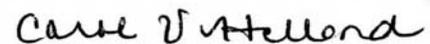


# Final Environmental Impact Statement

## for the City of Bellevue Bel-Red Corridor Project

Prepared in compliance with  
The State Environmental Policy Act  
Chapter 43.21 of the Revised Code of Washington  
SEPA Rules  
Chapter 197-11 of the Washington Administrative Code  
Chapter 22.02 of the Bellevue City Code

Date of Issue: July 19, 2007



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Carol Helland  
City of Bellevue Environmental Coordinator





July 19, 2007

Dear EIS Recipient:

The City of Bellevue has completed an addendum format Final Environmental Impact Statement (FEIS) for the Bel-Red Corridor Project in accordance with Chapter 197-11 of the Washington Administrative Code (WAC). In the addendum format, the FEIS does not include the full text of the Draft EIS (DEIS), only an updated Introduction and Summary, Description of Alternatives and responses to DEIS comments, plus appendices related to transportation, building height analysis, stream enhancements, and documentation of the public process. Together, the FEIS and the January 25, 2007, Bel-Red Corridor DEIS constitute a complete programmatic level evaluation of the effects of adopting new policies, land use designations, and zoning through amendments to the City of Bellevue's *Comprehensive Plan*, the *Bel-Red/Northrup Subarea Plan*, the *Crossroads Subarea Plan*, the *Wilburton/NE 8th Subarea Plan*, and the Bellevue City Code. The EIS also assesses the ability of new transportation infrastructure to support contemplated redevelopment of the Bel-Red Corridor within the city of Bellevue.

This programmatic, or "nonproject," analysis is used to evaluate the impacts of adopting planning documents and other agency actions that do not involve constructing specific projects. Although the Preliminary Preferred Alternative could support the construction of new land development and transportation system improvements, those projects are not being proposed for development at this time and are not defined in detail. Thus, the environmental analysis is at a broad level that will assist City decision-makers in choosing a preferred alternative for guiding redevelopment in the corridor in accordance with project objectives. Individual land use or transportation projects will be required to undergo project-level State Environmental Policy Act (SEPA) analysis.

### **Draft EIS Alternatives Considered and Public Comment**

***No-Action Alternative:*** The No-Action Alternative assumes that no major changes would occur to land use or transportation in the Bel-Red Corridor other than those that are already programmed as part of existing City plans or proposed by other agencies. Based on existing trends, it is assumed that approximately 1.03 million additional square feet of nonresidential space would be developed in the corridor by 2030.

***Alternative 1: Midrange Employment and Midrange Housing (Nodes at 122nd and 152nd Avenues NE).*** Alternative 1 proposed a land development scenario that included a net increase of 3.5 million square feet of new commercial (office and retail) space and roughly 3,500 new housing units. Approximately 2.69 million square feet of existing industrial land uses would transition to other uses as a result of redevelopment. Two light-rail transit (LRT) stations were assumed: one at 122nd Avenue NE and one in Redmond at 152nd Avenue NE.

***Alternative 2: Low Employment and High Housing (Nodes at 116th and 130th Avenues NE and near 148th Avenue NE).*** Alternative 2 would include roughly 2.5 million square feet of new commercial space and 5,000 new housing units. Approximately 1.98 million square feet of

existing industrial land uses would be lost as a result of redevelopment. Three LRT stations and associated development nodes are assumed: one each at 116th Avenue NE, 130th Avenue NE, and near 148th Avenue NE.

*Alternative 3: High Employment and High Housing (Nodes at 122nd, 130th, and 152nd Avenues NE).* Alternative 3 would accommodate approximately 4.5 million square feet of new commercial space, along with 5,000 new housing units. Approximately 2.49 million square feet of existing industrial land uses would be lost as a result of redevelopment. Three LRT stations and associated development nodes were assumed: one each at 122nd Avenue NE and 130th Avenue NE in Bellevue and at 152nd Avenue NE in Redmond.

Public comments on the DEIS were accepted over a 45-day period from January 25, 2007, through March 12, 2007. A total of 57 comment letters and e-mails were received by the City during the comment period. A public hearing and open house for the DEIS was held on February 15, 2007. Thirteen citizens gave oral testimony at the public hearing.

### **Final EIS Preliminary Preferred Alternative**

The FEIS designates a Preliminary Preferred Alternative, identified by the Bel-Red Steering Committee in May 2007. This alternative would accommodate roughly 4.5 million square feet of new commercial space, along with 5,000 new housing units. Four LRT stations are assumed: one each in the vicinity of Overlake Hospital Medical Center (OHMC), 122nd Avenue NE, and 130th Avenue NE in Bellevue, and one at 152nd Avenue NE in Redmond. The Preliminary Preferred Alternative would increase density in the western half of the Bel-Red Corridor by including three closely spaced development nodes in the vicinity OHMC, 122nd, and 130th Avenues NE. The OHMC development node would consist of office uses, with an emphasis on medical offices. The 122nd Avenue NE node would include both office and housing, but with an emphasis on office. The 130th Avenue NE node would encompass housing, retail, and service uses, with a pedestrian-focused shopping street on 130th Ave NE. South of Bel-Red Road, housing would be added to the existing low-intensity office uses. This would preserve the area's built character and provide a smooth transition to the existing residential area to the south. At 152nd Avenue NE, the node would include mixed-use housing and retail in the "Uwajimaya triangle" along 156th Avenue NE. In general, the impacts of the Preliminary Preferred Alternative would be similar to those of Alternative 3.

### **Document Format**

This EIS is being distributed to agencies in electronic format as a CD. The CD is available to the public at no charge. Paper copies can be requested from the City of Bellevue at the printing cost of \$10.00. Please contact the Service First desk at City Hall (425/452-6800) to request a copy.

### **Next Steps**

The Bel-Red Steering Committee will review the Final EIS. Based on that review, they will develop a Preferred Alternative to be recommended to the City Council later this year. For further information about this EIS, please contact Kevin McDonald (425/452-4558) or Kevin O'Neill (425/452-4064). You may also contact the project team at [BelRed@bellevuewa.gov](mailto:BelRed@bellevuewa.gov).

Sincerely,



Carol V. Helland, Environmental Coordinator  
Department of Planning and Community Development

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- 2-1 Preliminary Preferred Alternative: (Nodes at OHMC vicinity and 122nd, 130th, 152nd Avenues NE)



# Errata Sheet

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The following represents edits/revisions to the January 2007 Bel-Red Corridor DEIS based on comments received on that document. Deleted words are struck out. Additions to the text are underlined>.

- Chapter 10, Page 10-28, second paragraph: The sentence “Average intersection delays would worsen significantly over existing conditions” should have been stricken. It is logical to presume that even given different methodologies, intersections operation will likely degrade over a 20+-year timeframe, given limited improvements and planned growth both inside and outside the City.
- Appendix E, third paragraph: The third sentence under the heading Study Area Demographic Profile should have stated: “Four block groups cover the study area from Interstate 405 (I-405) to ~~148th~~ 156th Avenue NE and State Route (SR) 520 to Bel-Red Road, as well as adjacent portions of residential neighborhoods, and represent 1,991 households with a total population of 4,947.”
- Chapter 1, page 1-12, Table 1-3: Typographical error. The following sentence under Environmental Health for Alternative 1 should have been stricken: “Mitigation would be the same as for the No-Action Alternative”. Under Alternatives 2 and 3, the statement should have read: “Mitigation would be the same as for Alternative 1 ~~the No-Action Alternative.~~”
- Chapter 10, page 10-5, second tick under the bullet Local bus connections: The sentence should have stated: “Forecasted one ~~three~~-hour AM peak-period boardings and alightings for each station were extracted from the transit assignment results.”
- Chapter 10, page 10-37, second paragraph: The first sentence should have stated: “Table 10-13 summarizes the predicted AM peak one ~~three~~-hour boardings and alightings at the proposed LRT stations in the Bel-Red Corridor as well as subtotal boardings and alightings in the two other East Link segments.”
- Chapter 10, page 10-38, Table 10-15: Typographical error under 1-Hour AM alightings. For the No-Action Alternative the correct number should have been 569, not 2,400.

- Chapter 10, page 10-39, Table 10-16: Typographic error under some of the alternatives. The table should have read as follows:

TABLE 10-16  
Daily Light-Rail Transit Boardings vs. Households and Employment in the Bel-Red Corridor

	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	<del>6,650</del> 8,800	<del>6,400</del> 8,200	<del>7,800</del> 9,900
Daily boardings in Downtown Bellevue	15,900	17,550	16,900	17,500
Daily boardings in Overlake	5,850	<del>4,950</del> 2,800	<del>5,700</del> 2,900	<del>5,000</del> 2,900
Total ridership	23,689	29,150	<del>28,700</del> 28,000	30,300

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

Note: The BKR model included an LRT station at 156th Avenue NE for all action alternatives in addition to stations at 152nd or 148th Avenues NE. Because both stations would not exist separately in reality, boardings and alightings for Alternatives 1 and 3 at 156th Avenue NE were added to boardings and alightings at 152nd Avenue NE. For Alternative 2, 75 percent of boardings and alightings from the 156th Avenue NE station were added to the 148th Avenue NE station boardings and alightings.

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# Fact Sheet

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<b>Proponent:</b>	City of Bellevue, Planning and Community Development Department and Transportation Department
<b>Location:</b>	The Bel-Red Corridor stretches from Interstate 405 (I-405) to Bellevue's border with Redmond at 148th Avenue NE (including a small wedge west of 156th Avenue NE) and between State Route (SR) 520 and Bel-Red Road. Most of the study area is within the <i>Bel-Red/Northup Subarea Plan</i> boundaries; a small portion in the east is within the <i>Crossroads Subarea Plan</i> boundaries, and a small portion in the southwest is in the <i>Wilburton/NE 8th Street Subarea Plan</i> boundaries.
<b>Project:</b>	Bel-Red Corridor Project
<b>Description of Proposed Actions:</b>	<p>The proposed action is the adoption of amendments to the City of Bellevue <i>Comprehensive Plan</i>, the <i>Bel-Red/Northup Subarea Plan</i>, the <i>Crossroads Subarea Plan</i>, the <i>Wilburton/NE 8th Street Subarea Plan</i>, and the Bellevue Land Use Code to designate new land uses and identify supporting transportation improvements for redevelopment of the Bel-Red Corridor. This environmental impact statement (EIS) evaluates four action alternatives, each representing a specific mix of land use changes and transportation improvements that could achieve the City's planning objectives for the corridor. Depending on the alternative, between 2.5 million and 4.5 million square feet of new commercial space and between 3,500 and 5,000 new housing units would be added in the study area through the planning horizon of 2030. In conjunction with redevelopment, approximately 2 million to 2.7 million square feet of existing industrial development would transition to other uses during the same period. The EIS also evaluates a No-Action Alternative, which would maintain the existing land use designations and zoning. All alternatives anticipate future construction of a Sound Transit light-rail transit (LRT) line through the Bel-Red Corridor; assumptions for numbers and locations of stations vary by alternative.</p>
<b>Responsible Official:</b>	Carol Helland, City of Bellevue Environmental Coordinator P.O. Box 90012 Bellevue, WA 98009-9012
<b>Staff Contacts:</b>	<p>Proponent: Transportation Department Kevin McDonald, Senior Transportation Planner 425-452-4558</p> <p>EIS: Department of Planning and Community Development Michael Paine, Environmental Planning Manager 425-452-2739</p>

<b>Required Licenses and Permits:</b>	City of Bellevue Comprehensive Plan and Land Use Code Amendments
<b>Documents Incorporated by Reference:</b>	EIS on the Overlake Hospital Master Plan/NE 10 <sup>th</sup> Street Extension, City of Bellevue, 2005
<b>Contributors:</b>	City of Bellevue Transportation Department City of Bellevue Planning and Community Development Department City of Bellevue Parks and Community Services Department City of Bellevue Utilities Department CH2M HILL, Inc. Crandall Arambula Parametrix Leland Consulting Group Herrera Environmental Consultants EDAW
<b>Date of Issue of DEIS:</b>	January 25, 2007
<b>Date of Issue of FEIS:</b>	July 19, 2007
<b>Nature and Date of Final Action by City:</b>	Following the publication of this FEIS, the Steering Committee will make a final recommendation that will be further evaluated by the Planning Commission and the City Council. The City Council is expected adopt Comprehensive Plan and Land Use Code Amendments in late 2007/early 2008.
<b>Location of Background Data:</b>	Data used during the preparation of this document may be viewed at the City of Bellevue Department of Planning and Community Development, 450 110th Avenue NE, Bellevue, WA 98009. Background information is also available online at <a href="http://www.bellevuewa.gov/bel-red_intro.htm">http://www.bellevuewa.gov/bel-red_intro.htm</a> .
<b>Future Environmental Review:</b>	The 2030 action alternatives are analyzed at the programmatic level in accordance with Washington Administrative Code (WAC) 197-11-442. This level of analysis allows decision-makers to compare the relative benefits and drawbacks of alternatives but does not assess impacts insufficient depth for development permits to be granted. However, impacts analyses of air quality, noise, and the transportation systems are quantitative in that modeling was used to determine impacts.  When specific development and/or transportation projects are proposed in the Bel-Red Corridor, they will be defined in greater detail and their impacts evaluated in project-level State Environmental Policy Act (SEPA) documents. This public and agencies will have additional opportunities to comment on each of these projects.

**Copies to the  
Public:**

\$10.00

Paper copies may be purchased at the Service First reception desk at City Hall, 450 110th Avenue NE, Bellevue, WA 98009. Compact discs (CDs) with the EIS in electronic format are also available at Service First at no charge. Electronic copies may also be downloaded at [http://www.bellevuewa.gov/bel-red\\_intro.htm](http://www.bellevuewa.gov/bel-red_intro.htm).



# Acronyms and Abbreviations

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ADA	Americans with Disabilities Act
ADT	average daily traffic
BCC	Bellevue City Code
BKR	Bellevue, Kirkland, and Redmond Travel Demand Model
BMP	best management practice
BNSF	Burlington Northern Santa Fe Railroad
BROTS	Bel-Red/Overlake Transportation Study
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CO	carbon monoxide
CWA	Cascade Water Alliance
dB	decibel
dBA	decibel on an A-weighted scale
DEIS	draft environmental impact statement
EIS	environmental impact statement
FAR	floor-area ratio
FAZ	forecast analysis zone
FEIS	final environmental impact statement
FHWA	Federal Highway Administration
GMA	Growth Management Act
HCM	Highway Capacity Manual
HCT	high-capacity transit
HOV	high-occupancy vehicle
I-405	Interstate 405
I-5	Interstate 5
LID	low-impact development
LOS	level of service
LRT	light-rail transit
mph	miles per hour
n/a	not applicable
OHMC	Overlake Hospital Medical Center
PM	particulate matter
PM <sub>10</sub>	particulate matter with a diameter less than or equal to 10 micrometers
PM <sub>2.5</sub>	particulate matter with a diameter less than or equal to 2.5 micrometers
ppm	parts per million
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
SEPA	State Environmental Policy Act
SIP	State Implementation Plan
SOV	single-occupancy vehicle
SR	State Route

TAZ	traffic analysis zone
TFP	Transportation Facilities Plan
TNM	Traffic Noise Model
TOD	transit-oriented development
UGA	Urban Growth Area
V/C ratio	volume-to-capacity ratio
VHT	vehicle hours traveled
VMT	vehicle miles traveled
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation