

CITY OF BELLEVUE  
BEL-RED CORRIDOR PROJECT  
STEERING COMMITTEE  
MEETING MINUTES

February 1, 2007  
4:00 p.m.

Bellevue City Hall  
Room 1E-113

**MEMBERS PRESENT:** Co-Chair Terry Lukens, Kurt Springman, Joel Glass, Doug Mathews, Sue Baugh, Steve Dennis, Norm Hansen, Earl Overstreet, Faith Roland, Dean Rebhuhn, Ken Schiring, Laurie Tish

**MEMBERS ABSENT:** Co-Chair Mike Creighton, Bill Ptacek, Pat Sheffels

**OTHERS PRESENT:** Matt Terry, Dan Stroh, Michael Paine, Emil King, Department of Planning and Community Development; Kevin O'Neill, Kevin McDonald, Goran Sparrman, Kris Liljebblad, Department of Transportation; Leonard McGhee, Sound Transit; Lori Peckol, Joel Pfundt, City of Redmond; Torsten Lienau, Jenifer Young, CH2MHill

**RECORDING SECRETARY:** Gerry Lindsay

- 1. Welcome and Review of the Agenda**
- 2. Approve Minutes of December 7, 2006, Meeting**

Motion to approve the minutes as submitted was made by Mr. Dennis. Second was by Mr. Glass and the motion carried unanimously.

- 3. Update on December 14 Sound Transit Board Decision on Alternatives to be Analyzed in East Link Draft Environmental Impact Statement**

Leonard McGhee, Sound Transit East Link project manager, reported that on December 14 the Sound Transit Board approved a motion identifying the light rail routes, station and maintenance facility locations to be studied in detail in the Draft Environmental Impact Statement (DEIS). He said the Board was presented with a large number of route alternatives and acted to approve 25 of them for additional study in the DEIS. The action also approved for study between 22 and 25 stations. Work on the DEIS will progress over the next year and a half.

The committee was informed that all of the alternatives in Segment C were carried forward into the DEIS. In Segment D, which covers the Bel-Red corridor, four of the six alternatives are being carried forward; the two alternatives not included were those that had alignments using portions of Bel-Red Road. All of the NE 16th Street alignments will be studied in detail, along with the SR-520 alignment. With regard to the station locations, the study will include a station at Lake Bellevue; a station at the Wright Runstad/Safeway distribution site at roughly 122nd Avenue and NE 16th Street; a station at NE 16th Street and 130th Avenue NE; and two stations at the far eastern end of the Bel-Red corridor in the Overlake neighborhood, one on 151st Place NE and one on 152nd Avenue NE. At the request of the city of Redmond, the study will include a station in a partial trench in the area generally behind the Safeway shopping center area where

Redmond envisions redevelopment, and a station behind the Sears parking lot on 151st Place NE at roughly NE 24th Street to better serve the Overlake Village park and ride.

Of the five possible locations for a maintenance facility, the Sound Transit Board selected four to be studied in the DEIS. Three of the four are in the Bel-Red corridor. The one site dropped from consideration was the one in the middle of the corridor on 136th Place NE.

Mr. McGhee said Sound Transit will be conducting public workshops beginning in late March and continuing into early April. The workshops will provide the public the opportunity to help determine such things as where the alignments should be, station footprints, and station entrances. He said the Bel-Red Steering Committee members will all be invited to participate in the discussions.

#### **4. Briefing from City of Redmond Staff on Overlake Neighborhood Plan Update**

##### **A. Presentation by Redmond Staff**

Long Range Planning Manager Kevin O'Neill noted that the Bel-Red corridor study area extends from I-405 on the west to 148th Avenue NE on the east, and curls around to 156th Avenue NE. The eastern edge of the study area is adjacent to the Overlake area, the neighborhood plan for which the city of Redmond is currently updating. He introduced land use planner Lori Peckol and transportation planner Joel Pfundt from the City of Redmond to provide an update with regard to the plans being made by Redmond.

Ms. Peckol shared with the committee a map of the Overlake neighborhood study area and noted that the area is bordered by 148th Avenue NE on the west, Bel-Red/West Lake Sammamish Parkway on the east, NE 20th on the south, and roughly NE 60th on the north. Within the study area there are three main subareas incorporating housing, office and retail uses. While the Overlake area is currently known as an economic center, the vision for the future is to make the area an attractive place to live as well. The anticipation is the area will evolve over time from the current one-story development pattern to mid-rise buildings. The neighborhood plan is intended to account for changed circumstances, including the possibility of light rail serving the area, the fact that Group Health will be relocating to Bellevue, the need to extend the planning horizon year to 2030, and the need to determine what actions can and need to be taken to implement the vision that was established in 1999. The study outcomes will be changes to policies, regulations, the transportation and parks plans, and development of a master plan and implementation strategy.

Continuing, Ms. Peckol said the project was started in mid-2005 with a study of existing conditions, a residential market analysis, an economic analysis, a review of existing facilities and services, transportation modeling, and a great deal of public outreach. Over the course of the project to date, some 30 focus meetings have been conducted with people who live, work or own property or businesses in the area. There has been regular contact with all city boards and commissions and the City Council.

The workshop held in May 2006 was a key event. Those who attended were asked to identify what is working well for them currently in Overlake and what could be improved. The actions that would need to be taken to achieve the vision for the area were discussed and written down. The nine main themes that flowed from the event included the need to make the area a place where people want to live, the need to create a sense of place, and the need for a transportation system to support the area. The concepts were used to develop three alternatives for implementing the vision, keeping in mind the amount of public and private investment that will be needed. While private sector decisions will be driven by property and business owners, the city will need assure that the overall development pattern will contribute to the greater goal.

Ms. Peckol said the alternatives range from between 2,300 and 5,800 additional dwelling units, and between one million and 4.4 million additional square feet of commercial space. Both the moderate and ambitious alternatives include increasing the allowed zoning capacity in the employment area, phased or linked to residential development or improved transportation alternatives.

The Redmond Planning Commission and City Council recently acted to endorse the action alternative. The plan updates will be predicated on that alternative, and a supplemental EIS will be drafted to analyze the alternative alongside the no action alternative. Light rail will be a key ingredient to making it all work. The alternative carries with it the potential for height above the six stories currently allowed in Overlake, but only as an incentive for gaining parks, stormwater improvements and other facilities in the area. On the west side of 152nd Avenue NE, the anticipation is that the number of commercial uses will be increased over time as the area redevelops. In the southeast quadrant, redevelopment of the Sears site will continue the regional retail uses but could possibly include some housing.

Throughout the study process 152nd Avenue NE was highlighted as the heart of the Overlake area. The vision is for a street with ground-floor retail, wide sidewalks, street trees, benches and other streetscape amenities. The street will continue to see a fair level of traffic volumes. The plan calls for a system of interconnected parks and open spaces, with one potentially larger park on the Group Health site and various plazas associated with retail uses. The area is largely devoid of regional stormwater facilities, so the study includes needs in that category.

Mr. Pfundt said three transportation alternatives have been modeled using the BKR model, using a horizon year of 2030. It was found that the extent of change between the three alternatives was relatively small. While significant congestion will continue to be the norm, it will be the result of a continuation of existing patterns. In some cases the levels of service and system performance will be improved. The corridors the model indicates will see increases in congestion are not surprisingly 148th Avenue NE, Bel-Red Road, West Lake Sammamish Parkway, and NE 24th Street.

The preliminary action alternative for 2030 focuses on serving the area much better with all modes of transportation, including the pedestrian and bicycle environment, a network of interlinked multiuse trails and bike lanes, midblock crossings, and grade separations at key locations such as the SR-520 trail at NE 51st, NE 40th and 148th Avenue NE. A number of intersection improvements are called out, as is an expansion of the local street grid, particularly in the mixed use core. Some changes to the ambitious alternatives were identified and modeled; they will be modeled in the preliminary action alternative as well. A couple of projects were removed from, and a couple of projects were added to, the package.

Continuing, Mr. Pfundt said on the transit front the study includes working with King County Metro to identify optimal routes for the Rapid Ride project; queue bypass lane opportunities to facilitate Metro buses; additional regional service from Sound Transit; and light rail. In addition, the need for better parking management and improved transportation demand management has been highlighted.

Ms. Peckol briefly reviewed the study schedule with the steering committee.

## B. Questions

Mr. Dennis asked what the vision is for 148th Avenue NE in Overlake. Ms. Peckol said it will continue to be a very busy street, but noted that certain improvements could be made to it. One

of the ideas that came from the charrette was the need for streetscape improvements to make the street more pleasant and comfortable to walk. The dominant land use will continue to be retail.

Mr. Pfundt added that the street will primarily move vehicles and transit. He allowed that it will not work very well for bicycles because of the intimidating crossing of the freeway. The additional crossings at NE 31st Street and NE 36th Street will have the non-motorized emphasis. The 148th Avenue NE corridor will need to be improved and made more contiguous, particularly for pedestrians.

Answering a question asked by Mr. Overstreet, Ms. Peckol confirmed that the ambitious alternative with a few refinements was the one selected to go forward. She said the participants at the open house held in mid-November 2006 learned about and weighed in on the different alternatives. Additional outreach activities were conducted following the open house, including an online survey. Overwhelmingly, those who offered comments favored the ambitious alternative and the concepts it contains.

Mr. Springman noted that the south end of 152nd Avenue NE connects with NE 24th and Bel-Red Road. He asked if there is a vision for reconfiguring what is currently a very awkward intersection, noting that the current alignment makes it nearly impossible for traffic to go north. Mr. Pfundt said to date no consideration has been given to making it easier to use the roadway to go north. He said the original concept was for bus rapid transit service to use 156th Avenue NE between the Overlake transit center and Crossroads, but consideration is being given to having the buses use 152nd Avenue NE. More study is needed, however.

Mr. Lukens asked how the range of alternatives under consideration in the Bel-Red corridor study, with between 600,000 and 4 million square feet of new office uses and 5,000 new housing units, will impact the Redmond traffic model. Mr. Pfundt said both Redmond and Bellevue have been doing their modeling work without including the range of "action" alternatives in the other city.

Mr. O'Neill added that the modeling done by Bellevue to date has assumed growth in Overlake and the region, but it has not included Redmond's ambitious alternative. As both cities move in the direction of a preferred alternative, a joint model will be developed that takes into account all of the prospective land uses in both jurisdictions.

Mr. Lukens asked how that will fit into the Sound Transit EIS. Mr. McGhee said Sound Transit will be taking into account the work of both cities in developing its EIS and sensitivity analysis.

Answering a question asked by Mr. Hansen, Mr. O'Neill said the Final Environmental Impact Statement will be based on Bellevue's preferred alternative. It is still an outstanding question whether or not it will include Redmond's preferred alternative; whether it will or not depends on timing and needs to be worked out.

Mr. Dennis noted that several of the Bellevue alternatives have mixed use housing and retail on the west side of 148th Avenue NE, and Redmond's alternatives envision a similar land use pattern for the east side of 148th Avenue NE. He asked if consideration has been given to ensuring the development of a single neighborhood there even though there is a jurisdictional boundary separating them. Mr. O'Neill said the question has been raised by both cities, and there appears to be agreement to look at the 148th Avenue NE corridor jointly in considering how the streetscape will function from a transportation and urban design standpoint. Ms. Peckol concurred, adding that there is a project that has been in the Overlake Neighborhood Plan for some time that includes an overpass across 148th Avenue NE as a way to connect the two sides.

Mr. Hansen asked if any of the Redmond focus groups included participation by people representing the west side of 148th Avenue NE. Ms. Peckol allowed that the focus groups did not have west side participants, but the design workshop and open house events both had Bellevue residents participating.

Mr. Rebhuhn asked if Redmond intends to strengthen parking management by adding more or taking some away. He also asked how the various land uses will be accessed by single-occupant vehicles and how the adjacent neighborhoods will be protected. Mr. Pfundt said the focus will be on moving away from free and widely available parking to a system of managed parking to serve the various uses. Limits to on-street parking may need to be imposed along with stepped up enforcement and the creation of residential parking zones. Ms. Peckol said there have been talks with one of the major employers in the area about the notion of paid parking. There is no vision for creating additional parking.

Mr. Dennis asked if there is an intent for the two jurisdictions to work together in designing, developing and linking parks and open spaces. Ms. Peckol said Redmond realizes there are a lot of park facilities in the area and wants to avoid duplicating facilities; the focus will be on what is needed, including the notion of a gathering space on the current Group Health site. Every opportunity to connect facilities in the two jurisdictions will be sought.

Ms. Tish noted that the ambitious alternative includes the notion of additional building height and asked what that might look like. Ms. Peckol said that question has not been settled as yet. The current zoning allows for heights up to six stories, and the discussions have been focused on the increment above six stories that would be financially feasible given the construction costs associated with greater heights and the goal of achieving the vision for the area.

## **5. Draft Environmental Impact Statement**

### **A. Presentation**

Mr. Lukens noted that the public comment period for the DEIS will be running through March 12, with an open house and public hearing slated for February 15. He cautioned the group against steering the discussion toward the pros and cons of any of the alternatives until the comment period is over.

Senior Transportation Planner Kevin McDonald introduced the principal authors of the DEIS, Jenifer Young and Torsten Lienau from the Bellevue office of CH2MHill.

Ms. Young explained that the programmatic EIS process is defined under the State Environmental Policy Act (SEPA). It applies in cases where jurisdictions are considering the impacts of a planning process and it is intended to provide a basis of comparison between alternatives. The DEIS represents partly a quantitative analysis based on modeling, and partly a qualitative analysis based on comparisons and professional judgments. The objective is to help the city evaluate and select the best alternative for guiding redevelopment in accord with the project objectives. The document is not intended to authorize the construction of specific building or transportation projects; that will be the focus of the implementation phase following selection of a preferred alternative.

Ms. Young said the DEIS evaluates the effects of adopting new land use designations and zoning. The eventual outcome will be amendments to the Comprehensive Plan and to three subarea plans: Bel-Red/Northup, Crossroads, and Wilburton/NE 8th. There will also need to be amendments to the Land Use Code to create one or more new zoning designations and potentially new development standards. The transportation infrastructure projects needed to support the more intense level of development are considered in the document. Certain projects

will ultimately be adopted into the Transportation Facilities Plan. The document also evaluates potential measures to mitigate the impacts of growth consistent with the project objectives, and looks for opportunities to enhance the corridor in ways that become possible with redevelopment.

Ms. Young outlined for the committee the contents of each chapter of the DEIS. She noted that Chapters 3 through 11 are the heart of the document in which the impacts are evaluated and mitigation measures considered. The appendices to the document contain background information, the scoping report, the marketing analysis, and some of the work that was previously done concerning environmental constraints.

The no action alternative assumes no major land use changes beyond what the zoning currently allows. Alternative 1 is the mid-range option; it has two development nodes. Alternative 2 has lower employment and higher housing; it has three development nodes. Alternative 3 is the high employment and high housing option; it also has three development nodes. Alternative 1 contemplates the addition of one million square feet of development, one third office and two-thirds industrial. Alternative 1 has 3.5 million square feet of new commercial development and 3,500 new housing units. Alternative 2 has 2.5 million square feet of new commercial development and 5,000 new housing units. Alternative 3 has 4.5 million square feet of new commercial development and 5,000 new housing units.

The DEIS concluded that none of the action alternatives is fatally flawed. There were several factors that are differentiators, including land use, population, housing, economics, transportation, watershed processes, and environmental hazards. The factors that remained similar across all the action alternatives were air quality, noise, aesthetics, public services and utilities.

The evaluation with regard to land use was focused on the changes in density and intensity, the types of land use changes, the relationship of the new land uses to nearby land uses, the consistency of each alternative with the plans and policies that govern land use in the area, the potential need for acquiring new right-of-way for transportation projects, and the potential needs and opportunities for parks and recreation in the area. It was found that the new land use designations would increase density substantially, especially in the mixed use nodes around the potential light rail station areas.

All of the action alternatives would facilitate the transition from the current light industrial uses to other types of uses, though in each alternative there would still be some light industrial uses in the corridor. Alternative 1 contemplates that by 2030 some 2.69 million square feet of light industrial uses would transition to other uses; Alternative 2 estimates the transition of just less than two million square feet of light industrial uses to other uses by 2030; and Alternative 3 lists the transition of about 2.5 million square of light industrial uses to other uses by the horizon year. The services core in Alternative 1 and the light industrial sanctuary in Alternative 2 would preserve more of the existing valued uses that currently exist.

Ms. Young noted that all of the alternatives include edge uses and intensities that are similar to the existing surrounding uses, which is an important factor in determining compatibility. Care will need to be taken in buffering new residential areas from the retained industrial uses, something that will be particularly apropos in Alternative 2 because it has the industrial sanctuary. All three of the action alternatives are consistent with the city's policy guidance as stated in the Comprehensive Plan and other regulations. The policies call for providing mixed use housing, redeveloping land where it makes sense to do so, planning new uses that facilitate economic development, and integrating land use and transportation planning.

With regard to right-of-way acquisition, Ms. Young said the figures in the document are based on very sketchy outline of the needed improvements. The primary projects that could displace buildings and residences are the widening of 116th Avenue NE, widening 120th Avenue NE, extending NE 10th Street from 116th Avenue NE to 124th Avenue NE, and widening and realigning NE 16th Street. The latter project would have the highest potential impacts of all.

Any of the alternatives would accommodate the development of a ten- or twenty-acre indoor and outdoor sports facility, and each would accommodate developing the new NE 16th Street alignment as a green boulevard with pedestrian-friendly amenities. Each of the three alternatives would create a fairly substantial demand for new park facilities to serve residents and employees; the impact would be greatest under Alternative 2 and Alternative 3 since they have the most new housing.

In terms of mitigation and opportunities, one of the things the city will do is work with Sound Transit on station area planning. The land uses around each station area should be developed to be supportive of transit. Parking management, including the limiting of available parking, increases ridership and makes transportation more successful. Incentives should be crafted that will encourage developers to provide transit access, enhance pedestrian facilities, and create public open spaces; the incentives could include increased height, and clustering development in certain areas. Every opportunity should be sought to develop parks and open space; approaches should include having developers dedicate portions of their sites and looking at stream corridors.

Ms. Young said the DEIS looks at changes in population, employment, access and mobility, and indirect employment, all based on the horizon year of 2030. She population will increase under each of the action alternatives: more than 6,000 under Alternative 1, and more than 8,600 for Alternatives 2 and 3. Each of the alternatives also increase employment: nearly 2,400 net new jobs under the no action alternative; more than 6,000 net new jobs in Alternative 1; almost 5,000 net new jobs under Alternative 2; and more than 9,000 net new jobs under Alternative 3. Conversely, each of the action alternatives will reduce the number of existing industrial jobs; under the no action alternative there would be an additional 450 new industrial jobs.

One of the mitigation measures looked at in the document is looking at the other light industrial areas of the city to see if they can accommodate the businesses and jobs that would be displaced. Another mitigation measure is to look for locations to concentrate light industrial and other valued uses that might otherwise exit the corridor; for instance, the zoning in the mixed use areas could make provision for compatible light manufacturing and services uses to remain in the corridor, an approach that has been taken by other cities. Parks and pedestrian/bicycle facilities should be developed in a manner that will ensure the increases in population and employment have the amenities they need to serve them.

Mr. Lienau explained that the process of studying the impacts to the transportation system begins with dividing the corridor into 30 different subareas and assigning the list of approved land uses assigned to each one. The transportation model generates trip figures for each land use and distributes them on the network based on a variety of factors, including mode choices. The model yields predictions for auto, HOV, transit and pedestrian movements. The integration of land uses plays a very large role in determining how many trips will be generated within the system; a low residential high office scenario will generate more transportation impacts.

Mr. Lienau said the DEIS assumes a set of transportation improvements for the no action alternative and each action alternative. All of the analysis is based on a 2030 horizon. For the areas outside the Bel-Red corridor, the assumed list of transportation projects includes all identified funding and unfunded projects, including the freeways. Within the corridor there are several unfunded projects that have been identified by the city, but they were not included in the modeling in order to be able to better identify whether or not they are truly needed in any

alternative. The list of funded projects were included in the model. The funded projects list includes widening Northup Way to add turn pockets; a pedestrian trail connection along NE 24th Street; the extension of NE 10th Street over I-405; the regional multipurpose trail along the Burlington Northern-Santa Fe right-of-way; various intersection improvements; and the widening of 130th Avenue NE within the corridor. The model also assumes light rail running through the corridor but without any stops other than at Overlake Hospital and at 152nd Avenue NE.

The modeling for each of the action alternatives is based on and inclusive of the no action scenario. The list of additional capacity improvements identified as needed in order to accommodate the action alternatives land uses to occur includes the widening of 116th Avenue NE, 120th Avenue NE and 124th Avenue NE; a new arterial along the NE 16th Street alignment; completion of the half interchange at SR-520 and 124th Avenue NE; another crossing of I-405 at either NE 4th Street or NE 6th Street connecting to 120th Avenue NE; and various neighborhood traffic calming devices. The action alternatives assume transit running through the corridor with stops at various locations.

The extension of NE 16th Street is assumed to occur in all three action alternatives, but in Alternatives 1 and 3 it is a five-lane roadway, whereas in Alternative 2 it is a three-lane roadway. Alternatives 1 and 2 assume the extension of NE 10th Street from 116th Avenue NE to 124th Avenue NE as a three-lane roadway, whereas Alternative 3 has it as a four-lane roadway.

In addition to corridor-wide improvements, the study includes analysis of 16 individual intersection improvements; the list of improvements vary by alternative and are shown in Appendix D. The traffic volumes in Alternatives 1 and 2 are greater than the no action alternative by about ten percent; the increase under Alternative 3 is closer to 12 percent. The roads with the highest increase in traffic volumes were determined to be 120th Avenue NE, 130th Avenue NE, and 136th Avenue NE. The traffic volume increases for each roadway in the corridor vary by alternative.

Mr. Lienau reviewed with the steering committee the levels of service for intersections within the corridor under each of the alternatives. He pointed out that in general there is little variability between the alternatives, and most intersections were shown to operate at or below capacity. The trouble spots are at the gateway to the Downtown along 112th Avenue NE, which operates poorly with or without the proposed Bel-Red land use changes; along 116th Avenue NE; and 148th Avenue NE.

The DEIS also looks takes into consideration the metrics of the overall transportation system within the corridor. The study shows that average speeds will vary between the three action alternatives by less than two-tenths of one mile per hour. To some extent it will not matter how large the increase in land use is.

Mr. Lienau said the impact on the neighborhoods to the east and south of the corridor will be minimal. However, the area to the north of the corridor will see a four to eight percent increase in traffic volumes along the three north-south arterials serving the Bridle Trails neighborhood. The modeling, however, did not take into account the positive effects of traffic calming devices, which will be critical for keeping traffic out of adjacent neighborhoods.

The biggest differentiator among the alternatives is light rail serving the area. All three action alternatives show a daily ridership for the stops within the corridor at least three times higher than the no action alternative. Alternative 2 has the lowest ridership alternatives because it has the lowest employment figures. Ridership levels are highest under Alternative 3.

The DEIS recommends that all of the identified transportation system improvements will need to occur regardless of the land use alternative selected. In addition, the corridor will benefit from the implementation of traffic monitoring and signal system optimization to keep traffic moving on the major arterials, and from aggressive demand management strategies that focus on achieving higher mode splits. Some expansion of local and regional transit services are assumed, and those services should be implemented prior to light rail coming through the area. Surface transit options should be integrated with light rail to the greatest extent possible. The creation of a high-quality pedestrian environment will greatly benefit the corridor, including establishing multiple connections to the trail system and connecting the Bel-Red corridor to surrounding areas.

Turning to the issue of watershed processes, Ms. Young said the DEIS evaluates several factors, including the existing regulations, opportunities for low-impact development, and opportunities to protect or improve stream habitat and/or stormwater management. She said the Herrera report done in 2006 identified a number of stream corridor opportunities, noting that three streams have potential for restoration and three that are limited in their potential. The area is well populated with streams, which means redevelopment will occur in the vicinity of streams. There is some level of protection afforded by the existing critical area regulations, but those regulations are less stringent for redevelopment, thus limiting the levels of protection for stream corridors. One approach would be to increase the size of the stream buffers to match the requirements for new development. Reducing surface parking is a good way to minimize impervious surfaces, and promoting low-impact development and green infrastructure is a good opportunity. Developing standards for green streets would go a long way toward improving watershed processes, as is taking advantage of poor soil types to facilitate stormwater infiltration. Finally, consideration should be given to acquiring new parkland with an eye on the creation of multiple benefits by including habitat areas.

Ms. Young said Alternative 1 offers good opportunities in the West Tributary, though that stream is less amenable to the creation of substantial habitat. Based on the types of land uses proposed under Alternative 2, the best opportunities are associated with Goff Creek, the unnamed tributary to Kelsey Creek, Valley Creek, and Sears Creek. Under Alternative 3, there are opportunities associated with the West Tributary, Goff Creek, the unnamed tributary to Kelsey Creek, and Sears Creek.

Ms. Young suggested that the provision of incentives for environmental enhancements is something that can partly be built into the Zoning Code and other regulations. One approach is to facilitate the transfer of development potential away from streams to areas that are less sensitive. The incentive of increased building height could be offered in exchange for a reduction in impervious site coverage or for implementing low-impact development techniques.

With regard to environmental hazards, Ms. Young said the study included a review of the potentially contaminated sites in the area, in particular the sites within the potential development node areas. Potentially contaminated sites are those with a history of contamination, have or previously had uses that utilized hazardous substances, or in some way have been associated with contamination in the past. In the final analysis, not all of the sites listed as potentially hazardous will be found to actually be contaminated. The most common contaminants in the area are petroleum hydrocarbons. The no action alternative and Alternative 1 each have two potentially contaminated sites. Alternative 2 has 18 such sites, and Alternative 3 has 11, because of the locations of the development nodes. On the upside, there is funding available for brown field redevelopment of contaminated sites.

Ms. Young said the aesthetic impacts associated with redevelopment of the corridor could be mitigated through design guidelines, particularly for the higher density nodes and transition

areas. Also important will be the development of standards for rooflines, rooftop treatments, and shielding lighting.

None of the alternatives are shown in the study to violate air quality standards despite the increase in traffic. Some of the future residential areas in the corridor could exceed the city's noise standards because of the increase in traffic along the streets, but noise can be mitigated through proper site planning and building design. There would be an increase in demand for public services and utilities with the outlined increases in development, but the service providers all have indicated that it is within their capacity to provide the services.

## B. Questions and Discussion

Ms. Roland noted that the DEIS includes the Burlington Northern-Santa Fe trail as a funded project. Mr. Linneau answered that while the project is not yet funded, every agency surrounding the corridor is assuming the trail will occur.

Ms. Roland suggested the figures given in the report regarding what it would cost to acquire the right-of-way necessary for the transportation projects appears to be low. Ms. Young said the figures are based on concept level plans using basic assumptions. Mr. McDonald pointed out that where the density of the new transportation projects is primarily where the largest parcels of land are. Ms. Roland proposed that in addition to the number of properties that will be impacted the report should indicate the number of businesses which would be impacted. Mr. Lienau concurred.

Answering a question asked by Mr. Dennis, Mr. Lienau explained that while the modeling did not include traffic calming devices, it is assumed that under each alternative such devices will be installed. Accordingly, the documented traffic numbers will in actuality be reduced.

Ms. Baugh asked if consideration has been given to what the impacts would be if significant redevelopment were to occur prior to light rail coming to the area. Mr. Lienau said the DEIS did not address that, adding that the impacts would be considered at the project level. Mr. McDonald said phasing of development with respect to the capacity of the transportation system is something that would be looked at during the implementation stage for the preferred alternative.

Answering a question asked by Mr. Glass, Mr. Lienau displayed a graphic showing the assumed percentages for the transportation modes, walking, biking, transit and automobiles. He noted that the action alternatives indicate a decrease in SOV use and an increase in transit modeshare. He also responded that there was no park and ride lot included in the modeling for the corridor.

Mr. Hansen asked if something could be incorporated in the report to address how the various utilities are currently doing business relative to reducing their down times following major storm events. Ms. Young said the reliability of the existing system could certainly be added as a mitigation measure.

Mr. Hansen noted the absence of peak hour traffic count information for 140th Avenue NE north of NE 24th Street. Mr. Linneau said the numbers are available and could be included by supplementing the information.

Mr. Dennis pointed out that the noise associated with SR-520 is already quite high and suggested it would be difficult to imagine any incremental noise occurring within the corridor making much of a difference. Ms. Young in order to achieve an audible increase in noise, traffic volumes must double. For the extension of NE 16th Street, the traffic noise levels would

increase from nothing given that the roadway does not currently exist, so the increase there would be noticeable. Overall, the noise increases will be localized, not generalized.

Mr. Hansen commented that there will be a noise impact on the Bridle Trails neighborhood associated with adding a new freeway off-ramp at 124th Avenue NE.

Mr. Overstreet asked what impacts will result from redevelopment of the corridor if light rail is not ultimately brought to the area. Mr. Lienau said that scenario was not modeled given that light rail is assumed in each of the alternatives, including the no action alternative. If it is shown that light rail will not be coming to the area, the city would have to take another look at the impacts.

Mr. O'Neill said the city will have to figure out a way to implement whatever alternative is chosen through the process. The same question could be asked about each of the assumed transportation improvements. Ultimately, it will be necessary to take the preferred alternative and roll back from 2030 and make assumptions about how much land use can be accommodated given a set level of transportation infrastructure across the board. That will be part of the implementation process.

## **6. Next Scheduled Meetings**

- A. February 15, 2007: Open House/Public Hearing on DEIS
- B. March 1, 2007: Steering Committee Meeting

## **7. Public Comment**

Ms. Esther Drucksman asked if the comment made about taking away industrial jobs from the Bel-Red corridor means there will be no more gas stations, car washes and auto repair. Mr. O'Neill explained that currently there is four million square feet of light industrial uses in the corridor. Gas stations, car washes and auto repair are not light industrial uses; they are retail and service uses. The DEIS assumes some displacement of warehouse and light industrial uses.

Ms. Drucksman asked if consideration has been given to the possible placement of a major sports arena along 116th Avenue NE adjacent to I-405. Mr. Lukens said there is nothing in any of the alternatives identified by the committee that assumes such a facility.

Mr. Todd Woosley, allowed that certain properties and businesses within the corridor will be impacted to a very large degree because of the proposed transportation improvements and roadway alignments. He also cautioned against recommending increased stream buffers beyond those required by the critical areas ordinance; that package was carefully crafted and meets all applicable state law.

## **8. Adjourn**

Mr. Lukens adjourned the meeting at 6:03 p.m.