noise emissions may occur due to construction and automobile traffic. No additional water discharges, or releases of toxic or hazardous substances are anticipated.

Proposed measures to avoid or reduce such increases are:

The plan focuses on supporting pedestrian oriented mixed use activities that are adjacent to transit. By allowing housing to be located near commercial and civic services and recreation opportunities, and to be connected by an enhanced pedestrian network the plan encourages pedestrian travel. Similarly, locating housing and additional commercial services near transit will encourage transit use as an alternative to autos. This development pattern that supports a combination of pedestrian and transit use may result in less auto traffic and related impacts than if similar uses were located elsewhere in the city.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

There are no known direct impacts to plants, animals, fish or marine life that will result from the proposal.

Proposed measures to protect or conserve plants, animals, fish or marine life are:

N/A

3. How would the proposal be likely to deplete energy or natural resources?

Additional development may occur in the study area that increases demand for energy.

Proposed measures to project or conserve energy and natural resources are:

The proposal does not specifically address energy conservation.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

There are no known direct impacts to sensitive areas, habitat, historic sites or other protected areas that will result from the proposal. The plan supports and encourages improved access and connectivity between the Crossroads Shopping Center and Crossroads Park that may result in landscaping improvements on the west edge of Crossroads Park.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The plan proposes policy that development that occurs adjacent to Crossroads Park should be designed in a manner that improves access and connectivity with the park, or at a minimum, provides an enhanced landscape edge.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal will modify the Comprehensive Plan Subarea policies and Land Use Code to allow housing within the Community Business (CB) zone of the study area (District E north of NE 8th Street). Other Community Business uses would continue to be allowed.

There are no designated shoreline areas in the study area.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The plan principles direct development to improve pedestrian areas and connections, provide outdoor gather spaces. New housing developments would be allowed through a development agreement process to ensure that they are consistent with the Long Range Organizing Principles. The success of the plan will be evaluated at a milestone review, at which time adjustments to the Subarea Plan and Land Use Code could be made, if necessary, to response to unforeseen impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Attachment 1
Crossroads Center Plan Study Area

