Bel-Red Corridor Project

DRAFT ENVIRONMENTAL IMPACT STATEMENT

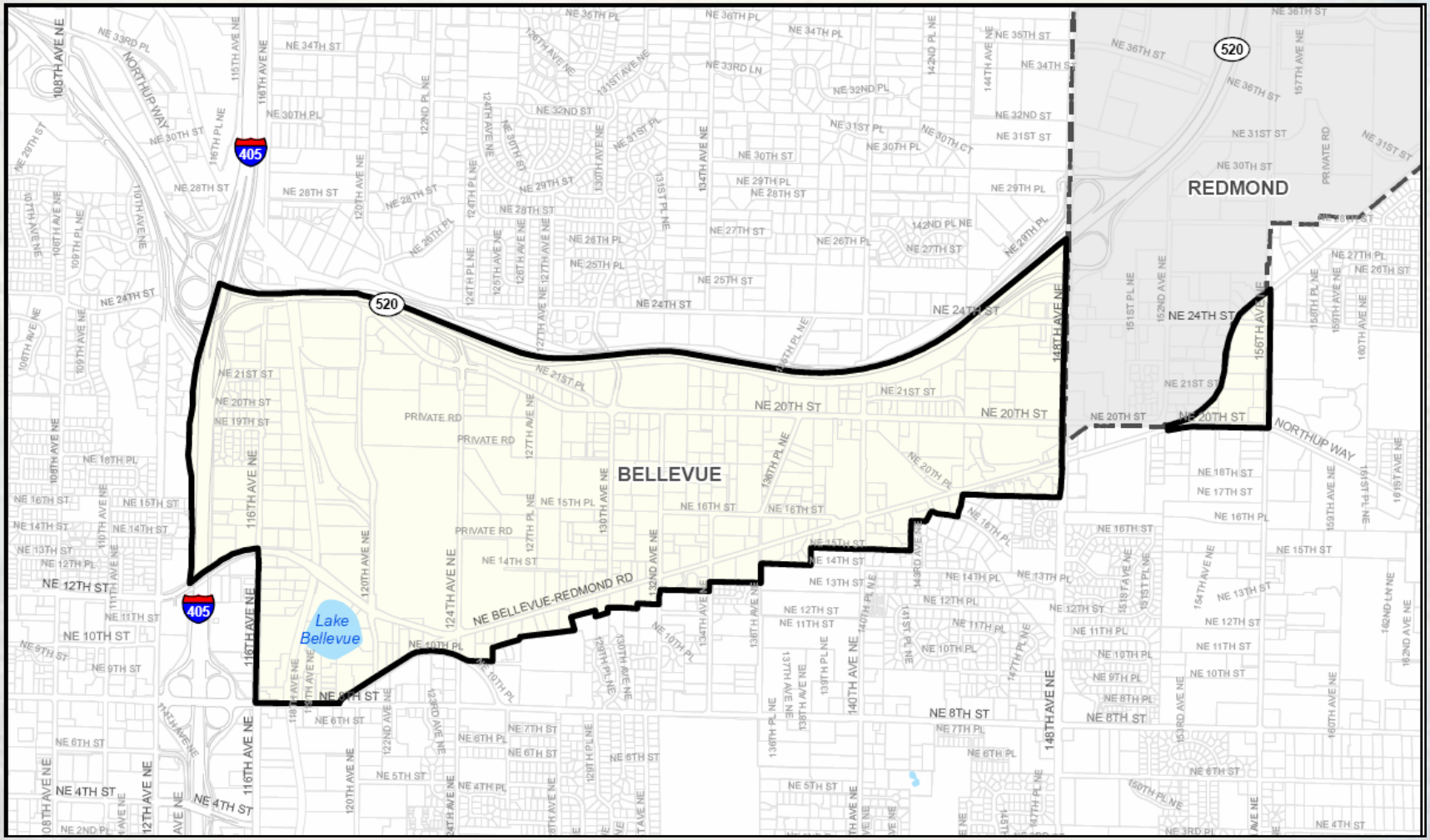
February 20, 2007

City Council Study Session

Presentation Overview

- Purpose of the Bel-Red programmatic EIS
- Key findings of the DEIS
- Key Issues and Next Steps

Bel-Red Corridor Project Study Area



Purpose of the Programmatic EIS

- What this programmatic, or "nonproject," EIS is intended to do:
  - Provide a basis for comparing the alternatives (part quantitative, part qualitative)
  - Assist City in evaluating and selecting the best alternative for guiding redevelopment in accordance with project objectives
- What it's *not* intended to do:
  - Authorize construction of specific building or transportation projects

What the EIS Evaluated

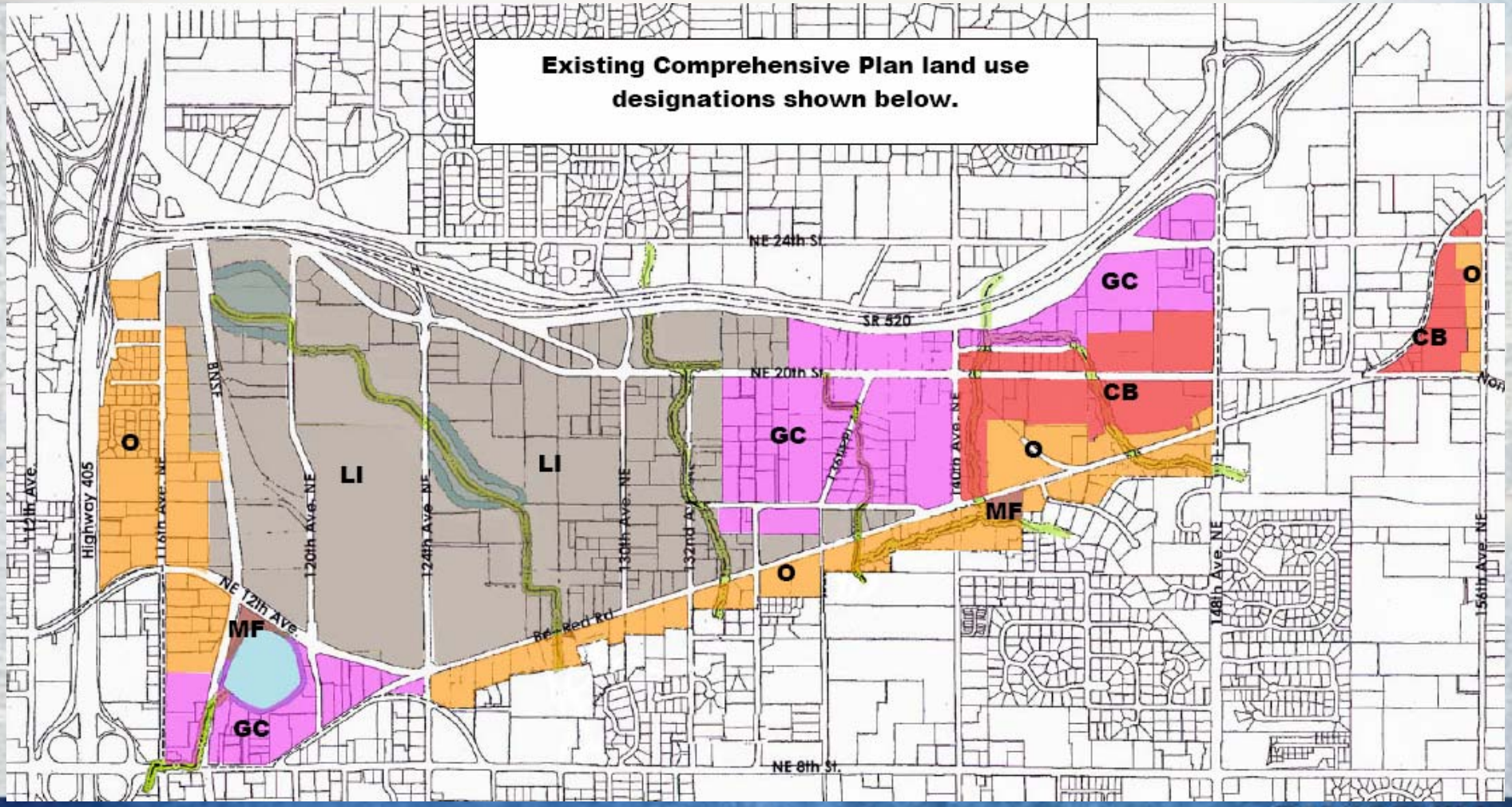
- Adopting new land use designations and zoning
  - Comprehensive Plan
  - Bellevue Land Use Code
- Transportation infrastructure projects needed to support redevelopment
- Potential measures to mitigate the impacts of growth and/or ensure it's consistent with project principles

What the EIS Evaluated

- Four alternatives endorsed by project steering committee:
  - No Action Alternative
    - No major land use changes
  - Alternative 1: Mid-Range Employment and Housing
    - Development nodes at 122nd and 152nd
  - Alternative 2: Low Employment/High Housing
    - Development nodes at 116th, 130th, and 148th
  - Alternative 3: High Employment/High Housing
    - Development nodes at 122nd, 130th, and 152nd

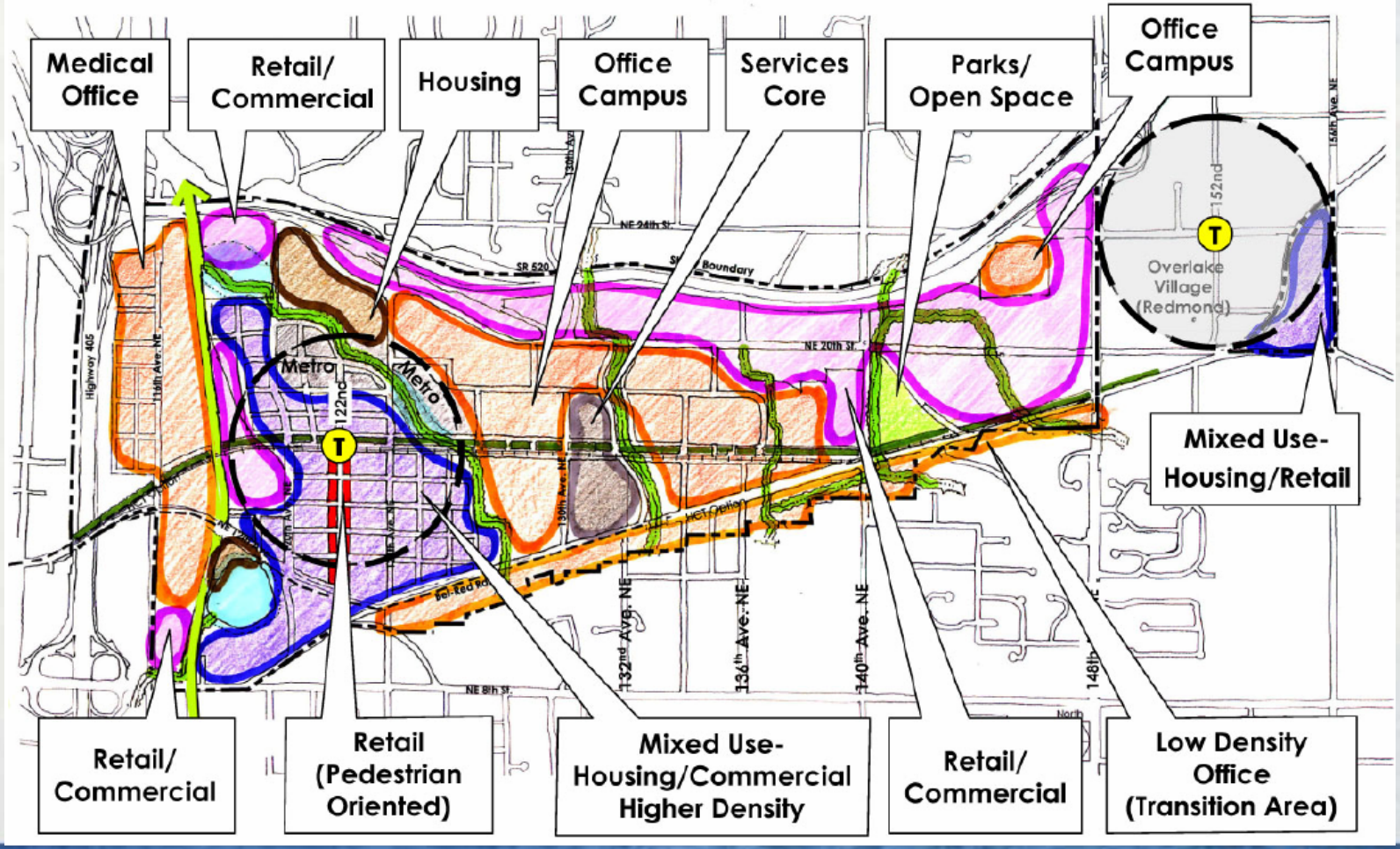
No Action Alternative

1 million sq. ft. commercial/industrial; no new housing units



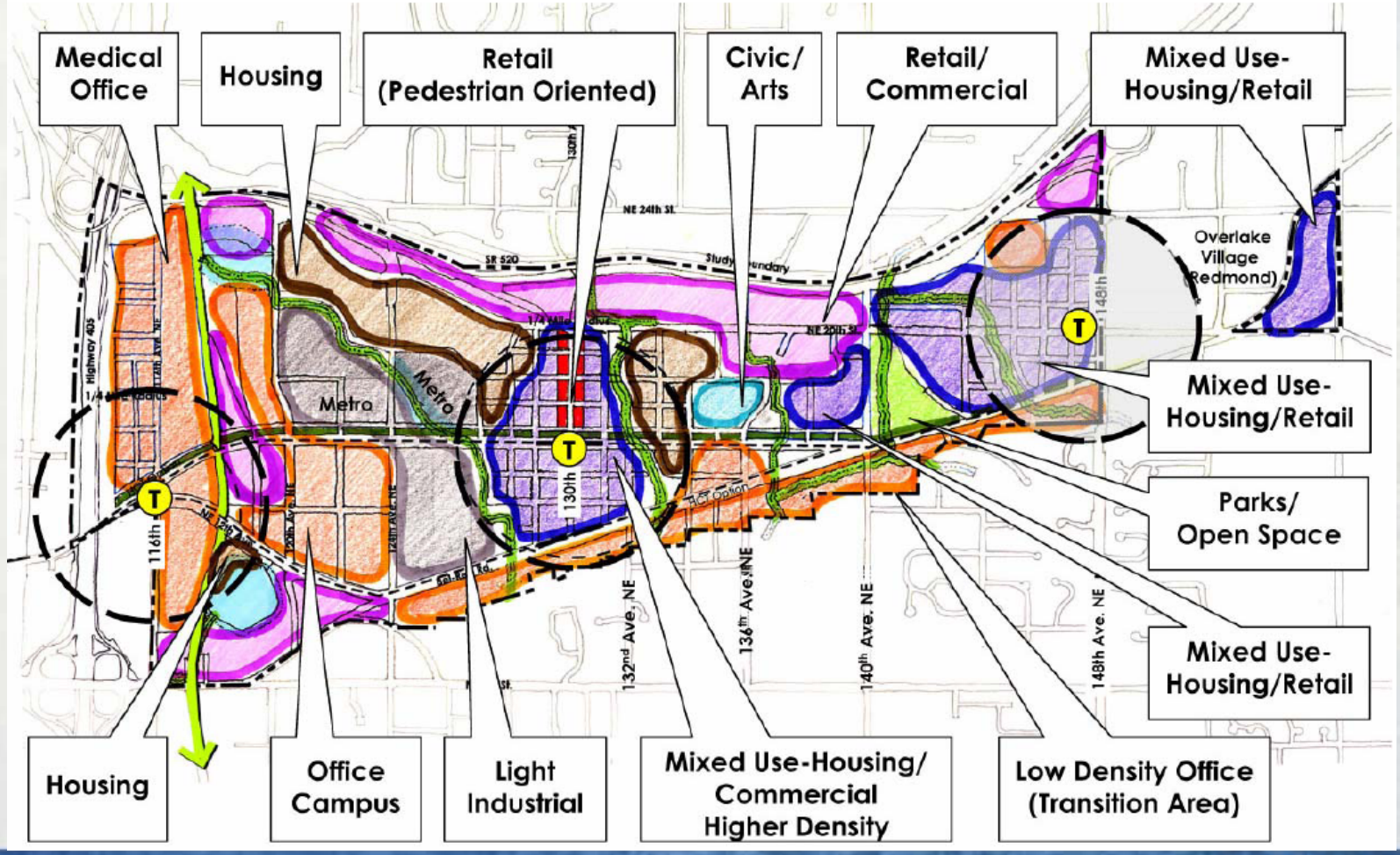
Alt. 1: Mid-Range Employment and Housing

3.5 million sq. ft. commercial; 3,500 new housing units



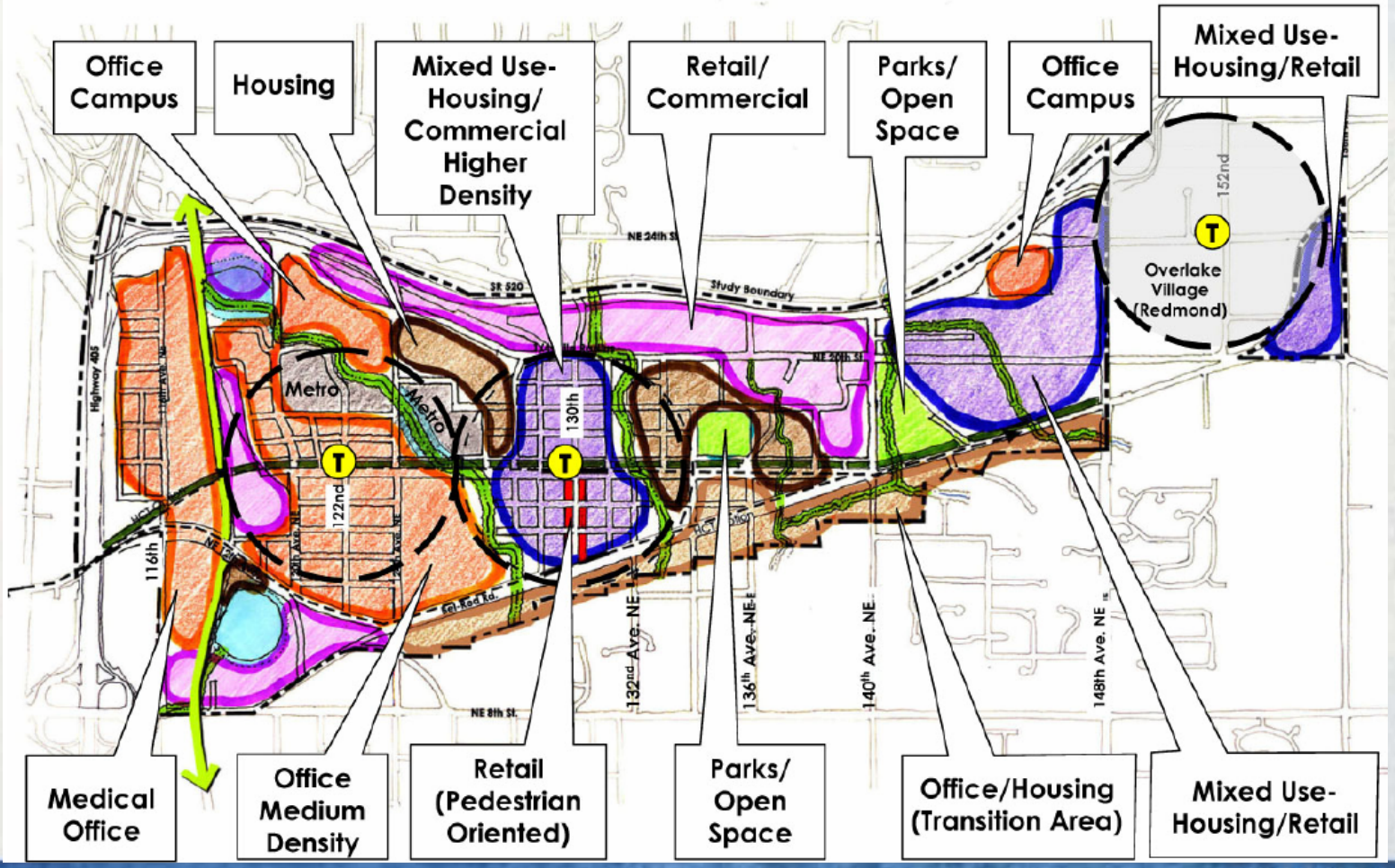
Alt. 2: Low Employment/High Housing

2.5 million sq. ft. commercial; 5,000 new housing units



Alt. 3: High Employment/High Housing

4.5 million sq. ft. commercial; 5,000 new housing units



Key Findings of the EIS

- Each alternative is feasible – none fatally flawed*
- Differentiators between alternatives
  - Land Use
  - Population/Housing/Economics
  - Transportation
  - Watershed Processes
- Less differentiating
  - Air Quality
  - Noise
  - Environmental Hazards
  - Aesthetics
  - Public Services and Utilities

* with mitigation

Land Use: Changes in Density and Type

- New land use designations would increase density and intensity, especially in mixed-use nodes.
- Action alternatives would facilitate transition of much of existing 4 million sq. ft. of light industrial space to other uses.
  - Alternative 1: -2.69 million sq. ft. light industrial
  - Alternative 2: -1.98 million sq. ft. light industrial
  - Alternative 3: -2.49 million sq. ft. light industrial
  - Some light industrial remains in all action alternatives
- Services Core (Alternative 1) and Light Industrial Sanctuary (Alternative 2) would preserve existing uses.

Land Use: Compatibility and Consistency

- All alternatives include "edge" uses and intensities consistent with existing land uses.
- Care is needed to buffer new residential areas from retained industrial uses, especially in Alternative 2.
- Each action alternatives is consistent with policy direction to date:
  - Provide mixed-use housing; promote redevelopment where appropriate.
  - Plan for new uses that facilitate economic development.
  - Integrate land use and transportation planning

Land Use: Mitigation and Opportunities

- Encourage dense, well designed, pedestrian-friendly commercial and residential development.
- Work with Sound Transit on station area planning.
- Limit parking requirements in development nodes near LRT stations.
- Craft incentives for developers to provide amenities such as pedestrian facilities and open space.
- Acquire parks and open space through developer incentives, stream corridor enhancements, etc.

Population, Housing & Economics: EIS Evaluated Changes

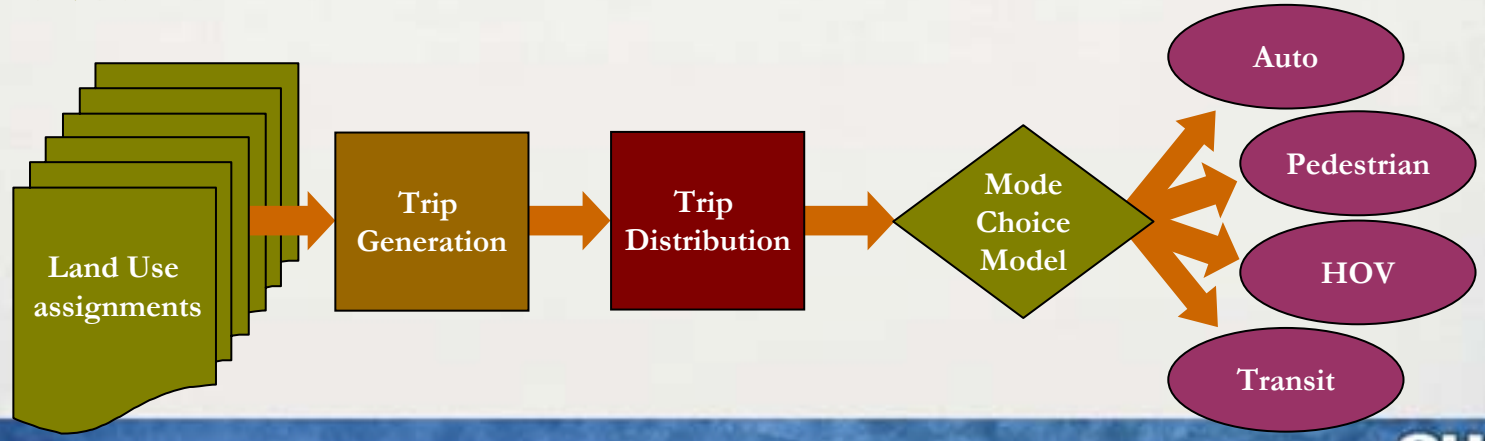
- Each action alternative would increase population by 2030.
  - No Action: 0 new residents
  - Alternative 1: 6,270 new residents
  - Alternative 2: 8,675 new residents
  - Alternative 3: 8,675 new residents
- Each alternative would increase net employment by 2030.
  - No Action: 2,367 net new jobs
  - Alternative 1: 6,339 net new jobs
  - Alternative 2: 4,740 net new jobs
  - Alternative 3: 9,249 net new jobs

Population, Housing & Economics: Mitigation

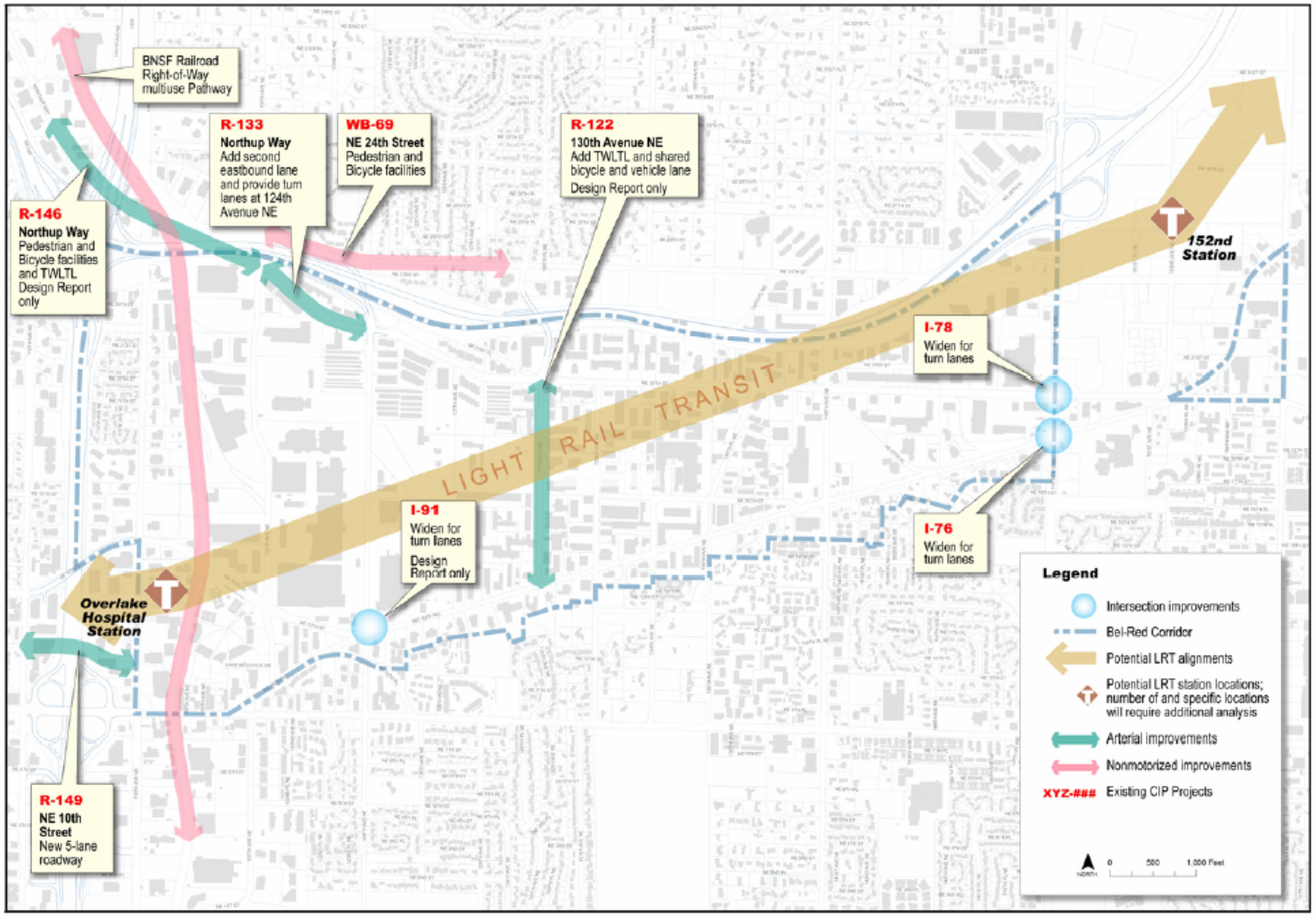
- Maximize use of other light industrial areas to accommodate some displaced businesses and jobs.
- Incorporate compatible light manufacturing and services within new mixed-use areas.
- Develop parks and transportation infrastructure, including pedestrian/bicycle facilities to serve the planned increases in housing and employment.

Transportation: Modeling

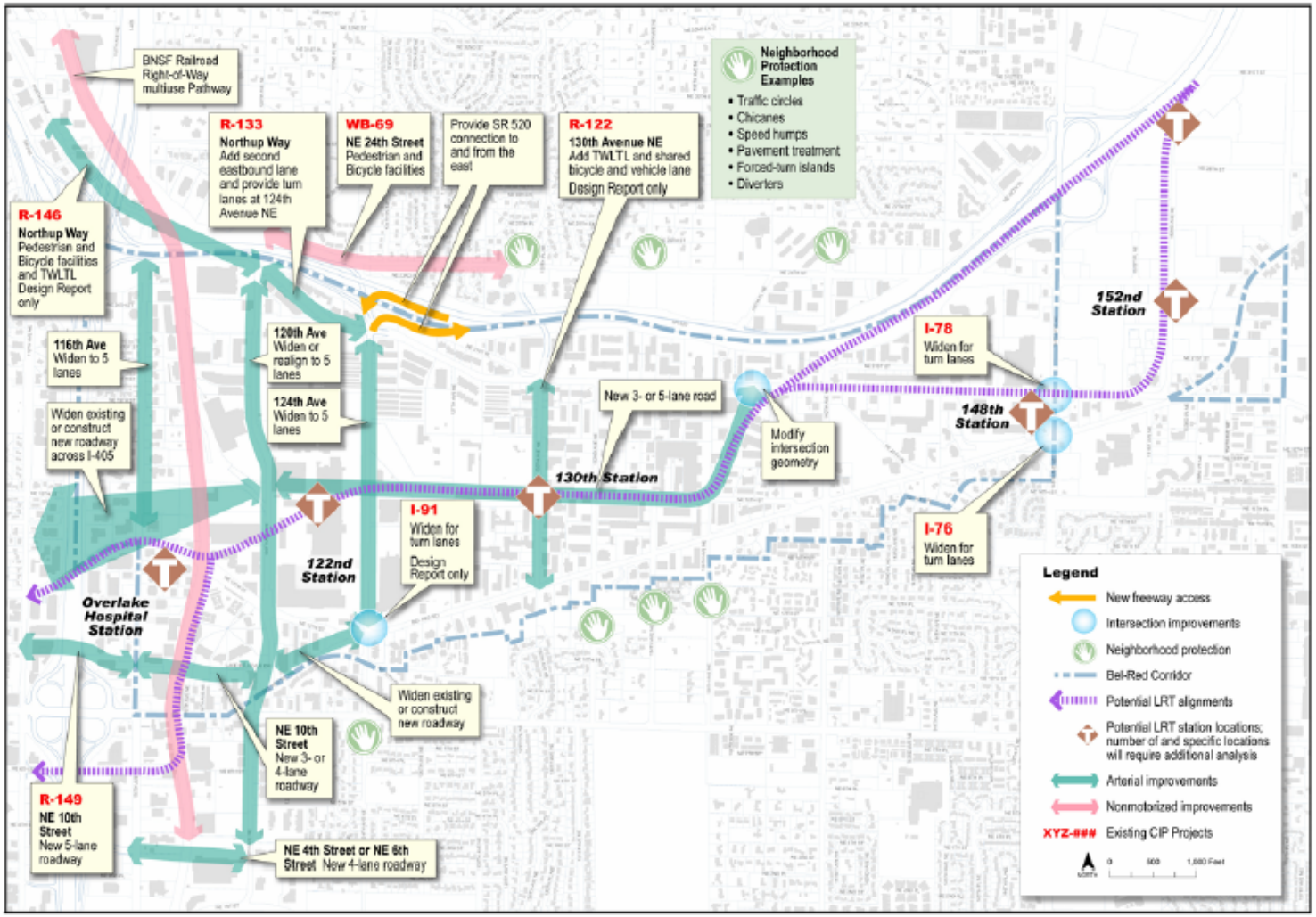
- Linking land use to transportation
  - Assign land uses to about 30 subareas in the Bel-Red Corridor
  - Model assigns multimodal trips to each land use
  - Model assigns trips to modes and routes based on travel times, out of pocket costs, and mode attractiveness
    - Integrating land uses helps reduce vehicle trips
  - Model predicts vehicle demand on roads and trip demand for other modes



Transportation: No Action Alternative Network

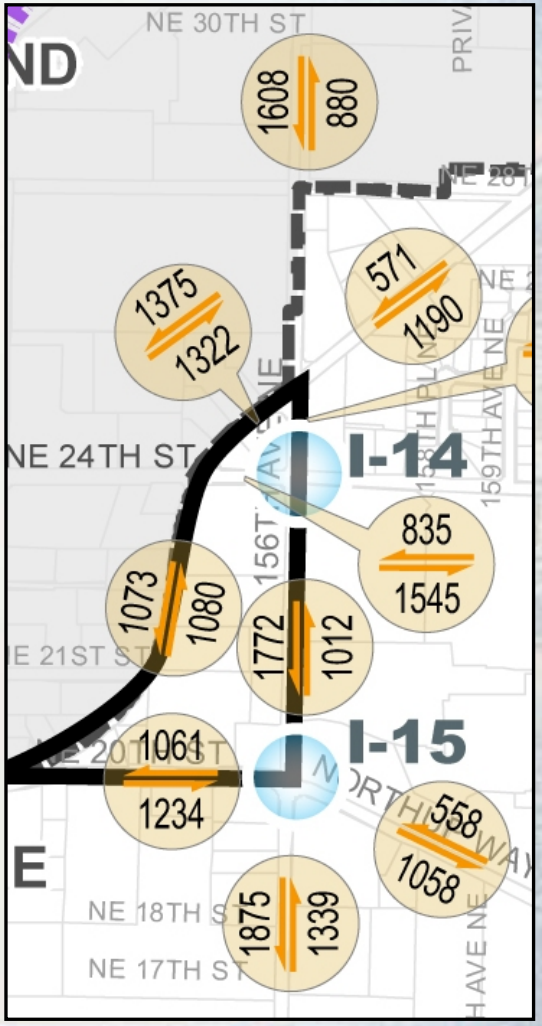


Transportation: Action Alternatives Network

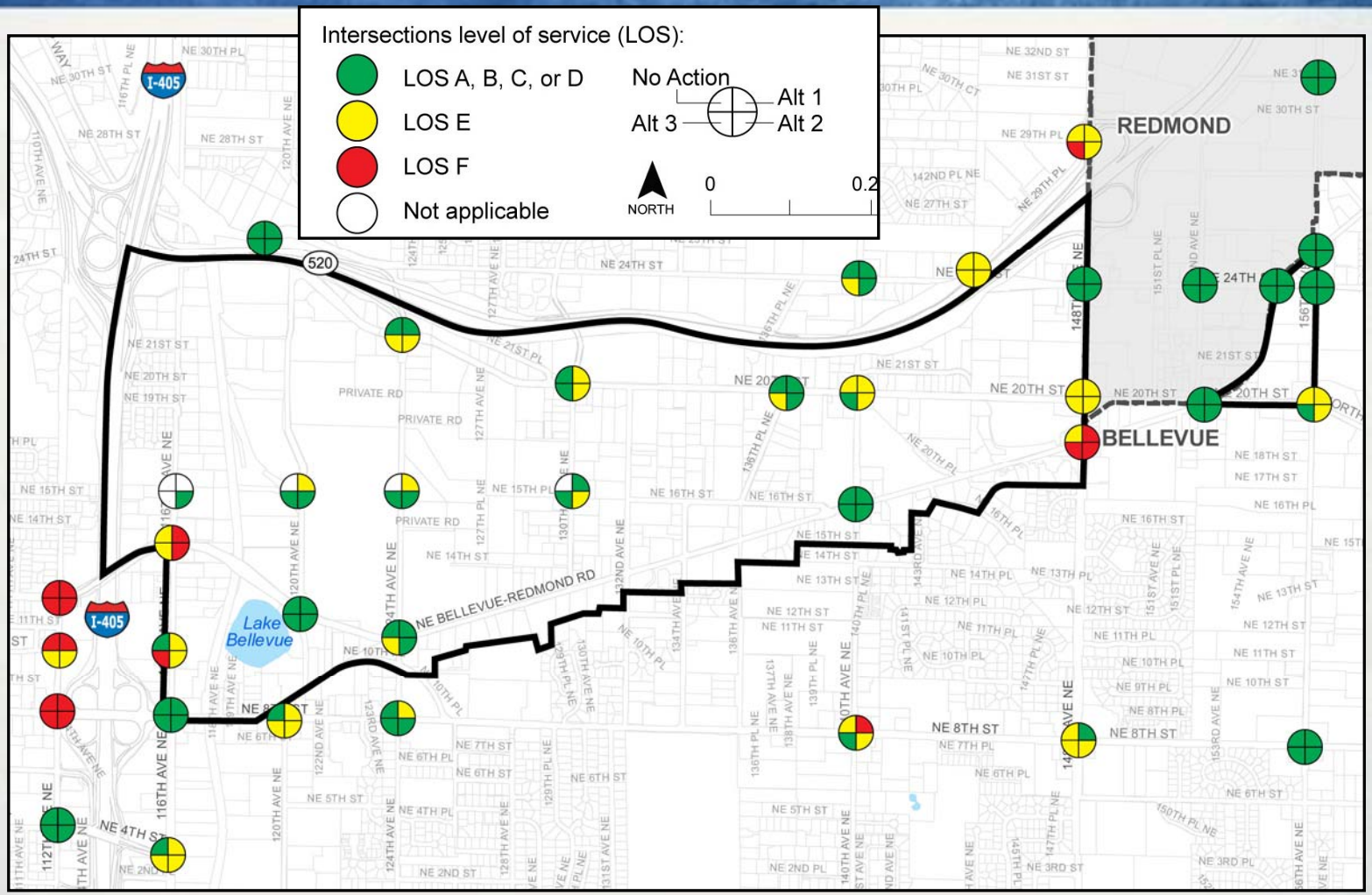


Transportation: 2030 Traffic

- Traffic volumes increase by 10% for Alternatives 1 and 2, compared to No Action
- Traffic volumes increase by 12% for Alternative 3, compared to No Action



Transportation: 2030 Operations



Transportation: Neighborhood Impacts

Screenline analysis (aggregate of multiple roadways):

- Little change in traffic volume on arterials east and south
- Traffic volume could increase between 4 and 8 percent to the north
- Traffic volume could increase between 6 and 12 percent to the west

Screenline Location	Existing Condition (2005) Total Volume	No-Action A1lternative Total Volume	Alternative 1		Alternative 2		Alternative 3	
			Total Volume	Change over No-Action Alternative (percent)	Total Volume	Change over No-Action Alternative (percent)	Total Volume	Change over No-Action Alternative (percent)
North of NE 24th Street	8,260	10,500	11,120	6	10,880	4	11,300	8
South of Bel-Red Road	7,600	10,730	10,260	-4	10,770	0	10,450	-3
West of 112th and 116th Avenues NE	4,090	6,860	7,700	12	7,260	6	7,450	9
East of 156th Avenue NE	5,060	7,390	7,560	2	7,410	0	7,600	3

Transportation: Light Rail Transit Ridership

- All Action alternatives show at least 3 times the daily ridership in the Bel-Red corridor over the No Action alternative
- Alternative 2 has lowest LRT ridership
- Alternative 3 has highest LRT ridership

	Alternative			
	No-Action	1	2	3
New households	0	3,500	5,000	5,000
New employment	2,367	6,339	4,740	9,249
Daily boardings in Bel-Red Corridor (from new and preexisting households and employers)	1,939	6,650	6,100	7,800
Daily boardings in Downtown Bellevue	15,900	17,550	16,900	17,500
Daily boardings in Overlake	5,850	4,950	5,700	5,000
Total ridership	23,689	29,150	28,700	30,300

Source: City of Bellevue and BKR forecasting model, 2006.

Transportation: Mitigation

- Roadways
  - Construct transportation system improvements
  - Implement transportation demand management
- Neighborhood Traffic Calming
  - Implement traffic-calming or traffic-diverting measures
  - Prevent spillover parking with restrictions and enforcement
- Transit
  - Implement transit improvements prior to LRT service
  - Integrate surface transit improvement with LRT stations
- Non-motorized Transportation
  - Create a high-quality pedestrian environment within development nodes
  - Establish multiple connections to BNSF trail

Watershed Processes: Existing Conditions

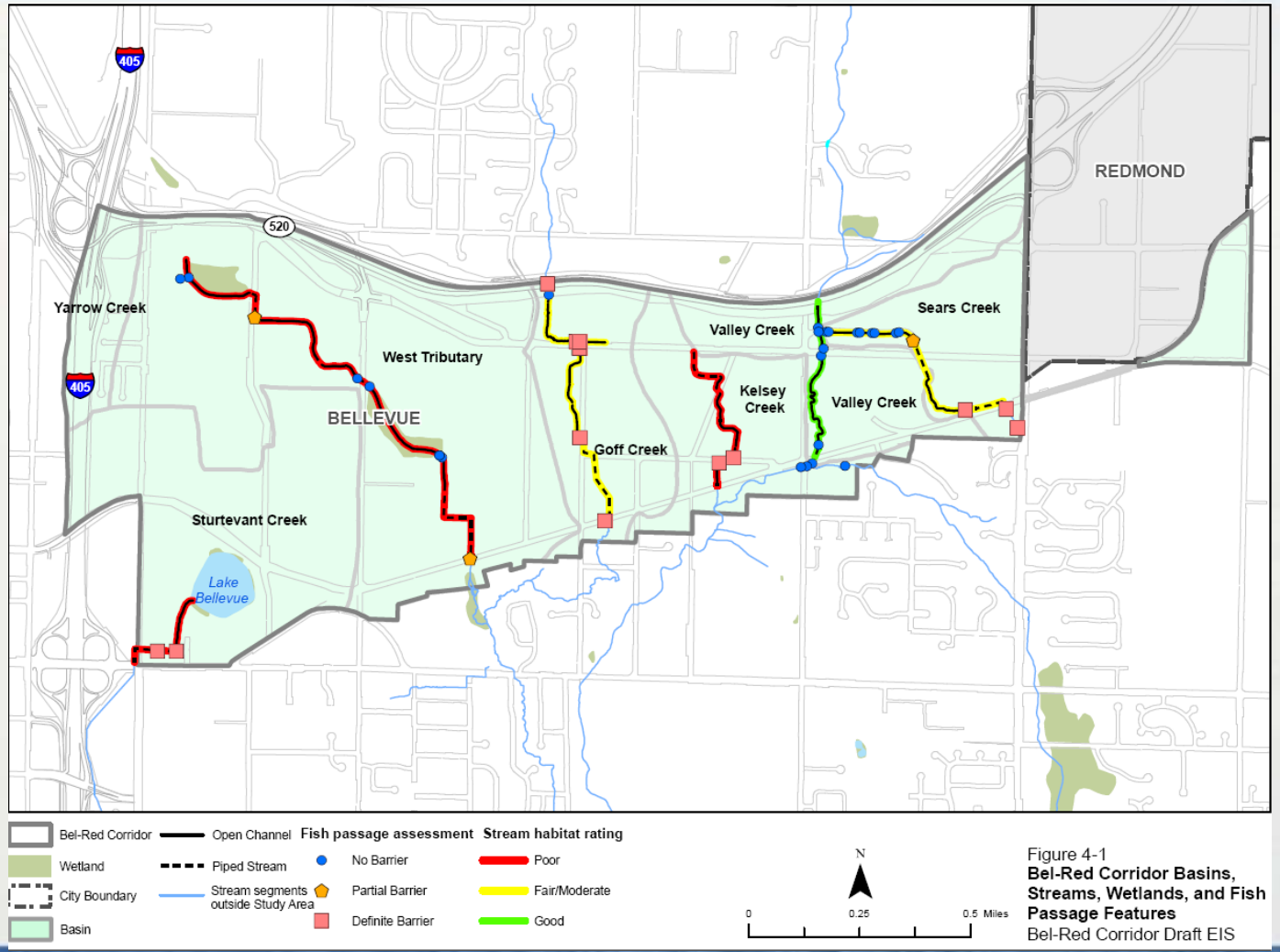


Figure 4-1
Bel-Red Corridor Basins, Streams, Wetlands, and Fish Passage Features
Bel-Red Corridor Draft EIS

Watershed Processes: Impacts

- Development would intensify in the vicinity of most Bel-Red stream corridors.
- Redevelopment would implement current stormwater management and stream buffer requirements—however, this alone does not yield significant ecosystem benefits.

Watershed Processes: Opportunities

- Lessen amount of new impervious surfaces.
- Promote LID and "green" infrastructure.
- Develop and implement "green streets" standards.
- Take advantage of porous soil types for stormwater infiltration
- Acquire new park land and/or stream segments, create multiple benefits by including habitat areas suitable for enhancement.
- Provide incentives for environmental enhancements
  - Increase stream buffers, look for multiple benefits here too.

Key Issues in Developing Preferred Alternative

- Development Program
  - Appropriate combination of commercial development and housing
- Land Use Pattern
  - Location of development nodes
  - Land use pattern outside of nodes
  - Parks/open space enhancements
- Urban Form
  - Buildings: how dense and how tall
  - Concentration of overall development pattern
- Stream Corridors and Stormwater Management
  - How to enhance these to achieve multiple benefits
- Existing uses
  - Strategies to accommodate existing uses (such as services)

Key Implementation Issues

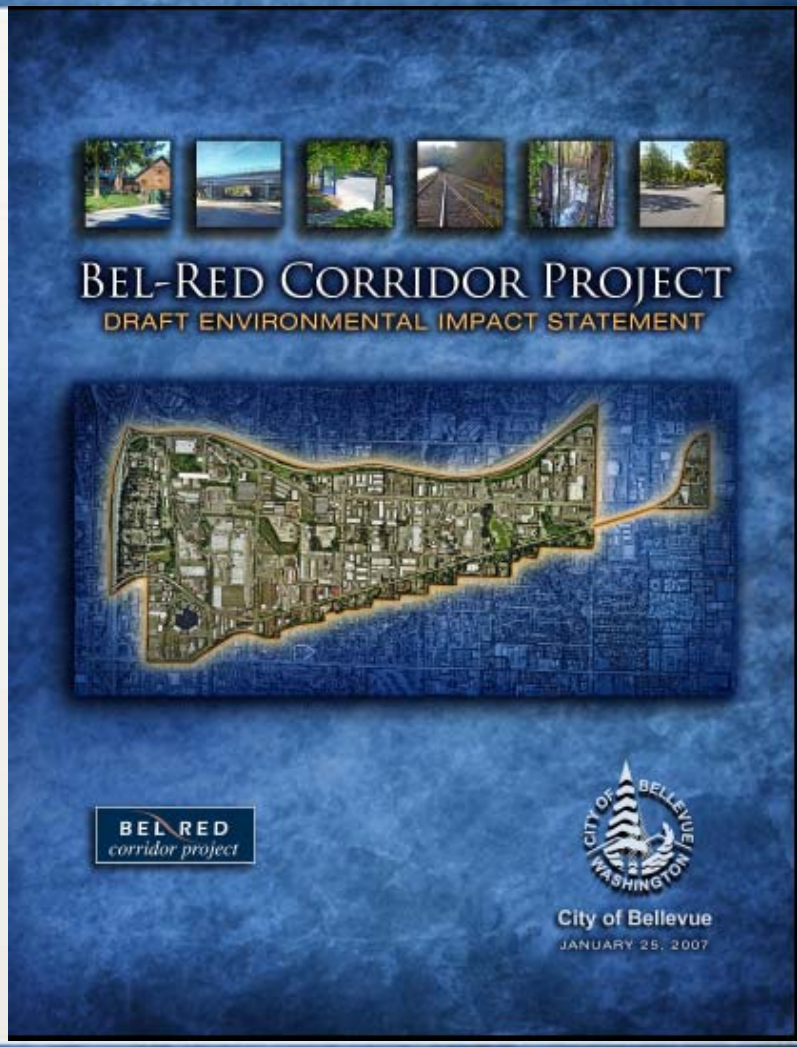
- Financing for infrastructure and urban amenities
  - Integrate with City's long-term capital financing plans
- Redmond Reconciliation
  - Need to evaluate and reconcile transportation impacts of Bellevue's and Redmond's preferred visions for Bel-Red and Overlake
- Phasing
  - Phasing of land use capacity and development over time, linked with infrastructure capacity
- East Link Coordination
  - Ensure that Bel-Red corridor planning is coordinated with Sound Transit, Bellevue planning for other parts of system

Public Process to Develop Final Vision

- *Jan. 25: DEIS released*
- *Feb. 15: DEIS Open House/Public Hearing*
- March 1: Steering Committee meeting
- March 12: Close of public comment period
- March 14: Business/Property Owner Panels
- March 20: Community Meeting
- March 29: Steering Committee provides direction on preliminary preferred alternative
- Mid- April: Steering Committee recommends preliminary preferred alternative
- June/July: Committee presents recommendation to Council on preferred vision
- Late 2007: Comprehensive Plan amendments considered by Planning Commission and City Council

Questions, Discussion, More Information

Questions and Discussion

For more info:

http://www.bellevuewa.gov/bel-red_intro.htm