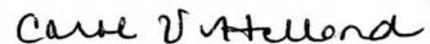


Draft Environmental Impact Statement

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: January 25, 2007



Carol Helland
City of Bellevue Environmental Coordinator



January 25, 2007

Dear EIS Recipient:

This Draft Environmental Impact Statement (EIS) analyzes 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 Street Subarea Plan*, and the Bellevue City Code. This EIS also assesses the ability of new transportation infrastructure to support contemplated redevelopment of the Bel-Red Corridor within the city of Bellevue. 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. Historically home to many of Bellevue's light industrial and service businesses, the corridor is poised for transition, both as the result of market forces and because of Sound Transit's proposal to build a new light-rail transit (LRT) line through the area.

This is a programmatic, or "nonproject," EIS, as described in Chapter 197-11-442 of the State Environmental Policy Act (SEPA) Rules. This type of analysis is used to evaluate the impacts of adopting planning documents and other agency actions that do not involve constructing specific projects. Although any action 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 in the Bel-Red Corridor will be required to undergo project-level SEPA analysis after they are formally proposed.

Alternatives Considered

No-Action Alternative: The No-Action Alternative is used as a baseline against which to measure the impacts of the action alternatives. It 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. Although increased population and/or employment in nearby areas would continue to place development pressure on the Bel-Red Corridor, its capacity to accommodate that growth would be limited by the existing zoning and transportation system. 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 proposes a land development scenario that includes 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 LRT stations are assumed: one at 122nd Avenue NE and one in Redmond at 152nd Avenue NE; each would be the focal point of a "development node" with denser concentrations of land use. Unique to this alternative is a Services Core located between 130th and 132nd Avenues NE just north of Bel-Red Road.

Alternative 2: Low Employment and High Housing (Nodes at 116th and 130th Avenues NE and near 148th Avenue NE). Compared with Alternative 1, Alternative 2 would include a lower amount of new employment and higher number of new housing units, resulting in 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. This alternative would provide several areas for housing of varied densities. Three LRT stations and associated development nodes are assumed: one each at 116th Avenue NE, 130th Avenue NE, and near 148th Avenue NE. Unique to this alternative is the light industrial designation between the two proposed LRT stations at 116th and 130th Avenues NE.

Alternative 3: High Employment and High Housing (Nodes at 122nd, 130th, and 152nd Avenues NE).

Compared with the other two alternatives, Alternative 3 would accommodate the highest levels of both employment and housing that are anticipated in the market forecast. This would result in the greatest amount of new nonresidential space (roughly 4.5 million square feet), 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 are assumed: one each at 122nd Avenue NE and 130th Avenue NE in Bellevue and at 152nd Avenue NE in Redmond.

Document Format

This EIS is being distributed to agencies in electronic format as a compact disc (CD). The CD is also available to members of 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 Bellevue City Hall (425/452-6800) to request a copy.

Draft EIS Public Hearing and Open House

A Public Hearing and Open House for this Draft EIS will be held on February 15, 2007, at Bellevue City Hall, 450 110th Avenue NE, Bellevue. The Open House, beginning at 5:30 p.m., will allow interested parties to review information on each alternative and to ask questions of staff and consultants. The Public Hearing will begin at 6:30 p.m. to accept comments on the environmental impacts of the alternatives.

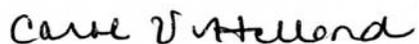
Written Comments

Written comments on the Draft EIS must be received by **March 12, 2007** and should be addressed to Carol V. Helland, Environmental Coordinator, City of Bellevue, P.O. Box 90012, Bellevue, WA 90012. Comments may also be submitted by e-mail to BelRed@bellevuewa.gov or on a form provided on the project website at http://www.bellevuewa.gov/bel-red_intro.htm.

Next Steps

The Bel-Red Steering Committee will review the Draft EIS and all written and oral comments received at the Public Hearing and Open House and during the 45-day SEPA comment period. Based on that review, they will recommend a Preferred Alternative to be specified in a Final EIS to be published 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.

Sincerely,



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

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Acronyms and Abbreviations

µg/m ³	micrograms per cubic meter
ADA	Americans with Disabilities Act
ADT	average daily traffic
ASTM	American Society for Testing and Materials
BA	biological assessment
BCC	Bellevue City Code
BKR	Bellevue, Kirkland, and Redmond Travel Demand Model
BLS	basic life support
BMP	best management practice
BNSF	Burlington Northern Santa Fe Railroad
BPA	Bonneville Power Administration
BROTS	Bel-Red/Overlake Transportation Study
CAO	Critical Areas Ordinance
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System List
CERCLIS-NFRAP	CERCLIS-No Further Remedial Action Planned
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CO	carbon monoxide
Corps	U.S. Army Corps of Engineers
CPA	Bellevue Comprehensive Plan Amendment
CPP	Countywide Planning Policy
CSCSL	Washington State Confirmed or Suspected Contaminated Sites List
CSCSL-NFA	CSCSL-No Further Action
CWA	Clean Water Act
dB	decibel
dBA	decibel on an A-weighted scale
DEIS	draft environmental impact statement
DIP	Downtown Implementation Plan
DO	dissolved oxygen
Ecology	Washington State Department of Ecology
EDNA	Environmental Designation for Noise Abatement
EDR	Environmental Data Resources, Inc.
EIS	environmental impact statement
ERNS	Federal Emergency Response Notification System
ESA	Endangered Species Act
ESA	Environmental Site Assessment
ESU	Evolutionary Significant Unit
FAR	floor-area ratio
FAZ	forecast analysis zone
FEIS	final environmental impact statement
FHWA	Federal Highway Administration

FIRES	finance, insurance, real estate, and services
ft ²	square feet
GIS	geographic information system
GMA	Growth Management Act
HCM	Highway Capacity Manual
HCT	high-capacity transit
HOT	high-occupancy toll
HOV	high-occupancy vehicle
HSP	health and safety plan
HSWA	Hazardous and Solid Waste Amendments
I-405	Interstate 405
I-5	Interstate 5
ICR	Independent Clean-Up Report
ID	identification number
kg	kilogram
kV	kilovolt
LBP	lead-based paint
lb/hr	pounds per hour
Ldn	day-night sound level
LEED	Leadership in Energy and Environmental Design
Leq	equivalent sound level
LID	low-impact development
LOS	level of service
LQG	large-quantity generator
LRT	light-rail transit
LUC	Land Use Code
LUCA	Land Use Code Amendment
MMA	Mobility Management Area
mph	miles per hour
MSAT	mobile source air toxic
MTCA	Model Toxics Clean-Up Act
NAAQS	National Ambient Air Quality Standards
n/a	not applicable
NAC	Noise Abatement Criteria
NGPA	Native Growth Protection Area
NOAA Fisheries	National Ocean and Atmospheric Administration National Marine Fisheries Service
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPL	Federal National Priority List
NS	no standard
NWI	National Wetland Inventory
O ₃	ozone
OHMC	Overlake Hospital Medical Center
PAH	polynuclear aromatic hydrocarbon
PCB	polychlorinated biphenyl
PHS	priority habitats and species

PM	particulate matter
PM ₁₀	particulate matter with a diameter less than or equal to 10 micrometers
PM _{2.5}	particulate matter with a diameter less than or equal to 2.5 micrometers
ppm	parts per million
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
RCRAInfo	Federal Resource Conservation and Recovery Act Information
RCRIS	Resource Conservation and Recovery Information System
RCW	Revised Code of Washington
RM	river mile
SEPA	State Environmental Policy Act
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SOV	single-occupancy vehicle
SPCC	spill prevention, control, and countermeasures
SPU	Seattle Public Utilities
SQG	small-quantity generator
SR	State Route
SWPPP	stormwater pollution prevention plan
TAZ	traffic analysis zone
TESC	temporary erosion and sediment control
TFP	Transportation Facilities Plan
TIA	total impervious area
TNM	Traffic Noise Model
TOD	transit-oriented development
TSD	Treatment, Storage, and Disposal
TSP	total suspended particulate
UGA	Urban Growth Area
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGBC	U.S. Green Building Council
UST	Underground Storage Tank
V/C ratio	volume-to-capacity ratio
VCP	Voluntary Clean-Up Program
VHT	vehicle hours traveled
VMT	vehicle miles traveled
VOC	volatile organic compound
VRM	visual resource management
WAC	Washington Administrative Code
WDNR	Washington Department of Natural Resources
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation
WTCU	wholesale trade, transportation, communications, and utilities

Fact Sheet

Proponent:	City of Bellevue, Planning and Community Development Department and Transportation Department
Location:	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.
Project:	Bel-Red Corridor Project
Description of Proposed Actions:	<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 three 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 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>
Responsible Official:	Carol Helland, City of Bellevue Environmental Coordinator P.O. Box 90012 Bellevue, WA 98009-9012
Staff Contacts:	
Proponent:	Transportation Department Kevin McDonald, Senior Transportation Planner 425-452-4558
EIS:	Department of Planning and Community Development Michael Paine, Environmental Planning Manager 425-452-2739

Required Licenses and Permits:

City of Bellevue Comprehensive Plan and Land Use Code Amendments

Contributors:

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

Date of Issue:

January 25, 2007

Date of Hearing on DEIS:

February 15, 2007
Open House begins at 5:30 p.m., and the Public Hearing begins at 6:30 p.m., Bellevue City Hall, 450 110th Avenue NE, Bellevue, WA.

Date Comments Are Due:

March 12, 2007

Written comments may be mailed to the Responsible Official (address above), sent by e-mail to BelRed@bellevuewa.gov, or submitted online at http://www.bellevuewa.gov/bel-red_intro.htm.

Contributors:

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 Arumbala
Parametrix
Leland Consulting Group
Herrera Environmental Consultants

Date of Issue:

January 25, 2007

Nature and Date of Final Action by City:

The Bellevue City Council is expected to adopt *Comprehensive Plan* and Land Use Code Amendments in late 2007, after selection of a preferred alternative and publication of the Final EIS.

Location of Background Data:

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

**Future
Environmental
Review:**

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.

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